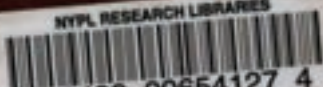

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WRECK OF THE CUMBERLAND PARKER.

THE MARINER'S CHRONICLE;

BEING

A COLLECTION OF THE MOST INTERESTING

NARRATIVES

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, Cus-
toms, and Manners of the Inhabitants: In-
cluding an Account of the Deliverance of the
Survivors.*

BY ARCHIBALD DUNCAN, ESQ.

~~LATE OF THE ROYAL NAVY~~

IN FOUR VOLUMES.

VOL. IV.

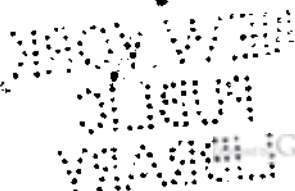
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Narrative of the
LOSS OF THE CUMBERLAND PACKET,

*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 harbour 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 third 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

bower anchor, having been hitherto riding with the small bower only.

The gale continued to increase, and at six o'clock it blew a perfect storm from the N. W. by W. when we struck our 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 kedge. 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 water—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 agita-

tion 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 minutes 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 harbour 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 harbour, 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 harbour is chiefly bounded with rocks, 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 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, reach

ed 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 harbour, 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 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 ef-

factually 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 we had 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 fourth and part of the fifth. 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 favourable change saved the ship from breaking up, and on the morning of the fifth, 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 Wreck of
THE BANGALORE, CAPTAIN LYNCH,

*Which was Wrecked on a Coral Bank, in the Indian Sea,
 April 12, 1802.*

They leave Amboyna and proceed on their voyage to Bally Town—The ship strikes on a coral bank—Ineffectual exertions of the crew—The ship heels off to the larboard side—A raft made—The crew quit the ship—The long boat springs a leak—Extraordinary behaviour of the gunner—Distress of the crew—Fresh water obtained—Chased by a prow—Effects of eating a kind of bean—They reach a fine cultivated bay, and escape the treachery of the Rajah—In danger of foundering—Further escape—They obtain an entrance at a small bay—Reach the island of Bally—Seized by the Javanese, owing to the imprudent conduct of one of the lascivious—Kindness of the governor—A passage procured for them to Samarang.

THE Bangalore having been bound to Bally Town, on the island of Lombok, and from thence to Batavia, the weather moderate, they weighed and made sail from the island of Amboyna. On the 12th of the same month, at nine at night, being, by observation at noon that day, in lat. 7, 38, south, and longitude 120, 45, east, by time-keeper, the ship unfortunately struck on an unknown coral bank, which, when day-light appeared, they found to extend about three miles in length from north to south, and about two miles in breadth, the western part being dry at low water, with rocks upon it, forming like a number of prows under sail. The ship's boats were got out immediately. The small and best bower anchors were carried astern, and the stream on the bow, to prevent the ship from forcing more

upon the rocks; and every exertion was used on the part of the ship's company, as also by the passengers, but to no effect, the steepness of the bank being very much against her going off: so abrupt and great was it, that with a cable of 120 fathoms out astern, it was only a long peak.

The ship continued striking very hard, notwithstanding which she held out without making water until midnight, when she suddenly heeled off to the larboard side, and the water was soon up to between-decks. They had previously thrown overboard a great quantity of lumber, and some of the ballast, to lighten the vessel, and give her a better chance of getting off; but unhappily all was to no purpose; and pumping and baling ceased to be of any use, as the ship completely bilged on the larboard side, when she heeled off as above stated.

All hopes having been given up of saving the ship, the crew were employed in getting all the spars out to make a raft with, and fortunately a high swell, that was running at the time the ship struck, was now much gone down, and the sea considerably smoother, which facilitated the means of escape of the hands; otherwise, in all probability, much the greater part of them must have perished. Captain Lynch, his officers, and the passengers, staid by the wreck until the following day at half past three in the afternoon, at which time the raft being completely finished, sixty of the crew commanded by the second officer, including servants and seapoys, got upon it. Captain Lynch went into the pinnace; the chief officer in the jolly-boat; and three Dutch officers, with their families, who were passengers for Batavia, together with the gunner, one seacunny, eight lascars, and two seapoys, embarked in the long-boat, having with them, as being the largest conveyance, and having most room, provisions and water for the whole crew. Thus arranged, Captain Lynch ordered the

long-boat to tow the raft, and the other two boats to tow the long-boat, all making for the nearest island, which was one that lay off Mangeray.

The whole of the 13th and 14th passed without being able to reach the island, from the winds being mostly off the land, with a strong current to the northward. On the night of the 14th, it blowing fresh, the long-boat sprung a leak, and was obliged to cast off the raft, and wait for day-light. In the morning of the 15th, Captain Lynch, with the two small boats, being a long way from the long-boat, made sail and stood towards her, when, to his great astonishment and mortification, he observed the long-boat also to make sail, and stand away to the eastward from the two small boats, and she soon run out of sight. Captain Lynch was ever since wholly at a loss to account for this behaviour of the gunner. Various were the conjectures made by different persons; but Captain Lynch never had any reason to suspect the gunner of dishonesty.

Being left in this miserable situation, Captain Lynch could not go to the assistance of the raft, having neither provision nor water; and the people on the raft were in the like situation; but as the second mate, Mr. Romey, an active officer, had charge of the raft, and as the current was then setting to the northward, Captain Lynch hoped that, with the sail set, and running before the wind, it would very soon fetch Seleyer, or one of the islands thereabouts, where they would meet with prows to conduct them to Macassar or Malacca. Captain Lynch then took the jolly-boat, in which were Mr. Nashbar, the chief officer, and Mr. Joseph Ferro, a passenger, with eight of the crew, in tow: Captain Lynch, with Mr. Anthony Lakersteen, also a passenger, and nine more of the crew, being in the pinnace, in all nineteen persons; and their object was to regain the island, it being the nearest land; but their endeavours were in-

effectual during the whole of the 16th; and the wind then blowing fresh from the southward, they made sail, and stood away to the E. S. E. and soon reached Mangeray.

About midnight, they landed in search of fresh water, but could not find any: they therefore kept pulling and sailing along shore, and at four in the morning landed, and found some water, which was a great relief to all hands, having a very small quantity of biscuit with them: one a day was served to each person, which was all the subsistence they had until the 20th; and employed all this time pulling and sailing along the coast of Mangeray, landing at times, for an hour or two, to give the people some rest, in places where they saw no inhabitants; but the tamarind tree growing wild on the coast, and in great plenty, the fruit of it greatly contributed to their support.

On the 20th of April, still standing along the coast of Mangeray, they saw a Macassar prow in shore, and stood for her. At four P. M. Captain Lynch, from his knowledge of the nature and dispositions of the people of that coast, thinking it would be dangerous to discover their distress to this prow, he ordered the chief officer first to approach, and inquire the name of the place, and also to find out what force the prow had. In a quarter of an hour the small boat returned, and informed Captain Lynch that there were only ten or twelve men on board, and without any fire arms. Captain Lynch then with the other boat approached, and informed the Nacodah of the prow of their having been cast away, and in the utmost distress for want of water and provisions. The Nacodah pointed out a small river, where he said fresh water was to be had; to which Captain Lynch without delay pulled, and got a sufficient quantity to last for three or four day. Whilst getting the water, the Nacodah informed Captain

Lynch that the inhabitants of Mangeray were an inoffensive people; and that those of an island in the offing, about three leagues distant, were all pirates, and not to be trusted: the truth of both which reports, Captain Lynch had much reason to doubt; and soon after seeing a prow pulling from the island towards them, it was thought most prudent not to put any trust or confidence in either of the reports, but to make the best of their way. At sun-set of the same day, Captain Lynch, to his great surprise, saw that the prow they had spoke to, had got under weigh, and was coming up with them fast; from which Captain Lynch concluded, that she was chasing them, to take advantage of their distressed situation, and to plunder them of some clothes and trifling articles that they had in the boats, and probably to make the people slaves.

The Nacodah of this prow had refused a hundred dollars, which Captain Lynch had promised him, if he would carry them to Bally Town, on the island of Lombock; the Rajah of which place was a good friend to the English, and to whom Captain Lynch had a letter from the Governor of Amboyna, with various presents sent out by the Court of Directors for him; all of which were lost in the ship: but as Captain Lynch had saved the letter, he felt satisfied, that if he, his crew and passengers, were so lucky as to reach that town, they would be well treated, and from thence be able to procure a conveyance to some Dutch settlement on the Island of Java, or to Malacca, the Bally-Town people being great traders to the westward. The prow continued astern, but kept sailing and pulling until four o'clock of the ensuing morning, when, with a great deal of labour and exertion, the boats pulled out of sight of her. The 21st, still pulling along shore, stopping at any place where they thought it likely to find water and tamarinds, which fruit now became the whole of their subsistence; except that they sometimes got

perriwinkles at low water, and some Morunga leaves, which being boiled together proved very nourishing.

The 22d, still pulling and sailing along the Mangeray shore, they stopped on an island, where one of the lascars gathered a kind of bean, which was unknown to any of the other people; but the lascar said he was well acquainted with it; that there was plenty of the same kind, in England, witere he had seen them. All hands, therefore, partook of this bean; some eating it raw, and others boiled. At this place they staid about two hours, and collected a good sea stock of this new discovery; but scarcely had they re-embarked, and began to work at the oars, than all hands, except four or five, were taken violently ill with a griping and vomiting, as if they had taken a strong emetic. This misfortune could not be remedied, as Captain Lynch had not medicines of any kind in the boats, nor any description of food likely to relieve the sufferers, whose situation became so distressing, that very little progress was made in the course of this day.

On the 23d, they continued advancing very slowly along the coast of Mangeray, the people dropping down through hunger and fatigue, when they happily got sight of a fine cultivated bay, and a beautiful town, in the Malay taste. Captain Lynch flattered himself he should procure some provisions, as this was the 10th day that they had not tasted a grain of rice, and the 4th since their allowance of one biscuit a man, for the twenty four hours was over, being all expended. The boats approached the shore by degrees, with a white flag in each, which is a token of friendship used on all occasions by the Malays. A canoe put off from the beach, and coming to the boats, asked them where they came from. Captain Lynch thought it prudent not to tell the destitute state they were in, and therefore said the boats be-

longed to two English ships that were in the offing, and that they were in search of a watering-place, and of provisions; that if the Rajah would be kind enough to assist the English, they would be the Rajah's friends. The people in the canoe desired the boats to come to an anchor some distance from the shore, and that they would bring the Rajah's answer immediately.

The canoe returned in a quarter of an hour with the Rajah's compliments, that he (the Rajah) would be happy to see the ships come to his port, and that there was plenty of provision and a good river for them to water. At this time two or three canoes, with three or four men in each, brought a couple of small bags of rice and some Indian corn, with coconuts and jagry, which were immediately purchased. The people in the canoes seeing a couple of trunks in the boats, and a bag or two of clothes, were very particular in their inquiries what they contained, and were told "clothes." Captain Lynch then despatching the canoes, both boats made sail, which the Rajah observing, and having been informed by the canoe's people, that the boats had property in them, he came down to the beach, walking towards the west point of the bay, about five or six miles distant, with a train of about fifty men attending him, the Rajah and half a dozen others being on horse-back. One or two canoes followed the boats with plantains and Indian corn, which were also purchased, and the canoes were despatched. The sea breeze blowing fresh, it was with difficulty the boats rowed out to the westernmost point of the bay. The Rajah, after he came to this point, despatched another small canoe with his compliments, and that he would be glad to speak with the officer in the boat; but Captain Lynch suspecting treachery, thanked him for his civility, and said, as it was late in the evening, he was in great haste to pull to the ship; but the Rajah

would see the ships in the morning. The Rajah not being satisfied with this answer, sent a second message to the same purport; to which Captain Lynch excused himself in the same manner as before. At this time a fast-sailing prow appeared coming from the town to the place where the Rajah was; and Captain Lynch perceiving they were manning this prow with a great number of people, and preparing to make more sail, and the boats' crews being greatly relieved from their hunger by the supply of the provisions they had obtained, they soon rowed the boats out of sight of the Rajah, and escaped his treachery.

During the night of the 23d, they pulled a long way; and at sun-rise reached a fine sandy bay, where they found a small rivulet: and here they cooked their rice: all hands eat heartily, and took a couple of hours rest: from thence they set out quite fresh; and in the night of the 24th they crossed the straits of Mangeray, and at day-light of the 25th arrived on the island of Comodo, where they dressed and eat another meal. At ten in the morning they crossed the Straits of Sappy, and towards noon came up with Gonong Appy, or the burning island, with a fine breeze at S. E. Saw several little prows. In the afternoon the tide changing, and being against the wind; caused a very high breaking sea, and both boats were in extreme danger of foundering. At this time a prow from the offing crossed a-head of the boats, after standing some way in shore, wore round, stood after the boats, and came up very fast. Captain Lynch being certain that this was a pirate, consulted the best mode of resistance. Out of a dozen muskets they had in the boats, only three were fit for use, the others being rendered totally useless by salt water. Captain Lynch kept the boats before the wind, standing between Gonong Appy, and the Island Sumbawa, with a very high sea, which put them in

imminent danger of broaching to or filling. The prow that stood after them, now came up very near; and they observed that she had four or five brass swivels, which the Malays on board kept slewing about, aiming them at the boats. Captain Lynch waited until the prow was within fifty yards, when he hauled upon a wind with an intention to board the prow if they attempted to fire, and hailing to know what they meant; upon which they inquired where the boats came from, and where their ship was. Captain Lynch answered, their ships were in the offing, and the boats were in search of an anchoring-place, recommending the prow not to come too near, as they most probably would find their mistake. The prow thereupon hauled her wind, and stood in shore; but in less than two hours they again stood after the boats. It still blowing fresh, Captain Lynch kept the boats to windward against a head sea, and by that means again narrowly escaped falling into the hands of these barbarians.

The 26th, employed in pulling and sailing along the island Sumbawa, landing once in the twenty-four hours, where they saw no inhabitants, to cook rice. The 27th still pulling along the Sumbawa shore, saw several inhabited places, and some large towns, but which were totally deserted: they also saw buffaloes, bullocks, and horses, in abundance, all appearing to be tame, but would not venture to kill any, for fear the pirates might be still hovering about the place. In the afternoon, a prow hove in sight, but seemed to be afraid of the boats, and soon after ran in shore, and the crew landed. Captain Lynch pulled by the prow, and towards evening touched at about two miles distance from where the prow lay, at a small river. The boat's crews here collected some tamarinds, and got two or three day's water, having only rice remaining for one meal more. At sun-set, all hands returned to the boats to take some rest.

About seven in the evening, Captain Lynch saw something very black close to the boats, shoving with poles. The people immediately got their little grapple up, and prepared the oars, when the very prow that had avoided them in day-light, now came to attempt to cut them off in the dark. Upon discovering the boats were going off, she hailed, and made use of the following words: "Come, brothers, come, let us speak like good people; we are all good men here." Captain Lynch answered, that they could have nothing good to speak about at night, when they avoided them in the day. The boats then took to their oars, were soon out of sight, and thus they escaped the fourth time.

On the 28th, they were approaching towards the western extremity of Sumbawa, and passed the town of that name; saw a number of prows, but none came near. In the course of the night they crossed the Straits of Allas, met with strong ripplings and a heavy sea, all which they passed safely, but without any rest. In the morning they arrived on the east side of the island Lombok, every one in the boats feeling comfort in the thought of being so near Bally Town, where they expected their toils and dangers would cease: at this time they had neither rice nor water; and being near Rocky Point, in the Straits of Allas, the tide being against them, they went on shore to seek for water, and got some but very bad. A small canoe coming up, they bought a couple of small bags of rice, one of which they cooked, and got a comfortable meal, with some chilies and tamarinds.

The 29th, at ten in the morning, they left Rocky-Point, and were pulling up towards Bally Town, then about 25 miles distant, when the above-mentioned canoe left them, and, as they supposed, must have informed a piratical prow, that lay a couple of miles farther a-head (but in shore) of the situation of the boats; for, after rounding Rocky-Point, they saw

a small prow coming right before the wind, and steering for the boats; and as soon as she came near, they lowered their sail down, took to their paddles, and quickly came a-breast; the boats, however, continued pulling, not taking any notice of the prow, in which they saw five men, who appeared to be well dressed, and all of them had creesses by their sides; they were very inquisitive in asking what ships' boats they were, and where the ships were. Captain Lynch answered, as he had the others, that the ships were in the offing, and that the boats were going to Bally Town to get stock for them. The Nacodah in the prow endeavoured to persuade Captain Lynch, that the Rajah's Town of Lombock was a very dangerous place for the boats to go to: and the people there were very bad; that they would kill all hands, and it would be better to come alongside his prow, where he had rice, and every thing that the boat might want; in the mean time recommending them not to pull out to the offing, but to come in shore. To all this no attention was paid; and when they saw the boats persisted in keeping off the shore, and deeming the force they had in the prow too weak in number to attack the boats, they pulled away as fast as they could, so that they might get in time to attempt the capture of the boats with their large prow, before they could get to windward.

Captain Lynch kept cheering the people to pull to windward, but to little effect. The large prow was now under weigh, close hauled, and standing after the boats, and was coming up very fast, although the boats had their sails up, and pulling at the same time with all their strength, to escape being butchered or made slaves of, by these ferocious people. No hopes remained of escaping, as the prow was now within musket shot; and in less than a quarter of an hour, she was a-breast, and to windward, bearing

down upon the boats, apparently with an intention to run them down; the Malays all standing up with their lances in their hands, ready to heave, and desiring the boats to lower their sails down; upon which Captain Lynch stood up, with his musket and a pistol, and pointing them at the chief man of the prow, who was standing alone; all the people in the boats at the same moment rising, some with cutlasses, and others with lances in their hands. This determined conduct threw the Malays into such confusion, that every one in the prow, even the man at the helm, fell down and hid themselves, crying out, that they were good people, and to save them. Captain Lynch answered, how could they call themselves good people, when they shewed themselves so much to the contrary? Their dread of the muskets appeared so great, that the prow was very near upsetting in the confusion.

A small canoe was then despatched on shore by the pirate, for the purpose, as Captain Lynch supposed, of getting a reinforcement; and probably some of her crew had been left on shore, as the pirate had not more than ten or twelve men on board, and their complement generally exceeds thirty. The boats continued working to windward, as well as the prow; but the boats had greatly the advantage, by tacking when the prow was wearing; and by the time the prow received a supply of men from the shore, the boats were well to windward, and the pirate gave up all hopes of attacking. The boats stood in shore, and came to an anchor at sunset, being about ten miles distant from Bally Town. Captain Lynch kept close in shore, the wind and tide being against him. Crowds of people came towards the boats, inviting the people of them to come on shore, and saying the rajah of Bally Town was there. However, Captain Lynch told them it was night, that he could not think of coming on shore till the morning, and

then he would see the rajah, and deliver a letter which he had from the governor of Amboyna. The people on shore still kept calling out, and encouraging them with kind words; but Captain Lynch suspecting some treachery, or that some evil might yet befall them before they could reach Bally Town, the last prow that had chased them being only five or six miles distant, the people of which must well know the wind and tide were against the boats, and how easy it would be for them to come in small canoes, while the boats lay at anchor, and endeavour to surprise and cut them off; he therefore represented to the passengers and the boats' crews, that, in his opinion, the best thing that could be done, would be to try to get clear of the straits in the course of the night, the wind and tide being favourable for that purpose, and to make the best of their way for Java, as that was a country where they would meet with relief and assistance. To this all hands readily agreed, except an European Portuguese seacunny, who seemed to be greatly alarmed with the apprehension of being starved to death, as they had only rice and water for one meal. Captain Lynch thereupon offered to land this man, if he chose it. However, he preferred staying on board, to share his fate with the rest, rather than run the risk of being sold as a slave. By twelve at night the boats were clear of the straits of Allas, and stood along the north side of the island of Lombock the whole of the 30th, where seeing a small river, and no appearance of inhabitants, they landed, and dressed all the rice that was left, and got a supply of water that was sufficient for three days. On this island they could get no tamarinds, which was a great disappointment.

On the 1st of May, while standing along the Lombock shore, they, at day-light, saw a small bay,

with a few houses, and pulling in shore, they inquired of the inhabitants if they had any rice for sale. Fortunately they seemed to be very friendly: they invited the boats to come on shore, and said they would sell the people rice. However Captain Lynch did not choose to put too much confidence in their professions of kindness, and therefore made his people rest on their oars, sending a couple of men only to bargain and purchase provisions. Here they were so fortunate as to obtain eleven small bags of rice, some salt, and a little tobacco was also purchased; all which were a very great acquisition: and having got plenty of water in the boats, they hoped they should have no more occasion to land, as, by so doing, they always exposed themselves to the treachery of the natives. They had a small place prepared to cook in the boats, and had, by comparison with what had preceded, a luxurious meal. In the evening they crossed the straits of Lombock, and experienced very heavy rippings, which caused a great and breaking sea. Both boats underwent the same risk and distress as they had encountered in the other straits. Happily in the morning of the 2d, they reached the island of Bally, and once more got into smooth water.

On the 2d of May they continued pulling and sailing along the island of Bally; saw many towns, and the land appeared to be well cultivated, and cattle of various descriptions. In the morning of the 3d they passed two very large towns. A large prow, that lay in the roads of one of them, sent a canoe to invite the boats on shore which was declined; immediately after which a large prow set sail, and chased the boats, pulling and sailing for the whole of this day; but night coming on, they fortunately escaped, and had the good luck to get across the straits of Bally during the night; and in the morning they were up with Cape Sandana, on the island of Java, when

all fear from pirates being over, the boats' crews pulled cheerily along the Java shore.

On the 4th of May they passed Pamanoekan, a small settlement of the Dutch, and Pasockie, a large Javanese town; saw several prows, but none came near the boats.

The next day they continued making the best of their way towards Passeerwang.

On the 6th of May, all the water in the boats being expended, they were obliged to touch at a place called Kalie, about five leagues to the eastward of Passeerwang, and sent some people on shore to fetch water; also for some provision; and to inform the chief man of the town that they were two English boats, going to the Dutch fort of Passeerwang. The people soon returned with water, and some broiled fish and indian corn, all which proved very acceptable, and which Captain Lynch divided among all hands. Whilst waiting here, the boats grounded on a long flat that runs a good way out. Captain Lynch was anxious to reach Passeerwang, as they would there meet with Europeans, from whom they might expect every sort of relief. This day, being the 25th of their sufferings in the boats, he employed the people in shoving the boats over the flat, during which one of the lascars went off, and concealed himself on shore. The Javanese were immediately alarmed, conceiving that this man might be a spy: they therefore, immediately collected in a body, and between four and five hundred men ran into the water to attack the boats, and to take the crews of them prisoners. As Captain Lynch well knew that resistance would not be the means of remedying their distress, he went himself from the boats to meet this mob, who were armed with all sorts of weapons, Captain Lynch holding in his hand the governor of Batavia's letter. They, however, seized him, and all the people in the two boats, and forcibly carried

them on shore. Captain Lynch had previously and strongly recommended no sort of resistance might be made by the crews and passengers against the natives; and had a single musket or pistol been discharged, in all probability not one of the people would have escaped from the rage of this savage mob.

Upon Captain Lynch and his people being thus landed, they were conducted to the house of the principal man, where every attention was paid them, and they were abundantly supplied with all sorts of provisions and beds; and a strong guard was put over the boats, that nothing might be lost or taken away. A despatch was also sent by the chief, by land, to the governor of Passeerwang, informing him of all that had passed, which information having reached the said governor, and he further learning, that the boats and people had belonged to the Bangalore that had been cast away, he sent his son-in-law, and a doctor, with a carriage, to escort the gentlemen by land, and a couple of prows were sent to bring the boats by sea to Passeerwang. The two Dutch gentlemen made very particular inquiries of Captain Lynch, how the head man of the place they were at had behaved, and whether there was any cause of complaint. About six in the morning of the 8th of May, the Dutch gentlemen accompanied Captain Lynch and his passengers to the carriage, and then each of them mounted on horse-back, riding before the carriage, until they reached a sugar manufactory belonging to the governor, where an excellent breakfast was provided; after which they again got into the carriage, and travelled through a very fine country, having a good road and beautiful cultivated lands on both sides of it. At noon of the same day, they arrived at Passeerwang, where they were received by the governor, and all the gentlemen of the settlement, with the utmost kindness and attention; all

expressing their concern for the great sufferings they had undergone, and the losses they had sustained. Rooms were ordered to be got ready in the government-house, each having one to himself; and every possible civility was shewn by the governor and his family. The boats' crews too, on their arrival, were amply supplied with provisions of all kinds, and a house allotted for them. Letters were also immediately despatched to Batavia and Sourabaya, giving an account of the loss of the ship, and requesting the governor of Sourabaya to send conveyances, by land, for Captain Lynch and his passengers, as they were anxious to get out as fast as possible.

On the 9th of May, in the evening, the governor of Passeerwang received a letter from Sourabaya, requesting that he would despatch his carriage half-way, and the governor of Sourabaya would send his the other half, to convey the shipwrecked people on: and that he, the governor of Sourabaya, would be very happy to see them, and to render all the assistance that lay in his power.

During the 7th, 8th, and 9th, that Captain Lynch, and one of his officers, Mr. Farrao, and Mr. Lakersteen, passengers, staid at this place, words cannot express what obligations they were under to this good man and his family: their clothes were washed for nothing; abundance of victuals provided for the boats' crews: a prow was also procured to carry the crews and the boats to Sourabaya, without any charge whatsoever. The different rajahs or timengons paid them visits, and entertainments were made in consequence; and all places worthy of notice, gardens, walks, &c. were shewn by the governor in person.

On the 10th of May, at six in the morning, every thing having been provided the night before, Captain Lynch, his officers, and passengers, took their grateful leave of this most worthy governor and

his family. All the gentlemen of the garrison attended at their leaving the place; and they were conducted by two sea-captains of the Dutch company, by name De Groot and Bodwyn, to Sourabaya, distance fifty-six miles, travelling in carriages, changing their horses in every town they came to, and at which all sorts of victuals were prepared by the natives to entertain the English as they passed.

At a quarter before twelve, on the 10th, they arrived at Sourabaya, and the same attention was paid them there; also lodgings provided, and victuals for the boats' crews, free of all expense, every day. The gentlemen were invited to the governor's table, and a passage procured for them to Samarang, in a ketch belonging to Mr. de Vris.

On the 17th, the ketch arrived at Samarang, where Captain Lynch and his companions were carried to Governor Ingelhard. Lodgings were provided for all, and every necessary article, as well as an ample sea-stock, put on board, to last them to Batavia. Here they staid two days; and on the 18th of May, in the evening, taking leave of Governor Ingelhard, they embarked for Batavia.

The Sufferings and Providential Escape of some
the Crew belonging to

THE GUARDIAN SLOOP.

Who quitted her in the Launch, December 25, 1785.

Captain Rice's anxiety for the safety of the boat.—His calm and heroic behaviour.—The launch, to prevent any scuffle makes sail.—Distress for want of provisions and water.—Fierce and tremendous seas.—A ship discovered.—Their joy on the occasion.—The kindness they experience.—Further particulars of the Guardian.

HAVING already given an account of the desperate situation of the Guardian Sloop, which struck on an island of ice, (see Vol. I. p. 68), we shall here relate the distress of those who made their escape in the boats, adding some further particulars of the Guardian. By extreme exertions at the pumps, the leak became reduced, and continued to diminish until eleven o'clock, when there was only nineteen inches. In half an hour the leak began again to gain upon them, a second sail was fothered and got under the bottom; but the gale being so strong, attended with a heavy sea, that broke frequently over the ship, that it had little, if any effect. At four in the afternoon Mr. Clements went down by the way of the rudder into the gun-room, and from thence into the bread and spirit-room, to endeavour to discover the leak; not being able to succeed, it was thought necessary to scuttle the deck close aft, which being out of the roll of the water, would enable them to get up and throw overboard some of the provisions and stores.

This being done, Mr. Riou, the chaplain, the purser, and two men; were employed in this business; but unfortunately endeavouring to get up a cast, it fell back on Mr. Riou, and bruised his hand in so shocking a manner as to disable him from giving any farther assistance. They gave up all farther attempts to lighten the ship in this part, and again assisted at the pumps.

At midnight the water had increased to four feet and a half; at the same time the winch of the starboard pump breaking, it became disabled, and the water at six in the morning had increased to seven feet; the night had also been very tempestuous, and by the violence of the wind the fore and main-top-sails were blown to pieces, and the ship left entirely at the mercy of a tremendous sea. The people began to break off from the pumps, and to secret themselves, and could only be kept to their duty by threatening to have them thrown overboard. They were kept ignorant of the true state of the ship, until one of the carpenters, stationed to sound the well, came up, and reported that the water was as high as the orlop deck, and gaining above a foot every half hour. The officers could not possibly suppress this report; and many of the people, who were really unable to bear the fatigue any longer, immediately desponded, and gave themselves up to perish with the ship. A part of those who had got any strength left, seeing that their utmost efforts to save the ship were likely to be in vain, applied to the officers for the boats, which were promised to be got in readiness for them, and the boatswain was directly ordered to put the masts, sails, and compass in each. The cooper was also set to work to fill a few quarter casks of water out of some of the butts on deck; and provisions and other necessaries were got up from the hold.

Many hours previous to this, Lieutenant Riou had privately declared to his officers, that he saw the final loss of the ship was inevitable; and could not help regretting the loss of so many brave fellows. "As for me," said he, "I have determined to remain in the ship, and shall endeavour to make my presence useful as long as there is any occasion for it."

He was intreated, and even supplicated, to give up this fatal resolution, and try for safety in the boats. It was even hinted to him how highly criminal it was to persevere in such a determination; but he was not to be moved by any intreaties.

He was, notwithstanding, as active in providing for the safety of the boats, as if he intended to take the opportunity of securing his own escape. He was throughout as calm and collected as in the happier moments of his life.

At seven o'clock the ship had settled considerably abaft, and the water was coming in at the rudder-case in great quantities. At half past seven, the water in the hold obliged the people to come upon deck; the ship appeared to be in a sinking state, and settling bodily down, it was therefore almost immediately agreed to have recourse to the boats, which the captain now ordered to be hoisted out, in order to afford a chance of safety to as many as he could with propriety. They were fortunately all got into the water with very little damage; but the sea running so high, it was with difficulty they were kept from being stove alongside. The launch being forced to drop on the quarter, to make room for the two cutters, was nearly drawn under the quarter and sunk, and at last obliged to be cast adrift from the ship, with only seven or eight men on board, and without any provision or water. A coil of rope was then handed from the quarter gallery, and passed over to Mr. Somerville; the gunner, in the jolly-boat which hung over the stern. This boat, on being lowered

down, was drawn under and sunk. As soon as the launch had again rowed a little near to the ship, one of the people in her caught hold of a rope, until the cutters brought them provisions, &c. and veered to a good distance astern. A small quantity of biscuit, and an eighteen-gallon cask of water, was then let down between the main and mizen chains into the small cutter. The purser then got into the main chains, and from thence leaped into her; Mr. Wadman and Mr. Tremlett likewise fortunately got into her. The boat was with great difficulty rowed clear of the ship, and steered for the launch.

The agitation of mind on this melancholy occasion may be better imagined than described. Mr. Riou was at this time walking the quarter-deck, and seemed happy the boat had got safe from along-side. The ship was drifting astern, and sinking fast in the water. Mr. Clements began to be afraid she would drive upon the launch; and called to the crew to cut the tow-rope, and row out of the ship's wake.

Mr. Somerville, the gunner, who was looking over the ship's stern, hearing the order, prayed them to hold fast a moment, and he would jump overboard and swim to them: he did so, and was followed by John Spearman, a seaman, who were both taken on board, the boat then cut, and rowed out of the ship's track. The launch soon got along-side of the cutter, out of which they took two bags of biscuit, and a cask of water. The Rev. Mr. Crowther, Mr. Clements, Mr. Tremlett, Mr. Wadman, and the purser, with two more of the men, got into the launch, and the cutter was ordered back to the ship for further supplies, and to receive as many of the people as could with safety be taken on board.

The crew of the cutter could not be prevailed on to return, but rowed off to some distance, and lay

by. In her were Mr. Brady, midshipman, Mr. Fletcher, captain's clerk, and five seamen.

The jolly boat had put off from the ship without either provisions, water, compass, or quadrant, and rowed towards the launch, in hopes of either getting relief from her, or the crew to be taken on board; but she had already fifteen people in her, which were as many as she could with safety carry; and the quantity of provisions was very inadequate to support such a number, who had 411 leagues to traverse in a boisterous ocean, without any means of relief.

There being a spare compass and quadrant in the launch, Mr. Clements handed them into the jolly boat. At this time one of the convicts attempted to get into the launch, but was opposed by the crew, and pushed into the sea. The fellow in the struggle, caught hold of Mr. Clements, who was with difficulty saved from being pulled out of the boat along with him. The people in the jolly boat picked the man up again, and then took to their oars, and rowed close up to the launch, as if determined to board her by force. To prevent, therefore, any scuffle, it was agreed immediately to make sail, and they took their final departure from this scene of misery and distress about nine o'clock. The ship at this time appeared sunk down to her upper deck ports. The large cutter and jolly boat made sail after the launch; the latter almost instantly filled and went down. The other cutter remained banging on at some distance from the ship. At half past eleven they lost sight of the ship and boats, and shaped their course as much to the northward as the wind then at N. W. would permit.

Dec. 26th. Strong gales, squally and cloudy weather, with remarkable high seas. They were this night very much benumbed and chilled with cold, and could get no sleep. In the morning the weather

became more moderate. At four o'clock shifted the fore mast to its proper place, stepped the main-mast, and set the fore and main-sails; at eight the people were employed to make a main-top-sail out of some sheets, and a yard out of one of the boats thwarts; the handle of a broken oar was converted into a top-mast: a small tobacco canister was cut up to make a measure for the distribution of water, rather less than a gill, two of which it was agreed to allow each man a day.

Dec. 27th. First part moderate breezes and cloudy weather. At one P. M. having boiled all their poultry, and cut up the goose, which was but small, into fifteen equal parts, one of the men forward was then blind-folded, and directed to call each person by name, and another was appointed to serve out the morsel by lots. Notwithstanding they had now fasted above thirty hours, all were perfectly satisfied with the small morsel; and some had so little appetite, that they reserved a part of it for a future occasion. But the very scanty measure of water received afterwards, by no means allayed the universal craving for drink, evidently occasioned by the excessive heat and feverish state of their bodies. They did not dare, however, to take one drop more than the prescribed allowance: they therefore, through necessity, became philosophers, and submitted with becoming resolution to the exigencies of the moment. At seven they received their second measure of water, which being succeeded by the coldness of the night, administered greatly to their relief. At midnight it blew a fresh gale, with dark cloudy, and remarkably cold weather. The launch was at this time brought under her mainsail only, and the weather continuing much the same, no alteration was made throughout the day.

Dec. 28. The first part fresh gales, and cloudy weather, middle more moderate. About noon they

had one of the fowls cut up, and divided amongst them, as on the preceding day, and then received their gill of water. The heat and fever of their bodies increased, and their lips began to break out in watery and ulcerous blisters. This day one of the crew being afraid of famishing, requested his whole quantity of water for the day at one serving, which Mr. Clements opposed: he therefore had recourse to salt water, of which he drank freely. At five in the morning got the top mast up, and set the top sail: at ten, fresh gales, lowered and took in top sail. In these seas are vast numbers of sea-fowl flying about; and had they been fortunate enough to have had a fowling-piece, they could not have been much at a loss for provisions; powder and shot they had in store, and two brace of pistols, but they were unable to do any execution with them.

Dec. 29. This day cut up and delivered their last fowl, and shared their water as before. At day-break, strong gales, with flying showers of rain, from which they endeavoured to benefit as much as possible, by facing the weather with their mouths open, and handkerchiefs spread out; but the drifting moisture was so thin and light that they were barely able to catch sufficient to wet their lips. This morning they received a small thimble full of rum each, which was occasionally allowed.

Dec. 30. They were this day reduced to a very low ebb indeed, and could not eat the smallest crumb, till supplied with an additional measure of water to moisten their lips, which were almost held together by a tough viscid phlegm, that could not be expectorated but with the greatest difficulty. On this occasion they dipped a bit of biscuit in the water, and afterwards supped a little of it with each mouthful, to force it down. The butter, cheese, and hams, were left free for the use of every one; for they were found to occasion greater thirst, and therefore remained

Almost untouched. Several of the crew had again recourse to the salt water, which appeared not to have had any bad effects.

Dec. 31. They again suffered greatly this day, from the burning heat of the sun, and the parched state of their bodies, and were allowed an additional measure of water, with a larger portion of rum than usual; in which they soaked their bit of biscuit, and made their meal of it. About four in the afternoon the clouds began to shew for rain, and they made preparations accordingly; but were so unfortunate as to see it fall in heavy showers all around them, and had barely as much over the boat as would wet their handkerchiefs.

The people this day appeared to be in a more hopeless state than ever, and discovered signs of disrespect to their officers; which was, however, happily checked in time by the spirited conduct of the gunner, who chastised the leader in the face of the whole crew, and restored discipline. Many of the people this day drank their own urine, and others tried the salt water. The weather was this day more warm and sultry than at any time since their misfortune.

Jan. 1, 1790. They dined this day as on the preceding, and in general appeared in better spirits, which they considered on account of its being the first day of the new year, a happy presage of their safety.

Jan. 2. Clear weather till about four in the afternoon, when it became overcast, and blew a fresh gale: they had before this dined on their usual fare of biscuit and water, with half a measure of rum, and were all in tolerable spirits; but the gale increasing during the night, and the sea running immensely high, it brought them again into great danger, which, with the disappointment of not seeing land in the morning, as expected, reduced them to their for-

mer miserable state of despondency. At eight in the evening the fore-sail was shifted to the main-mast, and the boat sailed under it reefed till about six in the morning, when the mizen was set on the fore-mast to give her greater steerage-way. At noon the latitude was observed 33 deg. 19 min. and supposed longitude east of Greenwich 34 deg. 15 min.

Jan. 3. About seven in the evening the clouds put on the appearance of very heavy rain; but unfortunately broke over in a most dreadful storm of thunder and lightning, attended with gusts of wind and very little rain, succeeded by a violent gale of several hours from the S. W. in which they were near perishing. On this occasion the master and gunner succeeded each other at the helm, and by their experience and judgment in the management of the boat, they were this night enabled to traverse in safety an ocean of such fierce and tremendous seas, in different directions, as they could scarcely allow themselves the hope of escaping.

At day-break the gunner, who was then at the helm, discovered a ship at a little distance from them, laying under her bare poles. Their joy at this sight was great beyond expression; and, anxious to secure so favourable an occasion, they immediately made more sail, and between five and six o'clock passed close under her, and informed her people of their distresses. They then veered about and put alongside her on the other tack.

The people on board her crowded immediately to their assistance, and received them in the most friendly manner. As soon as they were alongside, several of them jumped in, and assisted in keeping the boat from being stove.

The ship was named the Viscountess of Britannie, a French merchantman, Martin Doree, master, with part of Walsh's, or 95th regiment, from the Isle of France, to touch at the Cape of Good Hope for a

supply of water and provisions, on her way to Europe. The officers of this corps were unbounded in their friendship and attention towards the wretched sufferers, affording them every possible comfort, and even giving up their beds for their use.

Jan. 18 At noon anchored in Table Bay, Cape of Good Hope.

Such were the sufferings and providential escape of those who had quitted the Guardian: we shall now return to the perilous situation of those who remained in the sloop; having, since the publication of our first volume been favoured with a more copious and authentic account.

Lieutenant Riou was indefatigable in his efforts to preserve the ship, and by his noble example encouraged the remaining crew to use every exertion in their power to this effect. He had not only to struggle against the boisterous element in which this melancholy accident had happened, but also to discover means by which he could divert the minds of a desponding crew, worn down with fatigue, and despairing of ever being relieved from their miserable situation. A still more difficult task with which Lieutenant Riou had to contend, was, frequently observing symptoms of discontent amongst the people; which were prevented from breaking out into an open violation of his orders, by the firm and resolute conduct he maintained, and strict discipline he supported even in the midst of the almost insurmountable difficulties and dangers with which he was surrounded. The people at one time had carried their disobedience so far as to threaten his life; and had absolutely completed a raft made of the booms, on which they were determined to take their chance, rather than remain any longer on board the ship; fortunately, at the instant it was about to be launched, a favourable breeze sprung up, when,

with a presence of mind possessed by few men, Lieutenant Riou, by his remonstrances, prevailed on them to give up a plan which must inevitably have plunged them into certain destruction; and as the wind was then in a favourable quarter, he had no doubt of being shortly able to reach some friendly port.

The Guardian continued driving about chiefly at the mercy of the wind and sea; though at times, in moderate weather, Lieutenant Riou was enabled to keep her head the course he wished to steer; and sometimes she was forced through the water at the rate of four knots an hour. At length on the 21st of February, 1790, to their inexpressible joy, land was discovered; and by the assistance of two whale boats, which were sent out from a British ship lying in Table Bay, at the Cape of Good Hope, the Guardian was stowed into anchorage, by which the life of this excellent officer and his companions were saved from utter destruction.

In our former account (vol. 1.) it was stated that the Guardian fell in with a ship at sea, which had given her assistance into the Cape; but this we have been since assured, was not the case: we therefore deem it our duty to apprise our readers of the fact.

After this, Lieutenant Riou was in hopes he should be able to get the ship round to Saldhana Bay, where he might have a chance to repair and put her in such a condition as to return to Europe: but notwithstanding his unceasing exertions to gain this point, he was baffled in the attempt; the ship continued to make so much water, that he was at length obliged to relinquish this last effort, and to prevent her sinking at her anchors, run her on shore on the beach in Table Bay.

The numbers saved in the Guardian were, besides Lieutenant Riou, the Hon. Mr. Pitt, (late Lord Ca-

welford), Mr. John Gore, Mr. David Oilmore, midshipmen; Mr. J. Williams, boatswain; and Mr. M. Sampson, carpenter; Messrs. Schafer, Divine, and Hume, superintendant's of convicts; Elizabeth Schafer, the superintendant's daughter; Mr. William Fairclough, surgeon's mate; thirty seamen and boys, and twenty-one convicts—in all sixty-one. Towards the end of the year, his Majesty's ship Sphinx, of 20 guns, Captain George Tripp, was sent out to the Cape, to bring home Lieutenant Riou, and those of the crew who were still with him.

The preservation of the Guardian was attributed chiefly to the casks in the hold pressing against the lower deck, the hatchways of which were made excessively strong, and caulked down. She was completely stove in under the counter, and also an amazing hole quite through her bows, by which the iron and shingle ballast washed out, by this means she became more buoyant; and at her arrival at the Cape, was nothing more than a floating raft.

The Loss of

THE YATCH INGEBORD,

Commanded by Captain Anders, which was pitched upon a Sand bank, December, 1802.

During a heavy storm from the east the Ingebord ventures too far into Tremper-Gulf—Distress of the crew for seven hours—Humanity and courage of eleven fishermen—Four of the crew get into the boat—Only two of them survive.

AT the latter end of the year 1802, there was a most dreadful scene of a shipwreck at Altenkichen, on the Isle of Rugen, the particulars of which are as follow:—

The yacht Ingebord, Captain Anders, which in a very dark night, and during a heavy storm from the east, had ventured too far into the dangerous Tremper-Gulf, was, early in the morning, driven upon the fatal cliff, and pitched upon a sand-bank, with the keel almost perpendicularly raised into the air. The six persons who composed the crew remained some time almost petrified with horror, before they had courage to attempt saving themselves. Three at last climbed up into the rigging, and the others fastened themselves with cords near the pump. In this comfortless situation, exposed to the raging sea and to a most terrible cold, they passed seven dreadful hours, while the breaking sea passed over their heads near 3000 times. They were at length perceived from the shore; but before a boat could be procured, freed from the ice, &c. several hours passed, during

which their situation grew every minute more desperate. One of those by the pump was suddenly torn away by a breaker, dashed into the body of the ship, drowned, again washed out by another wave, and hurled into the abyss. Another was observed, whenever the breaker ran off, to raise his head, and discharge the salt water. An hour before help came he groaned to his companions above, that it was all over with him. They bid him take courage, as they saw help was at hand; but he dropt his head, and expired without a word.

The fishermen were at length ready, but when they saw the horrible situation, the most courageous turned pale with dread; yet moved by the distress of the poor men, and encouraged by persons present, they at length resolved on the dangerous attempt. A long cord was fastened to the boat, and the other end given to those remaining on shore, to pull back the boat as swiftly as possible through the breakers when they had taken the people from the ship. Eleven daring men got into the boat, but were scarcely sailed off, when the sea broke over them, and seemed to swallow them up. They were given over for lost, when they were seen to appear again, and by means of their oars, to reach the wreck, which they entered by means of a rope that hung down, at the moment when the boat was on the point of being driven into the open sea. With immense difficulty they got the four men, almost frozen to death, into the boat. Too late they gave the signal for return—the boat was seized by the breakers, whirled round, and must have infallibly upset, had the rope indicated a moment later to those on shore what they were to do. The boat was now pulled with the rapidity of an arrow through the breakers, and all reached shore in perfect safety.

All means were employed to bring the poor frozen creatures to themselves; but the sailor was dead in the boat; the Captain died two days after: the other two were quite recovered—All the eleven brave men deserve the Civic Crown, but particularly J. and Martin Wolter, two brothers, who, by their intrepidity, inflamed the sinking courage of the others, and when embarking in the frail boat, declared with Christian resignation and heroism, that they were content to lose their lives in the attempt to save their brethren, should God so ordain. The elder has received on the occasion, a wound over the left eye, of which he will long bear the glorious scar.. These brave men have as yet received no other reward than the noble one afforded by the consciousness of having done well.

Narrative of

THE LOSS OF THE PEGGY,

Of London, Captain Knight, which foundered in the Western Ocean, October 29, 1785. Communicated by one of the Crew.

ON the 28th of September, 1785, the Peggy commanded by Captain Knight, sailed from the harbour of Waterford, Ireland, for the port of New York, in America.

Here it is necessary to observe, that the Peggy was a large unwieldy Dutch-built ship, about 800

tons burthen, and had formerly been in the Norway and timber trade, for which, indeed, she seemed, from her immense bulk, well calculated. There being no freight in readiness for America, we were under the necessity of taking in ballast: which consisted of coarse gravel and sand, with about 50 casks of stores, fresh stock, and vegetables, sufficient to last during the voyage, having plenty of room, and having been most abundantly supplied by the hospitable neighbourhood, of which we were about to take our leave.

We weighed anchor, and with the assistance of a rapid tide and pleasant breeze, soon gained a tolerable offing: we continued under easy sail the remaining part of the day, and towards sun-set lost sight of land.

Sept. 29, made the old head of Kingsale; the weather continuing favourable, we shortly came within sight of Cape Clear, from whence we took our departure from the coast of Ireland.

Nothing material occurred for several days, during which time we traversed a vast space of the Western Ocean.

Oct. 12, the weather now became hazy and squally;—all hands turned up to reef top-sails, and strike top-gallant yards.—Towards night the squalls were more frequent, indicating an approaching gale:—We accordingly clued, reefed top-sails, and struck top-gallant-masts; and having made all snug aloft, the ship weathered the night very steadily.

On the 13th the crew were employed in setting up the rigging, and occasionally pumping, the ship having made much water during the night. The gale increasing as the day advanced, occasioned the vessel to make heavy rolls, by which an accident happened, which was near doing much injury to the captain's cabin. A puncheon of rum, which was lashed on the larboard side of the cabin, broke loose; a sud-

den jerk having drawn asunder the cleets to which it was fastened. By its velocity it stove in the state-rooms, and broke several utensils of the cabin furniture. The writer of this, with much difficulty, escaped with whole limbs: but not altogether unhurt, receiving a painful bruise on the right foot: having, however, escaped from the cabin, the people on deck were given to understand that the rum was broke loose. The word *rum* soon attracted the sailor's attention, and this cask being the ship's only stock, they were not tardy (as may be supposed) in rendering their assistance to double lash what they anticipated—the delight of frequently splicing the main-brace therewith during their voyage.

On the 14th the weather became moderate, and the crew were employed in making good the stowage of the stores in the hold, which had given way during the night;—shaking reefs out of the top-sails, getting up top-gallant-masts and yards, and rigging out studding-sails. All hands being now called to dinner, a bustle and confused noise took place on deck. The captain (who was below) sent the writer of this to discover the cause thereof, but before he could explain, a voice was crying out in a most piteous and vociferous tone. The captain and chief mate jumped on deck, and found the crew had got the cook laid on the windlass, and were giving him a most severe cobbing with a flat piece of his own fire wood. As soon as the captain had reached forward, he was much exasperated with them for their precipitate conduct, in punishing without his knowledge and permission, and having prohibited such proceedings in future cases, he inquired the cause of their grievance. The cook, it seems, having been served out fresh water to dress vegetables for all hands, had inadvertently used it for some other purpose, and boiled the greens in a copper of salt water, which rendered them so intolerably tough, that they were.

not fit for use; consequently the sailors had not their expected garnish, and a general murmur taking place, the above punishment was inflicted.

A steady breeze ensuing, all sails filled, and the ship made way, with a lofty and majestic air; and at every plunge of her bows, which were truly Dutch-built, rose a foam of no small appearance.

During four days the weather continued favourable, which flattered the seamen with a speedy sight of land.

On the 19th we encountered a very violent gale, with an unusual heavy sea:—The ship worked greatly, and took in much water through her seams;—the pumps were kept frequently going. At mid-day, while the crew were at dinner, a tremendous sea struck the ship right aft, which tore in the cabin windows, upset the whole of the dinner, and nearly drowned the captain, mate, and myself, who was at that time holding a dish on the table, while the captain was busily employed in carving a fine goose, which, much to our discomfiture, was entirely drenched by the salt-water. Some of the coops were washed from the quarter-deck, and several of the poultry destroyed.

In consequence of the vessel shipping so great a quantity of water, the pumps were doubly manned, and soon gained on her. The gale had not in the least abated during the night. The well was plummed, and there was found to be a sudden and alarming increase of water. The carpenter was immediately ordered to examine the ship below, in order to find the cause of the vessel's making so much water. His report was, she being a very old vessel, her seams had considerably opened by her labouring so much, therefore, could devise no means at present to prevent the evil. He also reported, the mizen-mast to be in great danger.

The heel of the mizen-mast being stepped between decks (a very unusual case, but probably it was placed there in order to make more room for stowage in the after-hold) was likely to work from its step, and thereby might do considerable damage to the ship.

The captain now held a consultation with the officers, when it was deemed expedient to cut the mast away without delay: this was accordingly put into execution the following morning, as soon as the day, made its appearance. The necessary preparations having been made, the carpenter began hewing at the mast, and quickly made a deep wound. Some of the crew were stationed ready to cut away the stays and lanyards, whilst the remaining part was anxiously watching the momentary crash which was to ensue: the word being given to cut away the weather-lanyards, as the ship gave a lee-lurch, the whole of the wreck plunged, without further injury, into the ocean.

The weather still threatening a continuance, our principal employ was at the pumps, which were kept continually going. The sea had now rose to an alarming height, and frequently struck the vessel with great violence. Towards the afternoon part of the starboard bulwark was carried away by the shock of a heavy sea, which made the ship broach-to, and before she could answer her helm again, a sea broke through the fore-chains, and swept away the caboose and all its utensils from the deck; fortunately for the cook he was assisting at the pumps at the time, or he inevitably must have shared the same fate as his galley.

Notwithstanding the exertions of the crew, the water gained fast, and made its way into the hold, which washed a great quantity of the ballast through the timber-holes into the hull, by which the suckers of the pumps were much damaged, and thereby frequently choked. By such delays the leaks increa-

sed rapidly. We were under the necessity of repeatedly hoisting the pumps on deck, to apply different means which were devised to keep the sand from entering, but all our efforts proved ineffectual, and the pumps were deemed of no further utility. There was now no time to be lost; accordingly it was agreed that the allowance of fresh water should be lessened to a pint a man; the casks were immediately hoisted from the hold, and lashed between decks. As the water was started from two of them, they were sawed in two, and formed into buckets, there being no other casks on board fit for that purpose: the whips were soon applied, and the hands began baling at the fore and after hatchways which continued without intermission the whole of the night, each man being suffered to take one hour's rest, in rotation.

The morning of the 22d presented to our view a most dreary aspect,—a dismal horizon encircling—not the least appearance of the gale abating—on the contrary, it seemed to come with redoubled vigour—the ballast washing from side to side of the ship at each roll, and scarce a prospect of freeing her. Notwithstanding these calamities, the crew did not relax their efforts. The main hatchway was opened and fresh buckets went to work; the captain and mate alternately relieving each other at the helm. The writer's station was to supply the crew with grog, which was plentifully served to them every two hours. By the motion of the ship the buckets struck against the combings of the hatchways with great violence, and in casting them in the hold to fill, they frequently struck on the floating pieces of timber which were generally used as chocks in stowing the hold. By such accidents the buckets were repeatedly stove, and we were under the necessity of cutting more of the water casks to supply their place. Starting the fresh water overboard was

reluctantly done, particularly as we now felt the loss of the caboose, and were under the necessity of eating the meat raw, which occasioned us to be very thirsty. Night coming on, the crew were not allowed to go below to sleep; each man, when it came to his turn, stretched himself on the deck.

Oct. 23. Notwithstanding the great quantity of water baled from the vessel, she gained so considerably that she had visibly settled much deeper in the water. All hands were now called aft, in order to consult on the best measures. It was now unanimously resolved to make for the island of Bermudas, it being the nearest land. Accordingly we bore away for it, but had not sailed many leagues before we found that the great quantity of water in the vessel had impeded her steerage so much that she would scarcely answer her helm; and making a very heavy lurch, the ballast shifted, which gave her a great list to the starboard, and rendered it very difficult to keep a firm footing on deck. The anchors which were stowed on the larboard bow were ordered to be cut away, and the cables which were on the orlop deck to be hove overboard in order to right her; but all this had a very trifling effect, for the ship was now become quite a log.

The crew were still employed in baling; one of whom, in preventing a bucket from being stove against the combings, let go his hold, and fell down the hatchway; with great difficulty he escaped being drowned or dashed against the ship's side. Having got into a bucket which was instantly lowered, he was providentially hoisted on deck without any injury.

It was a fortunate circumstance indeed that the puncheon of rum which had got loose from its lashings in the cabin had been so timely saved; the seamen now felt its salutary effects, for had they been deprived of that, it would have been totally impossible

for them to have endured so much toil and fatigue. During night the weather became more moderate, and on the following morning, (Oct. 25), the gale had entirely subsided, but left a very heavy swell. Two large whales approached close to the ship. They sported round the vessel the whole of the day, and after dusk disappeared.

Having now no further use of the helm, it was lashed down, and the captain and mate took their spell at the buckets. My assistance having been also required, a boy of less strength, whose previous business was to attend the cook, now took my former station of serving the crew with refreshments. This lad had not long filled his new situation of drawing out rum from the cask, before he was tempted to taste it, and which having repeatedly done he soon became intoxicated, and was missed on deck for some time. I was sent to look for him. The spicket I perceived out of the cask, and the liquor running about, but the boy I could not see for some time; however look-down the lazaretto (the trap-door of which was lying open), I found him fast asleep. He had luckily fallen on some sails which were stowed there, or he must have perished.

On the 26th and 27th of October the weather continued quite clear, with light baffling winds. A man was constantly kept aloft to look out for a sail. The rest of the crew were employed at the whips.

On the 28th the weather began to lower, and appeared inclined for rain. This gave some uneasiness, being apprehensive of a gale. The captain therefore directed the carpenter to overhaul the long-boat, caulk her, and raise her a streak, which orders were immediately complied with: but when he went to his locker for oakum, he found it plundered of nearly the whole of his stock—all hands were therefore set to picking, by which means he was soon supplied.

It was totally clear on the 29th, with a fresh breeze, but the ship heeled so much that her gunwale at times was under water, and the crew could scarcely stand on deck. All hands were now ordered to assemble aft, when the captain, in a short address, pointed out the most probable manner by which they could be saved. All agreed in opinion with him, and it was resolved that the long-boat should be hoisted out as speedily as possible, and such necessaries as could be conveniently stowed, to be placed in her. Determined no longer to labour at the buckets, the vessel, which could not remain above water many hours after we had ceased baling, was now abandoned to her fate.

I now began to reflect on the small chance we had of being saved—twenty-two people in an open boat—upwards of 300 miles from land—in a boisterous climate, and the whole crew worn out with fatigue! The palms of the crew's hands were already so flayed it could not be expected that they could do much execution with the oars—while thus reflecting on our perilous situation, one of our oldest seamen, who at this moment was standing near me, turned his head aside to wipe away a tear—I could not refrain from sympathizing with him—my heart was already full!—The captain perceiving my despondency bade me be of good cheer, and called me a young lubber.

The boat having been hoisted out, and such necessaries placed in her as were deemed requisite, one of the hands was sent aloft to lash the colours downwards to the main-top-mast shrouds; which having done, he placed himself on the cross-trees, to look around him, and almost instantly hallooed out,—“A sail.”—It would be impossible to describe the ecstatic emotions of the crew: every man was aloft, in order to be satisfied; though, a minute before, not one of the crew was able to stand upright.

The sail was on our weather-bow, bearing right down on us with a smart breeze. She soon perceived us, but hauled her wind several times, in order to examine our ship. As she approached nearer she clearly perceived our calamitous situation, and hastened to our relief.

She proved to be a Philadelphia schooner, bound to Cape Francois, in St. Domingo. The captain took us all on board in the most humane and friendly manner, and after casting our boat adrift, proceeded on his voyage. When we perceived our ship from the vessel on which we were now happily on board, her appearance was truly deplorable.

The captain of the schooner congratulated us on our fortunate escape, and expressed his surprise that the ship should remain so long on her beam ends, in such a heavy sea, without capsizing. We soon began to distance the wreck, by this time very low in the water, and shortly after lost sight of her.

The evening began to approach fast, when a man loosing the main-top-sail, descried a sail directly in the same course on our quarter. We made sail for her, and soon came within hail of her. She proved to be a brig from Glasgow, bound to Antigua. It was now determined, between the captains, that half of our people should remain in the schooner, and the captain, mate, eight of the crew, and myself, should get on board the brig. On our arrival at Antigua we met with much kindness and humanity.

A Narrative of
THE LOSSES AND DISTRESSES EXPERIENCED BY
THE SQUADRON SENT OUT BY THE
COURT OF SPAIN,

Commanded by Don Joseph Pizarro, to intercept the Expedition under Commodore Anson, in 1741. By RICHARD WALTERS, Chaplain of his Majesty's Ship the Centurion.

WHEN in the latter end of the summer of the year 1739, it was foreseen that a war with Spain was inevitable, it was the opinion of some considerable persons then intrusted with the administration of affairs, that the most prudent step the nation could take, on the commencement of hostilities, was attacking that power in her distant settlements; for by this means it was supposed that we should cut off the principal resources of the enemy, and reduce them to the necessity of sincerely desiring a peace, as they would thereby be deprived of the returns of that treasure by which alone they could be enabled to carry on a war.

In pursuance of these considerations, the English government formed the project of sending a strong squadron of ships into the South Seas to attack the town and harbour of Baldivia, in South America, together with other important places in that quarter.

The Court of Spain having timely information of the design of the English government, had fitted

out a considerable armament, and which actually sailed before that under the command of Mr. Anson.

The following is an account of the distresses and disasters attending the ill-fated expedition, both before its arrival on the coast of America, and during the return of the Spanish commodore's ship to Europe.

The squadron, exclusive of two ships intended for the West Indies, which did not part company till after they had left Madeira, was composed of the following men of war, commanded by Don Joseph Pizarro:—

The *Asia*, of sixty-six guns, and seven hundred men; this was the Admiral's ship. The *Guipuscoa*, of seventy-four guns, and seven hundred men. The *Hermiona*, of fifty-four guns, and five hundred men. The *Esperanza*, of fifty guns, and four hundred and fifty men. The *St. Estevan*, of forty guns, and three hundred and fifty men. And a *parache*, of twenty guns.

These ships, over and above their complement of sailors and marines, had on board an old Spanish regiment of foot, intended to reinforce the garrisons on the coast of the South Seas. When this fleet had cruised for some day to the leeward of the Madeiras, they left that station in the beginning of November, and steered for the river Plate, where they arrived the 5th of January, O. S. and coming to an anchor in the bay of Maldonado, at the mouth of that river, their admiral Pizarro sent immediately to Buenos Ayres for a supply of provisions; for they had departed from Spain with only four months provisions on board. While they lay here, expecting this supply, they received intelligence, by the treachery of the Portuguese governor of St. Catharine's, of Mr. Anson's having arrived at that island on the 21st of December preceding, and of his preparing to put to

sea again with the utmost expedition. Pizarro, notwithstanding his superior force, had his reasons (and as some say his orders likewise) for avoiding our squadron any where short of the South Seas. He was besides extremely desirous of getting round Cape Horn before us, as he imagined that step alone would effectually baffle all our designs; and therefore, on hearing that we were in his neighbourhood, and that we should soon be ready to proceed for Cape Horn, he weighed anchor with the five large ships (the patache being disabled and condemned, and the men taken out of her), after a stay of seventeen days only, and got under sail without his provisions, which arrived at Maldonado within a day or two after his departure. But, notwithstanding the precipitation with which he departed, we put to sea from St. Catharine's four days before him, and, in some part of our passage to Cape Horn, the two squadrons were so near together, that the Pearl, one of our ships, being separated from the rest, fell in with the Spanish fleet, and, mistaking the Asia for the Centurion, had got within gun-shot of Pizarro, before she discovered her error, and narrowly escaped being taken.

It being the 22d of January 1742, when the Spaniards weighed from Maldonado, as has been already mentioned, they could not expect to get into the latitude of Cape Horn before the equinox; and as they had reason to apprehend very tempestuous weather in doubling it at that season, and as the Spanish sailors, being for the most part accustomed to a fair-weather country, might be expected to be very averse to so dangerous and fatiguing a navigation; the better to encourage them, some part of their pay was advanced to them in European goods, which they were to be permitted to dispose of in the South Seas, that so the hopes of the great profit each man was to make on his venture might animate him in his duty, and

render him less disposed to repine at the labour, the hardships, and the perils, he would, in all probability, meet with before his arrival on the coast of Peru.

Pizarro with his squadron having, towards the latter end of February, run the length of Cape Horn, he then stood to the westward, in order to double it; but in the night of the last day of February, O. S. while with this view they were turning to windward, the Guipuscoa, the Hermiona, and the Esperanza, were separated from the Admiral; and, on the 6th of March following, the Guipuscoa, was separated from the other two; and, on the 7th (being the day after we had passed Straits le Maire), there came on a most furious storm at N. W. which, in despite of all their efforts, drove the whole squadron to the eastward, and, after several fruitless attempts, obliged them to bear away for the river of Plate, where Pizarro in the Asia arrived about the middle of May; and, a few days after him, the Esperanza and the Estevan. The Hermiona was supposed to founder at sea, for she was never heard of more: and the Guipuscoa was run ashore, and sunk on the coast of Brazil. The calamities of all kinds which this squadron underwent in this unsuccessful navigation can only be paralleled by what we ourselves experienced in the same climate, when buffeted by the same storms. There was indeed some diversity in our distresses, which rendered it difficult to decide, whose situation was more worthy of commiseration: for, to all the misfortunes we had in common with each other, as shattered rigging, leaky ships, and the fatigues and despondency which necessarily attend these disasters, there was superadded on board our squadron the ravage of a most destructive and incurable disease; and, on board the Spanish squadron, the devastation of famine.

For this squadron, either from the hurry of their outset, their presumption of a supply at Buenos Ayres, or from other less obvious motives, departed from Spain, as has been already observed, with no more than four months provisions on board, and even that, as it is said, at short allowance only; so that when, by the storms they met with off Cape Horn, their continuance at sea was prolonged a month of more beyond their expectation, they were reduced to such infinite distress, that rats, when they could be caught, were sold for four dollars a-piece; and a sailor, who died on board, had his death concealed for some days by his brother, who during that time lay in the same hammock with the corpse, only to receive the dead man's allowance of provisions! In this dreadful situation, they were alarmed (if their horrors were capable of augmentation) by the discovery of a conspiracy among the marines, on board the *Asia*, the admiral's ship. This had taken its rise chiefly from the miseries they endured; for though no less was proposed by the conspirators than the massacreing the officers and the whole crew, yet their motive for this bloody resolution seemed to be no more than a desire of relieving their hunger, by appropriating the whole ship's provisions to themselves: but their designs were prevented when just upon the point of execution, by means of one of their confessors, and three of their ringleaders were immediately put to death. However, though the conspiracy was suppressed, their other calamities admitted of no alleviation, but grew each day more and more destructive: so that, by the complicated distress of fatigue, sickness, and hunger, the three ships which escaped lost the greatest part of their men. The *Asia*, their admiral's ship, arrived at Monte Vedio, in the river of Plate, with half her crew only; the *St. Estevan* had lost in like manner,

half her hands when she anchored in the bay of Barragan; the *Esperanza*, a fifty gun ship, was still more unfortunate, for of 450 hands, which she brought from Spain, only 58 remained alive, and the whole regiment of foot perished except 60 men. But, to give the reader a more distinct and particular idea of what they underwent upon this occasion, I shall lay before him a short account of the fate of the *Guipuscoa*, extracted from a letter written by Don Joseph Mindinuetta, her captain, to a person of distinction at Lima, a copy of which fell into our hands afterwards in the South Seas.

He mentions, that he separated from the *Hermiona* and *Esperanza* in a fog, on the 6th of March, being then, as I suppose, to the S. E. of Staten-land, and plying to the westward; that, in the night after, it blew a furious storm at N. W. which, at half an hour after ten, split his main-sail, and obliged him to bear away with his fore-sail; that the ship went ten knots an hour, with a prodigious sea, and often ran her gangway under water; that he likewise sprung his main-mast, and the ship made so much water, that with four pumps and baling he could not free her; that on the 9th it was calm, but the sea continued so high that the ship in rolling opened all her upper works and seams, and started the butt ends of her planking, and the greatest part of her top-timbers, the bolts being drawn by the violence of her roll: that, in this condition, with other additional disasters to the hull and rigging, they continued beating to the westward till the 12th: that they were then in sixty degrees of south latitude, in great want of provisions, numbers every day perishing by the fatigue of pumping, and those who survived being quite dispirited by labour, hunger, and the severity of the weather, they having two spans of snow upon the decks: that then, finding the wind fixed in the

western quarter, and blowing strong, and consequently their passage to the westward impossible, they resolved to bear away for the river of Plate: that on the 22d, they were obliged to throw overboard all the upper-deck guns and an anchor, and to take six turns of the cable round the ship, to prevent her opening: that on the 4th of April, it being calm, but a very high sea, the ship rolled so much, that the main-mast came by the board; and, in a few hours after, she lost in like manner her fore-mast and her mizen-mast; and that, to accumulate their misfortunes, they were soon obliged to cut away their bowsprit, to diminish, if possible, the leakage at her head: that by this time she had lost 250 men by hunger and fatigue; for those who were capable of working at the pumps (at which every officer without exception took his turn) were allowed only an ounce and half of biscuit per diem; and those who were so sick or so weak that they could not assist in this necessary labour had no more than an ounce of wheat, so that it was common for the men to fall down dead at the pumps: that, including the officers, they could only muster from 80 to 100 persons capable of duty: that the south-west winds blew so fresh after they had lost their masts, that they could not immediately set up jury-masts, but were obliged to drive like a wreck between the latitudes of 32 and 28, till the 24th of April, when they made the coast of Brazil, at Rio de Platas, ten leagues to the southward of the island of St. Catharine's; that here they came to an anchor, and that the captain was very desirous of proceeding to St. Catharine's if possible, in order to save the hull of the ship, and the guns and stores on board her; but the crew instantly left off pumping, and being enraged at the hardships they had suffered, and the numbers they had lost, (there being at that time no less than 30 dead bodies lying on the deck,) they all with one voice cried out, "on shore, on shore," and

obliged the captain to run the ship in directly for the land, where, the 5th day after, she sunk, with her stores and all her furniture on board her; but the remainder of the crew, whom hunger and fatigue had spared, to the number of 400, got safe on shore.

From this account of the adventures and catastrophe of the Guipuscoa, we may form some conjecture of the manner in which the *Hermiona* was lost, and of the distresses endured by the three remaining ships of the squadron, which got into the river of Plate. These last being in great want of masts, yards, rigging, and all kinds of naval stores, and having no supply at Buenos Ayres, nor in any of their neighbouring settlements, Pizarro despatched an advice-boat with a letter of credit to Rio Janeiro, to purchase what was wanting from the Portuguese. He, at the same time, sent an express across the continent to St. Jago, in Chili, to be thence forwarded to the viceroy of Peru, informing him of the disasters that had befallen his squadron, and desiring a remittance of 200,000 dollars from the royal chests at Lima, to enable him to victual and refit his remaining ships, that he might be again in a condition to attempt the passage of the South Seas, as soon as the season of the year should be more favourable. It is mentioned by the Spaniards as a most extraordinary circumstance, that the Indian charged with this express (though it was then the depth of winter, when the Cordilleras are esteemed impassable on account of the snow) was only thirteen days in his journey from Buenos Ayres to St. Jago in Chili, though these places are distant three hundred Spanish leagues, near forty of which are amongst the snows and precipices of the Cordilleras.

The return to this despatch of Pizarro's from the Viceroy of Peru was no ways favourable: instead of 200,000 dollars, the sum demanded, the Viceroy remitted him only 100,000, telling him, that it was

with great difficulty he was able to procure him even that; though the inhabitants at Lima, who considered the presence of Pizarro as absolutely necessary to their security, were much discontented at this procedure, and did not fail to assert, that it was not the want of money, but the interested views of some of the viceroy's confidants, that prevented Pizarro from having the whole sum he had asked for.

The advice-boat sent to Rio Janeiro also executed her commission but imperfectly; for though she brought back a considerable quantity of pitch, tar, and cordage, yet she could not procure either masts or yards: and as, as an additional misfortune, Pizarro was disappointed of some masts he expected from Paraguay; for a carpenter, whom he entrusted with a large sum of money, and had sent there to cut masts, instead of prosecuting the business he was employed in, had married in the country, and refused to return. However, by removing the masts of the *Esperanza* into the *Asia*, and making use of what spare masts and yards they had on board, they made a shift to refit the *Asia* and the *St. Estevan*. And in the October following, Pizarro was preparing to put to sea with these two ships, in order to attempt the passage round Cape Horn a second time; but the *St. Estevan*, in coming down the river Plate, ran on a shoal, and beat off her rudder, on which, and other damages she received, she was condemned and broke up, and Pizarro in the *Asia* proceeded to sea without her. Having now the summer before him, and the winds favourable, no doubt was made of his having a fortunate and speedy passage; but being off Cape Horn, and going right before the wind in very moderate weather, though in a swelling sea, by some misconduct, of the officer of the watch, the ship rolled away her masts, and was a second time obliged to put back to the river of Plate in great distress.

The *Asia* having considerably suffered in this second unfortunate expedition, the *Esperanza*, which had been left behind at Monte Vedio, was ordered to be refitted, the command of her being given to Mindinuetta, who was Captain of the *Guipuscoa* when she was lost. He, in the November of the succeeding year, that is, in November, 1742, sailed from the river of Plate, for the South Seas, and arrived safe on the coast of Chili; where his Commodore, Pizarro, passing over land, from Buenos Ayres, met him. There were great animosities and contests between these two gentlemen at their meeting, occasioned principally by the claim of Pizarro to command the *Esperanza*, which Mindinuetta had brought round; for Mindinuetta refused to deliver her up to him; insisting, that, as he came into the South Seas alone, and under no superior, it was not now in the power of Pizarro to resume that authority which he had once parted with. However, the President of Chili interposing, and declaring for Pizarro, Mindinuetta, after a long and obstinate struggle, was obliged to submit.

But Pizarro had not yet completed the series of his adventures; for, when he and Mindinuetta came back by land from Chili to Buenos Ayres, in the year 1745, they found at Monte Vedio the *Asia*, which, near three years before, they had left there. This ship they resolved, if possible to carry to Europe, and with this view they refitted her in the best manner they could: but their great difficulty was to procure a sufficient number of hands to navigate her, for all the remaining sailors of the squadron to be met with in the neighbourhood of Buenos Ayres did not amount to an hundred men. They endeavoured to supply this defect, by pressing many of the inhabitants of Buenos Ayres, and putting on board, besides, all the English prisoners then in their custody, together with a number of Portuguese smugglers,

which they had taken at different times, and some of the Indians of the country. Among these last, there was a chief and ten of his followers, which had been surprised by a party of Spanish soldiers about three months before. The name of this chief was Orellana; he belonged to a very powerful tribe, which had committed great ravages in the neighbourhood of Buenos Ayres. With this motley crew (all of them, except the European Spaniards, extremely averse to the voyage), Pizarro set sail from Monte Vedio in the river of Plate, about the beginning of November 1745; and the native Spaniards, being no strangers to the dissatisfaction of their forced men, treated both those, the English prisoners, and the Indians, with great insolence and barbarity; but more particularly the Indians, for it was common for the meanest officer in the ship to beat them most cruelly on the slightest pretences, and oftentimes only to exert their superiority. Orellana and his followers, though in appearance sufficiently patient and submissive, meditated a severe revenge for all these inhumanities. As he conversed very well in Spanish (these Indians having in time of peace a great intercourse with Buenos Ayres), he affected to talk with such of the English as understood that language, and seemed very desirous of being informed how many Englishmen there were on board, and which they were. As he knew that the English were as much enemies to the Spaniards as himself, he had doubtless an intention of disclosing his purposes to them, and making them partners in the scheme he had projected for revenging his wrongs, and recovering his liberty; but having sounded them at a distance, and not finding them so precipitate and vindictive as he expected, he proceeded no farther with them, but resolved to trust alone to the resolution of his ten faithful followers. These, it should seem, readily engaged to observe his directions, and to execute

whatever commands he gave them; and having agreed on the measures necessary to be taken, they first furnished themselves with Dutch knives sharp at the point, which, being the common knives used in the ship, they found no difficulty in procuring: besides this, they employed their leisure in secretly cutting out thongs, from raw hides, of which there were great numbers on board, and in fixing to each end of these thongs the double-headed shot of the small quarter-deck guns. This, when swung round their heads, according to the practice of their country, was a most mischievous weapon, in the use of which the Indians about Buenos Ayres are trained from their infancy, and consequently are extremely expert. These particulars being in good forwardness, the execution of their scheme was perhaps precipitated by a particular outrage committed on Orellana himself. For one of the officers, who was a very brutal fellow, ordered Orellana aloft; which being what he was incapable of performing, the officer, under pretence of his disobedience, beat him with such violence, that he left him bleeding on the deck, and stupified for some time with his bruises and wounds. This usage undoubtedly heightened his thirst for revenge, and made him eager and impatient, till the means of executing it were in his power; so that, within a day or two after this accident, he and his followers opened their desperate resolves in the ensuing manner.

It was about nine in the evening, when many of the principal officers were on the quarter-deck, indulging in the freshness of the night air; the waist of the ship was filled with live cattle, and the fore-castle was manned with its customary watch. Orellana and his companions, under cover of the night, having prepared their weapons, and thrown off their trousers, and the more cumberous part of their dress, came all together on the quarter-deck, and drew to-

wards the door of the great cabin. The boatswain immediately reprimanded them, and ordered them to be gone. On this, Orellana spoke to his followers in his native language, when four of them drew off, two towards each gangway, and the chief and the six remaining Indians seemed to be slowly quitting the quarter-deck. When the detached Indians had taken possession of the gang way, Orellana placed his hands hollow to his mouth, and bellowed out the war-cry used by those savages, which is said to be the harshest and most terrifying sound known in nature. This hideous yell was the signal for beginning the massacre: for on this they all drew their knives, and brandished their prepared double-headed shot: and the six with their chief, which remained on the quarter-deck, immediately fell on the Spaniards, who were intermingled with them, and laid near forty of them at their feet, of which above twenty were killed on the spot, and the rest disabled. Many of the officers, in the beginning of the tumult pushed into the great cabin, where they put out the lights, and barricadoed the door: whilst of the others, who had avoided the first fury of the Indians, some endeavoured to escape along the gang ways into the fore-castle, where the Indians, placed on purpose, stabbed the greatest part of them, as they attempted to pass by, or forced them off the gangways into the waist; some threw themselves voluntarily over the barricadoes into the waist, and thought themselves fortunate to lie concealed amongst the cattle; but the greatest part escaped up the main-shrouds, and sheltered themselves either in the tops or rigging: and though the Indians attacked only the quarter-deck, yet the watch in the fore-castle, finding their communication cut off, and being terrified by the wounds of the few, who not being killed on the spot, had strength sufficient to force their passage, and not knowing either who their ene-

mies were, or what were their numbers, they likewise gave all over for lost, and in great confusion ran up into the rigging of the fore-mast and bowsprit.

Thus these eleven Indians, with a resolution perhaps without example, possessed themselves almost in an instant of the quarter-deck of a ship mounting sixty-six guns, and manned with near five hundred hands, and continued in peaceable possession of this post a considerable time: for the officers in the great cabin (amongst whom were Pizarro and Mindinuetta), the crew between decks, and those who had escaped into the tops and rigging, were only anxious for their own safety, and were for a long time incapable of forming any project for suppressing the insurrection, and recovering the possession of the ship. It is true, the yells of the Indians, the groans of the wounded, and the confused clamours of the crew, all heightened by the obscurity of the night, had at first greatly magnified their danger, and had filled them with the imaginary terrors, which darkness, disorder, and an ignorance of the real strength of an enemy, never fail to produce: for as the Spaniards were sensible of the disaffection of their pressed hands, and were also conscious of their barbarity to their prisoners, they imagined the conspiracy was general, and considered their own destruction as infallible; so that, it is said, some of them had once taken the resolution of leaping into the sea, but were prevented by their companions.

However, when the Indians had entirely cleared the quarter-deck, the tumult in a great measure subsided; for those who had escaped were kept silent by their fears, and the Indians were incapable of pursuing them to renew the disorder. Orellana, when he saw himself master of the quarter-deck, broke open the arm-chest, which, on a slight suspicion of mutiny, had been ordered there a few days before, as to a

place of the greatest security. Here, he took it for granted, he should find cutlasses sufficient for himself and his companions, in the use of which weapon they were all extremely skilful; and with these, it was imagined, they proposed to have forced the great cabin: but, on opening the chest, there appeared nothing but fire-arms, which to them were of no use. There were indeed cutlasses in the chest, but they were hid by the fire-arms being laid over them. This was a sensible disappointment to them; and by this time Pizarro and his companions in the great cabin were capable of conversing aloud, through the cabin-windows and port-holes, with those in the gun-room, and between decks; and from hence they learnt, that the English (whom they principally suspected) were all safe below, and had not intermeddled in this mutiny; and by other particulars they at last discovered, that none were concerned in it but Orellana and his people. On this, Pizarro and the officers resolved to attack them on the quarter-deck, before any of the discontented on board should so far recover their first surprise, as to reflect on the facility and certainty of seizing the ship, by a junction with the Indians in the present emergency. With this view, Pizarro got together what arms were in the cabin, and distributed them to those who were with him, but there were no other fire-arms to be met with but pistols, and for these they had neither powder nor ball. However, having now settled a correspondence with the gun-room, they lowered down a bucket out of the cabin-window, into which the gunner, out of one of the gun-room ports, put a quantity of pistol cartridges. When they had thus procured ammunition, and had loaded their pistols, they set the cabin-door partly open, and fired several shot amongst the Indians on the quarter-deck, though at first without effect: but at last Mindinuetta, whom we have often mentioned, had the good fortune to

shoot Orellana dead on the spot; on which his faithful companions, abandoning all thoughts of further resistance, instantly leaped into the sea, where they every man perished. Thus was this insurrection quelled, and the possession of the quarter-deck regained, after it had been full two hours in the power of this great daring chief, and his gallant unhappy countrymen.

Pizarro, having escaped this imminent peril, steered for Europe, and arrived safe on the coast of Galicia in the beginning of the year 1746, after having been absent between four and five years, and having, by his attendance on our expedition, diminished the naval power of Spain by above three thousand hands (the flower of their sailors), and by four considerable ships of war and a patache; for we have seen, that the *Hermiona* foundered at sea; the *Guipuscoa* was stranded, and sunk on the coast of Brazil; the *St. Estevan* was condemned, and broke up in the river of Plate; and the *Esperanza*, being left in the South Seas, was, doubtless, totally incapable of returning to Spain. So that the *Asia* only, with less than one hundred hands, may be regarded as all the remains of that squadron with which Pizarro first put to sea. And whoever considers the very large proportion which this squadron bore to the whole navy of Spain, will confess, that, had our undertaking been attended with no other advantages than that of ruining so great a part of the sea-force of so dangerous an enemy, this alone would be a sufficient equivalent for our equipment, and an incontestible proof of the service which the nation has thence received.

The Shipwreck of
CAPTAIN GEORGE ROBERTS,

*In his Passage from Virginia to the Coast of Guinea, in the
Year 1721.*

Introduction—The object of the voyage—Sails from Virginia—Taken by pirates near the Cape de Verd Islands, who anxiously endeavour to engage him in their confederacy—Turned adrift in his own ship without provisions and necessaries, and with only two boys—Consequent distresses—The destruction of the vessel—Friendly behaviour of the Indians—Meets with an English merchantman, in which he sails from port Pray to Lisbon, but is obliged to bear away for Barbadoes, in which island they stay three months to repair—Arrives at Lisbon, from whence he takes his departure for England.

NUMEROUS are the disasters to which mariners are exposed, and the fortitude with which many of them have undergone the most mournful reverses of fortune, teaches an useful lesson of patience or resignation, and shews what man is capable of acting or suffering.

Captain Roberts, who had been bred to the sea, in the year 1721 entered into a contract with several merchants of London to sail to Virginia, and there to load with a cargo for the Guinea trade. Having purchased slaves to the amount of his investments, he was to proceed with them either to Barbadoes or Virginia, as he found most likely to be conducive to the interest of his employers; and having disposed of his live freight, he was to load with the produce of the country, for the London market. This was a complex and tedious enterprise, and fortune forbade that it should be more than partially accomplished.

Captain Roberts indeed reached Virginia; and purchased a sloop and suitable cargo, with which he steered towards the Cape de Verd Islands; but here calamities and distress overtook him.

Near St. Nicholas, one of those islands, he fell into the hands of pirates, who finding him a man of spirit and intrepidity, they anxiously strove to unite him in the same nefarious confederacy. These attempts he steadily resisted; but his unhappy situation rendered it necessary to conform more than he seems to have done with their humours and prejudices. One of the commanders among the pirates treated him with much indulgence, probably from a wish to draw him into his lure. By the interest of this person he was to be allowed to go on board his own ship, and to be supplied with some necessaries; but unfortunately refusing to drink the Pretender's health, which surely must have been a very venial offence, circumstanced as he was, one of the piratical captains threatened to shoot him through the head; and after having insulted him in the most inhuman manner, barbarously forced him on board his own vessel at midnight, without provisions, water, or sails, and with only two boys to assist in the navigation, one of whom was not more than eight years of age. He was not even allowed a light, and his ship being leaky, darkness was doubly horrible.

That men of the most abandoned characters should so far forget what humanity is due to their fellow men, as to expose any one to almost certain destruction, merely on account of a foolish toast, may excite the astonishment of the reflecting; nor, perhaps, shall we wonder much less at the romantic resolution of Captain Roberts, who braved death rather than submit to an insignificant form. Sullen obstinacy is sometimes dignified with the title of heroic constancy, and many have been esteemed martyrs in a good cause, who only fell sacrifices to their own perverse

disposition or unsubmitting tempers. We wish to establish the distinction between essentials and forms; between voluntary and compulsive deeds. No external compliances can change the mind: Religion and Loyalty enthroned in the heart, may defy the malice of man.

Thus abandoned to his fate, and with a mind composed and resigned, Captain Roberts first set about pumping his vessel, by the assistance of the elder boy. Having pretty well gained on the water, daylight appeared, when he saw the full extent of his miserable situation. The unfeeling wretches, who had turned him adrift, had left him scarcely any thing to support life. On rummaging the vessel, he found only a few crumbs of bread, ten gallons of rum, a little rice, and some flour, with two gallons of water.

With much labour he patched up a kind of sail in three days time, during which space himself and his two youthful companions fed on raw flour and rice, drinking nothing but rum. But the heat of the climate and the fatigues to which they were exposed, rendering this kind of food unwholesome, they made cakes of dough with the little water they had left; but this operation exhausting their stock, they soon felt the extremes of drought, which spirits could not assuage.

Providence now favoured them with a plentiful shower of rain, with which they quenched their thirst, and saved about a gallon over.

Small as their stock of provisions was, they husbanded it with so much care, that with the addition of a shark which they caught, it lasted them for three weeks. When famine began to stare them in the face, they had the good fortune to discover the Isle of St. Anthony; but before they could reach the landing-place, darkness had set in, and they deter-

ained to wait in anxious expectation of the day. Thirst, however, was so pressing, that the elder boy solicited permission to go on shore for a little water in a small boat, and to return directly.

No sooner was he gone than Captain Roberts, worn out with fatigue, was taken ill, and retiring to his cabin, insensibly dropped asleep. At midnight he waked, and running on deck, to his extreme distress found the ship almost out of sight of land. Astonished and afflicted at this misfortune, he began to lose all hopes of recovering the shore without the assistance of his companion; and to aggravate his misery, the ship was making water very fast, and the anchor was out, which he had not strength to haul up.

The danger of sinking being most imminent, he applied himself to the pump, and in a few hours sucked it dry. His next labour was to heave the anchor on board, and in this too he succeeded beyond his first hopes. Parched with thirst, and without a drop of water, he now endeavoured to regain the island, and at last cast anchor in a sandy bay.

Same evening some negroes came to his assistance, bringing with them a very seasonable supply of water. This raised his drooping spirits; and by the help of these poor people, who had been engaged by the boy on shore, he attempted to steer the ship into the port of Paraghesi. In the night, the main-sail split, which so daunted the negroes, that they instantly took to their boat, leaving Mr. Roberts in a more forlorn situation than ever.

Next day, while he was exerting himself to steer the vessel to land, he heard the voices of some people in the hold, and found three of the negroes, who had been left dead drunk by their companions, from applying themselves too freely to the rum, and were now just recovering their senses. These people giving themselves up for lost, when they discovered

their situation, at first would render him no assistance; but on a little reflection, and finding they were near St. John's, they began to labour for their preservation. One of them pretended to know the harbour; but when he approached the shore, he was utterly at a loss, and insisted on running the vessel on the rocks.

In this dilemma Captain Roberts threatened to despatch the first person who should attempt this desperate deed, on which the pretended pilot leaped overboard and swam to land. Soon after the captain hauled in so close to Punto de Sal, that he could almost leap on shore, and in this situation the other negroes left him.

That night several of the natives made their appearance on the rocks, and next morning swam to the ship, congratulated Captain Roberts on his arrival, and offered him any assistance in their power, if he would go on shore. Unfortunately he could not swim, and for the present was obliged to remain on board: but the natives made his situation more comfortable, by bringing him fish and other provisions.

The succeeding day the weather looked threatening, and Mr. Roberts was justly afraid of being driven out to sea. The negroes kindly interested themselves in his preservation, and after trying in vain to fasten a rope to the rocks, offered to swim with him and his boy to land. Unwilling, however, to quit the ship while a hope remained of saving her, he resolved to persevere; but next day, in spite of all his efforts, the storm drove her on the rocks, which pierced her bottom. The water now rising rapidly, the affrighted negroes left him; but as soon as the storm abated, returned and swam off with the boy. The captain now consented to leave the vessel, when two of them taking him by the arms, bid him be of good courage, for St. Anthony would protect him. Howe-

ver, they had not proceeded half way, when a surge parted one of his assistants, and had not a third instantly supplied his place, this unhappy man must have been lost. At last he reached the land, and soon saw his vessel part asunder, while the natives employed themselves in swimming backwards and forwards to the wreck, to save what articles they could.

Thus was the captain happily rescued from a boisterous sea, and the attentions of the natives were exerted to dissipate all reflections on his still distressful situation. They made a fire to warm him and dry his clothes, and expressed their admiration of his fortitude and perseverance.

The governor too, hearing of his misfortune, sent the most humane offers of assistance; and he was now well supplied with milk and fruit. But with all the alleviations of humanity, not only the perils he had just escaped, but his present situation filled him with awe and apprehension. He was now fixed on a shelf of rocks, under the covert of others which impended over his head. These rose to an amazing height, and it was not without great danger that the friendly natives descended such frightful precipices to his assistance, which it was impossible for him to climb; and as he could not swim, as they did, to a landing-place, his immediate prospects were those only of prolonged misery.

In this place Mr. Roberts and his boy had continued for several days, still visited by the natives, who exerted themselves with increasing benevolence to relieve him. Among those who now came off to him, was a man who, to his surprise, addressed him in English. On inquiry what could bring him here, he said his name was Franklin, that he was a native of Wales, and after having been some time detained by pirates had found means to escape and to reach this island.

The conversation of Franklin gave Captain Roberts much consolation; and he indulged the hopes of having the only boat belonging to the island sent round to take him off, but as it did not arrive at the expected time, he became impatient, and resolved to attempt to climb the rocks, by the assistance of the friendly natives.

With extreme difficulty he ascended half-way up the first rock, some hundred feet, when looking down, his head grew giddy with the horrid view, and, had he not been supported, he must have been dashed to pieces, by falling to the bottom. At last he reached the first landing place: from thence he proceeded about three quarters of a mile in a narrow path, open towards the sea, and sometimes found it so contracted as barely to allow him footing. His guides, however, assisted him with poles over the most difficult places; but at last they came to an ascent almost perpendicular, when two of the negroes striking a crag, to try if it was fixed, a huge fragment tumbled over them, and from the noise it raised, Roberts expected that the cliffs above would instantly fall upon them, and involve them in undistinguished ruin.

When this alarm was over, they concerted measures for farther operations; and finding it impossible for Roberts to climb the remaining space, his guides descended with him in an oblique direction, to the bottom, without any accident. The fatigue he had undergone threw him into a fever, which lasted near a month; but still he had the happiness to experience the unwearied assiduities of the natives; and on his recovery found the boat ready to receive him, and safely reached the harbour.

Unable to walk or support himself, he was fastened upon the governor's horse, and in that state conducted to his house. This gentleman, in a manner honourable to his feelings, sympathized with Captain

Roberts's distresses, and after some time, he was invited to take up his residence with the son of a former governor, who received him with the pleasure of a friend. Meanwhile the natives continued their attentions, and daily supplied him with various presents. As soon as Roberts was able to walk abroad, he returned the visits of those kind people; and amused himself in joining their hunting parties. That the breed of wild goats may not be destroyed, no one is allowed to hunt without the governor's consent, and this is one of the principal privileges he enjoys.

With the mildest disposition and most benevolent intentions, the natives appeared to be the most ignorant and superstitious. They had a negro priest who officiated among them, but his learning and understanding were nearly on a level with those of his flock.

St. John's island, where Captain Roberts landed, is situated in 15 deg. 25 min. north latitude, and is very high and rocky. It produces amazing quantities of salt-petre in several natural caverns, where it hangs like icicles, or forms a crust like hoar frost.

By the favour of the governor, Captain Roberts set about building a boat to carry him thence, and having saved several of the materials from the vessel which was wrecked, the business was carried on with spirit. The idea of visiting his native land, inspired Roberts with resolution to persevere in this arduous undertaking, and his operations were well seconded by the friendship and attachment of the islanders. It is impossible to do adequate justice to their general conduct and zealous good services in favour of our countryman; and though shipwreck in such a situation, where he was cut off from all hopes of deliverance, except by his own endeavours, must have been painful enough; yet it appears, that he could not have been more fortunate than in falling into the hands of such a gentle race of men.

The boat being completed in the best manner that circumstances would allow, and supplied with an adequate stock of provisions, Roberts devoted a few days to make his thankful acknowledgments to the natives, who desired no other reward but his favourable report of them to his countrymen, and having taken his leave, he embarked with his boy, two negroe mariners, who belonged to St. Nicholas, and three of these islanders; Franklin choosing to remain in his present situation.

The evening after they sailed, they came to St. Phillip's, and landing next morning were courteously received. Here they fell in with a person who had the title of Proanador of St. John's, and who wanted to go to that island. The boat being found inconvenient for a voyage of any length, this gentleman proposed to Captain Roberts to return with him to St. John's, and to carry with them some artificers, who would soon equip his little vessel in a more commodious manner. This offer was very grateful, and as several other persons wished to visit that island, Captain Roberts accommodated them with a passage, for which he received an adequate recompense.

The same day that they weighed from St. Phillip they reached St. John's, to the great satisfaction of all the passengers and crew, some of whom being unaccustomed to nautical expeditions, plumed themselves not a little on the voyage they had made.

The natives shewed our countrymen the same humane and friendly attention as before; and by the assistance of the carpenters they had brought from St. Philip, the boat was much improved, and better adapted for any navigation.

Having carried back the artificers, Captain Roberts sailed to St. Jago, and continued trading for some time among the different islands, carrying provisions to Mayo, and loading back with salt: the length, being at St. Nicholas, his boat was staved to pieces

on the rocks, while himself and crew were on shore. The inhabitants, however, as at St. John's, gave him the most convincing proofs of their beneficence, and purchased the fragments of his boat for twelve dollars.

Once more reduced to the necessity of attempting some new expedient, or of remaining where he was, the prospects of our author began to frighten before he could come to any decisive resolution of his own. An English vessel arrived, commanded by Captain Harfoot, who intended to trade among those islands for clothes, and then proceed to Barbadoes. This officer finding Roberts likely to promote the objects of commerce he had in view, made overtures to him for entering into the scheme, a proposal which was gladly accepted.

They visited Bona Vista, Mayo, and St. Jago. In the harbour of Port Praya, in the latter island, they found an English ship from Guinea, freighted by the Portuguese merchants. She had lost the greatest part of her crew, and having still a voyage to Lisbon to perform, her captain was anxious to engage the services of Roberts; and the hope of finding his way to England much earlier than he could otherwise have done, prevailed on him to detach himself from Captain Harfoot, and to embrace the present offer.

Having embarked in this ship, they had scarcely left St. Jago, when the most dangerous leaks were discovered, and as the trade winds would not permit them to return to the Cape Verd Islands, they had no alternative but to bear away for Barbadoes, which island they reached on Christmas-day, 1784.

At this place the ship was completely repaired, and after a stay of three months in that island, they again directed their course to Lisbon, when Captain Roberts eagerly seized the first opportunity of obtaining passage to London, which he reached in

June, 1725, after an uniform series of distresses and disappointments, during a period of four years.

Our author gives a general description of the Cape Verd Islands, which might probably have contained some novelty at the period he wrote, but at this time it could afford little amusement to our readers.

Roberts appears to have been a man of fortitude and probity; but he is no farther known than as he delineates himself in the unfortunate adventures from which we have compiled this account.

Narrative of the Loss of the
EARL OF ABERGAVENNY, EAST INDIA-
MAN,

*Captain John Wordsworth, which drove on the Shambles,
off the Bill of Portland, and sunk in twelve fathoms Wa-
ter, February 5, 1805.*

THE universal concern occasioned by the recent loss of the Earl of Abergavenny, has induced us to lay before our readers an accurate statement of this melancholy disaster, chiefly collected from the accounts which were given at the India-House, by Cornet Burgoyne, of his Majesty's 8th regiment of light dragoons, who had the command of the troops on board the above vessel, and by Mr. Gilpin, fourth officer of the ship, (who were among the few who fortunately escaped from the wreck), and from the best information afterwards received.

On Friday, February the 1st, the Earl of Abergavenny, East-Indiaman, Capt. Wordsworth, sailed from Portsmouth, in company with the Royal George, Henry Addington, Wexford, and Bombay Castle, under convoy of his Majesty's ship Weymouth, Captain Draper,

The Earl of Abergavenny was engaged in the Company service for six voyages, and this was the fourth on which she was proceeding. Her company consisted of

Seamen, &c.	160
Troops, King's and Company's . . .	159
Passengers at the Captain's table. . . .	40
Ditto at the Third Mate's	11
Chinese	32
	<hr/>
Total	402

In going through the Needles they unfortunately separated from the convoy. The fleet, in consequence, lay to nearly the whole of the next day; but seeing nothing of the Weymouth, proceeded under moderate sail towards the next port, in hopes of being joined by the convoy. On the 5th, the convoy not appearing, it was deemed expedient to wait her arrival in Portland Roads, particularly as the wind had become rather unfavourable, having shifted several points from the N. E. Captain Clarke, of the Wexford, being the senior commander, and consequently commodore, made the signal for those ships that had taken pilots on board to run into the Roads.

The Earl of Abergavenny having at about half past three P. M. got a pilot on board, bore up for Portland Roads with a steady wind, when on a sudden the wind slackened, and the tide setting in fast, drove her rapidly towards the Shambles. The nearer she approached the less she was under management; and being at last totally ungovernable, was driven furiously on the rocks, off the Bill of Portland, about two miles from the shore. She remained on the rocks nearly an hour, beating incessantly with great violence, the shocks being so great, that the officers and men could scarcely keep their feet.

ing on the deck. At four P. M. the shocks became less violent, and in about a quarter of an hour she cleared the rocks. The sails were immediately set, with an intention to run for the first port, as the ship made much water; but the leak increased so fast, that the ship would not obey the helm. In this situation, it was considered necessary to fire signal guns of distress. Twenty were fired: the danger did not, however, appear to those on board sufficient to render it necessary for the ship's boats to be hoisted out at this moment, as the weather was moderate, and the ship in sight of the fleet and shore.

The leak increased fast upon the pumps at 5 P. M. Soon after striking, the hand pumps started above six inches, and shortly after the water increased from six to eight feet in spite of every exertion at the pumps. All endeavours to keep the water under were found in vain, and night setting rendered the situation of all on board melancholy in the extreme: the more so, as it was then ascertained that the ship had received considerable damage in her bottom, immediately under the pumps. All hands took their turn at the pumps, alternately baling at the fore hatchway. At eight o'clock their situation became still more dreadful, when it was found impossible to save the ship, which was eventually sinking fast and settling in the water. Signal guns were again discharged incessantly. The purser, with the third officer, Mr. Wordsworth, and six seamen, were sent on shore, in one of the ship's boats, to give notice to the inhabitants of the distressed state of the ship and crew. At this time a pilot boat came off, and Mr. Evans, with his daughter, Miss Evans, Mr. Routledge, Mr. Taylor, a cadet, and Miss Jackson, passengers, embarked for the shore, notwithstanding a dreadful sea, which threatened them with almost instant loss.

For a few moments the general attention of the crew was diverted in observing the boats leave the ship; but these unfortunate people were soon reminded of their own approaching fate, by a heavy swell, which baffled almost every attempt to keep the ship above water. Every one seemed assured of his fate, and notwithstanding the unremitting attention of the officers, confusion commenced on board, as soon as it was given out that the ship was sinking. At 10 P. M. several sailors intreated to be allowed more liquor, which being refused, they attacked the spirit-room, but were repulsed by the officers, who never once lost sight of their character, or that dignity so necessary to be preserved on such an occasion, but continued to conduct themselves with the utmost fortitude till the last. One of the officers, who was stationed at the door of the spirit-room, with a brace of pistols to guard against surprise in so critical a moment, at which post he remained even while the ship was sinking, was much importuned by a sailor, while the water poured in on all sides, to grant him some liquor. The man said he was convinced "it would be all one with them in an hour hence." The officer, however, true to his trust in this perilous moment, had courage enough to repulse the man, and bid him go to his duty with his fellow comrades, observing, "that if it was God's will they should perish, they should die like men."

At half past ten the water had got above the orlop deck, in spite of the endeavours of the officers and crew, who behaved in the most cool and exemplary manner. All on board were now anxiously looking out for boats from the shore, many wishing they had taken refuge in those that had already left the ship, as their destruction on board appeared inevitable. The utmost exertions became necessary to keep the ship above water till the boats came off from the shore. Unfortunately in the ge-

neral distress and agony of the moment, the ship's boats were not hoisted out, when every soul on board might possibly have been saved. At eleven o'clock, a fatal swell gave the ship a sudden shock: she gave a surge, and sunk almost instantaneously, two miles from Weymouth beach; with scarce five minutes warning, she went down by the head in twelve fathom water, after a heavy heel, when she righted and sunk with her masts and rigging standing. Many clung to loose spars, and floated about the wreck, but the majority took refuge in the shrouds. The severe shock of the ship going down, made several let go their hold, whilst others, by the velocity of the ship's descent, had not power to climb sufficiently fast to keep above the water. The Halsewell East Indiaman was wrecked within a few miles from this spot.—See Vol. II. p. 49.

When the hull of the ship touched the ground, about one hundred and eighty persons were supposed to be in the tops and rigging: their situation was beyond all description wretched: the yards only were above water, and the sea was breaking over them, in the dead of a cold and frosty night. In about half an hour their spirits were revived, by the sound of several boats beating against the waves at a short distance; but, alas! how vain their hopes, when on hailing the boats, not one of them came to their assistance. The sound of them died away, and they were again left to the mercy of the rude waves. By twelve o'clock their numbers had much decreased: the swell had swept some off, whilst others were, from the piercing cold, unable longer to retain their hold. Every moment they perceived some friend floating around them, for a while, then sinking into the abyss to rise no more,

About this time a sloop was discovered; she had fortunately heard the signal guns, and came to an anchor close by the ship. The weather was mode-

sate, and those who had survived were now promised a speedy delivery. The sloop's boat was immediately manned; and proceeded to the rigging that remained above water, when every person was taken off. The boat returned three times, taking twenty each turn. Nothing could be more correct than the conduct of the crew on this occasion: they coolly got into the boat, one by one, and those only as they were named by their officers. When it was supposed that every one was brought off, and the boat was about to depart for the last time, a person was observed in one of the tops: he was hailed to but did not answer. Mr. Gilpin, the fourth officer, (whose extraordinary exertions on this occasion, as well as throughout the whole of this unfortunate affair, entitle him to the highest commendation), returned to the wreck, and there found a man in an inanimate state, exhausted from the severe cold. He most humanely brought him down on his back, and took him to the boat; the man proved to be serjeant Heart of the 22d regiment. Every possible care was taken of him, but to no effect: he died about twelve hours after he was landed. The sloop having now, as was supposed, taken on board all the survivors of the ship, returned to Weymouth. She had not, however, proceeded far, before it was perceived that Mr. Baggot, the chief officer, was close astern. The sloop immediately lay to for him; but this noble spirited young man, although certain of securing his own life, disregarded his safety, on perceiving Mrs. Blair, an unfortunate fellow passenger, floating at some distance from him. He succeeded in coming up with her, and sustained her above-water, while he swam towards the sloop; but just as he was on the point of reaching it, a swell came on, and his strength being totally exhausted, he sunk and never rose again. The unfortunate Mrs. Blair sunk after him, and this generous youth thus

perished in vain. It was nearly two o'clock before she weighed anchor from the wreck, but the wind being favourable she soon reached the port. On mustering those who had landed, it appeared that only 139 persons had reached the shore out of 402 who had embarked!

The greatest attention was paid to the unfortunate sufferers by the mayor and aldermen, as well as the principal inhabitants of Weymouth; and the purser was immediately despatched to the India House with the melancholy intelligence.

At day-light, February the 6th, the top-masts of the ship were seen from Weymouth. During the time the passengers and crew remained in the tops she appeared to have sunk eight feet, and was considerably lower in the morning; it was therefore conjectured, that she had sunk on a mud-bank. The Greyhound cutter was immediately stationed to guard the wreck, and the boats from the Rover succeeded in stripping the masts of the rigging. On the 7th her decks had not been blown up, and she appeared to remain in exactly the same state in which she had sunk. Her sinking so steadily is attributed to the great weight of her cargo, her floorings consisting chiefly of earthen-ware. The cargo of the ship was estimated at 200,000*l.* besides which she had on board dollars to the amount of 275,000 ounces, and is supposed to have been one of the richest ships that ever sailed for India. She was of the largest tonnage, and inferior only to the Ganges in the service, being at least 1500 tons burthen, and built for the China trade.

About 80 officers and seamen were saved, 11 passengers, 15 Chinese, five out of 32 cadets, and 45 recruits. The captain was drowned. He was nephew to the Captain Wordsworth, who formerly commanded the Earl of Abergavenny, and was considered one of the first navigators in the service.

He was on his third voyage as captain, and painful to relate, perished with his ship, disdaining to survive the loss of so valuable a charge: his conduct, throughout the distressing scene, has been spoken of in terms of the highest praise. It is an extraordinary fact, that he felt such an unaccountable depression of spirits, that he could not be persuaded to go through the usual ceremony of taking leave of the Court of Directors on the day appointed; and it was not till the Wednesday following, which was specially fixed for that purpose, that he yielded to the wishes of his friends, and reluctantly attended the Court! He was a man of remarkably mild manners: his conduct was, in every instance, so well tempered, that he was known, among his shipmates, by the title of "the Philosopher." As soon as the ship was going down, Mr. Baggot, the chief officer, went on the quarter deck, and told him, "that all exertions were now in vain; the ship was rapidly sinking." Captain Wordsworth, who, no doubt, expected it, steadfastly looked him in the face, and, at last, with every appearance of a heart-broken man, faintly answered: "Let her go! God's will be done." These were the last words he uttered—from that instant he was motionless. In a few moments the ship sunk, and many who were climbing the shrouds endeavoured to save him, but without success. In this endeavour Mr. Gilpin was foremost, and made several unsuccessful attempts, at the evident risk of his own life.

From a London Paper of May 4, 1806, we extract the following.—Am. Ed.

"By a letter received this day, it appears that 27 chests of specie were landed at Weymouth on Thursday, from the wreck of the Abergavenny East Indiaman."

THE LOSS OF THE CORBIN,

Commanded by Francis Pirard De Laval, on the Maldivia Islands.

Occasion of the Corbin's being fitted out.—Her destination.—Reaches nearly the end of her voyage without any accident.—Entangled among shelves; and strikes three times on a rock.—Desperate conduct of the sailors.—The vessel hauled over the flats, and brought to a small island.—Obliged to deliver up their arms to the natives.—Imprudence of the French.—Laval and two others sent to the island of Pandow; afterwards to Male.—Account of the natives.—Laval's adventures.—Imprisonment and liberation.

NO sooner was the way opened to the east, than the different nations of Europe were emulous to signalize themselves by pursuing the same course, and anxious to participate in the commercial advantages it disclosed. The merchants of St. Malo, in France, for spirit and opulence seem early to have been distinguished above the rest of their countrymen: they fitted out two vessels for the East India trade, the Croissant of 300, and the Corbin of 200 tons burden. On board the latter was Francis Pirard de Laval, whose misfortunes and remarks furnish the materials of the following pages.

These ships left St. Malo on the 18th of May, 1601, and proceeded with favourable gales to Anabon, on the coast of Africa, where they took in water and fruit. From thence they steered for St. Helena, where the crews refreshed, and in a short time recovered from the attacks of the scurvy, which had begun to spread its fatal influence among them.

Having doubled the Cape of Good Hope, they re-fitted in St. Augustin's Bay, in the island of Mada-

gascar; and from thence sailed for the Comoro Isles, where they made some stay, highly delighted with the beauty and fertility of the place.

Fortune had so favoured them, they had reached nearly the end of their voyage without any cross accident or remarkable occurrence. At last, in lat. 5, north, they found themselves entangled among shelves; and attempting to pass them, the Corbin, which sailed considerably ahead, thrice struck on a rock on the coast of the Maldives; and being out of reach of any assistance from her consort, was left to her fate.

At the time when this accident happened, the French hailed a bark belonging to one of the islands; but the natives did not venture to approach them, on account of a royal prohibition, which forbids them from having any intercourse with strange ships, without the king's leave.

Meanwhile, the sailors, seeing the destruction that awaited them, instead of warding it off by prudence, seemed to hasten it by desperation and excess. They broke loose from all restraint, insulted their officers, eat and drank with a frantic gaiety, and loudly proclaimed, that as death was inevitable, they were resolved to make its approach as easy as possible.

In disasters of this kind the danger is always increased by insubordination; but with the momentary dread of death before them, it cannot be expected that uncultivated minds can reason or reflect: the frantic impulse of the minute is their only rule of action.

While the Corbin was suspended on the rocks, the conduct of the common men filled every thinking mind with horror: at last they became more reconciled to their situation, and having escaped immediate death, they began to listen to the suggestions of their officers, and to yield their assistance to work the ship to land. In short, after continuing two days in

this deplorable situation, the *Corbin* was, with infinite labour and difficulty, hauled over the flats, and brought to a small island named Pouladon, belonging to the Maldivia group.

The French carried some arms with them, but the natives insisted on their being delivered up, before they would suffer them to land. Submission was their only resource; they surrendered at discretion, and were then conducted by the Indians to the interior of the island, where they were entertained with cocoas, lemons, and other fruits, but rifled of every thing about them, on pretence that all the property saved from wrecks belonged to the king.

However, the French having a piece of scarlet cloth, had the policy to give out, that it was originally intended as a present for the king of the islands, together with the whole cargo of the ship. On this, the natives were very cautious not to meddle with what they considered as royal property; but the chief man of the island was privately induced to accept a few yards of scarlet cloth, which present confirmed him their friend.

Soon after, this person sent the master of the ship and two of the sailors to Male, where the king resided, when one of the royal family was immediately despatched to save whatever could be done from the wreck.

The French, on leaving the vessel, had brought off a considerable quantity of money with them, which they buried on shore, as a common supply for their future exigencies; but some of the men, being in want of subsistence, and knowing where the treasure was hid, dug up a part of it, and having offered some pieces of money for food, the consequence of this was speedily felt. The natives, seeing that the strangers had money, would not allow them the smallest assistance without being paid for it; and when the hoard began to be exhausted, they were

brought to the greatest distress. Each now became selfish and unfeeling; for where money commands every thing, and nothing is to be procured without it, these dispositions are rather to be lamented than wondered at. The strong robbed the weak, the healthy withdrew the pittance of the sick; and that fellow-feeling and partnership in misfortunes, which should have bound them to each other by stronger ties, were weakened and dissolved by the love of amassing money, to supply their individual wants.

Our author and two others were transported to the island of Pandow, where the natives, hearing of the treasures that had been brought to light in the other island, and thinking that those persons too were not destitute of money, refused them provisions, in hopes of extorting a recompense. Laval and his associates having no resources of this kind, were reduced to the greatest extremities; but assiduously applying himself to learn the language of the country, and having ingratiated himself with the governor of the island, he was soon sent to Male, with recommendations to the king.

His majesty and sultanas were highly delighted to find a foreigner who could converse with them in their own tongue; and, by the arts of insinuation and address, he soon rose to rank and opulence among this people, where he was obliged to live several years, and by this means gained much local knowledge of the country and the customs.

The Maldives lie between one deg. north, and four deg. south latitude, extending 200 leagues in length, and 25 in breadth. They are said to be divided into 13 provinces, called attolons, each of which comprehends many small islands. Ridges of rocks surround the whole, on which the sea breaks with prodigious violence. The whole number of islands is calculated at 12,000, but many of them are only sandy, sterile spots, without the least vegetation. Penguins,

however, and other marine birds, take up their residence here; the most barren islets are covered with their nests.

The atollons all lie in a line, and are parted by narrow channels, through which the navigation for ships of any burthen is extremely perilous. But the natives being inured to the sea from their infancy, shew much dexterity in managing their vessels, that neither rocks nor surges alarm them. However, they seldom sail by night, nor do they often leave sight of land.

The climate, from the situation, must naturally be supposed to be excessively hot; yet the nights are cool, and the heavy dews, which fall then, refresh the herbs and trees. The winter commences in April, and lasts till October, during which period the rain fall in deluges, and the westerly winds are very boisterous. In the summer months the winds blow in a contrary direction, and the earth is parched up with drought.

The Maldivians are a personable people, of an olive complexion. The natives of Male, and of the other islands towards the north, are more polished than those towards the south, who seldom have any intercourse with Europeans. On the north, the king and the principal people reside; and banishment to the south is a common punishment for crimes not worthy of death.

The Maldivians, in general, are possessed of a quickness of parts, a liveliness of disposition and much ingenuity. They are prudent and warlike, and have a regular form of government.

The women may be reckoned handsome; their hair is naturally black, and this colour is heightened by art. Girls have their heads shaved, except a little tuft on the forehead, to distinguish them from boys. When they arrive at maturity, the care and management of their hair is a principal object of fe-

male attention. They wash it with a peculiar water, suffer it to float in the wind to dry, and then perfume it with odoriferous oils.

Both sexes bathe once a day, and afterwards anoint their bodies. The women having washed and perfumed themselves, collect their hair in a knot, and increase the apparent quantity by artificial means. They also frequently set off their heads with fragrant flowers.

Among the men, only persons of rank and soldiers are allowed to wear their hair uncut, and these dress it nearly in a similar manner to the women. In general they shave; but those who have performed a pilgrimage to Mecca, have the privilege of suffering their beards to grow to a full length. Even the hair, which is cut, and the parings of the nails, are buried in the usual cemeteries, from a nidea that being parts of the natural body, they ought to be treated accordingly.

The men wear a swathe of cloth between their legs, over which they have a piece of cotton depending to the knees, and above that a longer kind, of silk or cotton, reaching to their ankles. The waist is adorned with an embroidered handkerchief, tied before. Over all, they have a large silk fringed girdle, in the left side of which is a pocket for carrying their money and betel, and in the right a knife is stuck.

Every male prides himself on wearing a knife, it being the only weapon the inferior ranks are allowed. The soldiers and grandees, however, carry a dagger at their sides, and when they walk abroad, a sword in one hand, with a buckler or javelin in the other.

The Maldivians place their chief personal decoration in the silver chains that hang from their girdle; and of these every person has a greater or smaller quantity, in proportion to his opulence.

The common people seldom wear any other clothes but what decency requires, except on festivals; but men of quality have handsome jerkins and waistcoats, while the more foppish anoint the skin, from the girdle upwards, with an odorous paint, in which figures are sometimes delineated.

Turbans, of various qualities, are in common use, but the soldiers and grandees frequently use embroidered handkerchiefs as a covering for the head. The feet are always naked, except within doors, when wooden sandals are used.

The women wear a silk or cotton petticoat, over which they throw a long robe without any opening, except at the neck, and this reaches to their feet. Their arms are decorated with a profusion of bracelets, according to their rank. Their ears are early pierced in the tip, from which hangs a large pendant, and the gristle is perforated in many places, and studded with gilt nails, set with precious stones or pearls. The privilege, however, of wearing ornaments of gold or jewels must be purchased of the queen; and, in like manner, the men must buy the king's permission for the same indulgence.

When the women go abroad they are deeply veiled, and their faces are difficult to be seen; but in presence of women of superior rank, the etiquette requires that they should be unveiled.

The different qualities of the women are distinguished by their ornaments; and, if a wife, through vanity, assumes more costly decorations than belongs to her rank, her husband's taxes are raised, unless he is in the royal service, or an inhabitant of Male; for in that island there are no sumptuary laws in regard to dress.

The king is generally clothed in a fine white robe, which reaches a little below the girdle; this is fastened with buttons of solid gold. Over the robe he wears a piece of red embroidered tapestry, depend-

ing to the heels, richly ornamented. His girdle is adorned with brilliants, and on his head he wears a scarlet cap, laced with gold, and surmounted with a large gold knob, set with a jewel.

But the chief ensign of royal dignity is a white umbrella, which no native is permitted to use. He is usually attended by three pages; one carries his fan, another his sword and buckler, and the third his betel and areca box.

M. de Laval was doomed to remain in this country long enough to acquire an intimate knowledge of the characters and customs of the Maldivians at that period. He says that the king was generally shut up with his women, or employed in giving audience to his courtiers. He had a taste for the mechanic arts, and constantly employed and superintended a number of artificers in the various branches of elegant manufacture. His guards consisted of six companies, under the command of as many counsellors, named moscoulis. Besides which he had ten battalions, who served his majesty in various civil, rather than military capacities.

On Fridays the king went to the mosque in great pomp, attended by one hundred of his guards, his officers in waiting, and a complete band of music, consisting of trumpets, flutes, and drums. After service he returned in the same state; and, as these islands afford no beasts of burthen, he walked on foot, unless when he was carried in a chair on the shoulders of his slaves, which was not frequent.

His queens wore the same kind of habits as the other Maldivian women, but of a much richer and more expensive quality. Whenever they appeared in public, the women ran to meet them, and presented them with fruit and flowers. A number of female slaves preceded them, to warn the men from approaching. The chambers where these royal prisoners lived were always lighted with lamps; so that

their lives must, according to our ideas, be the most uncomfortable in the world.

The royal revenues arise from the crown lands, from a fifth of the grain and fruits of the whole country, from a tax on dried fish and on shells named cowries, the current medium of exchange. In addition to these imposts, his subjects annually present him with cloth enough to dress his soldiers. He likewise derives no inconsiderable revenues from goods imported by shipping, as he is principal merchant, and sells out the commodities he has purchased on what terms he pleases.

All shipwrecks belong to his majesty, and also whatever ambergris is found on the coast. This is more abundant here than in any other part of the Indies, and is so strictly watched, that whoever secretes or appropriates it to his own use, on detection loses a hand. The king has also the sole property in a kind of sea-nuts, called tannacarre, which are frequently thrown on the shore. These are as large as a man's head, and are esteemed valuable in medicine. The Portuguese call them the cocoas of the Maldives.

The government is an absolute monarchy. Each atolon, or province, is under the superintendence of a naybe, or governor, who is a priest and doctor of the law, and exercises very extensive powers. The naybes, however, are accountable to the pandiare, or cady, who resides in the isle of Male, and is the supreme judge both in civil and ecclesiastical causes. The judgment of this officer can only be reversed by the king himself, to whom an appeal lies.

The pandiare makes an annual circuit of the isle of Male, as every naybe does in his respective province, and condemns all to be whipped that cannot say their creed and prayers in the Arabic tongue. When witnesses are cited in any cause, by a singular regula-

sion, the evidence of three women is only equivalent to that of one man, and slaves are never admitted to give their testimony.

An insolvent debtor is obliged to become a servant to his creditor, and both he and his children must work the debt out before he obtains his liberty. The ordinary punishment for criminals is whipping, and the most heinous offences, short of murder, may be got off for a pecuniary mulct. Stealing, however, is punished with the loss of a hand; but capital punishments are never inflicted, except by the king's express command.

The inhabitants are divided into four classes: the royal family, persons invested with offices and dignities, the nobility and gentry, and the common people. Between the third and fourth ranks the distinctions are very strictly observed. If a noblewoman marries a plebeian, she retains her rank, and her children are ennobled also; but a woman of the lowest class derives no privileges from matching with a grandee. The king, however, possesses the power of elevating whom he pleases to the third rank, by a kind of letters patent; and, of course, they are then eligible to offices of trust or honour.

The externals of religion are very strictly observed among the Maldivians; but its vital influence is little felt. The grossest vices are daily committed without shame, and almost without punishment. Both sexes are extremely libidinous; and chastity before marriage is neither reckoned a virtue nor a fault.

To be able to read the Koran in the original is the extent of their literary acquirements. The Maldivian tongue, is, however, cultivated with some care. In teaching children to write, they make use of a bodkin on a smooth board covered with sand. But their writings, which are intended to be dura-

ble, are on a kind of paper, made of the leaf of a tree.

Children have a profound veneration for their masters and parents; and with this, so many good qualities are generally united, that it must be the want of good examples alone that renders them vicious or dissipated. Where a due respect is paid to age and authority, the young might be trained to any thing.

Metalic money is only of one sort, called larrins, about the value of eight pence. Instead of small change, they make use of cowries, twelve thousand of which make a larrin. Gold and silver are imported from the continent, and go by weight when employed as the medium of exchange.

Merchants resort to the Maldives, principally to purchase the cocoa-nuts and cowries. When Laval resided here, upwards of one hundred ships annually resorted thither to purchase cocoas, and the balance of trade seemed to be in favour of those islanders.

Some of the festive customs of the Maldivians are very singular. If they intend to compliment a friend with an entertainment, they send the viands to his house, as they seldom eat in the presence of others. Instead of a table, they cover the floor with a mat; and for cloths and napkins make use of banana leaves. Their dishes are of earthen or china ware.

The poor are treated with great humanity, and none will offer them food that they do not think fit to eat themselves. The indigent are regarded as the servants of God, and it would be reckoned profane to treat them with offal.

During their meals they are very silent, and think it indecent to be long at table. They never drink till they have finished their repast, and even then only drink once of water or cocoa wine. No man must

meddle with cookery, or his sex would avoid him as a disgrace to them.

No sooner do children come into the world than they are washed six times a day in cold water, and then anointed with oil. The mothers, from the highest to the lowest rank, suckle their offspring. At the age of nine months they generally begin to walk; and when they arrive at nine years old, they commence the studies and exercises of the country.

When the Maldivians wake from sleep, they immediately wash their faces, and rub them with oil, before they salute any one. Betel is universally chewed, and they mutually present it to each other on occasional interviews. Cleanliness is not only an article of their religion, but an inbred habit among them.

They have many superstitious observations when they begin a journey, or take any business of importance in hand. If any unlucky incident befalls them, they impute it to some unpropitious person whom they have met or touched.

With the Mahometan faith they mix many Pagan rites. They address themselves to the king of the winds, when they are going on any expedition by water; and in every island there is a desolate place, where those who have escaped shipwreck make their offerings. They also pay a superstitious respect to the king of the sea, whence they think it impious to spit to the windward of the ship.

All natural and incidental ills they impute to the intervention of the devil; and to avert his vengeance they make him occasional offerings of flowers or banquets. The latter is sometimes carried off by the poor, when superstition is not stronger than hunger.

They attribute a wonderful virtue to certain characters, which they always carry about them in little

boxes. These are believed to be of powerful efficacy in curing or alleviating diseases, in procuring love and safety, and preserving them from malice and danger. The magicians, who are also the physicians, drive a lucrative trade in these charms or amulets.

In these islands are no inclosed towns, the houses lying scattered without regularity or distinction of streets. Their dwellings are generally built of cocoa wood, and covered with the leaves of the same tree; but persons of quality have stone buildings, of a black colour, the materials of which they draw out of the sea, with much labour and ingenuity.

So expert are they in diving and swimming, that Laval says, they drew up the cannon and anchors of the French ship that was cast away; and he was an eye witness of their clearing the harbour of Male within a few days, which was so choaked up with rocks that no ship could enter it.

The royal palace has many fine apartments, but no regular architecture. It is surrounded with gardens, adorned with fountains and reservoirs. The ceiling and walls of the palace are hung with silk tapestry, and floored with mats. The king's beds, and those of the grandees, are suspended with cords, upon a beam supported by two posts, and in them they are rocked to sleep.

The mosques are not inlegant structures, and round them are square inclosures, in which they bury the dead. Each mosque has its priest; and each island, that has any considerable population, is dignified by having a catibe, who is principal master of all public exercises, and governs the inferiour priests.

They retire to the mosques five times a day; but the indolent are allowed to say their prayers at home. An absolute neglect, however, of this religious exercise, subjects the indervout to all the pains and pe-

nalties of excommunication: no one will eat or converse with them. They offer their penitential prayers with a loud voice, and by this means expose the most secret transactions of their lives; but where impurity of any kind is scarcely regarded as a blemish in the eyes of men, this publicity of confession is not regarded as a serious difficulty.

Males are circumcised at seven years of age, on which occasion the parents and relations keep a festival for fourteen days. Particular operators perform this painful rite, and from this only they derive a livelihood. Girls also undergo a kind of circumcision when they are only two years old; but this is attended with no solemnity. The operator, however, on both sexes is always considered as a parent.

The Maldivians celebrate several festivals. Friday, being their sabbath, is devoted to feasting and religious observances. The catibe composes a new prayer for every Friday in the year. He repeats without book, and if he makes a single mistake, he is publicly reprimanded. Every new moon is ushered in with a variety of ceremonies; and the feast of the Ramadan, as in other Mahometan countries, is kept here with due solemnity.

When a marriage is in contemplation, the parties address themselves to the naybe, who takes the man by the hand, and asks him if he is willing to have the woman on the conditions proposed; and, as she is always absent, her parents answer in her name. When preliminaries are settled, the bride is introduced, and the company are desired to be witnesses of the compact. The woman is then conducted, by all present, to her husband's house, where feasting, dancing, and music commence. The bridegroom makes some customary presents to the king, and the bride pays the same compliment to the queens. But when the king is married, instead of giving, he re-

ceives presents from his subjects, all which belong to the new married queen.

The males may marry when they please; but females are seldom disposed of till they are ten or eleven years of age; and the first suitor, whether old or young, provided the rank is not an obstacle, is seldom refused. Parents esteem it a sin to keep their daughters single beyond the years of maturity; but a female orphan cannot marry till she is fifteen.

Though a woman cannot leave her husband without his consent, a man may divorce his wife on returning her jointure. The divorced parties may come together again as often as they please; but, that the priest may not be robbed of his dues, a new marriage must take place after each separation.

When a person dies, the corpse is washed by those of the same sex. The body is then wrapped in cotton; its right hand placed upon the ear, and the left on the thigh. It is then placed in a coffin, and carried to the burial ground by relations and friends, attended by women, who howl in the most piteous manner. If the deceased is a person of quality, gifts are distributed to the poor, and the priest, in particular, is not forgot. It is his business to sing during the whole ceremony, and every day till the third Friday after, when a general feast is prepared for the friends of the defunct, on the supposition that the soul is then conveyed to Paradise.

If a person of the first rank dies, the priests sing for him a whole year, during which they are well entertained and lead a pleasant easy kind of life. O superstition, how wide is thy sway! In Mahometan, and many Christian countries, the same weakness leads men to believe in the efficacy of prayers and ceremonies for the dead, while priests reap the only benefit from the delusion!

Mourners make no alteration in their dress, except that they go bareheaded to the place of inter-

ment, and continue so for a few days. Those who die fighting against the enemies of Mahomet, are buried without any ceremony, under the idea that they are at once translated to Paradise, and want no intercession of priests.

The Maldives produce luxuriant crops of millet, and a kind of grain, called brinby, resembling rape seed. Of these two sorts of grain they have a double crop yearly. They have several esculent roots, and many choice fruits; but though the attolons are all nearly in the same climate, each is distinguished for its different commodities, and the inhabitants in one cannot subsist without the commodities of another. This necessity links them all in a kind of mutual dependance, and creates an interchange of commercial articles. Trades are also divided in different islands. One contains smiths, another weavers, and so on. To facilitate communication, these artificers have little boats, in which they make the circuit of the islands, to vend their wares or manufactures; and one of these trading voyages sometimes occupies the space of a year.

Wild fowl are prodigiously plentiful, though there are few domestic poultry. Crows are very troublesome, and the bats are as large as ravens.

There are few poisonous animals, but vermin of various kinds over run the country, and infest the houses. Sheep and cattle were the only large quadrupeds in the Maldives, when M. de Laval resided there. Dogs are held in abhorrence, and two, sent by the king of Portugal, as a present, were immediately drowned.

The sea is replete with excellent fish, and fishing constitutes a principal part of the employment of the natives. But of all the productions of the sea, the shell-fish, called cowries, are the most valuable and most esteemed. The shells, commonly called blackamoor's teeth, are no inconsiderable articles of

commerce. Immense quantities are exported to Guinea; and formerly, about twelve thousand pounds of cowries would purchase five hundred slaves. The value is now diminished; but still the cowries of the Maldives are in high estimation among the negroes, who use them as their principal ornaments, and in many places they pass for money to the present day. Our author says, that he has seen thirty or forty ships wholly laden with them.

But enough has been said of the customs and produce of the Maldives. Let us now attend to the fortune of Laval. It has already been said that he rose to some distinction; but it is by no means probable that any dignity could make him forget that he was cut off from his friends and from polished society, nor repress his desire to obtain his liberty.

After he had been about four years and a half in this country, news arrived that the king of Bengal was fitting out a fleet to invade the Maldives. The king of Male no sooner received this alarming intelligence, than he issued orders for equipping all the vessels in his dominions; but before this could be accomplished, the enemy's fleet appeared in sight, on which the king resolved to fly to the southern islands, till he could muster a sufficient force to oppose the invaders with some prospect of success.

His most valuable effects were instantly embarked, together with his queens; and he left his distracted subjects, who knew not how to avoid the impending danger, or how to oppose it.

No sooner, however, did the enemy hear of the flight of the king, than they despatched some of their swiftest sailing vessels to overtake him. The unhappy monarch found it impossible to escape; he was slain, and his ships, wives, and treasure rewarded the victors.

As soon as the Bengallians landed at Male, Laval surrendered himself to them; explaining his situation

and his solicitude to be taken under their protection. When they found he was not a Portuguese, they treated him with much kindness: the French had not yet, by their ambition, disturbed the repose of the natives of the east, and, therefore, were not the objects of their resentment.

The conquerors, after plundering the royal palace of every thing valuable, prepared for their departure, taking with them the brother-in-law of the late king, and leaving the other natives at liberty. Laval was a voluntary passenger to Bengal, and there he began to concert the means of a passage to Europe.

While engaged in these plans, the Mogul declared war against the prince of Bengal, who assembled a prodigious army to oppose him. However, before hostilities commenced, Laval found means to withdraw himself to the coast of Malabar, from whence he proceeded to Calicut. At that place he remained eight months, waiting for a passage in a Dutch ship; but being at last disappointed, he travelled to Cochin, where he had the misfortune to be taken up and imprisoned as a spy.

At last, however, he made his escape from prison, and fled to Goa; but fortune was not yet wearied of exerting her malice against him: here he was again thrown into prison, and confined for some time. By his address, as well as the justice of his cause, he raised up some powerful intercessors among the Jesuits, who, at length, procured his liberation; and sailing for Europe, he arrived in safety at Rochelle, on the 16th of February, 1611, after an absence of nearly ten years, in which he had run through a series of adventures equally dangerous and distressing.

Narrative of the Loss of
THE ANTELOPE PACKET,

*Captain Wilson, which struck on Breakers off Pelew Island,
August 9, 1783.*

Preliminary observations—Ship's company—Sail from Macao—Stormy weather—An alarm of breakers, and the ship strikes—She bilges—The boats hoisted out—The captain's prudence and presence of mind, and the obedience of the company—The chief mate despatched to a small island—His account thereof—A distressing accident—They quit the Antelope—Estrange situation on the island—The wreck visited—Two canoes discovered—Interview with the natives—Their character—Visited by the king—Interesting particulars—The captain's visit to Pelew—Account of Prince Lee Boo—Curious incidents—The crew build a vessel—Blanchard requests to be left behind—Lee Boo accompanies captain Wilson—His parting from his friend—The attention of the Portuguese governor—Arrival in London—Lee Boo introduced to the East India Directors—His death—Concluding remarks.

FEW narratives have attracted a more considerable share of the public attention, than this. Other voyages are more fertile in important discoveries, and embrace a wider range of action; but this is marked by features that interest the heart of sensibility, and give it a claim to the regard of the philosopher, the patriot, and the Christian. A people have been brought to light by accident, whose amiable manners, and virtuous qualities, evince no small progress in social refinement, and whose humanity to our countrymen in distress, must ever endear them to Britons.

It is but justice to say, that the work from which the following pages are abstracted, is composed by

the ingenious Mr. Keate, from the most authentic documents furnished by Captain Wilson, and verified by the coincident testimony of the principal persons concerned in the transactions recorded. We may also venture to say, that the account boasts of more variety and interest than are to be found in shipwrecks in general.—How deplorable their situation to have been suddenly cast upon an unknown island, far from their native country and friends, and with very distant prospects indeed of ever returning to their homes—to be placed among strangers, of whose dispositions they were totally ignorant, and from whom they could not expect that humanity and protection they met with! Yet whatever Captain Wilson and his crew might suffer, at the moment of imminent danger, we are convinced that, in the event, they scarcely considered that as a misfortune, which was instrumental in bringing them acquainted with the natives of Pelew.

It is somewhat remarkable, that although these islands lie at no very great distance from the common track to China, yet it does not appear that any Europeans ever landed on them. They were not, however, totally unknown. In the "*Lettres Edifiantes et Curieuses*," we find an account of this Archipelago, of which the Palos, or Pelew Islands constitute the fifth division; the other four consisting of the Islands which are now known by the name of the New Carolines. Le Pere Cantova tells us, that a boat with twenty-four natives of the Caroline Islands, being driven by stress of weather, on the coast of Guahan, he had used every method to get information from them concerning the rest; and that he was informed, "that the people of the Pelew Islands were inhuman and savage; that both men and women were entirely naked, and fed upon human flesh; that the inhabitants of the Carolines looked on them with horror, as the enemies of mankind, and with whom they held it dan-

gerous to have any intercourse." From this and every information that can be procured, it appears, that, for a long series of years, the inhabitants of the Pelew Islands have been separated from the rest of mankind, even those most contiguous to themselves.

Their ignorance of the existence of white people, abundantly evinces their being total strangers to Europe, at any rate.

The name given by the Spaniards to these islands, is the Palos Islands; which indeed is the name by which all the Caroline Islands formerly went; probably owing to the number of tall palm trees with which they are covered, having the appearance of masts of ships at a distance. The Spanish word *palos* signifies a mast.

But to proceed, Captain Wilson, of the Antelope Packet, in the service of the British East India Company, about three hundred tons burthen, sailed from Macao in China, where she had arrived a few weeks before, on her passage homeward, on Sunday the 29th of July, 1783.

As, in the sequel of this narrative, there will be occasion to mention the names of the ship's company, the following list of them may be useful to explain their situations.

<i>Names.</i>	<i>Stations.</i>
Henry Wilson,	Commander.
Philip Benger,	Chief Mate.
Peter Barker,	Second Mate.
John Cummin,	Third Mate.
John Sharp,	Surgeon.
Arthur William Devis,	Passenger.
John Blanch,	Gunner.
William Harvey,	Boatswain.
John Polkinghoron,	Carpenter.
John Male,	Cooper and Steward.
Richard Jenkins,	Carpenter's Mate.

<i>Names.</i>	<i>Stations.</i>
James Swift,	Cook.
Richard Sharp,	Midshipman.
Henry Wilson, junior,	Midshipman, son to the Captain.
John Wedgeborough,	Midshipman.
Robert White,	Midshipman.
Albert Pierson,	Quarter Master.
Godfrey Minx,	Quarter Master.
Thomas Dutton,	Captain's Steward.
Thomas Rose, native of Bengal,	Linguist.

And, Matthias Wilson, the Captain's brother; Thomas Wilson, Dedrick Windler, Zachariah Allen, John Cooper, James Bluit, Thomas Castles, William Roberts, Nicholas Tyacke, William Stewart, Madan Blanchard, Thomas Whitfield, William Cobledick, and James Duncan, Seamen. Besides these, Captain Wilson was allowed sixteen Chinese, to keep the ship's complement of hands complete.

On Monday the 21st, they got clear to sea, having discharged the pilot, and taken leave of several gentlemen, who accompanied them a few leagues. From the 29d of July, to the 8th of August, they had very stormy unsettled weather; during which their fore-top-mast sprung, and all their live cattle died. On the 9th, the weather became more moderate; so that by opening their ports they dried the ship, examined their stores and provisions, and proceeded cheerfully on their voyage, flattering themselves their distress and danger were now fairly past; little apprehending the misfortunes that were so quickly to overtake them.

Early on Sunday morning, the 10th of August, a strong breeze sprung up, attended with much rain, thunder, and lightning. Captain Wilson had gone to bed about twelve, and Mr. Benger the chief mate, commanded on deck. While the seamen were busied in reefing the sails, the man, on watch ex-

claimed, breakers! which he had scarce pronounced when the ship struck. It is not easy to express the consternation which ensued; all who were in bed below, were immediately on deck, inquiring the occasion of the noise and confusion. Too soon they learned their dismal situation. In less than an hour the ship bilged, and filled with water up to the lower deck hatchways. During this scene of horror and dismay, the seamen eagerly besought the captain to direct them, and his commands would be obeyed with alacrity.

Captain Wilson's first orders were, to secure the gunpowder and small arms, and to get on deck the bread, and such other provisions as were liable to be spoiled by the water, and cover them from the rain. As the ship took a heel in filling, there was some reason to fear she might overset: to prevent which they cut away the mizen-mast, the main and fore-top-masts, and lowered the fore and main yards, to ease her. The boats were then hoisted out, and filled with provisions; a compass, and some small arms, with ammunition, and two men being put into each, with directions to keep them under the lee of the ship, and to be ready to receive their shipmates, in case the vessel should part by the violence of the wind and waves, as it then blew an exceeding strong gale.

Every thing being now done, that prudence could dictate in so trying and distressful a situation, the officers and people assembled on the quarter-deck, that part being highest out of the water, and best sheltered from the rain and sea by the quarter-boards; and waited for day-light, in hopes of seeing land; for as yet they had not been able to discern any. During this dreadful interval, the anxiety and horror of which is much easier to be imagined than described, Captain Wilson endeavoured to revive the drooping spirits of his crew, by reminding them, that

shipwreck was a misfortune to which navigators were always liable; that although theirs was rendered more difficult and distressing, by its happening in an unknown and unfrequented sea, yet he wished to remind them, that this consideration should only rouse them to greater activity, in endeavouring to extricate themselves: and, above all, he begged leave to impress on their minds this circumstance, that whenever misfortunes, such as theirs, had happened, they had generally been rendered much more dreadful than they would otherwise have been, by the despair of the crew, and by their disagreement among themselves. To prevent which he most earnestly requested each of them, separately, not to taste any spirituous liquor, on any account whatever; and he had the satisfaction to find a ready consent given to this most important advice.

This displays, in a most remarkable manner, the presence of mind which was preserved, and the prudence that was exerted by Captain Wilson, in one of the most trying situations, to which human nature can be exposed. It shews also, in the most unequivocal manner, the temper and disposition of his officers, and the whole crew, and pronounces their eulogium in the most impressive terms.

As they were almost worn out by the excessive labour they had undergone, two glasses of wine and some biscuit were given to every man aboard; and they waited for day-break with the utmost anxiety, in hopes of discovering land. Meantime they endeavoured to support each others spirits as much as possible, and, by the captain's direction, put on as many clothes as possible to carry with them, in the event of getting safe from the wreck. And, let it not be forgotten, among many other remarkable instances that occurred in the course of this voyage, to the honour of this crew, that the utmost cordiality, prevailed amongst them. None attempted in the

hour of confusion, to touch his neighbour's property, nor to make free with what had been interdicted them.

The dawn discovered to their view a small island, at the distance of about three or four leagues to the southward; and as the day-light increased, they saw more islands to the eastward.

They now began to feel apprehensions on account of the natives, to whose dispositions they were utterly strangers. However, after manning the boats, and loading them in the best manner they were able, for the general good, they were despatched to the small island, under the direction of Mr. Benger, the chief mate, who was earnestly requested to establish, if possible, a friendly intercourse with the natives, if they found any; and carefully to avoid all disagreement with them, unless reduced to it by the most urgent necessity.

As soon as the boats were gone, those who were left in the ship began to get the booms overboard, and to make a raft for their security, if the ship should go to pieces, which was hourly expected. At the same time, they were under the most painful apprehensions for the safety of the boats, on which all depended, not only with regard to the natives, but with regard to the weather also, as it continued to blow very hard.

But in the afternoon, they were relieved from their fears on this head, by the return of the boats, with the welcome news of their having landed the stores in safety, and left five men to take care of them; and that there was no appearance of inhabitants being on the island where they landed: that they had found a secure harbour, well sheltered from the weather, and also some fresh water. This favourable account revived them, and they proceeded in completing their raft with fresh vigour, having been allowed another glass of wine with biscuit. A very

distressing accident, however, happened this day; the mizen-mast being found near the ship's stern, and part of the rigging entangled with the mizen chains, Godfrey Minks was employed to clear it, and while he was thus employed, unluckily slipt overboard. The boats were immediately sent to his assistance, but without effect.

Having finished the raft, they loaded it, together with the jolly-boat and pinnace, with as many stores and provisions as they could bear, consistently with the safety of the people who were to be carried off; and, as the day was advancing, the captain summoned all the people aboard. Indeed, so busily were they employed in bringing as much as possible with them, that it cost some pains to get them all collected. Their feelings on quitting the *Antelope*, going they knew not whither, were of the most distressing nature. The stoutest of the hands were put on board the pinnace, which took the raft in tow and moved slowly on, till they cleared the reef; while the jolly-boat, which was of little service to the raft, proceeded along to the shore, and joined their companions that had been left in the morning. They found a tent ready for their reception, and a spot of ground cleared for the stores.

The situation of those aboard the pinnace and the raft till they cleared the reef, was terrible indeed. The great swelling of the sea was such, that they repeatedly lost sight of each other, and those on the raft were obliged to tie themselves to the planks with ropes, to prevent their being washed off; whilst the horror of the scene was increased by the screams of the Chinese, who were not accustomed to the perils of the deep.

When they had fairly cleared the reef, they got into deep smooth water, in the channel running between the reef and the islands; but, on approaching the land, they found a very strong current, which

drove them considerably to leeward. They soon found that they could not resist its impetuosity, and therefore, having brought the raft to a grapnel, all the hands got aboard the pinnace, to relieve the rowers; mean while, the cargo of the jolly-boat-being unladen, Captain Wilson was returning in her, to assist those aboard the pinnace. The night was by this time dark, and the captain overhearing them at a distance, hailed them. Those aboard the pinnace, overjoyed at the near prospect of relief, returned the halloo, in a manner so unusual, that Captain Wilson immediately concluded they were natives. He was the readier to form this idea, as he had just learned from those on shore, that, from various circumstances, they had reason to conclude there had been natives on that spot very lately; he therefore retreated to the shore with the utmost precipitation. Happily, however, they were soon relieved by the arrival of the pinnace, when all the company shook hands together (need it be added) with great cordiality. They made a homely supper, and having lighted a match by the discharge of a pistol, they kindled a fire in the cove, by which they dried their clothes and warmed themselves. The night proved very uncomfortable, as the weather was exceedingly tempestuous; while the fear of the ship going to pieces, before they could save other necessaries from the wreck, not a little heightened their distress. Lest they should be surprised by the natives, they set a watch, and slept on the ground by turns.

Next forenoon, being the 11th, proved very stormy; they attempted to bring off the raft in vain, and were obliged to leave it; carrying with them, however, the sails and the remainder of the provisions.

In the afternoon, the weather was more moderate, and the boats were despatched to the ship to bring

off what they could; while those on shore were employed in brushing up the small arms.

The evening set in very squally, and as the boats did not return from the ship, till about ten o'clock, those on shore were not a little alarmed about their safety; nor were they much easier, when, on their return, they learned, that the vessel was in such a situation, as made it exceedingly probable she could not hold together till morning.

When we consider their situation with this prospect before them, it must be granted, that the vicissitudes of human life have seldom produced a coincidence of circumstances more peculiarly distressing. The only hope they had, of yet floating and repairing the vessel, so as to return to China, now to all appearance impracticable—ignorant where they were, or among whom—separated not only from wives, children, and home, but from all mankind, except, perhaps, a race of savages, as they naturally supposed—without any prospect of relief—and at the same time shivering under a storm still more tempestuous than the former night, these combined, bring to view a situation, which humanity cannot think of, without commiserating their lot.

In the morning it blew exceedingly strong; so that the boats could not go off to the wreck. The men, therefore, employed themselves in drying their provisions, and forming better tents, from the materials which they had brought from the ship the day before. About eight o'clock in the morning, the people being employed as above, and in clearing the ground from the wood which was behind the tents, Captain Wilson, with Tom Rose, being on the beach collecting the fresh water which dropped from the rocks, saw two canoes, with men in them, coming round the point into the bay. This gave such alarm, that the people all ran to their arms: however, as there were but few of the natives, Capt. Wilson, desired them to

keep out of sight until they should perceive what reception he met with, but to be prepared for the worst. They soon perceived that the natives had seen the captain and Tom Rose, for they conversed together, and kept their eyes stedfastly fixed on that part of the shore where the English were. The natives advanced very cautiously towards them, and when they came near enough to be heard, the captain directed Rose to speak to them in his own language, the Malay, which they at first did not seem so understand; but they stopped their canoes, and soon after one of them, asked in the Malay tongue, who the strangers were, and whether they were friends or enemies? Rose was directed to reply, that they were Englishmen, who had lost their ship on the reef, but had saved their lives, and were friends. On this they seemed to confer together for a short time, and then stepped out of the canoes into the water, and went toward the shore. Captain Wilson instantly waded into the water to meet them, and embracing them in the most friendly manner, led them to the shore, and presented them to his officers and unfortunate companions. The natives were eight in number, two of whom, it was afterwards known, were brothers to the rupaak, or king, of the neighbouring islands, and one was a Malay, who had been shipwrecked in a vessel belonging to a Chinese, resident on the Island of Ternate, one of the same group of islands: he had been kindly treated by the king, who, he said, was a good man; and that his people also were courteous. He told them farther, that a canoe having been out a fishing had seen the ship's mast; and that the king, being informed of it, sent off these two canoes at four o'clock that morning, to see what was become of the people who had belonged to her; and they knowing of the harbour which the English were in, had come directly thither.

Being about breakfast hour, Captain Wilson, Tom Rose, and only a few others breakfasted with them to prevent suspicion; and in the course of their short conversation, a wish was hinted to be informed, by what means the Malay they had brought with them, had reached their islands. The Malay, who could indistinctly speak a few sentences both in broken Dutch and English, gave some farther account of himself; but from his future conduct and behaviour, there was great reason to suspect his veracity. It was, however, fortunate that they found a person with whom their linguist could converse.

The natives were of a moderate size, but admirably proportioned and very muscular. Their hair was long and black, rolled up in a peculiarly neat manner close to their heads. Except the younger of the king's two sons, none of them had beards. They in general plucked out the hairs by the roots. They were quite naked, and their skins of a deep copper colour.

They were conducted round the cove, and, to the great surprise of the English, walked on broken rocks, shells, and thorny plants, with the greatest ease.

They were now enabled to support a mutual conversation, by means of the Malay man, on the part of the natives, and Tom Rose on that of the English, and thus had an opportunity of examining one another as to the different appearances, which occasioned mutual surprise.

From this first interview, as well as what happened afterwards, it was evident that the natives had never before seen a white man, and were ignorant of the existence of any such. The natural surprise at seeing them may therefore be well conceived.

The appearance of clothes was quite new to them. At first, indeed, they were at a loss to determine,

whether the man and his dress were not of the same substance.

Nothing afforded them greater surprise than the sight of two dogs belonging to the ship, which immediately on their approach set up a loud bark, to the great delight of the natives, who answered them in a shout almost as violent. In these animals they took great delight, as except a few grey rats, there are no quadrupeds on the island.

Captain Wilson was exceedingly anxious to keep them ignorant of the nature and use of fire-arms; but one of them accidentally picking up a small leaden bullet, surprised at its weight, examined the Malay about it, who requested one of the muskets to explain its use and effect. They seemed very desirous that one of the English should go with them in their canoes to their king, that he might see what sort of people they were. Every one agreed that this step would be advisable; but, as difficulties arose concerning who the person should be that should venture himself, the captain requested his brother, Mr. Matthias Wilson to undertake the office, who readily consented; and about noon one of the canoes left the harbour, having Mr. Wilson with them. The other canoe, with four persons, among whom was Raa Kook, the elder of the king's brothers, and who was also general of his armies, remained with the English of their own accord, until the canoe returned with Mr. Wilson.

The captain directed his brother to acquaint the king who they were; to relate to him, as well as he could, the nature of their misfortune; to solicit his friendship and protection, and permission to build a vessel to carry them back to their own country. He also sent a present by him to the king, of a small remnant of blue broad cloth, a canister of tea, another of sugar-candy, and a jar of rusk. The last

article was added at the particular request of the king's two brothers.

During the absence of Matthias Wilson, they had an opportunity of getting more intimately acquainted with Raa Kook, whom they found a most amiable character indeed. Observing a piece of polished bone around his wrist, they took occasion to inquire into the meaning of it. He informed them, it was a mark of great distinction, conferred only on the blood royal, and principal officer of state; and that he enjoyed it as being the king's brother and commander in chief of the forces both by sea and land. Raa Kook's friendship was therefore cultivated with all imaginable assiduity, and he in return, shewed himself attached to them by a most attentive politeness; he imitated them in all their actions, and on every occasion shewed them how high an opinion he had formed of them. The Malay on his first arrival had requested to be indulged with a jacket and trowsers, which were readily granted, and an uniform coat with trowsers were at the same time given to Raa Kook, who put them on, but was soon wearied of them, as he found them cumbersome. He examined into the most minute actions, and was at no little pains to learn from the cook the method of blowing up the fire with a bellows.

In the morning of the fourteenth, two canoes arrived, in which were Arra Kooker, the king's other brother, and one of the king's sons. They informed Captain Wilson that his brother was on his way back; but that the canoe in which he was, could not make so much speed against the wind as theirs, which occasioned the delay. The king, by their means, offered them a hearty welcome to his territories, and assured them of his friendship and protection; he also desired them to build a vessel in any part of the island they inclined, and that he and his subjects would willingly afford them every assistance in their

power. Raa Kook then took his nephew and introduced him particularly to the captain and his officers and conducting him round the cove, explained every thing agreeable to the information he himself had just received, and seemed mightily pleased with his friend's astonishment. This young man was very well made, but had a slit in his nose, probably the consequence of wound in battle, or a scrophulous taint which was common among the natives.

In the forenoon two boats were despatched to the wreck. They found a number of the natives, in about twenty canoes, busied in examining the vessel; these Raa Kook soon despatched, and on this, as well as on every occasion, did every thing in his power to convince the English of his protection and friendship.

Meantime the people were highly entertained with Arra Kooker, who proved to be a most facetious entertaining man; possessing uncommon talents for mimicry and humour. He described, by many diverting signs, the terror of Matthias Wilson while at Pelew; who it seems had been under very great apprehension. But they were all revived with his appearance, and the account he gave them of his embassy, to the following effect:

“ On the approach of the canoe in which I went to the island where the king lives, a vast concourse of the natives ran out of their houses to see me come on shore. The king's brother took me by the hand and led me up to the town, where a mat was spread for me, on a square pavement, and I was directed to sit down on it. In a little time the king appeared, and being pointed out to me by his brother, I rose and made my obeisance after the manner of eastern nations, by lifting my hands to my head, and bending my body forward; but he did not seem to pay any attention to it. I then offered him the presents which my brother had sent by me, and he received

them in a very gracious manner. His brother now talked a great deal to him, the purport of which, as I conceived, was to acquaint him with our disaster, and the number of us; after which the king eat some of the sugar-candy, seemed to relish it, and distributed a little of it to several of his chiefs; and then directed all things to be carried to his own house. This being done, he ordered refreshments to be brought for me.

A great crowd of the natives had by this time surrounded me, who were curious and eager to examine my clothes and person. But as it began to be dark, the king, his brother, myself, and several others, retired into a large house, where supper was brought in, consisting of yams boiled whole, and others boiled and beaten together, as we sometimes do potatoes. There were likewise some shell fish; but I could not determine what they were.

"I spent the next day in walking about the island, and observing its produce, which consisted chiefly of yams, and cocoa nuts; the former they cultivate with great care, in large plantations, which are all in swampy watery ground, such as the rice fields in India. The cocoa trees grow very near the houses, as do also the beetle-nuts, which they chew as tobacco."

Matters proceeding in this favourable train, the captain, with great prudence, suggested the propriety of staving the liquor casks on board the wreck, lest either the natives or the mariners, by indulging to excess, might be thrown off their guard, and give occasion to misunderstandings. This advice was instantly complied with, and nothing can give us a higher idea of the regular conduct of the crew, and the affection they bore their commander, than their readiness in giving up their favourite indulgence, which they did without a murmur.

In a short time after this, the English were informed that the king was coming; and in less than an

hour, they saw a great number of canoes turning the point which formed the harbour. But the king stopped as soon as he got within the bay, and directed one squadron of the canoes, which were all armed, to retire to the back of the island; thinking probably, that so great a number of armed people would create an alarm among the strangers.

He then advanced with the rest in great form, and with much parade, as far as the tide, which was then low, would permit them; and it was signified to Captain Wilson, by the king's brothers, that he should then go and meet him.

Accordingly, two of his own people took him on their shoulders, and carried him through the water to the king's canoe, which he was requested to enter; and he and the king, whose name was Abbe Thulle, embraced one another.

The captain then related the nature of their misfortune to Abbe Thulle, by means of the two Malays, and repeated his request to be permitted to build a vessel to carry them home; and the king again, in a very courteous manner gave his permission for them to build it either where they were, or at the island where he resided; but recommended the latter; adding, that the island on which they had landed was unhealthy, which was the reason it was not inhabited; and that he apprehended they would be ill, when another wind began to blow, which he said would be in two moons. The captain informed him, that they had a person with them, whose business it was to cure diseases; and that it would be very inconvenient to them, if they removed farther from the wreck of their vessel, because they could not then procure from her, such things as they might want, without much trouble and loss of time. To these reasons the king assented; and making signs that he wished to land, the captain was carried on

shore by his people, and Abba Thulle, stepping into the water, followed him.

On his landing, he looked about him with a good deal of apparent suspicion, which however, was soon removed. Raa Kook made up to him, and a sail being spread for him, agreeable to their practice, the chiefs of his company sat also down, forming a square; and his other attendants, to the amount of about three hundred, inclosed them in a circle, squatting down at the same time in such a position, as that they could rise in a twinkling. Captain Wilson offered him some tea, which he did not seem to relish, and then made him a present of a piece of cloth, and some ribbons, which pleased him very much. He was quite naked, as well as his brothers, and without any bone on his wrist, or other ornament. He carried a hatchet of iron on his shoulder, which was so adapted to it, that it gave him no inconvenience.

Abba Thulle, the king, was introduced by Captain Wilson to the officers and all his men; and upon being told that Mr. Benger was second in command, he designed him the kickary rupack, supposing Captain Wilson to be the king of some country; but when he was made to understand that he belonged to a mighty sovereign, and that he was only his captain, he readily got hold of the word captain, by which name he constantly saluted him afterwards, and Mr. Benger, he called kickary captain, as second in command.

The king then inquired for Captain Wilson's badge of supremacy, which put him to a stand. Luckily Mr. Benger slipped his ring into his hand, which being produced, and the manner of wearing it shewn, pleased Abba Thulle not a little, as it carried some affinity to their own mark of dignity.

Raa Kook having, as before mentioned, examined every thing belonging to the English very minutely, took much pains in pointing them out to the king; they went through the tents, in which every

thing surprised them; nor did the difference between the Chinese and English escape their notice. Raa Kook, at the same time, gave his brother to understand, that there were many different nations and classes of mankind on the earth; who were frequently at war with one another, as he often was with his neighbouring islanders. Abba Thulle appeared to despise the Chinese exceedingly, because they had no muskets.

But nothing seemed to strike Abba Thulle with more astonishment than the fire-arms, with which Raa Kook endeavoured to make him acquainted. He expressed much anxiety to see them used, which Captain Wilson ordered immediately to be done. He desired Mr. Benger to cause the sailors to go through their exercise drawn up on the sea beach being then low water, while he explained their motions to the king. The men went through various evolutions, with great readiness, marching backwards and forwards, and concluded with three volleys, in different positions.

The astonishment and surprise of the natives, on hearing the report of the muskets, is not easily conceived; indeed, their hooting and hallooing produced a noise little inferior to it. Captain Wilson judged it expedient to be guilty of a little profusion of their powder, on this occasion, in order to impress the minds of the natives with a more enlarged idea of the power of the English; a design which was fully answered by it. But still farther to shew them the effect of their fire-arms, Mr. Benger ordered one of the live doves, which they had, to be let loose, at which he fired, and immediately brought it down, with a leg and a wing broken. This surpassed every thing in their estimation; indeed, they now seemed to be lost in wonder and amazement.

Raa Kook was, by this time, pretty well acquainted with such articles as the English had about them,

which he took great pains in pointing out to the king his brother; that which seemed principally to draw their notice, was a grind-stone, which they turned round with great satisfaction, observing the effect it had upon pieces of iron; they also examined the tents, and the culinary utensils. But the dogs were the greatest fund of entertainment to them, with whose barking they were so much delighted, that they kept a continual uproar with them, and it was found necessary to confine them. The king examined the English as to their provisions, and was presented with a piece of ham and a live goose which had been saved.

Abba Thulle was vastly pleased with what he had seen, and proposed going away. This was notified to his attendants by a loud shriek from one of his officers, which gave not a little alarm to the English. It was instantaneously obeyed. They all rushed to their canoes with great alacrity, and the king, with the greater part of the natives, took leave of them.

Raa Kook remained with the English all night, as did the king's son, and a few of their attendants. Captain Wilson ordered two tents to be pitched, one for the principal people, and the other for the commonalty. He continued himself with Raa Kook and his party, after the guard was set for some hours. The natives in the distant tent, anxious to pay all attention to their visitors, prepared to sing a song, according to their country mode.

Their method of tuning their voices for this purpose, was attended with sounds so very dissonant and harsh, that the English thought they were beginning their warwhoop, or giving a signal to the king, and those with him, to attack them. Impressed with this idea, every man seized his musket and ran to the tent where Captain Wilson was, supposing him to be in the most imminent danger. But they were soon agreeably undeceived, and attended to the song,

which was conducted in the following manner. A chief gave out the line, which a company next him took up and completed the verse. The last line they repeated, and it was taken up by the next party, who also sung a verse. They continued their song some time, and made signs for our people to repay them in kind, which was done by a lad, named Cobbledick, to their great satisfaction. The manner of this lad's singing was afterwards mentioned to the king, who, upon hearing him, was so much pleased, that he never met him afterwards, without desiring him to sing, which, of course, was complied with.

We come now to mention a circumstance which presents these natives of Pelew in a light that could not have been preconceived; a circumstance which discovers such nice feelings, as, on the one hand, displays human nature in a very pleasing attire, in this her native dress; while, on the other, it may put to the blush enlightened nations and individuals. The English had no other means for again revisiting their native homes, but by constructing a small schooner; and, for this purpose, had only a few instruments saved from the wreck. These they carefully concealed from the natives, who had shewn a particular attachment to iron, and instruments made of that metal. Accidentally a chief had observed where they were, and requested a cutlass from Captain Wilson. The captain was loth to part with it, but fearing worse consequences in case he refused, thought it best to give it. As they went out of the tent, Raa Kook observed it with great displeasure, took it from him, and returned it to Captain Wilson.

In a few hours the Malay coming ashore, told the captain he had given offence by offering a cutlass to an inferior officer, and neglecting the king and his brothers. In order to make up matters, Captain Wilson thought it best to present each of the king's

brothers with some cloth and ribbons, which were very coolly received—they seemed to be unhappy. In the afternoon the king came round from the back part of the island, where he had spent the night, and Captain Wilson went out in the jolly-boat, with Tom Rose, to meet him. Now Abba Thulle, who had been so happy and pleased the day before, appeared with a gloomy reserve, and the poor Englishmen trembled in anticipating the dreadful effects of his displeasure, which they thought he was meditating. But the real cause of the uneasiness, which evidently depressed them all, was nothing more than a struggle in their own breasts, how they should ask a favour from strangers almost wholly in their own power, without having the appearance of a command. This marks a delicacy of mind, which ranks the natives of Pelew high in refinement.

It appeared, a neighbouring nation had injured them, and as they meant to attack them in battle, in a few days, they very justly foresaw the advantages which would arise from the presence of a few of the English sailors with fire-arms. At length, with much evident confusion, Abba Thulle hinted it to Capt. Wilson, who immediately assured him, he might at any time command his men,* who were entirely at his service. No sooner was this answer notified by the interpreter, than every countenance brightened up, and cordiality and happiness were restored. The king immediately dubbed the captain a brother rupack, entreated him to send some of his people to the part of the island where he lived, to carry him whatever provisions they needed, and concluded with assuring him, that the natives were entirely at his service, to assist in constructing their vessel, or any thing else in their power.

* Nothing but the peculiarity of captain Wilson's situation, could justify him in joining in hostilities against a people who had done him no wrong; but circumstances influence the best of us.

He immediately retired to the opposite side of the island, promising to return next morning for the men. Nor was the happy settlement of this affair less agreeable to the English than the natives. The fear of having incurred the displeasure of those, whose favour was so necessary, had distressed them not a little; and each strove to shew his zeal by wishing to be selected for the expedition proposed. At last, five young men were chosen and properly equipped. They were headed by Mr. Cummin, the third mate.

Meanwhile every preparation was made to build a schooner, in which they might return to China; and the alacrity every person shewed to lend his assistance in this important business, was an earnest of their future success. Many necessaries were recovered from the wreck, and trees were felled to supply the rest.

On the 25th, the five English warriors returned in safety, after acquitting themselves to the satisfaction of the king, and putting his enemies to flight by the effect and terror of their fire-arms. For this service, the island of Oroolong, where they then resided, was given to the English by Abba Thulle.

On the 31st of August, Captain Wilson paid a visit to Pelew. Mr. Devis, Mr. Sharp, and Harry Wilson, accompanied the captain on this visit. The English went in their jolly-boat, attended by Raakook, and other natives, in a canoe.

About one o'clock they reached Pelew, fired six muskets, and fixed their colours in the ground, at the end of the causeway where they landed. Raakook conducted them to a house, where they waited the arrival of Abba Thulle. Meantime the natives thronged into the house to have a view of the English, bringing along with them various refreshments and sweet-meats. In a little time it was notified that the king was at hand, when, notwithstanding the multitude then present, the greatest silence prevail-

ed. On his arrival, Captain Wilson embraced him as at first meeting, and presented him with a few trinkets, which were very agreeably received.

Abba Thulle now proposed to conduct them to the town, which is about a quarter of a mile from the landing place where they were. The English, in order to assume some little formality, carried their colours before them. They passed through a wood, and then came to a fine pavement or causeway. There are large broad stones laid in the middle for the ease of walking, and lesser ones on the sides. This led them to the town, where they were conducted to a large square pavement, surrounded by houses. In the centre stood a larger house than the rest, which was allotted to the English for their accommodation. In it there was a number of women, of a superior rank, being wives to the rupacks, or principal officers of state, who received them very politely, and presented them with cocoa-nuts and sweet drink, of which all partook.

In a short time the king, after a suitable apology to Captain Wilson, retired to bathe, and a message was sent from the queen, expressing a wish to be favoured with the company of the English at her house. Thither they all repaired, and were seated in a little square before the house. It appeared that this lady was the principal wife of Abba Thulle, and great attention was paid to her by all. The king resided almost constantly at her house. She appeared at the window, and, by means of Raa Kook, examined into the various peculiarities in the appearance of the English which struck her. She sent them a broiled pigeon, which is the greatest rarity the island produces, and is held in the highest estimation. It is unlawful for any but rupacks and their wives to taste them.

After satisfying her curiosity, they were conducted by the general to his house, where they met with

a most gracious reception, and had an opportunity of observing the benevolent heart of this worthy man in domestic life. In his house they were treated with the greatest kindness, and with the most expressive tokens of real welcome; but what particularly warmed their hearts on this occasion, was the endearing behaviour of Raa Kook to his wife and children. These last he fondled on his knees, and caressed with all the genuine marks of parental affection. The night being now pretty far advanced, they retired to their house, where their friend, the general, spared no pains to render their accommodation comfortable. He procured plenty of mats for them to sleep on, kindled fires to defend them from the mosquitoes and damps, and ordered some of his own men to sleep at the other end to protect them from any of the natives, who might be led to disturb them from motives of curiosity. Next morning they were attended, as usual, by Raa Kook, and after walking about for some time, were ordered to attend the king to breakfast in the queen's house, where they had been the day before.

They were received with a peculiar etiquette, which was never afterwards practised. The house was all in one apartment; at the one end of which hung a screen of mats, which, when drawn up, discovered the king and queen seated. They breakfasted on yams and fish very agreeably. After breakfast, Mr Sharp, the surgeon, accompanied by Mr. Devis, set out to visit a child of Arra Cook's, which was sick. His house was about three miles distant. This gave them an opportunity of examining the country, which they had not before done. This visit was very acceptable, and the rupack thought he could not sufficiently repay them. Mr. Sharp examined the child's body, which was almost covered with ulcers, but could not prescribe any thing, having no medicines. He approved of the mode of cure they had

adopted, which was chiefly fomentation. Arra Kook then laded several servants with provisions, &c. in baskets, to be sent to the boats, and assured them, when they left the island, they should have his whole roost of tame pigeons. This, by the way, was the greatest compliment he could offer them, in his estimation; and sufficiently shews the uncommon gratitude with which his bosom was warmed. Indeed, the readers will, on many occasions, have anticipated the remark, that the finer feelings and virtues which adorn humanity, shone in these natives in no common degree. They returned to Captain Wilson, at Pelew, the same evening.

The request which had been previously hinted by the king, was now formally made to Captain Wilson, by a desire of a council of rupacks, that he would allow them ten men to accompany them to a second engagement at Artingal, which was most rapidly complied with. Captain Wilson mentioned at the same time, that it would be obliging him were the men detained as short a time as possible, not to hinder the progress of their schooner. To this Abba Thulle most engagingly replied, "That it was not his wish to detain them longer than was absolutely necessary; but after doing him so much service, it behoved him to keep them a day or two to rejoice with him." The council had met in the forenoon on this business. Every rupack, or chief, was seated on a stone, that for the king being higher than the rest, and disputed from side to side as it happened, without any regular order of speakers. It appeared that every thing was decided by a majority, so that their government bears no small affinity to our own.

The remainder of the time the English spent at Pelew, was very agreeably employed. One day, when in company with a great number of the natives, Mr. Devis, who was an excellent draughtsman,

took out his pencil, and was busily employed in taking the likeness of a woman who drew his attention. The lady observing him, and ignorant of his intention, retired in great confusion. A chief beside him, noticing the drawing, was greatly pleased, and shewed it to the king, who immediately ordered two women to come forward and stand in a proper position for Mr. Devis to take their likeness. Mr. Devis soon finished his sketches and presented them to the king, who was highly entertained, and calling the women, shewed them their portraits, with which they were much pleased. Abba Thulle desired Mr. Devis to give him his pencil and paper, on which he scratched a few figures, very rudely, but sufficiently to shew his conception of what had been done. So that while he thus displayed his own inferiority to the artist, he, at the same time, gave evident proofs of the sense he had of it, and his wishes to possess these qualifications which so pleased him.

Captain Wilson and his companions were carried to see their method of building canoes, and observed some canoes which were just returned from a skirmish in which they had proved victorious. They had captured a canoe which was considered as great a trophy as a first rate man of war would be in Britain. On this occasion the English had an opportunity of observing their method of celebrating such exploits, or keeping a day of festivity. There was a great feast prepared for the warriors, previous to which they danced in the following manner:—they ornamented themselves with plantain leaves, nicely paired into strips, like our ribbons, which, being of a yellowish colour, had a good effect on their dark skins; then forming themselves into circles, one within another, an elderly person began a song, or long sentence, and on his coming to the end of it, all the dancers joined in concert, dancing along at the same time; then a new sentence was pronounced and danc-

ed to, which continued until every man had sung, and his verse had been danced to.

Their manner of dancing does not consist so much of capering and leaping, or other feats of agility, as a certain method of reclining their bodies, and yet preserving their balance. During their dance, sweet drink was handed about, and when it was finished an elegant supper was brought in.

Mr. Sharp carried Capt. Wilson, one afternoon, to see his favourite Arra Kook, who received them with great joy, and entertained them very kindly. They went through many plantations on their way, and were much surprised to find the country so highly cultivated. They observed a tree, named by the natives Ri'a'mall, which the English supposed to be a species of the bread-fruit. After enjoying plentifully this good man's bounty, they returned to Pelew, highly delighted with their agreeable excursion. In the course of such observations as they had an opportunity of making, they found the employment of the men generally to be making darts, hewing trees, and building canoes, while the women looked after the yams, wrought the mats and baskets, nursed their children, and dressed the victuals.

On Thursday the 4th of September they left Pelew, loaded with presents, and amidst the loud acclamations of a vast number of the natives. They arrived safe at the cove about nine in the evening, and found all their companions well, and proceeding in their work with the utmost alacrity. The captain immediately informed them of the request the natives had made for ten men, and every one was again anxious to be of the party. At length they were determined upon, and ordered to be in readiness on a call from the king.

Soon after his majesty paid them another visit at Oroolong, and after inspecting the progress they made in their vessel, which delighted him greatly, he

returned with the desired reinforcement of ten Englishmen.

As the king had some days before sent information to Artingall of his proposed attack, which is customary here, and at the same time terms of peace, he now ordered a canoe, with four men in it, to proceed to the island, and inquire whether they were to submit or to fight.

The messengers soon returned, informing that they refused the terms offered them. Immediately Abba Thulle ordered the conch to be sounded, and waved his chinam stick in the air, the signal for forming the line of battle.

Meantime the enemy collected their canoes, but kept close by the shore, shewing an evident disinclination to come to battle.

Abba Thulle had dressed himself in the scarlet coat which Captain Wilson had given him, and kept one of the Englishmen in his canoe. The other nine were dispersed through the fleet in nine different canoes, armed with muskets, cutlasses, bayonets, and pistols.

Finding the enemy would not advance, and their present situation being very unfavourable for the attack, the king ordered a party of canoes to go round a neck of high land, and lie there concealed. He then ordered the remainder to exchange a few darts in their present position, and retreat with apparent precipitancy; by these means he expected to draw the enemy from their shores, and the concealed squadron could then get betwixt them and the land, and thus hem them in on all hands.

He despatched his orders with great readiness, by means of some very swift sailing canoes, which cut the water with astonishing velocity. His stratagem took effect as he wished. The enemy rushed out to pursue the apparent fugitives, and the canoes coming round the high land, surrounded them on all sides.

Those who fled now turned about, and, by means of the fire-arms, threw the enemy into terror and confusion. The noise of the muskets, their friends dropping they knew not how, and the triumphant shout which the natives of Pelew set up, totally discomfited them. They retreated with precipitation, rushed through the canoes that were betwixt them and the land, as there were but few of them, and by that means all escaped but six canoes, and nine natives who were captured. The victory was, however, considered as very complete. It is very seldom that any canoes are taken, and two or three prisoners are generally the greatest number. The dead bodies are carefully carried off the field of battle, lest they should fall into the hands of the conquerors to expose them. It grieves us to be obliged to say, that the prisoners are constantly despatched. This is the only trait of inhumanity that disgraces a people otherwise mild and gentle.

A little before this engagement, Mr. Sharp was requested by Raa Kook, to go along with him to Pelew, to inspect his son's foot, which was very dangerously hurt by a spear, which having sunk deep into the flesh, was broke off in attempting to pull it out; and the barb of the spear, having got in among the small bones, they could not extract it. Meantime, his foot swelled amazingly, to the great distress of the young man. One of the natives, reputed among them as a man of skill, began to cut away the flesh. But, after mangling his foot in a terrible manner, he was obliged to desist, as the effusion of blood became so great that he could not continue the operation. They, therefore, had recourse to their fomentation, of which Mr Sharp much approved, and desired it to be continued till he saw him, which he could not propose at that time, three of the ablest men being sick.

Mr. Sharp's account of his excursion to see him some time after is as follows:

Immediately on his landing, he went directly to his father's house, who met him with visible distress in his countenance.

Mr. Sharp acquainted him, that he was come to see his son, and had brought such instruments with him as would enable him, he hoped, to administer relief. He smiled approbation, and conducted him to his house, where Abba Thulle and several of the principal people were assembled. After paying his respects to them, Mr. Sharp was informed, that during Raa Kook's stay at Oroolong, the swelling had subsided by means of the fomentation, and they had forced the spear through his foot, as the only method of extracting it. At this time, the whole army was setting out on a third expedition, which the young man hearing, could not bear the thoughts of being absent from. He therefore insisted upon being carried to his canoe, where, though he could not stand on his feet to fight, he could raise himself so much up as to throw a spear. He, therefore, went along, and very early in the engagement fell a sacrifice to his magnanimity; a spear entering through his throat, occasioned his immediate death. It is impossible to pass over in silence the unhappy fate of this gallant youth. A spirit more truly heroic, history has not left on record; nor need we hesitate to say, that there was more real valour displayed in this action, which accident only has brought on record, than in many feats which have attracted the admiration of ages. Success again crowned the natives of Pelew, by the assistance of the English, though the enemy behaved with great resolution.

Soon after, Raa Kook desired Mr. Sharp and the boatswain to accompany him to the water side, where two canoes were waiting, into which they went, accompanied by about twenty rupacks, whom they had not formerly seen, as they belonged to another island

though friendly to Abba Thulle. Mr. Sharp knew not whither they were going, but suffered himself to be conducted by his friend. They landed upon an island about four miles distant from Pelew. They went a little way up into the island, to a small uninhabited village, where there were four or five houses, surrounded by a neat pavement.

After resting about an hour here, they set forward to a town about half a mile distant, where a great many people of both sexes were assembled; and an entertainment prepared. Immediately after this the women retired; and soon after their attention was drawn to the sound of distress and weeping at a little distance; the voices appeared to be principally those of women. Raa Kook immediately led Mr. Sharp from the company to the place whence the noise proceeded. They found a great multitude of women attending a dead corpse, which was neatly wrapped in a mat, and supported by four men. They kept up a constant lamentation, and were just about to lay it down, when the strangers joined them. The body was immediately deposited in the grave without any ceremony, while the men who had borne it on their shoulders, proceeded to cover it quickly with the dust. The women then knelt down, and their cries increased so much, that they appeared as if they were anxious to tear up the very body again which had been just buried.

A heavy shower of rain obliged Mr. Sharp to leave this interesting scene to seek shelter, but he never could learn the cause of Raa Kook's behaviour on this occasion; as, notwithstanding the uncommon regard he had for his late son, whose body they were convinced it was, he preserved the most profound silence on the subject; nor did he appear particularly interested. The most probable conjecture they could form was, that he considered it to be below that dignity of mind, which he, on all occasions, wished to support, to appear concerned on an occasion which generally

produces those feelings that betray what they consider as human weakness.

The night proved very stormy, so they could not return to Pelew, but spent the evening with Raa Kook. In the morning Raa Kook carried Mr. Sharp and the boatswain to a little hut contiguous to the place where his son had been buried. Here they found only an old woman, to whom the general spoke for some time. She then went out, but returned in a little time, bringing with her two old cocoa-nuts some red ochre, and a bundle of betel-nut with the leaves. He took the cocoa-nuts, and crossed them with the ochre, placing them one on each side by him; after which he repeated something to himself, which they supposed to be a prayer. He then crossed the betel-nut in the same manner, and sat musing over them a little, when he gave them to the woman, who carried them out, as Mr. Sharp supposed, to the grave; he wished to follow her, but as Raa Kook appeared under great agitation, and not inclined to rise, he did not leave him, nor inquire farther.

Mr. Sharp entertained his friends with the inspection of his watch and surgical instruments, with which they were greatly pleased, as well as with the description he gave them of the mode of performing various operations.

Their countrymen, they had left at Pelew, were in great distress about their absence. They had been witnesses to the funeral of another young man, who had been slain in the same battle. As they were accidentally straggling through the fields, about two miles from Pelew, they observed a great number of the natives going towards a village, with Abba Thulle at their head. They came to a large pavement, where the king was seated, and a great croud surrounded him. Those who bore the corpse, moved slowly on before the king, who addressed them in a speech, probably recapitulating the qualifications of the deceased.

This eulogium he delivered with great solemnity; and the respectful silence of all around him, added a degree of affecting grandeur to the scene. The body was then taken to the grave, attended by women only, and thither Mr. Matthias Wilson followed. He observed an aged woman getting out of the new-made grave, whom he supposed to be the mother or some near relation of the deceased, who had been examining if every thing was properly prepared to her mind.

The last offices they always commit to the women, as the men who are nearly interested, or relations, might be led to discover some exterior marks of grief, which they consider as derogatory to the dignity of manhood. Immediately on the body being laid in the grave, the women set up loud lamentations, as in the case of Raa Kook's son, and Mr. Wilson left them.

Their graves are made in the same manner as in Europe. Some have a flat stone laid horizontally on the grave, to prevent any person from trampling upon it. They have also particular spots of ground set apart for the purpose of burying their dead.

It exceeds our limits to relate all the various turns which took place during the contests between the natives of Pelew and those of Artingall. Suffice it to say, that Captain Wilson lent every aid to his friends, and obtained and deserved their esteem. Soon after his return to Oroolong, he found it necessary to use discipline. During his absence the cook had misbehaved exceedingly, appropriating a great part of the small portion of meat they were allowed, to himself and his assistant.

As it was requisite, in their present situation, that the strictest discipline should be exercised, Captain Wilson, by a court martial, ordered him a cobbing.

The native tenderness of Raa Kook's disposition, who was present, appeared eminently on this occa-

sion. When he saw the man stripped to the waist, and his hands tied against a tree to keep them extended, he entreated Captain Wilson to pardon him: this, however, could not be granted.

The punishment of cobbing is inflicted by a thin flat piece of wood, like a battledore; which Raa no sooner saw exercised, and the man bearing it patiently, than he was reconciled, standing by and encouraging him all the time.

A Chinese was also punished in the same manner, for wounding one of his countrymen with a stone. But he set up such a hideous cry, that Raa Kook was greatly entertained with his cowardice, or rather despised him for his want of fortitude.

The schooner now was considerably advanced; and every circumstance conspired to brighten their prospects. On the 17th of October, Abba Thulle arrived with the agreeable news, that the chief minister of Artingall had been at Pelew; with offers of peace, which had been concluded upon, to the great joy of Raa Kook, and the other natives. Abba Thulle brought his youngest daughter with him, named Erre Bess, of whom he appeared to be exceedingly fond. He conducted her through all the cove, and explained the use of every thing with much attention. Besides her he also brought with him, on this visit, Ludee, one of his wives; a very beautiful woman, young and greatly superior to any they had hitherto seen. Her genteel deportment and graceful step, drew the attention of every beholder. She had with her eight or ten females, who were all escorted by Raa Kook, and shewn the forge, vessel, guns, tents, and other curiosities, with which they were greatly surprised. The king had also brought some of his artificers with him, or tackle-bys, as he called them, to observe the progress of the vessel, and the manner of working. He seemed peculiarly anxious that they should pay attention,

to the schooner, which all ranks agreed in considering as the *ne plus ultra* of human mechanism.

After their curiosity had been fully satisfied, the captain prepared an entertainment for them in the tent, consisting principally of fish, and boiled rice, sweetened with molasses, of which they appeared very fond.

A good deal of conversation took place on this visit, between the king and Captain Wilson, on various subjects. Abba Thulle acknowledged that the English muskets had now procured him peace with almost all his neighbours; he at the same time requested, that the captain would leave ten muskets with him when he left the island. This Captain Wilson told him would not be in his power, as Britain was at present engaged in war with several different nations, with whose vessels they might fall in on their return homeward, and so require defensive weapons; but he promised him five, which greatly pleased him.

Abba Thulle then inquired what quantity of powder they had; but, observing that Captain Wilson was not disposed to answer him readily, he very politely changed the subject.

The captain then desired he would assure his neighbouring islanders, that the English, deeply sensible of the kind usage they had received from the inhabitants of Pelew, were determined to return very soon, in a much larger ship, and with a great number of men, and fully avenge any insult that might be offered to the Pelewites, either by the people of Artingall, or any other island.

Agreeable to a former promise of Captain Wilson's, Abba Thulle then informed him, he had come, at this time, to get the guns from the wreck, which should either be placed at Oroolong or Peiew, as the English pleased. Captain Wilson, having previously consulted his officers, desired him to take

them all to Pelew, except one, which they might perhaps need in the schooner. Accordingly, next day, the king ordered some of his people to go to the wreck in order to remove them. Having no tackle, they found it a very difficult job, and were forced to send for assistance from their friends. The Englishmen speedily lodged them in the canoes to the surprise of the natives, who could not conceive it possible to handle these heavy pieces with such apparent ease.

The king lodged at the back of the island, carrying with him all his attendants, that the English might be as little interrupted by them as possible. He had not been long there, when he sent for Captain Wilson, to give him ten large fish, part of a quantity his people had taken. Of these he would only receive four, which would fully serve all his people for supper; and such is the nature of the climate, that no fish will keep fresh above five or six hours. The king then ordered the remaining six to be drest for keeping, and sent to the cove in the morning. Their method of cleaning and dressing them is as follows; the fish is first well cleaned, washed, and all the scales taken off; then two sticks are placed lengthways of the fish, in order to keep it strait, in the same manner as sticks are placed across salmon in this country when skippering. It is then bound round with broad plantain leaves, and smoked over a slow fire. In this state it will be eatable for at least two days, though not very pleasant to those unaccustomed to such a mode of preserving.

In the morning, the ears of the English were saluted with the noise of singing in the woods, which proved to be Raa Kook and his attendants coming across the country, with the six dried fish. This morning the king went to the wreck, and returned to the cove, and breakfasted on tea with Captain

Wilson, three Artingall people being also of the party. After breakfast, the strangers were led through the works, and their surprise was nothing inferior to any that had yet been expressed. The guns particularly interested them, as the means by which so many of their countrymen died, in a manner then incomprehensible.

In a few days they had farther opportunity of seeing the effects of the muskets, by Mr. Benger's killing some pigeons while on wing; they ran to the carcasses, and examining them very attentively, and, upon noticing the wounds, observed, it was with such holes as these their countrymen died. On this occasion the Pelewites seemed to exult a little over their neighbours, on the ignorance which they shewed of the use of the fire-arms. The people of Artingall, however, retained no animosity on this account, but seemed quite happy and at ease. Thus these people, though fierce in battle, as soon as peace is concluded, wisely forget the past. Happy would it be for more polished nations to imitate them in this respect!

The vessel, being now nearly completed, a consultation was held, to fix on the safest method of launching her, which was agreed to be lay-ways. They had neither pitch nor rosin to pay her with. This want, necessity the mother of invention, taught them to supply by burning coral stone into lime; then sifting it thoroughly, they mixed it up with grease, and found it an excellent succedaneum.

Some time before this, Madan Blanchard, one of the common sailors, who had accompanied the natives in their different expeditions, had expressed his desire to some of his comrades to be left behind. At first it was supposed he was not in earnest: but when the captain was apprised of his real inclination, he endeavoured to dissuade him from such an unaccountable step. Finding, however, that no argu-

ments could make any impression on his mind, or shake his resolution, he determined to make a merit of necessity; and, therefore, when Abba Thulle came down to Oroolong, to attend the launching of the schooner, he signified to his majesty, that as a return for the hospitality with which the English had been treated, they would leave one of their comrades with him as a perpetual residenter, who was fully qualified to manage the great guns and other things, that were to be presented to him at their departure. The idea was by no means thrown away; the king was gratified beyond measure.

This night Blanchard spent with the king, and was well entertained. All the crew regretted much to part with Blanchard. His agreeable behaviour, made him regretted by all his companions, who lost no opportunity to speak in his behalf to the natives. This resolution of his, however, was inexplicable; as it is difficult to conjecture what motives could urge him to forsake that class of mankind, among whom he had hitherto lived, and be separated from them perhaps forever. As Abba Thulle, Raa Rook, and the natives in general, considered his remaining among them as a very great compliment, they were resolved to render him happy; and promised to make him a rupack, to give him two wives, together with a house and plantations.

Blanchard was about twenty years of age, of rather a grave turn, but possessing much native humour. What rendered his resolution the more extraordinary was, its being known that he had formed no particular attachment on the island; but man often displays singular freaks, and perhaps his real motives will ever be unknown. He certainly was courageous in an eminent degree, and no quality is more valued among the natives. Unfortunately he could neither read nor write; else, should succeeding navigators

fall in with him, he might have been able to furnish memoirs which would have interested every admirer of simple nature; and every heart of sensibility will have an anxious desire to know the fate of a man, who made himself a voluntary recluse from the rest of the world.

We come now to contemplate a scene peculiarly interesting. Next morning the English proceeded, before day-break, to make ready for the launch; it need scarcely be mentioned, that uncommon pains were taken to put every thing in the most favourable train for getting the vessel afloat. About seven, the king and attendants were desired to be present, and in a little time the schooner was safely launched, to the general joy of every spectator, and, by Abba Thulle's desire, was named the Oroolong. Never was there a more affectingly happy scene.—Every eye seemed to sparkle with a lustre borrowed for the occasion.—Every countenance looked animating joy and heartfelt satisfaction; but few among them could utter their feelings; looks of congratulation circulated around, while every one shook his neighbour's hand with warmest fervour. Home, wives, parents, children, friends—all—all seemed as within grasp.—But description is unequal to this task. Let not, however, the behaviour of their Pelew friends be forgotten. In their joy, which was also unbounded, real philanthropy was to be seen.—They saw, by this occurrence, those friends whom they valued, about to leave them; those friends by whom they had been so much benefitted, and from whom they had learned so much.—But they saw them happy.—They knew their whole comfort depended upon the success of this event, and therefore their benevolent hearts participated in the general joy.

After a very happy breakfast indeed, they proceeded to carry every thing aboard, with all possible expedition, and in the afternoon, the flood tide co-

ming in, the ship was hauled into the bason, a deep place of four or five fathoms water; and, in the course of the day, they got on board all the provisions and stores, such only excepted as were to be given in presents to the king; and in the morning took on board their anchors, cables, and other necessaries, making bits, and fitting a rail across the stern of the vessel.

The weather and wind appearing favourable, the captain informed Abba Thulle, that they purposed sailing the next day. This very much distressed him; for he had sent word to the neighbouring rupacks, that the day following that now mentioned by the captain, was the day the English meant to sail. In consequence of which they were to come to Oroolong the next night, to furnish them with provisions, and bid them farewell. This information determined the captain still more to set sail in the forenoon, as the number of canoes to be expected, would greatly incommode them. He therefore apologized in the best manner he could to the king, who appeared greatly disappointed. He then begged that the captain and officers would dine with him and his brothers on shore. With this they cheerfully complied, and after dinner, the king signified his intention of investing the captain with the order of the BONE, and making him a rupack of the first rank. The captain expressed his acknowledgments for the intended honour, when the bone was drawn over his left hand, with great solemnity, by the chief minister and Raa Kook, on which the whole assembly testified their joy. The king then addressing the captain, told him, "that the bone should be rubbed bright every day, and preserved as a testimony of the rank he held among them; that this mark of dignity must, on every occasion, be valiantly defended, nor suffered to be torn from his arm, but with the loss of life."

Our readers may perhaps smile at this simple badge of dignity; but they should recollect that the object and the end are every where the same; and that a star on the breast, or a bone on the arm, in themselves are equally insignificant. All public honours hold out a prize to merit, and in this light only should they be regarded.

As a farther proof of Abba Thulle's confidence, he proposed intrusting Captain Wilson with the care of his second son, Prince Lee Boo, whose affecting story will soon be recorded. The king's object in this, was to improve the young man in the knowledge which he saw the English possess in an eminent degree, and to render him useful to his native country in future. Raa Kook also solicited permission to accompany them; but this request was refused by the king, from very prudential motives of policy.

Arra Kooker, who from the first, seemed to have set his heart on the Newfoundland dog, so warmly importuned the captain for his favourite, that they could not resist his solicitations. But the general's intention was far otherwise employed. He was already building a ship in imagination; and, to realize his design, wished them to leave their launching ways, saying he would go to work on the same place.

The king had laughed at the insignificance of Arra Kooker's request of the dog; but the subject of ship-building caught his most serious attention. It was of national importance, and of course demanded the patronage of a good prince.

In the midst of their discourse, a battle on board the ship between two sailors, called for the presence of the captain. The damage proved no greater than a bloody nose, which being settled Mr. Wilson again returned. When the circumstance was explained to the king, he observed that there were, no doubt, bad men in all countries.

Permission was asked, and obtained, to hoist an English pendant on a tree near the cove, with an inscription as follows, on copper, to be placed on another tree adjacent.

The Honourable
English East India Company's Ship,
The Antelope,
Henry Wilson, Commander,
Was lost upon the Reef North of this Island,
In the Night
Between the 9th and 10th of August;
Who here built a Vessel,
And sailed from hence
The 12th of November, 1783.

Captain Wilson explained the purport of this inscription to Abba Thulle, who was greatly pleased with it; and, having explained it to his people, he assured the English, that it should carefully stand there in remembrance of their visitors.

The conversation this day was principally confined to the approaching separation. "When you are gone," said the king, "I much dread that the Artin-galls will redouble their attempts against me: and deprived of your aid, I shall probably feel the effects of that animosity they have always had towards my people, and having no longer the English to support me, I shall not be a match for them, unless you leave the few muskets you promised me.

The captain was quite satisfied to comply with the request immediately; but most of the officers, who still had apprehensions, were unwilling to give up the arms till the last moment. That unlucky suspicion, of being detained, which had so ungenerously taken possession of them, had been so rivetted in their minds, that it was not easily dislodged. It is necessary, however, not to condemn our country-

men too hastily. They had been accustomed to see roguery so generally, and so scientifically practised, that distrust and suspicion are naturally instilled among the first principles of education; and it was not easy for them to conceive, that the same species should be so very different, even at opposite quarters of the globe; but here they saw the open, undisguised actions of nature, knowing no deceit, and dreading none.

Abba Thulle was too quick-sighted not to observe their distrust; and it is not easy to express the agitation which laboured in his breast, on finding that doubts were harboured of his sincerity. "Why," said he, "should you distrust me? I never refused you my confidence. If my intentions had been hostile, you would have known it long ago, being entirely in my power. But, on the contrary, you have had my utmost assistance; and yet, at the very last, you suspect me of bad designs!"

The earnestness of his manner, spoke his feelings more than his words; nor need it be doubted, that a little recollection brought the blush into the countenances of those whom he addressed. The man who had uniformly behaved with such disinterested, unsuspecting benevolence—the man who freely committed his own son to their care, to be doubted within a few hours of their parting, was a stab, which the sensibility of Abba Thulle could not support. The severity and truth of his reproach, and the noble dignity with which he supported himself, brought the daring thought, which some had entertained, of butchering him and his brothers, to view, and gave a most captivating picture of the mild, yet forcible triumph of virtue. They found themselves guilty, and saw evidently, that virtue will flourish in whatever soil she is implanted. Without further hesitation, they sent on board for all the arms that could be spared; and on the boat's return, presented him

with five muskets, five cutlasses, more than half a barrel of gunpowder, and flint and ball in proportion. Once more harmony was restored, and the generous Abba Thulle forgot, or seemed to forget, their suspicions.

The king's second son, Lee Boo, arrived in the evening from Pelew, under the care of his elder brother. Abba Thulle presented him to the captain, and then to the officers. He advanced in so easy and polite a manner, having much good humour and forcible expression in his aspect; that every one was prepossessed in his favour. As it was now growing dark, the officers went on board, leaving the captain behind, at the king's request. Next day Mr. Wilson informed them, that neither he, the king, nor the rupacks, enjoyed much rest; the affectionate father employing the moments in giving advice to his son, and in recommending him to the care of the captain; not, however, from the smallest fear that he would be ill-treated: "I would wish you," said he, "to shew my son every thing that is useful, and make him an Englishman. The fine things he will see may probably induce him to slip away from you in search of less confined gratification; but I beg that you will contrive to calm and subdue the rashness and impetuosity of his youth. I well know, from the different countries he must pass through, that he will be liable to dangers, and even to diseases that we never heard of, which may kill him; but I also know that death is the common lot; and whether he dies with you, or at Pelew, is of no moment. I know you are a man of humanity; and am, therefore, confident, that if my son be sick, you will look on him with kindness. But should that happen, which your utmost care cannot prevent, let it not deter you or your brother, or any of your countrymen, from returning, for I shall rejoice at the sight."

The captain assured the king, that he might rest satisfied of the care and affection with which his son would be treated. Before Mr. Wilson came on board, he admonished Blanchard (the man who had resolved to renounce his country) as to his conduct among the natives. He desired him to be watchful of the arms and ammunition that would be left behind, that they might defend themselves from their enemies. He begged him not to go naked, like the natives, as it might lessen his importance with them as an Englishman, and countenance an evident indecency; and that he might have no excuse from the want of clothes, all that could be spared was left him; in order, that if he accepted the king's offer of wives, he might be enabled to dress them somewhat after his own custom. The captain did not forget to enforce on him the absolute necessity for continuing his religious duties, and to be particular in keeping Sunday. After this he was requested to ask any favour that might tend to his future comfort; on which he begged to have one of the ship's compasses, and the masts, sails, and oars, belonging to the pinnace, which also was intended to be left behind.

Wednesday morning early, an English Jack was hoisted at the mast head of the Oroolong, and a swivel fired as a signal for sailing; which being explained to the king, he ordered all the provisions on board, which he had brought for the voyage. A great number of canoes surrounded the vessel, loaded with presents, so that it was with difficulty they could avoid being overstocked. When just ready for sea, a boat was sent on shore for the captain, who then took Blanchard and the men of the boat into a temporary hut that had been erected; and making them kneel, offered up thanksgivings to that Power who had supported their fainting spirits through so many hazards and toils, and had at last opened to them the door of deliverance. He repeated his ad-

vice to Blanchard, earnestly begging him not to forget his religion.

When Lee Boo came to the watering-place, there were sent with him three or four dozen of a very fine fruit, similar to the English apple. It is of a fine crimson colour and oblong shape. This is a very rare fruit at Pelew, though there are plenty of them in the different South Sea islands. One of them was given to every officer, and the remainder kept for Lee Boo.

About eight o'clock the captain went on board, attended by Abbe Thulle, Lee Boo, the rupacks, and Blanchard. It being doubtful, as the vessel was heavily laden with provision, whether she would be able to get over the reef, it was resolved to land the two six pounders, and leave the jolly-boat behind, as they had nothing wherewith to repair her, and she was almost worn out. In her room Abbe Thulle was at great pains to procure them a proper canoe.

Captain Wilson had recommended Mr. Sharp, the surgeon, to Lee Boo, as his *sucalic*, or friend, and the young man stuck by him with the greatest attention, attending him to whatever part of the vessel he moved, as his Mentor on all occasions. Blanchard now got into his pinnace, in order to take the vessel in tow, and parted from his old ship-mates with as much composure, as if they were to meet again after a short absence. He shook hands with them with the same indifference, as if they were to sail down the Thames on a coasting voyage—a striking contrast to what followed!

The vessel now proceeded towards the reef, deeply laden with Abba Thulle's bounty, to a degree of superfluity, and surrounded by great numbers of the natives in their canoes, who had every man brought his present, for their good friends the Englees—What a luxurious sight to a feeling heart!—There was no room for them, yet every one exclaimed, “only this

from me, only this from me;" and, if refused, they repeated their requests with supplicating countenances and tears in their eyes. Indeed their generosity and affection were so urgent, that a few trifles from the nearest of them were accepted; while the others, unable to bear the seeming neglect, paddled ahead, and put their little presents into the pinnace.

Several canoes went before the vessel, to point out the safest track; and others were waiting at the reef, to shew them the deepest water: from all these precautions, which were directed by the king, the reef was fortunately cleared without any accident.

The king now came along-side, and gave Lee Boo his blessing, which the youth received with great respect and tenderness. He next embraced the captain, in much apparent distress, and then cordially shook hands with all the officers, crying—"You are happy because you are going home, and I am happy because you are so; but still very unhappy at your going away." Once more renewing his assurances of regard and good will, he left the vessel, and went into his canoe. The natives who were to return with the king, looked up to the vessel eagerly, with the most expressive countenances, and half dissolved in tears. This proof of delicate sensibility, and of proved affection, operated so strongly on the feelings of all aboard, that it was with much difficulty they summoned resolution enough to give three cheers at their final departure. Raa Kook remained, with a few of his attendants, to see them out of danger beyond the reef; but was so highly dejected, that the vessel had gone a great way before he thought of summoning his canoes to return. As he had been their first friend, the captain gave him a brace of pistols, and a cartouch-box with cartridges; and the moment of separation being now come, he appeared so much affected, that it was some time before he could speak. Pointing to his heart, he said it was there he felt

the pain of bidding them adieu. He endeavoured to converse with Lee Boo, his nephew; but being unable to proceed, he precipitately went into the boat, and giving them an expressive glance, as if his mind was convulsed, he instantly dropped astern; and thus terminated the connection with the natives of Pelew, after a residence among them from Sunday the 10th of August, 1789, to Wednesday the 12th of November following. ✕

It may not be unseasonable, while the amiable behaviour of these two respectable characters, Abba Thulle and Raa Kook, is fresh in the recollection of the reader, to make a few general observations on their different characters.

Never was a prince more formed to attract and retain the love and admiration of his subjects, than Abba Thulle; his appearance majestic, he commanded with authority; while his affability and easy access, rendered him almost an object of adoration to all his subjects. In one of his councils there was as much respect paid to his naked unadorned person, as to an European potentate, amidst all his trappings and pageantry, from the surrounding sycophants. His nice honour, and quick feeling, were very discernable on many occasions; never was there a reproof more delicate, and yet more poignant, than what he gave the English, on occasion of the late affair with the muskets. He was far from one of those harmless nothings, who hurt nobody because they have not a sense of injuries; while the warmth and sensibility of his heart won the love of all around him, his dignity of manner, and propriety of conduct, taught them to approach him with respect. He possessed a contemplating mind, and few objects came within his observation, without being attentively considered. The prosperity of his subjects, was the principal object with him. It was this that led him to part with his son Lee Boo, whom he tenderly lo-

ved—for this he was at so much pains in examining every thing about the English, that might be serviceable to his people—in fine, his whole attention was engaged in forming and executing plans, for the good of the nation and individuals. In domestic life he shone remarkably, and took a particular charge of all his own relations; the misbehaviour of his nephew, in an affair of some importance, seemed to give him the greatest pain; while as a husband and parent, his heart seemed awake to every finer feeling which adorns humanity.

Accident only has made him acquainted with a few of the rest of mankind; and that accident he considered as the happiest of his life; we may, perhaps, never hear of him again, but judging from what is already known, he may justly be considered as one of the best of men and of kings.

His brother, Raa Kook, was a prince of so universally engaging demeanour, and whose every action expressed something so truly valuable, that Englishmen or natives equally admired him. He was so much a friend to the English, that it may be suspected their account of him is partial; therefore little shall here be said, and that little not exaggerated.

His natural temper was cheerful and pleasant, though without that mimicry and humour for which his brother Arra Kooker was remarkable; at the same time he was far from averse to a good hearty laugh when a proper occasion offered. As commander in chief, he was beloved by them all: he dispensed his orders calmly and smoothly, but would not tolerate neglect. No man better understood the necessity of strict discipline; so that while he encouraged his inferiors to use all becoming freedom with him, he kept them at their proper distance, which is the true key to cheerful obedience. In principles of honour, he was by no means inferior to his brother; and not only wished that the English should hold him in an ho-

nourable point of view, but all the nation; thus it was, that he could not bear the least idea of pilfering among them, and if any thing was missing, Raa Kook soon discovered and punished the delinquent. One day, a chief rupack sought a cutlass from Captain Wilson in his hearing; the frown instantly appeared, nor would he suffer it to be given him. He was exceedingly delicate in receiving favours himself; and though, from his particular disposition in inquiring after causes and effects, many things about the English were highly prized by him, he was particularly attentive that nothing should betray any desire for what he thought might not be proper to be given.

His deportment in his family was remarkably pleasant, even to a degree which many in this age of dissipation and stoicism might reckon silly; but let it be noticed, that though the finer feelings shone in the natives of Pelew, to a length many in Britain would call effeminate—yet in fatigue, pain, distress, and death, they appeared as heroes indeed.

Before we proceed to mention the future fortunes of our navigators, the following observations, on the manners and customs of these amiable people, may not prove unacceptable.

As the Antelope was not a vessel fitted out for discovery, and furnished with scientific gentlemen, qualified for making many philosophical observations, the naturalist or philosopher must wait the issue of more particular discoveries and inquiries. Men distressed with the dread of perpetual exile, and whose attention was almost wholly occupied about their deliverance, were not the persons for tracing nature accurately in her various appearances and effects.

The Pelew Islands, or, as some call them, the Palios Islands, are situated between 130 and 136 deg. of east longitude from London, and between five and nine deg. north latitude. They are long but narrow, and of a moderate height, encircled on the north

by a reef of coral, of which no termination could be seen.

They are plentifully covered with wood of various kinds; such as the cabbage tree, ebony, and a species of the manchineel, the sap of which, when it touches the skin, occasions an immediate swelling and blistering. This tree they consider as unlucky.

But their three most remarkable trees, Europeans are utter strangers to. One is a very handsome tree, and upon boring a hole in it, a thick substance like cream distils from it. Another is very like a cherry-tree, in its manner of branching. It has a very thin cover, which is not properly a bark, being as close in the texture as the inner wood, which is very hard. None of the English tools could stand to work it. In colour it is very like, though still prettier than mahogany. The last is like an almond tree; the natives call it carambola. Betel-nuts, yams, coconuts, and bread-fruit, are their staple articles of livelihood, about which they are principally concerned; and a few oranges, lemons, and the jamboo apple are their delicates. They have no grain. The islands are in general well cultivated, as the natives spare no pains. All their labour consists in fishing and the cultivation of their ground. Every man had his own piece of ground so long as he inclined to dwell there; but if he left it for another, it returned to the king, as chief proprietor, who bestowed it on the next that applied for it. One thing was very discernible, that every man had his own canoe, which he kept sacred.

It has already been mentioned, that there are no quadrupeds on the island, except rats. Birds of different kinds were observed flying about, some of them very beautiful, but the greater part of them are those which are known by the name of tropic birds. Whether from their peculiar kinds, or the echoing in the wood, is not easily determined, but the Eng-

lish were ready to think their notes had a very peculiar melody. One, in particular, was uncommonly sweet; but though the sound appeared quite at hand, none of these songsters could be seen.

But we must not omit to mention, that the English have probably taught them a lesson which may be of great service to them. The islands abounded with common cocks and hens, which the natives considered as a very useless animal, and therefore took no pains about them, but left them to wander wild through the woods. At times they would have eaten their eggs, provided they were to their taste, that is, not fresh or lately laid; but if containing an imperfect chicken, they were delicious. They were now, however, taught to eat the flesh of fowls, which they soon found to be a very palatable food.

Few parts of the globe are so well supplied with fish of all kinds, particularly mullets, crabs, oysters, muscles, &c. but the fish most esteemed among them is the shark, the greater part of which they reckon delicious. Several kinds of shell fish they eat quite raw, in preference to dressed. They have few fresh-water fish, as there are no rivers on the islands, only a few pools and small springs. They have no salt, and have little conception of sauce or seasoning to any thing they eat. Sometimes they boil both fish and vegetables in salt water, but this was no improvement; but when they eat any thing raw, they squeeze a little orange or lemon juice upon it.

They rise early in the morning, and their first work is to bathe. There are particular places appointed for this; and a man dares not approach the women's bathing places, without previously giving a particular halloo, of which, if no notice is taken, he may proceed; but if they halloo in return, he must immediately retire. They breakfast about eight, and proceed to public business or any other

employment till noon, when they dine; they sup about sun-set, and very soon after retire to rest.

The reader will have observed frequent mention is made of sweetmeats in this narrative, a more particular account of which may be proper. They had various sorts. One was prepared by scraping the kernel of the cocoa-nut into a pulp, and then mixing it up with orange juice and sweet drink. This sweet drink is a composition of the juice of sweet canes, which the island produces plentifully. This mixture they generally simmered over a slow fire, which, when warm, they made up into lumps. It soon turned so hard that a knife would scarce cut it. This the English called choak-dog, but the natives called it woolell. Another sort is made up of the fruit of the tree just mentioned, like the almond tree; and on one occasion they presented Captain Wilson with some liquid sweetmeats, which they prepare from a root somewhat similar to our turneps.

The natives are in general stout, well made and athletic. Many of them appeared to be uncommonly strong. They are in general about the middle size, and universally of one tinge as to colour, not wholly black but of a very deep copper colour. The men have their left ear bored, and the women both. They wore a particular leaf, and at times an ornament of shell in the perforated ear. Their noses are also ornamented by a flower or sweet shrub, stuck through the cartilage between the nostrils. This custom is not peculiar to Pelew, but is found in many eastern nations, and probably proceeds from their great desire for sweet scents; and though at first it appeared rather disagreeable, from want of use, it is certainly a more pleasant and becoming refreshment to the nose, than the use of tobacco, either in substance or in stuff.

Their teeth are died black; but the English could never learn the method by which it was done, no

farther, than that it was accomplished by means of some herbs when young, and the operation was very painful. The tatooing the body is also done in youth, though not altogether in childhood.

The only appearance of any thing like dress among these natives is in the female sex, who in general wear a piece of mat, or the husks of cocoa-nuts dried, about nine or ten inches deep, round their waist. Some of these aprons are very neatly made, and ornamented with a kind of beads. Abba Thulle's daughter, Erre Bess, gave Henry Wilson a present of a very neat one to carry to his little sister.

From the most attentive observations and inquiries the English could make, they were able to collect, that the inhabitants of Pelew believed in one Supreme Being, and a future state of rewards and punishments, but had few religious rites or ceremonies.

It was very clear that they had some strong fixed ideas of divination. When Lee Boo set out to sea, he was for several days, uncommonly sick; and he then told Mr. Sharp, he was sure his father and friends were very sorry for him, for they knew what he underwent. He was also prepossessed with the same notion when near his dissolution.

That they understood the spirit existed after death, Lee Boo declared, while he was in Britain. For when Captain Wilson informed him, that the intention of going to church was to reform men's lives, and that they might go to heaven; he replied, that, at Pelew, bad men stay on earth, and good men grow very beautiful, and ascend into the sky.

One particular mode of divination was observed, and considered to be peculiar to the king, as none but he used it. They have a plant, not unlike a bulrush, by splitting the leaves of which, and applying them to the middle finger, he judged of the success of any

occurrence of moment. Before the first expedition to Artingall, it was noticed, that the answer was very favourable; but when about to sail on the second, the oracle did not appear altogether so agreeable. Abba Thulle, therefore, would not suffer them to enter their canoes, until he had twisted his leaves in such a manner, as he thought they appeared more favourable.

As the general character of the natives of Pelew must be now imprinted on the reader's mind, a very few additional observations will suffice. Humanity is the prominent feature in the picture. The English were cast upon their territories, in a state the most helpless that can be well conceived; twenty-seven men, without even common necessaries of life, entirely dependent on their bounty; fed, supported, assisted in their labours, and every thing done for them that was in their power. Let us only for a moment consider the hourly bounty which was poured in upon them, not of their useless provender, but, as the English had many occasions to observe, their best provisions were given to their strangers, while many, perhaps, were scanty enough at home. Only recollect the parting scene. See the crowding canoes holding out presents, not the distant effects of complaisance, but the warm effusions of philanthropy! Could ostentation, pride, or the hope of retribution influence them? By no means. It was kindness to men they never expected to see again.

Their native politeness was constantly observable; possessing a degree of curiosity beyond any of the South Sea natives. They never, knowingly, intruded, when it was inconvenient. In them it was evident that good manners are the natural result of good sense.

The attention paid by the men of Pelew to their wives, is very uncommon in most parts of the world; and gives a very amiable idea of their domestic lives:

Their marriages seemed to consist in a serious, solemn contract, without any formal ceremony; but they are strictly faithful to one another, and the utmost decency of behaviour is uniformly supported. A plurality of wives is allowed, though they generally confine themselves to two, a rupack three, and the king five. They name the children soon after they are born, without any ceremony. One of Abba Thulle's wives bore him a son while the English were there, which he named Captain, in honour of Captain Wilson. They are far from being naturally lascivious, and the utmost decency is preserved among them. One of the English, endeavouring to shew a marked attention to a female, was rebuffed in a manner that prevented any farther attempts.

They are, in general, an active, laborious set of people, possessing the greatest resolution in cases of danger, patience under misfortunes, and resignation at their death.

Except a few rupacks, there was little subordination of rank; consequently their employments were pretty much the same. Fencing their plantations, planting their yams, making hatchets, building houses and canoes, mending and preparing fishing tackle, forming darts and warlike weapons, with domestic utensils, and burning chinam, may be said to comprise the whole routine of their avocations.

Those who had a particular turn for mechanical operations, or any uncommon pieces of work, they call tacklebys; it was to them the king often gave particular orders to observe the building of the schooner. Idleness was tolerated in none; the women were as laborious as the men, and the king and rupacks were as much employed as any. Abba Thulle was the best maker of hatchets in the island; and generally laboured at them when disengaged from affairs of state. They had no idea of unemployed time, and therefore it is, that without the proper

tools for finishing a fine piece of work, practice had taught them, even with their coarse implements, to execute what a British artist could not have conceived practicable. Their mats, baskets, and ornaments are so curiously wrought, that, when their simple tools are considered, the ingenuity is more to be admired than much superior productions, executed under the advantages which European mechanics enjoy.

That equality of station which appeared evidently among them, and ignorance of those luxuries which civilization introduces, proved no inconsiderable sources of their happiness. The one prevented that ambition which is often so destructive to society, and the other those cares which affluence awakens. In all the connections which the English had with them, robbery or rapine was never named among them. Nature, it is true, allowed them little, but that little they enjoyed with content. Human nature here shone in most amiable colours. Men appeared as brethren. Uninformed, and unenlightened, they grasped at nothing more than competency and health. Linked together as in one common cause, they mutually supported each other. Courteous, affable, gentle, and humane, their little state was cemented in bonds of harmony.

Abba Thulle, the king, was the chief person in the state, and all the homage of royalty was accordingly paid to his person. He was supreme in the greater part of the islands which came within the observation of the English; but Artingall, Pelelew, Emungs, and Emellegree, appeared to be independent, though, from any thing that could be observed or heard, their form of government was similar.

The general mode of making obeisance to the king was by putting their hands behind them and bowing towards the ground; and this custom prevailed, not

only when passing him in the streets and fields, but when they passed the house in which they supposed him to be. His carriage and demeanor was stately and dignified, and he supported his station very becomingly. He devoted the forenoon to public business, and decided every matter of state by a council of rupacks. They assembled in a square pavement in the open air; the king being placed in the centre, on a stone of larger size than those of the rupacks. They seemed to deliver their minds with freedom, as matters occurred; and the assembly was dissolved by the king rising up.

The afternoon was devoted to receiving petitions, hearing requests, and deciding controversies. These, it may easily be supposed, seldom occurred; for as their property was small and of little value, and as there were no lawyers nor their emissaries to foment disputes, the proper barriers of right and wrong were easily defined. Wrangles and fighting seldom happened, for even a dispute between children was checked by a severe frown, and their impetuosity bridled. When any real injury was done by any one to his neighbour, it was a pleasing sight to see how justice was administered. Their laws were the simple dictates of conscience as to right and wrong, between man and man. No artful eloquence, or inticing words of wisdom, were employed to mask vice under the cloak of virtue. None of these subterfuges could be employed, whereby fraud and oppression could be screened. Oaths were unknown, and the simple dictates of truth directed the judge; nor were there any punishments of a corporal kind. To be convicted of injuring a neighbour, was to them more galling and disgraceful than any pillory yet invented by British ingenuity.

Messages were transmitted to the king with great ceremony. The messenger was never admitted into the presence, but delivered it to an inferior rupack,

who reported the message to the king, and brought his answer.

The general was next in authority to the king, and acted for him in his absence. He summoned the rupacks to attend when needed, and had the chief command of all the forces; though it was observed, that in actual engagement, when the king was present, he himself took the head.

The general was to succeed the king in case of his death, and on his demise, Arra Kooker; when the sovereignty would again revert to Abba Thulle's eldest son, then to Lee Boo, and so on. The king had always an attendant, who, though not so high in office as the general, was more constantly about his person. He was considered as the principal minister, and a man of judgment. He never bore arms, nor went on the warlike expeditions. It was remarked, that he had only one wife, and never invited any of the English to his house.

The rupacks were very numerous, and considered in the same light as the nobility are in Britain. They were of different orders. They all attended the king on command, every one bringing with him a certain number of dependants, with their canoes, spears, and darts.

The reader will be apt here to trace a similitude to the feudal system; but as the knowledge the English acquired of these matters was very superficial, nothing very conclusive can be ascertained. These, and many other matters, must be left for time to develop. All that can be said farther at present is, that, whatever was their precise mode of government, it was wonderfully adapted for the people.

All the islands appeared populous, but the number is not easily conjectured. There were four thousand active men in the expedition against their enemies;

and it was evident, many more were left at home, whose service was not required.

The method they took for building houses, was very ingenious. They raised them three feet from the ground, in order to prevent damp. This space they filled up with solid stone, and overlaid it with thick planks as a floor. The walls were built of wood, very closely interwoven with bamboos and palm leaves, so that no cold or wet could possibly come through. The roof was pointed in the same manner as village-houses are in this country. Their windows come down on a level with the floor, answering also the purpose of doors; and have a sort of shutters, which are occasionally used. Their fires are kindled in the centre of the room, for all the house is in one room, the fire-place being sunk lower than the floor.

Their canoes are admirable workmanship. They are made of the trunks of large trees, in the same manner as those throughout the South Seas, but with surprising neatness. They ornament them with shells, and paint them red. They are of different sizes, but the largest will not carry more than thirty people. The natives row with great ability, insomuch that the canoes, made on purpose for swift sailing, seem scarcely to touch the water, moving with a velocity almost inconceivable.

Their domestic implements are few in number, and very simple. They are the evident productions of necessity, well calculated to answer the ends intended, without much ornament.

Their knives are made of shells, which they sharpen to such an edge as fully answers all common purposes. Their drinking cups are made of cocoa-shells, which they polish with great art.

Their articles for ornament were far from being numerous. The king had a very fine tureen, somewhat in shape of a bird, and finely ornamented with

various devices, very neatly cut out upon it. This he made a present of to Captain Wilson. It held about thirty-six English quarts.

The tortoiseshell they wrought into various little dishes, spoons, trays, and other vessels. The shell they have in these islands is of a very beautiful kind, but their manner of working it the English could never get an opportunity of observing.

The English were now once more on their way to China; and, having wiped away the tear of a friendly farewell, proceeded on their voyage with the cheerful hope of being restored to all they held dear.

The principal person that will figure in the few remaining pages of this narrative, is Prince Lee Boo, a youth of the most promising qualities, and in whose history every reader must feel interested.

He had thrown himself freely into the protection of strangers, deserting his native country, his friends, his all; trusting to the honour of a handful of men, concerning whose existence he had, but a few weeks before, been utterly ignorant.

Captain Wilson instructed him as to decency in his appearance, and desired he would dress as they did. He did so; but soon threw off the coat and jacket, as inappositably cumbersome. He still, however, retained the trowsers, as decency required, and would never afterwards part with them. As they began to advance into a colder climate, he soon resumed the coat and jacket.

His notions of delicacy, from what had been told him, and from what he observed among the English, gradually increased, so that he would not so much as change any part of his dress, unless when by himself. He washed himself several times a day, and kept his clothes, and every thing about his person very clean.

Not far from the Island of Formosa they fell in with several Chinese fishing vessels and small craft,

and soon after anchored near the high land called the Asses Ears. Having engaged a pilot to conduct them to Macao, they arrived there next day.

The Portuguese governor paid Captain Wilson and his crew all manner of attention, and sent plenty of provisions, of all kinds, to the men on board the ship; informing them, at the same time, that peace was now re-established in Europe.

Captain Wilson, Lee Boo, and the officers, had lodgings appointed them on shore, except Mr. Benger, who took the command on board. An express was immediately forwarded to the company's supercargoes at Canton, informing them of their arrival and situation.

Mr. M'Intyre, an old acquaintance of Captain Wilson's, paid them uncommon attention, and insisted on their lodging in his house. He had a Portuguese gentleman in company with him, who invited them to his house, in their way to Mr. M'Intyre's, principally on Lee Boo's account, with whom he was greatly taken, and wished to introduce him into his family. His house was therefore the first into which Lee Boo entered, and his surprise on this occasion cannot be easily described. The rooms, the furniture, and ornaments, all severally crowded so many new objects on his mind at once, that he was perfectly lost in amazement. It was remarkable however, that, amidst all his confusion, his behaviour was to the greatest degree easy and polite; and, as he observed that he excited the same curiosity in others that they did in him, he very politely permitted them to examine his hands, described the tattooing, and appeared pleased with the attention paid him.

On their way to Mr. M'Intyre's Lee Boo displayed his native benevolence very remarkably. Observing the poor Tartar women with their children tied to their backs, begging, he distributed among them all the oranges and other things he had about him.

When they reached Mr. McIntyre's it was late, so that the table was covered for supper, and the room elegantly illuminated. A new scene here burst upon him—the whole seemed to him a scene of magic. It is impossible to particularize every thing with which he was remarkably fascinated. A large mirror, at the upper end of the room, rivetted his attention for a while. He saw his complete person, and supposed it to be somebody behind, very like himself. He looked, laughed, and looked again, not knowing what to think. Indeed the mirror had a surprising effect on more than Lee Boo. The Englishmen had seen every one his neighbour's face, during all their distress, but nobody had seen his own. The hollow-eyed, long-visaged appearance they now made, to what they formerly recollected, cast rather a melancholy impression upon their minds.

Next day Lee Boo spent mostly in examining Mr. McIntyre's house, in which he found abundance of new objects to surprise him. The other gentlemen in the mean time went about purchasing such little commodities as they stood in need of, and every one brought in some little trinkets with him for Lee Boo. Among the rest was a string of large glass beads, which almost distracted the poor prince with surprise and joy. He conceived himself possessed of greater treasures than all the Pelew Islands, could afford; he ran to Captain Wilson, enraptured with his property, and begged that a small Chinese vessel might be hired to transport them to Pelew, and desired his father might be informed the Englees had carried him to a fine country, from whence he would soon send him some other presents; at the same time adding, that if the persons Captain Wilson should employ, faithfully and expeditiously executed their trust, he would reward them with two glass beads. Happy state of innocence, where the utmost ambition can

be so easily satisfied! But this pleasing delusion can only exist with an ignorance of luxury.

While at Macao, Lee Boo had frequent opportunities of seeing people of different nations, but soon gave a decided preference to the English, especially the ladies. It has been already mentioned that there are no quadrupeds at the Pelew Islands, and that the Newfoundland dog left there was the first of the species they had seen. They called him Sailor, which name Lee Boo now applied to every quadruped he saw. Horses were his great favourites, he called them clow sailor, or great sailor. He would often go to the stable and stroke their mane or neck, and soon ventured to mount them. He entreated Captain Wilson to send a horse to his uncle Raz Kook.

In a few days Captain Wilson received letters from Canton; the supercargoes desiring him to draw for what money he needed, and ordering the men to be supplied with every necessary in abundance. The kindness shew them on this occasion by all ranks, at Macao and Canton, ~~with~~ the officers and men speak of in the warmest terms. Captain Wilson and his company embarked for Whampoa in the Walpole, Captain Churchill, leaving Mr. Benger to take care of the Oroolong, and dispose of her.

In a few days they arrived at Canton, having been entertained all the way by Lee Boo, whose admiration at every new object, and sensible remarks at the same time, astonished all who had an opportunity of conversing with him. He was greatly surprised at the various dishes of meat which he saw successively set before them alleging, that his father though a king was happy to serve himself with a few yams and coconuts; while here the gentlemen have a great many different dainties, and servants attending them while they were eating. Observing a sailor drunk, he said

he would not drink spirits, as they were not fit for a gentleman.

An instance of Lee Boo's strong attachment to those he knew, may be here mentioned, which will serve to point out this striking feature, not in his character only, but in all the natives of Pelew. One day, while sitting at a window which looked towards the sea, he observed a boat making towards shore, in which were Mr. Benger and Mr. M'Intyre. His joy was so great, that he did not take time to tell Captain Wilson, or any other in the room the cause of his emotion, but springing from his seat, flew to the shore in a twinkling. Immediately on their landing, he shook hands with them so heartily, and with such expressions of affection, as sensibly affected them. They had disposed of the schooner for seven hundred Spanish dollars, which was considered as a very good price.

Lee Boo became an universal favourite wherever he appeared. His agreeable, good-natured, pleasant behaviour, made him acceptable in every company. He one day very much surprised a company of gentlemen with his dexterity in throwing the dart. A party was formed to have a trial of skill in the factory hall. They hung up a gause cage, and a bird painted in the middle. They stood at a good distance, and with much difficulty hit even the cage. When Lee Boo's turn came, he took up his spear very carelessly, and, with the greatest ease struck the little bird through the head. He had one day an opportunity of seeing some blue glass, which greatly delighted him. It was a colour he had not before seen. The gentleman, in whose house it was, made him a present of two jars of the same colour, which greatly delighted him. "Oh! were it possible," he exclaimed, "that my friends at Pelew could see them!"

As the time was now near at hand when the com-
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pany's ships would sail for England, Captain Wilson laid before his people an account of the produce from the Oroolong, and other articles which had been sold; and giving to every one an equitable share, he addressed the whole company nearly as follows: "Gentlemen, the moment being now arrived, when every one may to advantage follow his own inclination, I cannot part with you without testifying my approbation at the spirited, the judicious, and the manly conduct you have preserved, amidst our trying difficulties; and be assured, that, on my arrival in England, I will represent you to the company as entitled to their particular regard, and I make no doubt but they will reward your toils."

If mutual adversity will reconcile the most inveterate enemies, surely the sufferings of friends must rivet a more forcible affection; and every one now appeared to feel the weight of the remark, for a tender concern was manifest in every countenance. The conduct of Mr. Wilson had been so mild and prudent, and his example so animating, they still wished him for their commander. But it was not now a time for choice. Necessity and reason pointed out their course. Lee Boo and the captain came home in the *Morse*, and the surgeon in the *Lascelles*; while others embarked in different ships.

What has already been mentioned concerning the amiable Lee Boo, has no doubt interested every reader in his history; we shall therefore pursue it to its unfortunate close.

The *Morse* was commanded by Captain Elliot, with whom Lee Boo made himself very happy. His spirit of inquiry, concerning various objects which he saw, began now to be directed more to their utility than formerly; and he shewed no small anxiety to pick up as much knowledge as possible, with regard to such articles as would be useful at Pelew. His method of keeping his journal was singular. He

had a string, on which he cast a knot for every remarkable object he wished to imprint on his memory. These knots he examined daily, and, by recollecting the circumstances which occasioned their being cast, he fixed the transactions on his memory. The officers of the *Morse* humorously remarked, when they saw him referring to his hempen tablet, that he was reading his journal.

He was not forgetful of the crew of the *Oroolong*, about whom he made frequent inquiries. Early in the voyage, he asked for a book, that with assistance, he might learn the English alphabet, which was given him. At St. Helena, he was surprised at the sight of the soldiers, and the cannon on the fortifications; and four men of war arriving during his stay there, afforded new matter of astonishment.

On being taken to see a school, he appeared so conscious of his own deficiency, that he begged he might learn like the boys. While here, he had also opportunities of riding on horseback, of which he was very fond. He galloped with great ease, and sat his horse very gracefully.

Before the *Morse* sailed from St. Helena, the *Lascelles* arrived there, so that he had an interview with his first friend, Mr. Sharp. He was exceedingly happy with that gentleman, for whom he had the greatest regard.

When the *Morse* approached the British Channel, the number of ships that passed, confounded his journal, and he was obliged to discontinue his memorandums. But, on landing at Portsmouth, the objects which met his view were so stupendous and grand, that he was involved in silent astonishment, and ceased to ask questions.

The captain proceeded to London, impatient to see his family, and left Lee Boo under the protection of his brother; who, however, soon after set off in a stage-coach, with his charge. Describing his

journey, he said he had been put into a little house, which horses ran away with, and that though he went to sleep he did not stop travelling.

On his arrival in London, he was not a little happy to meet with his Mentor, his new father, whom he was afraid he had lost. Being shewn his chamber, he could not conceive the use of the bed, it being a four-post one, and of course different from what he had seen on board. Before he would repose himself, he jumped in and out of it several times, to admire its form, and intimated that there was a house for every thing. It was all fine country, fine streets, fine coach, and house upon house up to the sky; for the huts at Pelew being only one story, he considered every floor here as a distinct house.

Captain Wilson introduced Lee Boo to some of the East India Directors, and to most of his friends, and at the same time shewed him the most conspicuous buildings; but his prudent conductor kept him from stage and other exhibitions, lest the heat of the place might communicate the small-pox; but the sequel will shew that all his caution was in vain.

He was sent to an academy at Rotherhithe, where he was very assiduous in learning to read and write; and he soon became the favourite of all his schoolfellows, from his gentleness and affability. During the hours of recess, he amused his benefactor's family, by mimicking such peculiarities as he observed in the boys at school. He said that when he returned to Pelew, he would keep an academy himself; and he imagined the great men of his country would think him very wise when he shewed them their letters.

He always called his patron, captain, but he would address Mrs. Wilson no otherwise than his mother, although he was told to the contrary, conceiving it a tender expression.

When he saw the young asking charity, he was highly offended, saying they ought to work; but the supplication of the old and infirm met his natural benevolence—"Must give poor old man; old man no able to work."

About this time he appeared to be about twenty years of age, and of a middle size. His expressive countenance, great sensibility, and good humour, instantly prejudiced every one in his favour. His eyes were so strikingly expressive, that, though he knew very little English, his meaning was easily understood.

This quickness of manner and readiness of apprehension were astonishing. A young lady, with whom he was one day in company, sat down to the harpsichord, in order to discover how it affected him. To the music he paid little attention, but he was greatly interested to discover how the sounds were produced. He at the same time sung a song in the Pelew style, but it was very harsh.

He was naturally polite. One day, at dinner, Mrs. Wilson desired him to help her to some cherries, when Lee Boo very quickly proceeded to take them up with his fingers. She pleasantly hinted his error, when he immediately took up a spoon, his countenance at the same time being suffused with a blush.

Captain Wilson, one day, happening to rebuke his son for some trifling neglect, in the presence of Lee Boo, the generous youth was not happy till he had joined their hands, which he did with the tears of sensibility streaming from his eyes.

He preferred riding in a coach to every other conveyance, as it allowed people, he said, an opportunity of talking together.

He was fond of going to church, because he knew it was a religious duty, the object and final end being the same both at Pelew and in England.

He was present at Lunardi's aerial ascension; and remarked, that it was a ridiculous mode of travelling, as it could be done so much easier in a coach.

He narrowly observed all plants and fruit trees, and said he should take some seeds of each to Pelew. Indeed, in all his pursuits, he never lost sight of what service they might be in his own country.

Being shewn a miniature of Mr. Keate, to whom he was introduced, he immediately recognised the face; and as a proof that he understood the intention of the mimetic arts, he observed, "that when Misser Keate die, this Misser Keate live. The utility of portrait painting could not be better defined. His own likeness was taken by a daughter of that gentleman.

In the midst of Lee Boo's innocent researches, he was taken ill of the dreaded small-pox. Dr. Carmichael Smith immediately attended him, who, in the first stage of the disorder, predicted the fatal consequences which ensued. He cheerfully took the medicines that were administered, and willingly dispensed with the sight of Captain Wilson, when he was told that he never had the disorder, and that it was infectious. In the midst of his illness, hearing that Mrs. Wilson was confined to her chamber, he cried—"What, mother bad!—Lee Boo get up to see her:" which he actually did. Mr. Sharp, the surgeon of the Antelope, also attended him.

Viewing himself in a glass just before his death, he turned his head away in disgust at the appearance of his face, which was much swelled and disfigured. Getting worse, and sensible of his approaching fate, he fixed his eyes attentively on Mr. Sharp, and said—"Good friend, when you go to my country, tell my father, that Lee Boo take much drink to make the small-pox go away, bur he die—that captain and mother very kind—all English very good men—was much sorry he could not tell Abba Thulle the great

many fine things the English got." He then enumerated all the presents he had received, which he begged the surgeon to distribute among his friends and the rupacks.

The dying discourse of this child of nature so affected Tom Rose, who attended him, that he could not help sobbing most piteously, which Lee Boo observing, asked—"Why should he cry so, because Lee Boo die?"

Thinking Mrs. Wilson's illness arose from his own, he would frequently cry out, she being only in an adjoining chamber, "Lee Boo do well mother,"

The dreadful moment of separation being now arrived, he told Mr. Sharp he was going away; and yielded his last breath without apprehension, and with that native innocence and simplicity which had marked his every action.

The family, the servants, and those who knew him, could not withhold the tears of affectionate regard, when informed of the melancholy event.

The East India Company ordered Lee Boo to be buried in Rotherhithe church yard, with every possible mark of respect. All who knew him, with the pupils at the academy, attended the funeral; and the concourse was otherwise so great, that it might be supposed his good qualities had been publicly proclaimed, instead of being privately communicated. A tomb, with this inscription, was soon after erected by the East India Company:

To the Memory
Of Prince Lee Boo,
A Native of the Pelew or Palos Islands;
And Son to Abba Thulle, Rupack or King
Of the Island Cooroora*;

* Cooroora is the proper name of the Island, of which Pelew is the capital town.

Who departed this Life on the 27th of December,
1784,

Aged 20 Years:

This Stone is inscribed,

By the Honourable United East India Company,

As a Testimony of Esteem

For the Humane and Kind Treatment

Afforded by his Father to the Crew of their Ship,

The Antelope, CAPT. WILSON,

Which was wrecked off that Island

In the Night of the 9th of August, 1783.

Stop, Reader, stop! Let Nature claim a Tear;
A Prince of mine, Lee Boo, lies bury'd here.

This amiable young prince, whose residence here was only five months, conformed himself to the English dress in every instance, except his hair, which he continued to wear after the fashion of his own country. His countenance was so expressive, that it depicted the best qualities of a virtuous mind. His eyes were lively and intelligent; and his whole manner gentle and interesting. He had the natural politeness of a gentleman, without the drudgery of study, or the observance of established forms of ceremony. After his death, it was found that he had laid by all the seeds or stones of fruit he had eaten after his arrival, with a view to plant them at Pelew.

When we reflect on the unhappy fate of poor Lee Boo, with which the reader is now acquainted, the mind ranges to the habitation of his father Abba Thulle, who, on a cord, had tied thirty knots, as a memento that his son would return in thirty moons, or, perhaps, a few more, for which he was willing to make allowance. Those moons have long since performed their revolutions. The knots are untied; and yet no gladdening sail hovers round Pelew. Lee

Boo is dead in reality; and though no more, perhaps, even in the tortured imagination of his expecting family, yet the sight of an European vessel, even at some distant period, would animate their hopes, and recal the fondness of past endearments. How it would have gratified the heart of sensibility to know, that this benevolent and confiding king had seen his son restored to his embraces; how will every reader lament that he probably must ever remain ignorant, that Lee Boo can return no more!

Dreadful Catastrophe

ON BOARD THE JOHN AND ELIZABETH,

Bound from Jersey to England, December, 1795.

THE following melancholy event, which took place on board the John and Elizabeth, in the latter, end of the year 1795, occasioned several examinations of the master, and some of the survivors of the unfortunate passengers. On the evidence of the former it appeared, that on Thursday, Dec. 24, one hundred and twenty persons, discharged from two fencible regiments, the Somerset and Suffolk, were put on board the above vessels, of only 35 tons, by an officer of the army, whose name the master did not recollect. The officer saw and approved of the vessel, and paid the master five shillings a head to land these soldiers in England.

On the 26th of December, the *John and Elizabeth* sailed from Jersey, and about four in the afternoon put into Guernsey, to give the people an opportunity of supplying themselves with provisions, and to lay in a stock of water. They sailed from Guernsey on the 27th about ten in the morning, the wind W. S. W. At six it began to blow, and continued to increase: they took three reefs in the mainsail, and set the storm-jib.

At three on Tuesday morning, the 29th, it blew so very hard, and was so thick, that the master could not make the land distinctly, and about four lay her to. At eight bore away to make the land: made the land about ten; but the weather being very hazy, he could not distinguish what land it was. At twelve on Tuesday at noon he set the try-sail and lay to: no hatches were then on: but the vessel shipped immense quantities of water, from the sea running so very high, and more than the pumps could discharge. At eight the master called to the people then below, and told them that it was impossible to keep the hatches open any longer, as the vessel would thereby inevitably founder, and that as many as chose might run the hazard of coming on deck, but that the hatches must be battened down in order to save the vessel and their lives. About seven came on deck, one of whom perished by the severity of the weather. The hatches were then laid on, and the tarpaulins laid over. At about twelve, it blowing still with great violence, the master was alarmed with the cry of fire; upon which he ran to the fore hatchway and tore off the hatch, and also the tarpaulins and hatches of the main hatchway, on which an offensive smell issued from the hold: the pumps in the mean time were kept at work, but could scarce free the vessel.

On Wednesday morning the wind shifted to N. W. by N. about two o'clock. At day-light, on examin-

ing the hold, shocking to relate! 47 men and three women were found dead, all of whom were thrown overboard. One man died after the arrival of the vessel in Cowes road.

Sufferings of

ROBERT SCOTNEY,

Second Mate of the Brig Thomas, Captain Gardner, who survived by himself Seventy-five Days in a perfect Wreck, 1803.

Discovery of Robert Scotney—His miserable situation—The poor man's account—Was employed in the whale fishery—The long-boat converted into a shallop, and the command thereof with three men, given him—They sail from Staten Island in company with the brig—Parted from their consort—The three men washed overboard by a tremendous sea—His scanty pittance, and thankfulness for his preservation.

THE extraordinary case of Robert Scotney, a native of Spalding in Lincolnshire, was communicated as follows, in a letter from Mr. Paulin, the fourth officer of the Europe, to his father, dated Madras Roads, Sept. 8, 1803.

“On the 29th of June, about half past eight, A. M. we saw a small boat on our starboard-bow, which, upon nearing, we discovered to have only one sail set, and otherwise to be a perfect wreck. No one was observed to be on her deck, until, upon hailing her, a wretched object presented himself, apparently in a

most distressed situation, and in the posture of imploring our assistance. A boat was immediately sent on board her, with Mr. Mackeson, the second officer, who returned with him, having sent the wreck adrift.

“By the poor man’s account, it seems he sailed from London as second mate of the brig *Thomas of London*, commanded by Capt. Gardner, belonging to Broderick and Co. of Wapping, on the 4th of March, 1802, bound to the Southern Ocean, on the whale-fishery. That, after touching at several places on their outward-bound voyage, they arrived at Staten Island, where they continued six or seven months, and got about seven or eight hundred skins. In the course of that time they rose upon her long-boat, lengthened and decked her, and converted her into a shallop, of which they gave him the command, and put three other seamen on board under him, with orders to accompany the brig to the island of Georgia, situated in about lat. 54 deg. 30 min. S. long. 30 deg. 40 min. W. where they were bound, to procure seals and sea-elephants. They accordingly left Staten Island the end of January, in company with the brig, and after eleven days passage arrived at the island of Georgia, where they remained about two months, and left it in the beginning of April—their own brig and another brig (the *John of Boston*) in company—and stood for the island of Tristan de Cunha, situated, by Dalrymple’s charts, in lat. 37 deg. 22 min. long. 13 deg. 17 min. W.

“On the 14th of April they were parted from their consort in a heavy gale of wind. He lost his three hands, who were washed overboard by a tremendous sea, from which he himself narrowly escaped, having the moment before gone below for a knife to cut away some rigging. At that time he had on board only three pounds and a half of meat, three pounds of flour, six pounds of bread, and two hogs-

heads of water, which were all more or less damaged by the gale; some whale-oil remaining at the bottom of the casks, and a small quantity of salt. On this scanty pittance, and without any means of dressing even that, he prolonged his existence for the surprising period of seventy-five days.

“He likewise emptied a medicine-chest he had on board, and got out of it some burning medicine, which he found made his body a little comfortable and warm, as he never had his clothes off. He was almost constantly wet.

“When we fell in with him he was shaping a course for the Cape of Good Hope, having missed the island of Tristan de Cunha, to which it was his intention to have proceeded for the purpose of re-joining his consort, whom he expected to have found there. His debility was, however, so great, that he had been for several days previous incapable of going into the hold of his vessel for what little sustenance then remained, or of shifting his helm should a change of wind have happened.

“He then lived mostly on tobacco, which he took an amazing quantity of; and when he came on board, both his cheeks were swelled out amazingly with the ruinous quantity he had in his mouth, and which he seemed to suck with convulsive agony.

“The appearance of this poor wretch, when he was hauled up the side (for he could not walk), deeply affected every one: he had entirely lost the use of his extremities—his countenance was pallid and emaciated; and it was the opinion of our surgeon that he could not have prolonged his existence two days longer.

“It is not necessary to enlarge upon the thankfulness of the poor fellow for his preservation, or that he experienced every possible assistance which his situation required, and which, I make no doubt, you will hear with pleasure, proved successful.”

Further confirmations of this account were received by Messrs. Peter and William Mellish, on the 10th of March, 1804, from Captain Gilson, of their ship *Europe*, on his voyage to Madras. Another letter from Mr. Pattison gave nearly the same statement as above, with the addition of what is truly characteristic of British seamen, that the sailors of the *Europe* raised a purse for the poor fellow of one hundred and fifteen guineas.

Loss of the

CHARLES BARING WEST INDIAMAN,

Captain Aris, in 1799.

THE following authentic account of the loss of the *Charles Baring* was communicated by Messrs Thomas Bennett and Fitzmaurice, who were passengers in that vessel.

“ On the 6th of September, 1799, the *Charles Baring* sailed from Port Royal, Jamaica. Nothing material occurred until about the 15th of October, when we found the ship to make a considerable quantity of water, which increased so much, that on the 17th both pumps could scarcely free her. In this situation we continued until the morning of the 20th, when on sounding, we found five feet water in the hold. The captain immediately ordered the gun deck to be scuttled, that we might get to the pump-

well; that being done, we slung two large casks with tackles, which we found to answer our purpose very well, for by twelve o'clock we had reduced the water to three feet. We kept her from gaining on us until the next morning, the 21st, when the pumps were rendered almost useless, from the quantity of coffee and cocoa which continually got to them. The danger of our situation now increasing, it was thought advisable to heave the guns overboard, which was done about ten o'clock, and also a considerable quantity of wood from the fore peak. At about dark the pumps were quite choaked, and entirely useless. We now found the leak to gain considerably on us; all hands that could be spared from baling were employed in clearing the fore hatch-way, which by day-light was so far completed, as to enable us to get two more casks to work. At this time the water was up to the orlop-deck beams, and by the most unremitting exertions of the passengers and crew, was kept from gaining until the night of the 23d, when it came on to blow a heavy gale of wind, which heeled the ship so much, that the greatest part of the water we baled returned back to the hold. The water gaining fast, the people almost tired to death, and the gale increasing, there were now no hopes of saving the ship; our only care was how to save ourselves. About the dawn of day the main-mast went over the side, and it was with much difficulty we could clear it from the ship. The water by this time had reached the gun deck; we had no time to lose in providing for our safety: the boat was got out, and at eight o'clock, much to Captain Aris's credit, his first object was to have the ladies put into it, remarking at the same time to all of us, that there could be no possibility of saving them otherwise, and that it was also impossible for the boat to contain all the people. He therefore recommended all hands to

make a raft with spars and cotton-bags; but before that could be accomplished she completely foundered, and every man attempted to swim to the boat, the Captain himself being the last that quitted the ship; and, miserable to tell, twenty-seven of our number perished. We think it a duty incumbent on us, to acknowledge, that, under Divine Providence, we feel much indebted to Captain Aris for his foresight, steady conduct, and coolness in so perilous a situation."

SUFFERINGS OF EPHRAIM HOW,

Of Newhaven, who set sail for Boston in a small Ketch, which on its return was wrecked near Cape Sable, 1676.

ON the 25th of August, 1676, Mr. Ephraim How, of Newhaven, in New England, with his two eldest sons; one Mr. Augur; Caleb Jones, son to Mr. William Jones, one of the magistrates of New Haven; and a boy; six persons in all; set sail from New Haven for Boston, in a small ketch, of about seventeen tons.

Having despatched his business there, he sailed for New Haven on the 10th of September, but was forced back to Boston by contrary winds. Here Mr. How was seized with a violent flux, which continued nearly a month; many being at that time sick, and some dying of the same.

Being in some degree restored to health, he again sailed from Boston, October 10. They went with a fair wind as far as Cape Cod: but on a sudden the weather became very tempestuous, so that they could not pass the Cape, but were driven off to sea, where they were in great danger, experiencing terrible storms, with outrageous winds and seas.

His eldest son fell sick and died about the 21st; soon after his other son was taken ill and died also. This was a bitter cup to the poor father, for these youths were his only assistants in working the vessel. Soon after Caleb Jones died, so that half the company were now no more.

Mr. How continued in a very sickly and weak state, yet was necessitated to stand at the helm twenty-four and thirty-six hours together. During this time the sea was so boisterous as frequently to break over the vessel, that if he had not been lashed fast he must have been washed overboard. In this extremity, he was at a loss in his own thoughts, whether he should persist in endeavouring to make for the New England shore, or bear away for the Southern Islands. Upon his proposing the question to Mr. Augur, they determined, according to the custom of some in those times, to decide this difficult case by casting lots. They did so, and it fell upon New England.

Nearly about the 7th of November they lost their rudder, so that now their only dependence was upon Providence. In this deplorable state they drove up and down for a fortnight longer. During the last six weeks, the poor infirm Mr. How was hardly ever dry, nor had he the benefit of warm food above thrice or thereabouts.

At length, about the 21st of November, early in the morning, the vessel was driven on the tallings of a ledge of rocks, where the sea broke violently.

Looking out, they saw a dismal rocky island to the leeward, upon which, if Providence had not by the breakers given them timely warning, they had been dashed to pieces. They immediately let go an anchor, and got out the boat, and the sea became calm. The boat proving leaky, and they being in great terror, they took but little out of the ketch, but got on shore as they could.

Here they could discover neither man nor beast. It was a small, rocky, desolate island, near Cape Sable, the Southern extremity of Nova Scotia. They now appeared to be in great danger of being starved to death, but the storm returning, beat so violently upon the vessel, as it still lay at anchor, that it was stove to pieces, and several things floated to the shore.

The following articles were all they had towards their future support:—A cask of gunpowder, which received no damage from the water; a barrel of wine; half a barrel of molasses; several useful articles towards building a tent: all the above drifted from the wreck; besides which they had, fire-arms and shot; a pot for boiling; and most probably other things not mentioned in the narrative.

Their tent was soon erected, for the cold was now getting severe, but new and great distresses attended them, for though they had arms and ammunition, there were seldom any fowls to be seen, except crows, ravens, and sea-gulls. These were so few, that they could seldom shoot more than one at a time. Many times half a fowl, with the liquor it was boiled in, served for a meal for all three. Once they lived five days without any sustenance, but did not feel themselves pinched with hunger as at other times; which they esteemed a special favour of heaven unto them.

When they had lived in this miserable condition twelve weeks, Mr. How's dear friend and compa-

nion, Mr. Augur, died, about the middle of February, 1677; so that he had none left to converse with but the lad, who likewise departed on the 2d of April.

Mr. How was now the sole inhabitant of this desolate spot during April, May, and June, and saw fishing vessels, every now and then, sailing by; some of which came even nearer to the island than that which at last took him off. He used all the means in his power to make them acquainted with his distress; but they either did not see him, or were afraid to approach close to the island, lest some of those Indians should be quartered there, who were at that time in hostility against the English, viz. the North-East Indians, who held out after the death of the famous Philip, king of the Wompanoags.

At length a vessel belonging to Salem, in New England, providentially passed by, and seeing this poor fellow, they sent their boat on shore, and took him away. He had been on the island more than seven months, and above a quarter of a year by himself. On the 18th of July he arrived at Salem, and at last returned to his family at New-Haven. They for a twelvemonth had supposed him dead; by which it appears he did not get home till the end of August, or perhaps later.

Sufferings of

ALEXANDER SELKIRK,

Who was left on Juan Fernandez, a desolate Island.

AS the hero of this narrative has long been celebrated for his adventures, it will, no doubt, be acceptable to our readers to commence with a biographical sketch of his life, procured from the best authorities.

Mr. Alexander Selkirk was born at Largo, in the county of Fife, in Scotland, in or about the year 1676. Cooke asserts that his real name was Selcrag, and in one place calls him Salcrag; but the Rev. Mr. Oliphant declares the orthography is Selcraig. We shall, however, adopt the commonly received name of Selkirk, as used by Rogers, Cooke, and Steele, who knew him personally; by Mr. Oliphant himself, in the "Statistical account of Largo;" and by all others who have made mention of him. Rogers has his name thus written in several committee signatures, copied, most probably, from Selkirk's own hand-writing.

His friends were respectable and wealthy people; his father carrying on the trades of shoe-making and tanning. To the former of these Alexander was bred; but forming a dislike to it, and being of an unsettled disposition, he went to sea at an early period of life. He appears to have made some considerable proficiency in the mathematics, particularly navigation; but whether previous to his going to sea or not, cannot

be ascertained. At any rate, Dr. Beattie and others are wrong in asserting that he was illiterate.

The particulars of his first voyages are not known; for his friends heard nothing of him from the time he left them, till his return from Juan Fernandez. We shall therefore only speak of that voyage, which issued in his voluntary seclusion, from all human society, and shall relate it circumstantially, in order that our readers may know what reasons induced him to form so strange a resolution. We shall likewise briefly relate the fate of the captain, with whom he quarrelled, and from whom he thought proper to separate.

In the famous war concerning the Spanish succession, several merchants entered into a scheme for a privateering expedition to the South-sea. To this they were induced by reports of the extraordinary exploits, which the Bucaniers had performed in those parts in small vessels, and those but badly equipped.

Two vessels were accordingly fitted out, each of which carried twenty-six guns, and an hundred and twenty men. The *St. George* was commanded by Capt. Dampier, who was now become famous by a voyage of discovery to New Holland, &c. in 1699, as well as by his former voyages; and the *Fame*, by Capt. John Pulling. They were each of them amply provided with warlike stores, were well victualled for nine months, and had commissions from his Royal Highness Prince George, then Lord High Admiral, to proceed in a warlike manner against the French and Spaniards, and were both upon the terms of no purchase, no pay.

The voyage proved unfortunate from its commencement, for even while they were in the Downs, a quarrel arose between the two captains, which ended in Pulling's going away with his ship, the *Fame*. He intended, he said, to cruize among the Canary Islands; but neither he, nor his ship, was ever heard

of again. "It must be remarked here, says Harris, that this desertion of Capt. Pulling was absolutely the ruin of the voyage."

Capt. Dampier, however, sailed from the Downs April 30, 1703, and on the 18th of May, anchored at Kinsale, in Ireland, where he refitted and victualled his ship. While he lay here, another vessel, in which Mr. Selkirk was, arrived on purpose to join him, viz. the Cinque Ports galley, of about ninety tons, sixteen guns, and sixty-three men, very well victualled and provided for the voyage.

The objects of the expedition, which seem to have originated with Dampier, were these: To go into the river of Plate, to Buenos Ayres, and take two or three Spanish galleons, which he asserted, were usually there. If by these means they obtained 600,000*l.* they were to return home. If not, they were to cruize upon the coast of Peru, for the Baldivia ships, which bring great quantities of gold to Lima. If that failed also, to attempt some rich towns, as Dampier should think fit; and after that, to lie in wait for the Acapulco ship, reported to be worth thirteen or fourteen millions of pieces of eight. Such were their great designs, but they happened to fail in the execution.

On the 11th of September, the two ships left Kinsale, having the following officers on board:

The St. George.

Captain	-----	William Dampier.
Chief Mate	-----	John Clipperton.
Mate	-----	William Funnell.
Surgeon	-----	John Ballet.

Cinque Ports Galley.

Captain	-----	Charles Pickering.
Lieutenant	-----	Thomas Stradling.
Sailing-Master	-----	Alexander Selkirk.

On the 25th they reached Madeira, where they did not anchor, but lay off and on for the boats which were sent ashore for necessaries. Here they heard that the galleons had arrived at Teneriffe, and so their expedition to Buenos Ayres was given up. They sailed on the 28th, and on the 30th saw Palma and Ferro, two of the Canaries. Not choosing to stop here, they made the best of their way to the Cape de Verde Islands, and on the 6th of October, saw Mayo. The chief produce of this island is salt, which may be had for fetching. They lay off and on all night for this purpose, but there ran so great a surf, that they durst not venture their boats on shore. Therefore, on the morning of the 7th, they bore away for St. Jago, and about noon anchored in Prior Bay.

The natives of this island were formerly Portuguese, who were banished for thefts, murders and other crimes. But now they are mostly black, by reason of their intermixing with female slaves, from Guinea. Thieving was so common here, that they would take a man's hat from his head at noon day, and in the midst of company. Here they watered the ship and refreshed themselves, and here the expedition received another shock, for Dampier falling out with his first lieutenant, turned both him and his servant ashore, at twelve o'clock at night, with their chests and clothes, much against their wills. The next morning, October 13th they parted from the island, not being fully resolved where to touch at next.

November 2, they crossed the Equator; and the same day saw abundance of flying fish. On the 15th, fourteen or fifteen of the men fell ill of a fever. On the 19th, they anchored at the islands of St. Anne, on the coast of Brazil; and going on shore, cut a long-boat load of wood, but could find no fresh water.

On the 24th they cast anchor at the island of Le Grand, the inhabitants of which are jackals, lions, tygers, monkies, &c. which in the night make a most hideous noise. The main land was distant about three miles, very mountainous and woody; where was a small town of the Portuguese, called Le Grand. At this island they wooded, watered, and refitted; and Dampier differing with his new first Lieutenant, the latter, with eight men, taking their goods, went on shore and left him. Another misfortune attending this voyage, was the death of Charles Pickering, captain of the Cinque Ports, whose body was buried ashore, at the watering-place, with the usual ceremony of firing of guns; and Mr. Thomas Stradling, his lieutenant, took command of his ship.

Dec. 8, they sailed from hence, not intending to touch any where till they arrived at Juan Fernandez. On the 29th, they saw the three Islands of Sebald de Weerd.

Jan. 4, 1704, in lat. 57. 50 S. there came on a very hard storm of wind, at S. W. in which the Cinque Ports lost sight of the St. George. They therefore made the best of their way for Juan Fernandez, the next appointed place of rendezvous. The particulars of their passage round Cape Horn have never been ascertained; however they arrived at that island, Feb. 10, and anchored in the great bay called Cumberland Bay, to wait for their companions.

Capt. Dampier, on the 9th, supposing he had got to the westward of the cape, gave orders to put the ship about and stood away to the Northward. On the 11th, contrary to all their expectations, they saw land; which proved to be four Islands, about five leagues to the eastward of Terra del Fuego, or the Land of fire. On this they tacked and

stood southward again. On the 14th, one of their men being dead, his effects were sold, as follows:

	s.	d.	l.	s.	d.
A Chest - - - - - value	5	0	3	0	0
A pair of Shoes - - -	4	6	1	11	0
Half a pound of Thread	2	0	0	17	6
	<hr/>		<hr/>		
	£0	11	6	£5	8
	<hr/>		<hr/>		

On the 20th, they found the latitude by observation, 60 deg. 51 min. which was the farthest south they ever were. They made the longitude from London, 84 deg. 10 min. W. Being therefore pretty well assured they were got about the cape, they tacked and stood northward again.

Feb. 4, they saw the Island La Moucha, which is very well inhabited by Indians, who are always at war with the Spaniards, or indeed with any white men, for they think all white people are of that nation.

On the 7th, they saw Juan Fernandez, and stood off and on, but drawing pretty near it, Captain Dampier, though he had been here both at the leaving and finding of William, the Mosquito, did not think it the right island. They therefore stood away to the east for about thirty leagues: but meeting with no land, they stood back again on the 10th, and, passing by the great bay, saw the Cinque Ports lying at anchor there. They therefore anchored in the little bay (called West Bay) but finding it inconvenient, weighed and joined their consort.

Here they wooded, watered, heeled, and refitted both the ships; but while this was doing, a great quarrel broke out between Stradling, the new Captain, and his crew; forty-two of whom left him and

went on shore. So that for two days the ship lay, as it were, without men. At last, by the interposition of Dampier, they were again reconciled, and returned to their duty. What part Selkirk took is not mentioned.

They caught store of goats, and esteemed a joint of one roasted, with about half a foot of cabbage boiled, a very good meal. The humming birds would come humming about them towards evening; and when it was dark, if they had a fire, before morning, a hundred of them would fly into it. By day they seldom caught or even saw them.

They killed several sea-lions, and of their fat made a ton of oil for their lamps. They likewise used it in frying of fish, and did not dislike the taste. One which they killed was twenty-three feet long, fourteen and an half round, and cut seventeen inches deep in fat. When they were hard pursued they would turn about, and raise their body up, and face the pursuers, standing with their mouths wide open, upon their guard. On which occasion, if they wished to kill one, they would clap a pistol to his mouth and fire it down his throat. But if they had a mind to have some sport with him, which they called lion-baiting, usually six, seven, or eight, or more of them, would go with each a half pike in his hand, and so prick him to death; which commonly would be sport for two or three hours, before they could conquer him. And oftentimes he found them work enough. But being an unwieldy creature, and assaulted both behind, before, and all round, he was easily conquered. Yet often he put them to the run, and sometimes ran himself, but knew not which way, for they commonly got between the water and him. Such was their sport, but those must have callous hearts, who can divert themselves with the misery they inflict on the brute creation for diversion merely.

They sometimes dressed seals, to save better victuals: and they eat tolerable well, to those that are very hungry, and have no other meat.

On the 29th of February, (five of Stradling's men, and Dampier's negro being gone to the west end of the island) about noon, a sail was discovered; which being pretty near, they hurried the crews on board, got up the yards and top-masts, let slip, and made after it; this being observed by the strange ship, she tacked and stood from them. The *St. George*, which was first in the pursuit, had clapped her long-boat on the moorings, and left it. Stradling's long-boat, it is supposed was gone with the six men. All his sails, except those at the yards, with a great many other stores, which he could ill spare, were on shore. Both vessels left their anchors, cables, several tons of water in casks, and the ton of oil which they had made. In the chase, the pinnace of the *St. George* towed under water, and was cut loose. Stradling's boat also broke loose, in which were a man and a dog; so that the poor fellow and his dumb companion, in an open boat, were left to the mercy of this immense ocean!

About eleven at night, they came up with the chase, but did not think proper to engage till day light. At sun-rise next morning, March 1, they began the engagement. Their antagonist was a French ship of about 400 tons, and thirty guns, well manned. The *St. George* had at this time, between twenty and thirty men very sick and weak, but they were willing to shew themselves, and did what they could. They fought very close, broadside and broadside, for seven hours, and lost nine men, several more being wounded, and were upon the point of striking, not having men sufficient to defend themselves; when a small gale springing up, they sheered off and escaped: and when they arrived at Lima, the captain

sent ashore thirty-two of his men; each of whom had lost either a leg, an arm, or an eye.

As to the Cinque Ports, she fired about ten or twelve guns, and falling astern, never came up again during the fight, as was supposed for want of wind. Dampier's men were for having another trial, knowing it would be of dangerous consequence to let the enemy go; being certain they would discover them to the Spaniards. But he was against it, saying, that at the worst, if the Spaniards should prevent their merchant ships from coming out, he knew where to go, and could not fail of taking to the value of 500,000*l.* any day in the year. Upon this they lay by for the Cinque Ports, which soon coming up, the two captains quickly agreed to let her go. The crews were very much dissatisfied, that they should suffer themselves, to be thus baffled in their first attempt: but since it was so, they concluded to return to Juan Fernandez, to take up their anchors, cables, boats, and stores, with the six men, who knew not the reason of their so sudden departure.

On the 3d, they saw the island, bearing south, distant about nine or ten leagues. The wind blew south, right off the land, so that they found it very difficult to get up with it; and a calm coming on, the Cinque Ports put out her oars, and rowed away for the shore; but presently, to their no small astonishment, they saw two ships. She was pretty near them, and they fired several shot at her, but she rowed away to the St. George, and acquainted them that they were French South-Sea ships, each carrying 36 guns. The captains consulted what was to be done, and did not think proper to venture in, but (abandoning the men, boats, and stores), to make away for the coast of Peru.

These ships, as they learned afterwards, had providentially met with Capt. Stradling's boat at sea, with the man and dog in it, and thus the poor fel-

low was delivered from his most forlorn and dismal situation. They also went in at Juan Fernandez, and took possession of the anchors, cables, boats, and stores of the two ships, with three of Stradling's men and negro. The other two were left on the island.

March 6, the two English vessels stood away for the coast of Peru, and on the 11th fell in with the land, which was very high, being three ridges of mountains, one above another. They coasted along shore northward, and on the 14th passed by the port of Copiapo. They much wished to have gone ashore here for refreshment, but could not for want of their boats. The land continued very high and mountainous.

On the 19th, the men being all at dinner, and the ships about ten leagues from shore, going with a fine fresh gale of wind at east, they were suddenly surprised by the change of the colour of the water, which looked as red as blood, as far as ever they could see, which might be about seven or eight leagues. At first they were greatly alarmed, but recollecting themselves, sounded, and found no ground at 170 fathom. They then drew some up in buckets, and filled a glass with it. It still continued very red. But in about a quarter of an hour all the red substance floated at top, and the water underneath was as clear as usual. The red was of a slimy substance with little knobs, and they concluded it to be the spawn of fish.

From the lat. of 16 deg. 11 min. S. where they fell in with this red water, they continued standing northward, and on the 22d, found themselves just off Lima, the capital of the two great empires of Peru and Chili. Here they furled all their sail to their main-sail, that they might not be seen by the Spaniards, and lay by, intending to watch all ships going in or out. At five in the morning they made sail again, and were nearly upon the rocks of Ormigas. Having narrowly escaped them, they continued their course to the north, and soon descried two sail. They gave chase,

and came up with the sternmost, which proved to be the ship they had already fought with, off Juan Fernández, and was now just off the port of Lima, into which she was bound to trade. They were very anxious to prevent her going in, that the Spaniards might not get intelligence of them. They likewise had no doubt of taking her, because their men (many of whom were sick at the time of the engagement) were now all in health. They were also satisfied she must needs be a good prize, with regard to her guns, ammunition, provisions, and other matters they stood in great want of. It was therefore concluded that the St. George should engage her, and the Cinque Ports go after the other, which appeared not so large. But Dampier, being ignorant of her forlorn situation already mentioned, thought it advisable not to venture upon her; and while the matter was in dispute, both the vessels got into port.

The crews were very much discontented, but continued their course to the northward, and the next morning, March 24, saw a sail, and took her without the least resistance. It proved a Spanish ship, of about 150 tons, laden, as far they could perceive, with snuff, Flanders lace, woollen cloth, silk, pitch, tar, tobacco, turtle shell, bees wax, soap, cinnamon, Jamaica pepper, jars of Balsam of Peru, a few planks, and a pretty good sum of money. They kept her with them till the 30th, and then having taken out a little of every thing, Dampier discharged her, alleging that if she was kept, it would be a hindrance to his greater designs. So the vessel stood away for Lima.

The crews were forced to be as well contented as they could, and the next morning at break of day, found themselves just aboard a strange ship, which they soon took, not firing above three guns. She was a new vessel of about 200 tons, laden with

Indigo, cochineal, &c. At this time they were just off the port of Payta.

On the 4th of April, this second prize, after a few odd things had been taken out, was, contrary to most of their minds, dismissed; Dampier assigning as a reason, that he would not cumber up his ship, because he intended to make a voyage, at one stroke, upon some rich town, on which he had a speedy design.

On the 5th, therefore, they began to prepare for this intended action, the carpenter fitted the two launches, or Spanish long-boats, with two pateraroes to each. On the 10th, being just in sight of the island Gallo, they took a bark, laden with plank. She was of about 50 tons, and had a considerable quantity of turtle-shell on board. But the men, as soon as ever they saw the English, took to their boat and got on shore.

April 12, they anchored at Gallo, Dampier, intending to keep the bark for the design in hand. In Gallo are a few wild monkeys, and abundance of lizards, particularly the lion-lizard, about the bigness of a man's arm. One of them measured, from the head to the end of the tail, three feet eleven inches long. It had a large kind of comb on its head, which, when it was assaulted or frightened, it set up an end, like a helmet or head-piece: otherwise it lay down flat in a dependant on its head, just fitted to it, so as hardly to be perceived. They ran very swift, but the dog frequently caught them.

Having lain at Gallo five days, on the 17th, just as they were going to get up their anchors, they saw a sail standing in for the island. On this they lay still, till she was nearly in, and then all three got under sail, viz. the St. George, Cinque Ports, and Bark, and took her. She was of about 40 tons, command-

ed by an half Indian, and was bound for the river Tumaco to get provisions; but passing by Gallo, and seeing the ships, supposed them to be Spanish, and made towards them in order to purchase some for money, but by this unhappy mistake lost their vessel and money too.

From Gallo they kept on to the north, and Dampier acquainted them, that his design was upon the town of Santa Maria, where he had no doubt of getting gold enough, because it is the first place the gold is sent to from the mines, which are not far off.

Their last prize sailing very heavily, they sunk it, lest it should prove an hindrance. The captain of her crew, after some fair promises that they would give him a better, and that, if they succeeded in taking Santa Maria, they would satisfy him otherwise to his hearts content, engaged to pilot them up to the town.

Having thus prepared for their intended enterprize, they passed by Cape Corrientes, and the ports of Santa Clara, Quemado, Pinas, and others, and on the 25th of April anchored at Point Garachina, which makes the south point of the gulph of St. Michael, into which they were bound.

On the 27th, one hundred and two of the men, with Captain Dampier and Captain Stradling, in the bark, with three Spanish launches, left the ships at Point Garachina, under the care of sixty men, with positive orders not to remove till their return. They then proceeded for Santa Maria. Dampier had been here with the Bucaniers in 1680, when they crossed the Isthmus of Darien, and took it. They got no great booty then, but it had now greatly increased, and a Captain Harris had taken 120 pounds of gold there.

At eight at night they anchored among the islands at the river's mouth, because the tide of ebb was making strongly out, and they could not work against

it. Here they lay all night, having dark rainy weather, with much thunder and lightning, so that they were all very wet, and spent a most uncomfortable night, there being no shelter from the rain, either in the bark or boats. When day-light returned, as they lay at anchor, the ebb not being done, a canoe with five Indians came within call of them. The Indians asked whence they came? The Indian pilot answered, by Dampier's directions, From Panama, and bid them come on board. They replied, they would not. On this Dampier ordered them to be fired upon: which was done. The Indians now made off as hard as they could, one of the launches in vain pursuing them. This was of ill consequence, for they were now assured that the Spaniards would be alarmed, ambuscades laid, and valuables carried out of the town. Two of the launches, therefore, were immediately sent away, with twenty-two hands to each, under the command of Stradling, and guided by the Indian pilot, to take the town of Schucadero, on the north bank of the river, about three leagues within its mouth. Dampier, Funnell, and others, in the bark, were to follow as soon as the tide served.

Just as the two launches entered Santa Maria river, they saw a canoe with three Indians come out of the river Congo. Upon this they put in, behind a point of land, in the river, just by the entrance: the Indians therefore not having seen them, they were upon them before they suspected any thing, and the English immediately stepped out and seized them. It now getting towards evening, they took one of the Indians into the launch, and sent the other two in the canoe, with five men, to find Schucadero, as Dampier had directed. But it being now quite dark, they could not find it. They could hear the barking of a great many dogs on the southern bank, and, concluding there must be some town there, immedi-

tely put over. As soon as they approached the town, the two Indians in the canoe for the out-scout, jumped overboard and they lost them. One of the five men snatched up his gun and fired at one of them. Whether he shot him or not they could not tell, but his gun was directly answered by one from the shore.

Upon this they all fired a volley, landed, and advanced to the town, which was near the water side, and took it without any resistance. The inhabitants had fled at the firing of the first gun, knowing they were not enough to oppose them, having, no doubt, had intelligence by the canoe, which escaped at the river's mouth. They found in the town abundance of fowls, maize, beans, yams, potatoes, parrots, &c. It consisted of about 250 houses. Round the town were great walks of fruit, such as plantains, bananas, &c.

The next morning, April 29th, Stradling sent out the canoe to see what was become of Dampier and the bark. For after Stradling was gone to take the town, as soon as the tide of flood began, the bark got under sail, intending to be after him; but mistaking the river's mouth, ran past it, and finding no other way to get in, came to an anchor, and lay there all the night and the next day till the sea-breeze at noon. They then met the canoe coming out, which at first they took for an enemy, but soon discovered their mistake. Stradling's men informed them of their having taken the Indian town, and shewed them a packet of letters they had met with in the canoe. These they opened, and found they were from the president of Panama to the governor of Santa Maria, informing him of a report that 250 English from Jamaica had landed on the north side of the Isthmus, with a design upon Santa Maria, and that 400 soldiers had marched from Panama to assist

them seven days ago, and were expected to be at Santa Maria by this time.

They had not finished reading these letters till they were up as high as the Indian town, which they had taken, which they called Schucadero, as well as that on the north side. Here they came to an anchor.

The next afternoon, April 30, the two captains Dampier and Stradling, with three launches and the canoe, having on board eighty-seven men, proceeded up the river for Santa Maria. Clipperton and Funnel, with thirteen hands were left to guard the bark, with orders not to stir till their return. When they were within a quarter of a mile of the town, they were assaulted by three ambuscades, one of their men was killed and another wounded. However they beat the Spaniards out of their hiding-places, and would willingly have put on shore. But Dampier advised, that since the Spaniards knew of their coming, and had time enough to lay ambuscades, it could not be doubted, but that they had conveyed their wives and children, and all that was valuable out of the town; which they always do the first thing, when they hear of an enemy. So it was resolved to return to the bark at the Indian town, where they arrived about twelve at night. Thus ended their enterprize on Santa Maria.

Early in the morning, May 1, they left the Indian town, and went down the river, in order to return on board the ships at Point Garachina. They got there on the 6th, and instead of their expected booty, were so scant of provisions, that five green plantains were ordered to be boiled for every six men. But when they were almost at their wits end, to their great comfort, a vessel came and anchored close by them at twelve o'clock at night. They soon got up their anchor and took her, without any resistance. She was a large ship of about 550 tons, deeply laden

with flour, sugar, brandy, wine, about 30 tons of marmalade of quinces, a considerable quantity of salt, with some ton weight of linen and woollen cloth; so that they might now supply themselves with provisions for four or five years. Funnell was put on board this prize, in behalf of Capt. Dampier and his company, and Alexander Selkirk, as chief, for Capt. Stradling and his company.

They now sunk their bark, and with this great prize stood across the bay of Panama, amongst the King's or Pearl Islands. On the 14th they ran near Tobago, and brought it to bear N. by E. distant three leagues. Here they anchored on purpose to rummage their prize. The four following days they employed in taking provisions out of it, as wine, brandy, sugar, flour, &c. On the 18th a small bark of about 30 tons coming in sight, they sent out the long-boat and canoe and took it. She had little in her, except a small quantity of money. Captain Stradling kept her for his own use.

Here Dampier and Stradling fell out to such a degree, that they concluded to separate, and gave the men liberty to go in which ever ship they thought proper. In consequence of this five of Dampier's men went over to Stradling, and five of Stradling's went on board the St. George.

They were told by the prisoners that there were 80,000 dollars on board their prize; which were taken in by stealth, and lay at the bottom, in the run of the ship. Dampier did not believe this, and was unwilling to tarry longer, that they might rummage her to the bottom; because he thought loss of time would spoil his greater designs. Having therefore taken out a quantity of provisions, she was dismissed.

On the 19th of May the two ships separated, never to meet again; the St. George leaving the Cinque Ports. Selkirk thought proper to continue in the

latter, having seen so many instances of Dampier's want of conduct, and there being so little prospect of any enterprize succeeding, in which he was engaged. Whether he was right in his conjectures will appear by a short recital of Dampier's subsequent adventures.

He intended to beat upon the coast of Peru again, and the day they parted, passed the island of Iguanos, and stood away southward. On the 7th of June they took a vessel from Truxillo, which had on board a packet of letters from the captain of the ship they had fought off Juan Fernandez, and others. From these they learned several of the particulars already related, concerning the engagement, the man and dog, Stradlin's five men, &c. In July they had a desperate engagement with a Spanish man of war, in the bay of Guaiquil. Fortunately they lost not a man, and the Spaniards bore away in the night. This affair, however, induced them to steer north again; which they did till they came to the gulph of Nicoya, where they repaired their ship. The bottom of it, in many places, was eaten like a honey-comb, and in some parts about the hold, they could thrust their thumbs through with ease.

Here, on the 2d of September, Dampier fell out with his chief mate, Clipperton, who with 21 men seized a bark of 40 tons (which they had taken) with all the ammunition, and great part of the provisions, which had been put on board it, while the *St. George* was repairing. He went without the islands, and sent word, that if any had a mind to go with him, they should be welcome, and that he would restore the powder, shot, and ammunition. These, according to promise, he deposited on shore, in an Indian house, to shelter it from the rain, and then departed.

Oct. 9, near Guatimala, Dampier took a bark, called the *St. John*, the captain of which was Chris-

tian Martin. He was bound from Suvartanejo to Riaz Lexa. The provisions he had on board proved very acceptable. In a conversation with Funnell he informed him, that some French pirates, who were in these seas, and had cruised up and down for some time without much success, being every where discovered by the Spaniards, concluded to go to Juan Fernandez, and lie there for some time, being twenty in number. They landed on the west side of the island, which is but little frequented, and drew their little armadilla on shore. In a little time they brought the goats to be so tame, that many of them would come of their own accord to be milked. Of this milk they made good butter and cheese, not only for their present consumption, but enough to serve them for a long time after. They continued here ten months, and then launching their little man of war, went upon the coast of Peru, and off the bay of Arica took a Spanish ship, in which were said to be 200,000 pieces of eight, and about the value of half as much more in gold double-doublons.

Dampier had at this time a design upon the Manilla ship, and fell in with it December 6. They attacked her resolutely: and she, not suspecting they were enemies, was not at all prepared. Captain Martin, who could speak very good English, advised to lay her aboard immediately, while they were all in a hurry, as the only way to take her; declaring that if they gave them time to get out their great guns, the *St. George* would be beaten to pieces, and a booty lost to the value of 16,000,000 pieces of eight. Instead of hearkening to him they fell to quarrelling whether they should lay her aboard or not; and the Manilla ship got out a tier of guns and returned their five-pounders with 18 or 24-pounders. This soon settled the business, for the *St. George* being crazy, three or four feet of plank would drive

in at once; and a shot entering the powder-room, between wind and water, carried with it two feet of plank on each side the stem. On this they determined to make off.

The men were now grievously discontented, and anxious to return home, having but short provisions for three months, and the ship being ready to fall to pieces. Dampier, however, prevailed on them to cruise six weeks longer, after which he would consent to their going to India in a bark which they had taken. They therefore steered eastward once more, and passed Acapulco, Guatulco, and other ports. In January, 1705, Dampier and thirty of the men agreed to continue in the South-Sea, but upon what terms was kept secret. On the 26th they anchored in the gulph of Amapalla, where they divided the provisions, guns, stores, &c. between the St. George and the bark destined for India. Accordingly on the 1st of February Funnell, with thirty-three more, and a little negro boy, sailed from Amapalla.

Dampier had now only 28 persons left with him, most of whom were boys and landmen; for two of his 30 men had gone over to Funnell's party before they sailed. They repaired the St. George as well as they could, the carpenter stopping the shot-holes in the powder-room with tallow and charcoal; for he declared he durst not drive in a nail, lest he should make bad worse. They now sailed southerly again, Dampier representing that nothing was easier than for them to make their fortunes by surprising some small village, and that the fewer there were of them, the fewer there would be to share the booty. They accordingly landed in a dark night at Puna, near Guiaquil, and surprised the inhabitants in their beds. After plundering the place they repaired to Lobos de la Mar, and by the way took a small Spanish bark, well furnished with provisions. In this they resolved to go to the East-Indies, and accordingly left the St.

George at anchor under Lobos, and sailed away, hoping their troubles were at an end. But arriving at one of the Dutch settlements, the bark was seized, their goods sold, and themselves turned loose into the world, to shift as well as they could. This was owing to Dampier's having lost his commission in the attack upon Puna. He was imprisoned, but, being released, at length got home, and related to his owners the melancholy tale of his misfortunes.

We shall now return to Capt. Stradling, whom we left at anchor near Tobago, May 19, 1701. What course he at first steered is not known, but most probably it was along the coast of Mexico, as Dampier was gone for Peru. During the voyage (wherever it was) Stradling and Selkirk fell out, and it ended in an irreconcilable difference. This, together with the Cinque Ports being in a very crazy and leaky condition, made Selkirk determine to leave him the first opportunity. About the latter end of August or beginning of September, they anchored the second time at Juan Fernandez. Here they continued till the end of September, and the difference between him and Selkirk continuing, the latter reflecting upon their past misfortunes and future prospects, determined to sail no farther under a commander so disagreeable to him, especially as the Cinque Ports was totally unfit for the seas she had to encounter. The example of Stradling's two men, whom he had left behind, and who had subsisted here six months, and the pleasantness of the spring, which commenced about the time of his arrival, might also have conduced to strengthen his determination.

Continuing in the same mind, his effects were landed; but the instant he saw the vessel putting off, his heart yearned within him, and melted at parting with his comrades and all human society at once. On a sudden his resolution failed him, and he would fain have been taken on board again, but

Stradling would not receive him, constraining his behaviour into mutiny, and leaving him there by way of punishment.

Capt. Stradling made his way northward again, as far as the coast of Barbacora; where they ran the Cinque Ports aground, upon an island, and afterwards surrendered themselves prisoners to the Spaniards in order to save their lives, their vessel being ready to sink.

Forlorn and destitute was Selkirk's situation, whose whole stock of goods besides the clothes he had on, consisted only of his seaman's chest.

The remainder of his clothes, shoes, and worsted stockings.

His linen; viz. shirts, and a quantity of cloth besides.

His bedding.

A musket, or firelock.

A pound of gunpowder.

A large quantity of bullets.

An ax or hatchet.

And some other tools.

A knife.

A pot, or kettle,

A few pounds of tobacco.

A flint and steel.

The Holy Bible.

Some practical pieces of a devotional nature.

Some books on navigation and other branches of the mathematics.

His mathematical instruments, and two meals of victuals.

He was in no want of drink, the island abounding with excellent water; but so very small a quantity of provisions for the sustenance of life, being allowed him seems to argue, that the Cinque Ports must have been but badly furnished for the voyage. His dejection, however, so overpowered him, that at first he

never eat any thing till hunger constrained him, partly through grief, and partly for want of bread and salt. Nor did he go to bed till he could watch no longer.

When his hunger returned, he was obliged to feed upon seals, and such fish as he could take along the shore, which proved but coarse diet. He judged it most probable that he should find more immediate and easy relief, by finding shell fish on the shore, than seeking game with his gun. He accordingly found great quantities of shell-fish, whose flesh is extremely delicious, and of which he frequently eat very plentifully on his first arrival, till it grew disagreeable to his stomach.

Though he had both flint and steel in his possession, he never used them for want of tinder, and his linen was too valuable to be spared. The method he took to obtain fire was by rubbing two sticks of pimento wood together upon his knee. Doubtless he had seen or heard of the Indians doing this.

Being thus enabled to cook, he sometimes boiled, and at other times broiled his craw-fish, according to his fancy, and found them tolerably palatable even without salt; for want of which he was obliged to desist from other kinds of fish, because they occasioned a flux.

The island abounds with goats, and he shot them as he had occasion, as long as his pound of powder lasted; and it was nearly expended when he hit upon the expedient of kindling fire by rubbing the pimento sticks together. Some of the goats though wounded frequently made their escape into places where they could scarcely be found. But the fish being coarse diet, and hunger irresistible, he tried all expedients for the support of nature. He used himself to running and scrambling among the rocks, till some of the tender kids became a prey to him; and by long practice he improved so much, that

the most nimble goats could not escape him in their native soil. He knew all the bye ways and paths on the mountains, could trip from one crag to another, and let himself down the dreadful precipices.

He now made very good broth with his goat's flesh, and sometimes broiled his meat, as he had done his craw-fish. The goats here are not so rank as in England. When his powder failed he took them by speed of foot, for his way of living and continual exercise of walking and running, cleared him of all gross humours, so that he ran with wonderful agility, through the woods and up the rocks, and hills. When he arrived at his full vigour, he could take at full speed, the swiftest goat running up a promontory, and never failed catching them but on a descent.

He built himself two huts, with the wood of pimento trees, covering them with long grass, and lining them with the skins of goats. The grass grows on the plains and little hills, higher than the usual stature of a man, and produces a straw resembling that of oats.

The largest of these huts, situated on the side of a spacious wood, was his lodging room. His bed was placed on a bedstead of his own contrivance. To defend himself from danger during the night, he built a house of stones, rudely put together. His pimento bed-room was at first greatly infested by cats and rats, which had bred in great numbers from some of each species, which had got on shore from ships, that had put in to wood and water. The rats knawed his feet and other parts of his body, as well as his clothes, while asleep. To get rid of these formidable invaders, he fed several young kittens with goats flesh, and after a while they stopped in his room and lying about the bed, preserved him from the rats. In time many of the cats became so

tame, that they would lie about him in hundreds, and put the rats wholly to the rout.

His lodging-room was also his chapel, for here he employed himself in reading, singing psalms, and praying. He was in truth a better christian while in this solitude, than ever he was before.

The smaller building he called the kitchen, and erected it at some distance from the other. Here he dressed his victuals. The furniture it may well be supposed was not extraordinary, but consisted of every thing that the desert could afford. The spit was his own handy work, of such wood as grew on the island; the rest suitable to the habitation. About it was a parcel of goats he had bred up tame, having taken them when young, which served to supply him upon occasion, when he failed, of any wild. There were goats enough, but the difficulty was how to catch them among the rocks and mountains. The trees, whereof there are plenty and a variety, supplied him with spits and store of fuel. The pimento wood, which burnt very clear, served him both for fire and candle, and refreshed him with its fragrant smell.

It was about the beginning of October, 1704, that he commenced his memorable solitude, which being in this southern latitude the height of spring is exceedingly pleasant, but his melancholy situation deprived him of all its charms. He had much ado to bear up against his dejection, through the terror of being left alone in such a desolate place. The necessities of hunger and thirst were his greatest diversions from reflecting on his lonely condition. When these appetites were satisfied, the desire of society was as strong a call upon him, and he appeared to himself least necessitous, when he wanted every thing: for the supports of his body were easily attained, but the eager longings for seeing again the face of man, during the intervals of craving bodily

appetites, were hardly supportable. He grew dejected, languid, and melancholy, scarce able to refrain from doing himself violence. Monsters of the deep which frequently lay upon the shore, added to the terrors of his solitude. Their dreadful howlings and voices seemed too terrible to be made for human ears.

Nothing can be conceived more dismally solemn, than to have the silence of the still night destroyed by the murmur of the surf of the sea beating on the shore, mixed with the violent roaring of the sea-lions repeated all around by the echoes of deep valleys, and blended with the incessant howlings of numberless seals. These according to their age make a hoarser or a shriller noise, so that in this confused medley, a man might imagine he heard the different tones and outcries of all the species of animals upon earth mixed together. To these may be frequently added, the alarm given by the noise of the sudden and precipitate rumbling of trees down deep descents. There is hardly a gust of wind stirring, that does not tear up a great many trees by the roots, especially those near the brinks of precipices, where they have but a slight hold in the earth. All these, or any one of these nightly noises, might be sufficient to disturb the repose of any who had not been for some time inured thereto.

Though some sea-lions and seals come on shore at all times of the year, yet in November, Selkirk observed the seals coming up out of the water in such prodigious multitudes, in order to wheip and breed, that the shore was full of them for a stone's throw, so as to render it impossible for him to pass through them. They were so surly that if he approached them, they would not move out of his way, but run at him, like an angry dog, notwithstanding he had a stout stick to beat them off. At other times they would make way for him, or he could not have got

to the water-side. They are about the size of a large mastiff, and have heads like hounds. They have a row of large pointed teeth in each jaw. This threatening appearance is heightened by whiskers like those of cats, or rather tygers. They have two fins, which serve both for swimming, and for walking on the ground. They carry their tail horizontally, and by bending it towards the end, form a kind of hind-feet, and using the fins at the same time, they walk without trailing the body on the ground. By means of their fins and tails they also climb up steep rocks, and come down again with ease. When they come out of the sea, they bleat like sheep for their young, which, though they pass through thousands both young and old, find out their own dam to suck, for no other will suffer them. They are fond of lying upon shore, but when beaten make to the sea. A small blow on the nose soon kills them.

In December the summer season began; the heat of which was very moderate, without much thunder or tempestuous weather of any kind. Indeed during the whole time that Mr. Selkirk was here, both summer and winter, he seldom knew the wind to blow off the ocean, except in small breezes, which did not bring in a sea, nor continue two hours, nor did he ever know it to blow in, more than four hours at any time, as he afterwards told Captain Cooke. The wind off shore sometimes blew very strong, and was attended with violent showers of rain.

The month of February, he observed, to be the fairest in the year. Indeed the climate is in general so good that the trees and grass are verdant all the year round.

He had now, and at other times, plenty of cabbages, which are very good, and abound in the woods about three miles from the shore, but most of them on the tops of the nearest and lowest moun-

tains. There was some danger indeed in getting at them, the soil being a loose black earth, and the rocks very rotten. Besides which, there are abundance of holes in the ground made by the pardelas, which fall in at once, and endanger the breaking of a person's leg.

The cabbage-tree has a small straight body without leaves, except at the top, where, in the midst of the leaves, the cabbage is contained, which is very white and good. The trees are cut down in order to get at them, the trunk affording nothing to hold by, and some of the trees being very lofty.

The pardela, is never seen in the day time, but in the evening flies about, moving and turning like a green plover.

The seals continued to line the shore very thick for above half a mile of ground, all round the bay.

Selkirk used to season his meat, with the fruit of the pimento trees, which is the same as Jamaica pepper, and smells deliciously: but in this month he could not have it new, the spice not being ripe. The pimento trees here are in great plenty, and some of them 60 feet high, and about two yards thick.

He had now a store of turnep-greens, as the turneps were run to seed. They had been sown, it is said, by Dampier's men, and had overspread some acres of ground. But, considering the short time since Dampier was there, Cooke's assertion is the most probable, that the first Spanish planters had brought the seed hither. The soil indeed is particularly favourable to turneps. He had also parsnips, and, in the brooks, plenty of water-cresses, which were very refreshing, and good against the scurvy.

March and June the winter season set in, which lasted not in any degree longer than June and July. Even then it was not very severe, there being only a small frost and little hail, but sometimes great rains.

It is generally ushered in by northerly winds, and in all latitudes beyond forty degrees, it sets in even in the beginning of April, and continues longer than in these parts.

Selkirk having now resided here eight months, began to be reconciled to his lot, and his melancholy by degrees abated. He diverted himself, sometimes by cutting his name on the trees, and the time of his being left, and continuance there. He had now plenty of turneps, which lasted good till the end of August.

His evening companions, the pardelas, retired into their holes under ground, where they slept during the winter.

About the end of June, 1705, the sea-lions came on shore, to whelp and breed. The ground was crowded with them a full musket shot from the water, where they lay in an inactive state. Selkirk saw some of these huge monsters, while he was here, above twenty feet long, and more in compass, which he supposed could not weigh less than two tons, or 4000lb. weight. Their body resembles that of the seals: but they have a different skin, a head much bigger in proportion, and very large mouth, monstrous eyes, and a face looking as fierce as a lion's, with great whiskers, the hair of which is stiff enough for tooth picks. During the whole time of their continuance on shore, Selkirk could not observe that they took any kind of sustenance, nor did they go down to the water, but remained in the same place as at first. They have four large teeth before, the rest thick, short, and stubbed. When on shore they raise the foremost part of their body on their fins, and drag the hinder part after them. They cut nearly a foot deep in fat. They are very full of blood, for if they are deeply wounded in a dozen places, there will instantly gush out as many fountains of blood, spouting to a considerable distance.

Their skins are covered with short hair of a light dun colour. Their fins or feet are divided at the end like fingers, the web which joins them not reaching to the extremities, and each finger is furnished with a nail. The males have a large snout or trunk hanging down five or six inches below the end of the upper jaw, which the females have not.

Spring returned in September: this month is very pleasant, and abounds with good herbs, such as parsley, purslain, schives in great plenty, and an herb found by the water-side of great use for fomentations. Turneps, sorrel, and cabbage, were also in plenty.

October, and November were also very pleasant; the air being perfumed with a fragrance, that cherishes and revives the spirits, and has a wonderful effect upon animals, as well as men, which Selkirk remarked by their playfulness and plumpness.

Selkirk's manner of life in time grew so exquisitely pleasant, that he scarce ever had a moment hang heavy upon his hands: his nights were untroubled, and his days joyous, from the practice of temperance and exercise. It was his custom to use stated hours and places for the exercise of devotion, which he performed aloud, in order to keep up the faculties of speech, and to utter with greater energy.

During his stay here, he, at different times, saw several ships pass by the island, but only two came in to anchor. And whenever ships appeared, he generally kept close in his apartment, which was so concealed as not easily to be discovered. But when these came into the bay, he was desirous to know what people they were who had arrived in his dominions. He found they were Spaniards, and not having kept himself so reserved as usual, they saw and immediately pursued him, firing some shot at him as he ran away. Had they been French he would have submitted, but chose rather to converse with his goats,

and risque dying alone on the island, than to fall into the hands of the Spaniards in these parts, because he apprehended they would either murder him, or make a slave of him in the mines; concluding they would spare no stranger, that might be capable of discovering the south-sea. His activity now stood him in great stead, for he outstripped them all, and got into a wood, time enough to climb up to the top of a tree, before they came in sight. They stopped at the foot of that very tree, and killed several goats just by, but went off again without discovering him.

Another ground of fear arose from his guardians, the cats; for thinking sometimes there was no probability of his deliverance, and that he must die there alone, nothing gave him so much uneasiness (as he afterwards declared to his friends) as the thought that when he died, his body would be devoured by those very cats, he had with so much care tamed and fed.

The precaution he took against want, in case of sickness and not being able to go abroad, was to lame kids when very young, so that they might recover their health, but never be capable of speed. These he kept in great numbers about his habitation, and taught several both of them and his cats, to dance, and sometimes, to divert himself, he used to sing and dance with them. He also diverted himself sometimes (says Moore) with contrivances to vary and increase his stock of tools; and sometimes in clear evenings, in counting the stars.

Another amusement was pursuing the goats merely for exercise. During the whole of his residence, he kept an account of about five hundred, which he had killed, and he caught above five hundred more, which he marked in the ear, in order to know them again, and then let them go.

He was one day pursuing a goat with much eagerness, and made a stretch to get hold of it on the brink of a precipice, of which he was not aware, the bushes concealing it from him, and down they both fell from a great height. Poor Alexander was so stunned and bruised that he lay senseless, narrowly escaping with his life. Here he lay twenty-four hours. This was the greatest disaster he met with, during his lonely abode. When he recovered his senses, he found the goat lying dead under him. He was scarcely able to crawl to his hut, and was a long time in performing the journey, being when he fell, about a mile from home: at last he crept home, and there by degrees recovered of his bruises, without the assistance of doctor, surgeon, or apothecary. It was ten days before he was able to stir abroad again.

In process of time he came to relish his meat well enough without bread or salt.

He frequently looked down from the hills on the west end of the island, which was low, flat, and barren, but abounded with the finest goats. However, the ridge running across the island from the north-west to the south, consisted of such terrible precipices, that notwithstanding the skill he had acquired in climbing, he never durst venture down.

He soon wore out all his shoes and clothes by running through the woods, and not being able to contrive durable shoes, though he had been bred to the business, he was obliged to go barefoot, and in time his feet became so hard that he ran every where without injury.

To supply himself with other clothes he dried goat skins, and made himself a coat or jacket, breeches, and a cap. He stitched them together with little thongs of goat skin, which he cut out with his knife, using a nail as his needle, having no other. Thus dressed, he was inured to pass through

woods, bushes, and brambles, with as much carelessness and precipitance as any other animal.

Having some linen cloth by him, he made it into shirts, sewing them with the nail, and, instead of thread, used the worsted of his old stockings, which he pulled out on purpose.

Walking one day along the shore, he found some iron hoops, which had been left there; and when his knife was worn to the back, he made others as well as he could, beating the pieces of hoop thin, and grinding them upon stones. One of these, which he used as a hatchet, or chopper, was about two feet long.

Having little to divert his thoughts, he had kept an exact account of the day of the month and week, all the time of his confinement.

We shall now leave Selkirk in his solitary situation, in order to animadvert to the means by which he was discovered. The war still continuing, Captain Dampier addressed himself, in 1708, to some merchants at Bristol, who examined his proposals with attention, and thought him so likely to prove a good pilot, though he had been an unlucky captain, that they determined to fit out two ships at his instance, to cruise in the South Sea, viz. the *Duke* and *Dutchess*.

The *Duke* carried 30 guns, and was commanded by Capt. Woodes Rogers. The second captain was Dr. Thomas Dover; Mr. Robert Fry, chief-lieutenant; Wm. Dampier, pilot for the South Seas, who had been three times there already, and twice round the world; and John Ballett, (Dampier's late surgeon in the *St. George*) third mate.

The *Dutchess* carried 26 guns, Stephen Courtney, captain; Edward Cooke, second captain; and Simon Hartley, third mate. Most of them (the chief officers) embraced this trip of privateering round the world, to retrieve the losses they had sustained by the

enemy. Their complement of sailors in both ships was 333, of whom above one third were foreigners from most nations; near one half of her majesty's subjects on board were tinkers, taylors, Welsh hay-makers, North British pedlars, Irish fidlers and pipers, one negroe, and about ten boys.

On the 15th of June, 1708, they towed down from Hung-Road, near Bristol, to King-Road. From hence they sailed August 1, in company with several other ships, and arrived at Cork on the 6th. They sailed to the southward September 1, and on the 16th arrived at the Canaries, where they took a small Spanish bark. On the 30th they reached the Cape de Verde Islands, and November 18th, anchored at the island of Grande, in Brazil. December 2, they sailed for Juan Fernandez, and having in vain chased a French ship, near Falkland Islands, about Christmas, and celebrated New-Year's Day with a tub of hot punch, they passed Cape Horn, January 10, 1709, in lat. 61 deg. 53 min. being a more southerly passage than any they had heard of.

January 31, they came in sight of the dominions of Alexander Selkirk, who saw them approaching, and judging they were English, as soon as evening came on, he made a fire, as a signal that somebody was there,

About two o'clock in the afternoon they hoisted their pinnace out. Capt. Dover, with the boat's crew went in her to go on shore, though they could not be less than four leagues off. As soon as the pinnace was gone, Rogers went on board the Dutchess, and, to oblige Capt Dover, lent his boat to go on shore. As soon as it was dark, they saw a light ashore; their boat was then about a league from the island, and bore away for the ships as soon as she saw the light. They put out lights aboard for the boat, though some were of opinion the lights they saw were their boat's lights; but as night came on, it appeared too

large for that. They fired one quarter-deck gun and several muskets, shewing lights in their mizen and fore-shrouds, that their boat might find them, whilst they plied in the lee of the island. About two in the morning their boat came on board having been two hours on board the Dutchess, that took them up astern of them. They were glad they got well off, because it began to blow. They were all convinced the light was on the shore, and designed to make their ships ready to engage, believing them to have been French ships at anchor, and that they must either fight them or want water, &c. All this stir and apprehension arose, as they afterwards found, from one poor naked man, who passed in their imagination, at present, for a Spanish garrison, a body of Frenchmen, or a crew of pirates.

They stood on the back-side along the south end of the island, in order to lay in with the first southerly wind, which Capt. Dampier told them generally blows there all day long.

Feb. 1, in the morning, being past the island, they tacked to lay it in close aboard the land, and about ten o'clock opened the south end of the island, and ran close aboard the land that begins to make the north-east side. They still continued to reason upon this matter; and it is in a manner incredible, what strange notions many of their people entertained from the sight of the fire upon the island. It served, however, to shew people's tempers and spirits; and they were able to give a tolerable guess how their men would behave, in case there really were any enemies upon the island. The flaws came heavy off shore, and they were forced to reef their top-sails, when they opened the Middle Bay, where they expected to find their enemy; but saw all clear, and no ships in that nor the other bay next the north-west end. They guessed there had been ships there, but that they were gone on sight of them. They sent their

yawl ashore about noon, with Capt. Dover, Mr. Fry, and six men, all armed. Mean while they and the Dutchess kept turning to get in, and such heavy flaws came off the land, that they were forced to let fly their topsail-sheet, keeping all hands to stand by their sails, for fear of the wind's carrying them away: but when the flaws were gone, they had little or no wind. Their boat did not return. So they sent their pinnace with the men armed, to see what was the occasion of the yawl's stay; for they were afraid that the Spaniards had a garrison there, and might have seized them. They put out a signal for their boat, and the Dutchess shewed a French ensign.

The Duke and Dutchess frigates coming up to the island, there appeared a man waving a white flag. Some officers went in the Duke's boat, and coming near the shore, heard him speak to them in English. They called to him to shew them a good place to come to an anchor, and to land. He gave them directions, and then ran along the shore, in sight of the boat, so swiftly, that the native goats could not have outstripped him. When come to the place, he saluted the new comers with much joy, being satisfied they were English, and they in return invited him aboard. He first inquired whether a certain officer, that he knew, was with them, and hearing that he was, he appeared displeas'd, till inform'd that he did not command. The officers who were in the boat then went ashore, and he invited them to his habitation. The way to it was very much hid and uncouth. Only Captain Fry bore him company. Having, with much difficulty, climbed up and crept down many rocks, he came at last into a pleasant spot of ground, full of grass, and furnished with trees, where he saw two small huts indifferently built, the one being the lodging room, and the other the kitchen.

Selkirk accompanied them in their pinnace, and they brought with them abundance of craw fish. At this time he had his last shirt on. At his first coming on board, he had so much forgot his language, for want of use, that they could scarce understand him, for he seemed to speak his words by halves. They offered him a dram, but he would not touch it, having drank nothing but water since his being on the island; and it was some time before he could relish their victuals. Capt. Rogers agreed with him to be a mate on board the ship. They did not get to anchor till six at night, Feb. 1, when it fell calm: they rowed and towed into the anchor ground about a mile off shore; 45 fathom water, clean sandy ground. They designed to have ran farther in, and new moored, but Selkirk informed them, that this month proved the fairest in the year; but he warned them to be on their guard against the wind off shore, which blew very strong sometimes.

Feb. 2, they cleared up ship and bent their sails, and got them ashore to mend, and make tents for their sick men. Selkirk ran with wonderful swiftness through the woods and up the rocks and hills, when they employed him. They had a bull-dog, which they sent with several of their nimblest runners, to help him in catching goats: but he distanced and tired both the dog and the men, caught the goats, and brought them on his back.

It was some time before he could wear shoes; for not being used to any so long, his feet swelled, when he came to put them on.

The goats make excellent broth, mixed with turnep-tops and other greens, for their sick men, being twenty-one in all, but not above two that were dangerously. The Dutchess had more men sick, and in a worse condition.

They spent their time till the 10th in refitting their ships, taking wood on board, and laying up water;

that which they brought from England and St. Vincent being spoiled by the badness of the casks. They likewise boiled up about 80 gallons of sea-lion's oil, which they refined and strained for the use of their lamps, and to save candles. Unwilling to lose any time, they made the utmost expedition to get all necessaries on board.

Alexander Selkirk, now second mate on board the *Duke*, left the island of Juan Fernandez, on Sunday, February 13, 1709, and on the 17th he first saw the main land again, very high with snow on the top, being the Cordilleras.

March 15, they saw a sail, which the *Dutchess*, being nearest, soon took. She was a little vessel of about 16 tons, belonging to Payta, and bound to Cheripe for flour, with a small sum of money on board to purchase it. The master's name was Antonia Heliagos, a mustee, the son of an Indian and Spaniard. He had eight men, one of them a Spaniard, one a negro, and the rest Indians.

The next day they anchored at the island of Lobos de la Mar, but found nobody there. Here they fitted up the bark for a privateer, being well built for sailing, called her the *Beginning*, and appointed Capt. Cooke to command her. The soil here is a hungry clay, and there is no fresh water, or green thing on the island.

March 26, the *Dutchess* and *Beginning* took a prize, called the *St. Joseph*, Jerome Bilboa, master, burden about 50 tons, full of timber, with some cocoa, cocoa nuts, and tobacco, which were distributed among the men. They took her between the island and the main, but there was little of value on board. On the 29th they got the second prize, which they called the *Increase*, aboard them, and cleaned her. They brought all off shore, and at ten o'clock came to sail, after they had put Mr. Stratton to command the *Beginning*, and all their sick men and a doctor of

each ship, aboard the *Increase*, of which Salkirk was appointed master.

April 1, in the afternoon they were surprised with the colour of the water, which looked as red as blood for several miles, occasioned by the spawn of fish.

At day-break, April 2, they spied a sail about two leagues to windward. They immediately hoisted out and manned their pinnace, commanded by Mr. Fry, who by eight in the morning took the ship. She was called the *Ascension*; burden between four and 500 tons, two brothers being commanders, viz. Joseph and John Morel; laden with dry goods and timber, had above fifty negroes, and several passengers, bound from Panama to Lima. In the evening they saw another sail, which the *Beginning* took and brought to the rest in the morning; she was a vessel of 35 tons, laden with timber.

April 12, they came to a full resolution to land and attempt *Guiaquil*. On the 15th, they saw a French built ship belonging to Lima, which they sent two boats to attack, but Capt. Rogers's brother was shot through the head; another also was killed and three wounded. In the afternoon, however, they got possession of her. She had more than 50 Spaniards, and above 100 negroes, Indians, and mulattoes on board.

April 16, they saw a small sail under the shore. They sent their pinnace and the *Beginning*, who brought her off to them. She proved a small bark from *Payta*, with soap, cassia fistula, and leather. About twelve they read the prayers for the dead, and threw two deceased men overboard.

April 18, having left the ships about midnight with 111 men on board to guard the prisoners, they proceeded for the shore, being 201 men in two embarkations. They passed the island *Santa Clara*, which appears like a corpse extended, on which ac-

count the Spaniards call it Mortho. At ten at night they anchored, not being able to stem the tide. Next morning, at four o'clock, they weighed, when the two captains, Rogers and Courtney, left the barks, and reached the island of Puna, where they hid the boats under mangrove branches. In the evening they reached the town of Puna, and seized two bark logs and all the canoes but an Indian escaping, alarmed the town. However, they secured the lieutenant and about twenty others, the rest running into the woods.

April 22, before one in the morning 110 men arrived in the boats at Guiaquil. They saw a very great fire on the top of an adjoining hill, and lights in the town, which had received the alarm. As they were about to land they saw abundance of lights coming all at once down the hill, and the town full of them. Immediately afterwards the bells made a confused noise, which was followed by a volley of small arms and two great guns. On this it was determined to return to the barks, where a consultation was held, in consequence of which, two prisoners were sent to the town with proposals, and soon after the Corregidore came down to treat with them.

The next day, after several fruitless negotiations held at the town, they all at once hauled down their white flags of truce, and let fly their English and field colours, landed, and attacked them with so much bravery, that the Spaniards ran away after the first volley, and, after much firing, in about half an hour they were in possession of the town. They posted themselves in three churches. Captain Dover set fire to the houses which fronted the church where he was, which burnt all night and the next day. All this time only one man was killed and one wounded.

An Indian prisoner told Captain Rogers that he knew of much money up the river, in bark-logs and

houses, upon which the two captains, Rogers and Courtney, in the evening detached twenty-one men out of their companies, and sent them in the Dutchess's boat under the command of Lieut. Connely and Mr. Selkirk.

April 24, about ten at night they returned, having been absent about twenty-four hours. They went seven leagues up the river, and sixteen of them landed at six different places: the other five guarding the boat, having a swivel gun to defend themselves. They chased 35 horsemen well armed, that were coming to help those of Guiaquil.

After some skirmishes with the enemy, carrying off provisions, &c. some messengers arrived on the 26th, with a flag of truce about ransoming the town, which was agreed upon the next morning.

On the 28th they weighed and sailed with all their barks, and at parting made what shew and noise they could with drums, trumpets, and guns. They left great quantities of goods in the town, and as the negroes had plundered the inhabitants in the general confusion, at their marching out, they made a signal to the Spaniards to return immediately to prevent farther injury. The next day they took a bark, laden with about 270 bags of flour, beans, and pease, nearly 200 sugar loaves, &c. and on the 8th of May sailed for the Gallapagos, which they saw on the 17th, sickness having prevailed greatly among them during the whole passage.

On the 18th they sent a boat ashore for water, but it returned without any. The next day Mr. Hatley, in a bark, and another vessel, turned to windward after the Dutchess, so that only the galleon, and the bark that Mr. Selkirk was in staid for the Duke.

May 19, at twelve at night they lost sight of the galleon, so that they had only one bark with them now. However, May 20, the Dutchess and French

On the 22d they all bewailed Mr. Hatley, and were afraid he was lost. They fired guns all night, and kept lights out, in hopes he might see or hear them, and resolved to leave these unfortunate islands, after they had viewed two or three more to leeward. They pitied their five men in the bark that was missing, whose situation must have been dreadful, having had no more water than was sufficient for two days, when they parted from them.

On the morning of May 25 the Duke's boat, with Mr. Selkirk's bark, went to another island to view. At night their boat and bark returned, having rounded the island, and found no water, but plenty of turtle and fish.

The next day they sailed for the main in order to get water, having lost several men by death, and most of those who had been on shore at Guiaquil very sick. They were forced to water the bark and galleon every day with the yawl, which was very troublesome hoisting out, the men being so sickly.

On the 5th of June they saw land, took a Spanish vessel of 90 tons, having few European goods, except iron and cloth, and on the 7th anchored at the island of Gorgona. The next day they took a small bark of about 35 with a little gold dust, and a large golden chain, value together about 500*l*.

They were employed till the 9th of July in careening the vessels, and fitting out the *Havre-de-Grace*, the French built vessel, to proceed with them. They named her the *Marquis*. The next thing they did was to clear Mr. Selkirk's bark to carry the prisoners to the main, who being 72 in number were very chargeable to maintain. On the 10th, the bark and two pinnaces sailed with the chief of them.

In the morning of the 13th, the vessels returned from landing the prisoners, and brought off seven small black cattle, about twelve hogs, six goats, and some limes and plantains, which were very welcome.

They met with little else of value in the village they were at, and the others being a great way up the river, they did not think it worth while to visit them. The country where they landed was so poor, that the men gave the prisoners five negroes, some baize, nails, &c. to purchase themselves subsistence.

On the 15th one Michael Kendall, a free negro of Jamaica, who had lived a slave for some time in the village they had plundered, came on board in a canoe. Happening to be out of the way then, as soon as he had an account of it, he thus ventured his life to get to them.

On the 18th, a negro belonging to the Dutchess, was bit by a small brown-speckled snake, and died in twelve hours. There are abundance of snakes on the island.

On the 7th of August, after various disputes and regulations about plunder, they sailed from Gorgona.

The next morning, to their great surprize, the bark was out of sight. On the 12th, at six in the morning, they met with the bark, and put Selkirk aboard her with his crew.

As the ships were now but thinly manned, and there was likely to be more action than since they came into these seas, on the 16th they mustered the negroes on board the duke, being about 35 lusty fellows. Rogers told them that if they would fight bravely, and behave well, they should be free-men. On this 32 of them entered and desired to be instructed in the use of arms. Michael Kendall, the free negro, was appointed their leader, and they all had a dram given them to drink good success to the voyage.

On the 18th they took a prize of about 70 tons, filled chiefly with passengers. On the 24th they agreed to send the bark into Tecames, being now under their lee, and they to follow them. They or-

dered the linguist to buy provisions of the Indians there, and put several men well armed aboard, to guard the bark, till the ship could arrive near enough, to protect her on occasion, in case of an attack. The next day, about two in the afternoon they bore away for Tecames, where they found the bark at anchor.

On the 31st, having procured provisions of the Indians, and disposed of their prisoners and various goods, they set sail in quest of the Manilla ship, leaving their last prize in Tecames river.

Sept. 11, they again anchored at one of the Egalapagoes to which they returned in order to procure turtle.

On the 13th, in the afternoon, they sent a boat ashore, for wood, and brought off the rudder and bowsprit of a small bark.

On the 7th of October, the Duke and Dutchess anchored at Tres Marias islands, near Mexico, the Marquis and bark being out of sight. Those who went on shore, saw no sign of any people having been there lately; but found an human scull above ground. Victuals being scarce, they would not carry the poor Indians any farther; but after they had served their turns, left them to make a miserable end on a desolate island.

The Dutchess having been out in quest of the Marquis and bark, returned Oct. 13, with the bark in tow, and the Marquis. Mr. Duck, who was master of the bark, told Capt. Rogers, that the day they lost sight of them, their water was expended. Two of the bark's crew in a very small canoe, left her, almost out of sight of land, and it being smooth, calm weather, fortunately got aboard the marquis to acquaint Captain Cooke they had no water, upon which he bore down to them and took her in tow. Had he not done this, the bark must have run for the main-land to get water, which might have alarmed the enemy, and endangered the loss of the vessel

and men. They were not above eight leagues off the island, but it being hazy weather, with little wind, they could not get in or see them.

Oct. 24, they sailed for Cape St. Lucas, in California, in order to watch for the Manilla ship bound to Acapulco, and saw the Cape on the 1st of November. On the 16th, the bark was sent to look for water on the main, and returning next morning, they said they had seen wild Indians, who paddled to them on bark-logs. They were afraid to come near the English at first, but at length were prevailed upon to accept a knife and some baize, for which they gave them two bladders of water, a couple of live foxes, and a deer-skin.

They despatched their bark and boat a second time with trifles, in hopes of getting some refreshment; and on the 18th before sun-set saw the bark near the shore; and having little wind she drove most part of the night to be near them. In the morning they sent the pinnace, and brought the men aboard, who reported, that their new acquaintance were become very familiar, but were the poorest wretches in nature. They came willingly aboard to eat some of the victuals, and, by signs invited the men ashore; when they swam, to guide the bark logs the men were on, there being too much sea to land out of the boat. When they were ashore the Indians led each of the men between two of them to an old naked gentleman, with a deer-skin spread before him, on which they kneeled, the English doing so too. Those who led the men took the same care of them a quarter of a mile farther, through a narrow passage, to their huts, where they sat on the ground with them and eat broiled fish. Then they brought samples of every thing they had, except their women, children, and arms, which are not shewn to strangers. Their knives made of sharks' teeth, and

other curiosities, the sailors took to Capt. Rogers, who preserved them, as proofs of inventive art.

Having obtained but a small supply of provisions, they came to a resolution to sail for Guam, and watch for the Manilla vessel no longer; but to their great joy discovered her, December 21, and engaged and took her the next day. This prize was called by the long name of *Nostra Seniora de la Incarnacion Disenganio*, Sir John Pichberly, commander. She had 20 guns, 20 pateraroes, and 198 men aboard, whereof nine were killed, 10 wounded, and several blown up and burnt with powder.

On the 23d, they anchored in Segura harbour, in California. Being informed by the prisoners of a much larger Manilla ship, the *Dutchess* and *Marquis* went in quest of her the next day. On Christmas Day, Capt. Rogers placed two centinels on the top of an hill, with instructions, that when they saw three sail of ships in the offing they should make three wafts with their colours. In the afternoon they made the signal, and the *Duke* got under sail.

On the 26th and 27th, they had a desperate, but unsuccessful engagement with her. They kept as close aboard as possible, and fired as fast as they could for four hours; then the *Duke* receiving a shot in the main-mast was much disabled, and fell astern. The enemy threw a fire ball out of one of her tops upon her quarter-deck, which blew up a chest of arms, and cartouch boxes, all loaded, with several cartridges of powder, in the steerage; by which Mr. Vanbrugh, the agent, and a Dutchman, were miserably scorched. Capt. Courtney and Capt. Cooke, then came aboard, when it was agreed to keep the enemy company till night, and then make the best of their way into harbour. They engaged, first and last, about seven hours, during all which time, they had on board the *Duke* but eleven men wounded,

among whom was Capt. Rogers. The Dutchess had 20 killed and wounded. The Marquis had only two scorched with powder.

The enemy was a stout new ship, and few of the shot entered her side. She was called the *Bigonia*, and had 40 guns mounted, and as many pateraroes, all brass. They were the better provided, having heard at Manilla, from the English settlements in India, that two small ships had been fitted out at Bristol, to intercept them in these seas, and that Capt. Dampier was pilot. On the 27th, at a committee on board the *Duke*, of which Selkirk was one, it was determined not to pursue her any farther.

January 1, 1710, they arrived again at Port Segura, resolving to go as soon as possible to the East-Indies; giving the prisoners the bark, with all sufficient necessaries for their voyage to Acapulco, and receiving from them a voluntary testimonial of the good usage they had experienced.

Great disputes unhappily arose about the prize, now called the *Bachelor Frigate*; Courtney and his officers, were desirous that Capt. Dover, who was a considerable owner, should command her, and Rogers and his officers were as sanguine against it. At length it was determined on the 10th, that Capt. Fry and Capt. Stretton, should navigate her, under Capt. Dover, and Mr. Selkirk was appointed master. This night they weighed, but were be-calmed till the 12th, when they took their departure from Cape St. Lucas.

When they sailed they had obtained but little provision, so that they were forced to allow but a pound and an half of flour, and one small piece of meat to five men in a mess, with three pints of water to each man for 24 hours. On the 16th, in their prize, the *Bachelor*, was found a large quantity of bread and sweetmeats, but very little flesh. Of bread the *Duke* received 1000 weight, the *Dutchess* as much, and

the Marquis 500. At length, after having lost several men during the passage, they arrived at Guam, on the 11th of March.

As they were turning into the harbour, several prows came off towards them, one of them with Spanish colours, in which were two Spaniards. On being assured they were friends they came on board. On the 13th, an entertainment was provided on board the Bachelor for the Spanish gentlemen, to which Capt. Rogers was carried, being unable to move himself. There it was agreed that a deputation should be sent from every ship to wait upon the governor, with a present for his great civility. On the 16th, the pinnace with several officers, went to the governor's palace, who received them with great friendship, having 200 men drawn up in arms at their landing; and his officers, with the clergy of the island, conducted them to his house. They were entertained with the best the island afforded. The presents they carried to the governor were, two negro boys dressed in liveries, 20 yards of scarlet serge and six pieces of cambric, with which he seemed well pleased. The next day they received 60 hogs, 99 fowls, 24 baskets of Indian corn, and 800 cocoa nuts, with 14 bags of rice, and 44 baskets of yams. They afterwards got more cattle though not so good. On the 21st they sailed.

On the 29th, they anchored at the island of Bouton. The next day a prow came from the king with a nobleman aboard, who had neither shoes nor stockings on. The first question he asked, was, "how they durst come to an anchor there, without leave first obtained of the king of Bouton?" He however brought each commander a piece of Bouton striped cloth, a bottle of arrack, some rice in baskets, &c. as a present from the king.

They sailed June 8, and on the 20th, arrived at Batavia. At a committee on the 30th, Mr. Selkirk

was appointed, with some others, to act for the officers in appraising and dividing the plunder. The next day a supply of money was granted to several persons to purchase necessaries. Mr. Knowlman and Mr. Selkirk, had eighty pieces of eight between them.

At the island Unrest, the Dutch careen all their ships, and have all conveniences necessary for that purpose, but the English could not at any rate, get leave of the government to repair thither, though they allowed them to go to the little island Horn, which is near the other, and inhabited by fishermen. Here they repaired the Duke, Dutchess, and Bachelor, and sold the Marquis, as being unfit to proceed to England; distributing the officers and men among the other ships. The weather was so exceeding hot, that many officers and men fell sick, and several died. John Read, a young man, belonging to the Dutchess, venturing to swim here, had both his legs snapped off by a shark, which at a second bite, took off the bottom of his belly, so that he was dead before he could be taken in.

Sept. 30.—Mr. Selkirk was appointed master on board the Duke.

The three ships weighed from Batavia road, Oct. 12, and on the 17th, got to the watering-place at Java head, from whence they sailed on the 23d, and anchored at the Cape of Good Hope, Dec. 28, where they refitted.

Rogers was much against stopping here but the majority was against any thing, but going home with the Dutch fleet all together. At last, on the 6th of April, 1711, they sailed, being 16 Dutch and nine English ships in company.

On the 30th, they saw St. Helena, and May 7, made the island Ascension. On the 14th at noon, they found they had just crossed the Equator. In July, they sailed up to the west of Scotland, Mr.

Selkirk's native country; and on the 15th, joined several Dutch men of war, off Shetland Islands, and having gone round to the north and east of Scotland, they anchored at Texel in Holland, on the 23d. Here they remained for a convoy, with which they sailed for London, Sept. 22d.

Selkirk now arrived in England, after having spent eight years, one month, and three days in surrounding the globe, reckoning from his departure from Kinsale to his return to Eriff. More than half this period he passed on the island, and while returning, visited America, Asia, Africa, and Europe. On his passage he freely related his adventures to those who were curious to know them, and the singularity of them furnished a considerable topic for conversation in London. He became well known to the merchants and captains on the exchange. Familiar converse in this town had taken off the loneliness of his aspect, and quite altered the air of his face.

Loss of the

HARTWELL EAST INDIAMAN,

*Captain Fiott, near the Island of Bona Vista, May 24,
1787.*

THE following narrative must sufficiently evince the absolute necessity of preserving strict order and discipline in the navy, as to the mutinous conduct of the men the loss of the Hartwell East In-

diaman, Captain Fiott, on her passage to China, may be entirely ascribed.

On the first beginning of the mutiny, the chief mate, Mr. Charles Christie, went forward for the purpose of securing one of the ring-leaders, who instantly drew a knife from his pocket, and attempted to stab him; luckily, through the activity of the mate, he avoided the blow, or he must inevitably have been killed, as the knife went through his waist-coat; in this situation, finding the mutiny still increase, Captain Fiott saw there was no other remedy than for him to risk every thing; and with that spirit and resolution worthy the high charge entrusted to his care, he went forward himself among all the mutineers, with a brace of pistols in his hands, brought the culprit aft, who had so daringly attempted the life of his chief officer, and with the assistance of his officers, put him instantly in irons; during which the villain drew another knife that he had concealed, and made a second attempt to stab the chief mate, and nearly accomplished his bloody scheme on the boatswain, who was helping to secure him.

A letter was after this presented to Capt. Fiott, signed with above sixty names, couched in the most abusive language, insisting on the discharge of the man in irons, and threatening the captain, that, if he did not instantly comply with their request, they would release him by force.

Captain Fiott and his officers were unanimous in their opinion not to release him; the mutiny still increased; for three days and nights before the loss, they were under the necessity constantly to remain armed upon deck; and even then, in order to keep the mutineers from coming aft, two of the quarter-deck guns were obliged to be loaded with grape-shot and pointed forwards. Fortunately for the captain, all his officers, and some few others to whom he

had entrusted fire-arms, stood by him with a spirit which merits every encomium, and by their perseverance and unanimity only, was his life, with many of their own, preserved. Since the loss, it has been discovered it was the intention of the mutineers to have murdered the captain, and to have thrown him, with about eight and twenty more, overboard, that they might make themselves masters of the ship, and rob her of the specie she had on board, which attempt was to have been made the night after, had she not been lost in the morning.

This unfortunate event took place near the island of Bona Vista, one of the Cape Verde islands, by the ship striking upon a reef of projecting rocks, and was occasioned by the mutinous behaviour of the crew, over whom all command was at an end from the 20th to the 24th of May, the day on which she was wrecked.

The captain and the greater part of the ship's company had the good fortune to save themselves on a reef of rocks, three leagues north-east of Bona Vista.

Mr. Jackson, one of the mates, with the remainder of the crew, arrived, after beating about for sixteen days, much fatigued, in a state approaching to famine, at St. Vincent's.

Captain Fiott arrived in town in a Portuguese vessel, which he had hired for the purpose of coming to England, with his purser, some other officers, and a part of the crew. Mr. Fiott, the first mate, a relation of the captain's, and the sixth mate, remained at Bona Vista, where the mutineers were kept in safe custody by the Portuguese till an opportunity offered of conveying them to England. The value of the property on board the Hartwell was very large; dollars to the amount of 150,000/. sterling: cases of jewellery to at least the same value, and the entire cargo of the Belvidere, which lost her passage.

In the ensuing month of August a special court of directors was held at the India House, for the purpose of taking into consideration the conduct of the captain and officers; and after an examination into all the particulars, which lasted several hours, came to a resolution to dismiss the captain and chief mate, and suspend the second mate from the service.

LOSS OF THE SHIP NABBY,

Philip Crandell, Master.

Which was wrecked near Bantry Bay, Dec. 25, 1804.

ON the 19th of December, 1804, the Ship Nabby, Philip Crandell, master, sailed from Liverpool for Boston, with a cargo of salt, crates, dry goods, &c. with the wind at E. S. E. On the 21st the ship sprung a leak, which continued to gain upon them, notwithstanding both their pumps were kept constantly going. Finding the leak still increasing, they hauled their wind in order to gain a port. Standing along by the wind, they made Mizzen-head, on the western coast of Ireland. Not being able to gain to windward of it, and then having six feet water in the hold; and the men much fatigued with three days and nights' incessant pumping, they tried for Beerhaven, in Bantry Bay.

By this time the ship became water-logged, and the wind still a-head, they determined upon gaining the shore, and saving, if possible, a part of the cargo. Accordingly, on the 25th, in the morning,

they ran into a small cove on the south side of the bay, and let go their anchor in eight fathoms water, about 25 yards from the shore. They then loaded their boat with provisions and part of their effects, and sent them on shore, where they were left in the care of the mate and one man.

While they were loading a second boat, the country people began to collect on the shore, to the amount of about two hundred men and women. Immediately on the arrival of the boat again on shore, which contained all the effects of the officers and crew, together with all the ship's papers, the inhabitants attacked the defenceless crew, and inhumanly robbed them of all their clothes, papers, and money, and from some of the crew their hats from their head, and shoes from their feet. Not content with this, they proceeded on board the ship, where all they could lay their hands upon fell a prey to their rapacity, threatening those who opposed them with instant death. About dark the robbers left the ship, and carried their spoil into the mountains, when the crew left her also, and proceeded to a miserable hut in the mountains, where they passed a most melancholy night. Early in the morning of the 26th, Richard Donovan, Esq. a gentleman living eight miles from where the ship was lost, came to their assistance, and conducted the whole ship's company to his house. To the benevolence and humanity of this worthy gentleman, and his humane family, they were indebted for the preservation of their lives, without whose friendly assistance they must inevitably have perished. Early on the morning of the 28th, David Mellefont, Esq. of Bantry, together with Captain Scott and Lieutenant Griffin, with a party of forty soldiers, went from Bantry in order to search for the stolen property; upon the approach of whom the robbers immediately left their huts and

fled to the mountains. To this gentleman, and to Jonas Baldwin, Esq. they were also much indebted for their active and benevolent exertions.

LOSS OF THE DORIS,

Capt. Campbell, which was wrecked between a Reef of Rocks near the Mouth of the Loire, January, 1804.

ON the night of the 12th of January, 1804, as the Doris was proceeding to Quiberon bay, through the Benequet passage, she struck on a sunken rock, called the Diamond Rock, and in consequence made so much water that Capt. Campbell was obliged to throw all her guns, and every weighty article, overboard. During the following day it blew a tremendous gale at S. W. but the weather moderating on the day following, they gained upon the leak, which was under the fore-foot, and in the evening she sailed for England with a fine breeze, accompanied by the Felix. In the night, however, it blew hard from the N. W. with a heavy sea, which tore off the foddering which had been put under her bottom to stop the leak, and the water gushed in with such violence, that every exertion to keep it under proved ineffectual; she became water-logged, would not answer her helm, and had drifted considerably to leeward during the night.—In this predicament, Capt. Campbell finding it impossible to keep her above water, determined to abandon her, and accord-

ingly brought her to an anchor—"Our situation," says our informant, "was very critical; we were on the most dangerous part of the coast, between a reef of rocks off Crozie (near the mouth of the Loire), called le Four, and a rock called the Turk: there was an excessive heavy swell running, and we could see the breakers directly astern, about three miles distant. Happily the wind abated, or we all must have perished. At this time a Danish brig was drifted in by the tide, and part of our people were put on board her, with orders to proceed for England; the rest, including the captain and most of the officers, in all 117, got on board the Felix, with a few portable articles. Capt. Campbell then set the Doris on fire; in a short time the after magazine blew up (the fore one having been drowned), and she immediately went down."

LOSS OF THE INDUSTRY SCHOONER,

Captain Dwyer, which was wrecked near Portland, December 20, 1804.

THE Industry had been out from Portland fifty-four days when she met with the following accident; she was bound to Montserrat with lumber, and had a very high heavy deck load, which occasioned her to upset. When she parted with this load and with her masts, she righted, and the crew gained the deck again, the only part which continued above water. Her stern was suddenly stove in, which

caused the immediate loss of all the provisions, except a little biscuit and the beef that the unfortunate men contrived to snatch from the merciless deep. In this situation they were kept alive from the 20th of December, 1804, until the 7th of February 1805. The greater part of their clothes was washed off their backs by the waves, and what remained were completely bleached.

In this situation the unfortunate crew remained 49 days, with no other sustenance than a very small quantity of bread, and a cask of raw salt beef, which had floated out of the hold; the only liquid they had was some rain water, which they saved in the cask—and even of this scanty supply they were deprived for want of rain, at one period, for five days, and at another, three. During that time, three vessels had passed in sight of them, one of which came within hail—but, owing to the strong breeze and heavy sea, she could render no assistance—and the eyes of the miserable sufferers followed her until she was out of sight, leaving them in a situation doubly calamitous from their disappointment in not receiving the relief which appeared so near, and the wretched uncertainty of the approach of any other vessel in time to save their existence; their hopes vanished with the ship, and from the highest summit of expectation, they now sunk into a state of the most dismal despair! On the very morning the *New Century* of Boston, Becheroaisj, master, hove in sight; they had given themselves up as lost, and prepared to meet the fate which seemed inevitable.

The *New Century* sailed from Boston on the 25th of January, and on Thursday the 7th of Feb. in lat. 48 deg. 50 min. N. long. 51 deg. W. she fell in with the wreck of the schooner *Industry*, of Saco (sometimes called *Pepperil Borough*), near Portland, from which they took off seven unfortunate people.

They werethen so completely worn down by hunger, and their exposition to the inclemency of the weather, (the sea constantly breaking over them), that only one of them could stand upright, to shew that there was a living creature on board, which circumstance first attracted the notice of the passing ship; the rest could merely crawl. The *New Century's* yawl was much damaged in the exertion to get them off; but they, at length, succeeded in carrying them on board, where every relief was administered to the unhappy sufferers that humanity could suggest. On the 26th they arrived in Dublin bay, with five of the wretched sufferers, as a young lad (son of the master of the schooner) died on the 22d, and the master himself (— Sawyer) on the day following. So completely was nature exhausted, that the former dropped and died on deck, at the moment he was expressing his hopes of recovery, saying, he felt himself gaining strength. The captain died while he was drinking his tea, but he had frequently said that he never could recover: he had a large family, the consideration of which seemed to prey on his mind and probably hastened his death.

The few survivors were accommodated with a lodging, and every thing necessary for their wants, by the American consul; and though shockingly emaciated, were left in a fair way of recovery.

Loss of

HIS MAJESTY'S SHIP THE TARTARUS,

Captain Withers, on the Sands in Margate Roads, December 20, 1804.

NOTWITHSTANDING the Tartarus had rode out the heavy gale of December 19; yet at six in the evening of the next day, a heavy squall parted their cable, and drove them upon those dangerous sands in Margate Roads, from which no ship was ever known to be saved.

Their signals of distress were heard at Margate; but it being then low water, no boats could get off to their assistance till about twelve o'clock, when two luggers were manned with twelve men each (the Lord Nelson and Queen), which after encountering a tremendous sea, with a violent gale from E. N. E. got, about one o'clock, near the Tartarus; but on account of the heavy surf, could not approach the ship, without the risk of being immediately sunk; they were therefore obliged to anchor at some little distance, within two fathoms. The Tartarus lowered one of her boats, into which were put the sick, the women, and children, to the number of 20; but the boat, in endeavouring to reach one of the luggers (the Lord Nelson), grounded on the sand, and the people gave themselves up for lost. The Queen, at the imminent hazard of the lives of her own people, immediately slipped her cable, and ran alongside the boat, in six feet water, and had the

good fortune to save the whole. During this, another boat was sent off from the ship with prisoners, which reached the Lord Nelson in safety. A rope was carried with her to draw her back to the ship: but she was dashed to pieces in the attempt. Another (the only remaining boat) was then lowered from the ship, with two men in it, and immediately sunk; one of the men was drowned, and the other, with great difficulty, saved.

In this situation, it being impossible for the luggers to approach the ship, the captain directed them to return to Margate with those they had saved, and to endeavour to procure further assistance. This was almost three o'clock, and it was not till two o'clock of the afternoon of the next day, Friday, (during the whole of which time the ship was momentarily expected to fall on her beam ends), that the luggers were able to return with two other boats. The weather having moderated, they laid themselves alongside of the Tartarus, and took out the remainder of the crew, to the number of seventy, who were obliged to be slung by ropes from the yard-arms into the boats.

Soon after they left the ship, she fell on her beam-ends, and the sea made a fair breach over her. Next morning nothing was to be seen but her masts.

Loss of

HIS MAJESTY'S SHIP THE SEVERN.

*Commanded by Commodore d'Auvergne, Prince of Bouillon.
Which was wrecked on the points of a Rock near Grouville,
December 21, 1804.*

PREVIOUS to the following circumstances, the Severn had suffered so very much in a heavy gale of wind, that she drifted, touched on a rock, and injured her bottom, broke her rudder, and one fluke of her sheet anchor, which was supposed not to have been a good one. In this situation she lay in Grouville Bay. At the first it was intended that she should have gone to England to be repaired. Unfortunately she did not; and a violent gale of wind with severe frost set in from N. E. which blew directly on shore—a shore without shelter, and full of dangerous rocks. Wednesday night, the 19th of December, 1804, at one o'clock, she cut away her main-mast: next morning her mizen.—About twelve o'clock she was seen driving on shore, having parted all her anchors. Never was a more anxious scene! The tide was out, which left a strand of near a mile from the redoubts. Here were assembled in fearful agitation all the military in barracks at Grouville, consisting of 1500 men, besides some of the inhabitants of the island. Among these was commodore the Duke de Bouillon. He was obliged to witness the fate of his ship. Almost close on the sands, she was seen drifting on the sunken and craggy points of a rock. Every exertion was made by the commander

on board, Lieutenant d'Auvergne, (brother to the prince), to turn her head off. It was truly distressing to see the unavailing efforts made to get up something of a sail to the point of the foremast that was standing. As she came near the rock the terror of the spectators increased. Insensible to the most piercing cold and violence of the storm, and up to their knees in water, they stood holding their hands out to the people on board, so near did the ship drift, as if they could catch and save them; while she continued firing gun after gun for assistance that she could not receive. Such was the fury of the wind and waves, that inevitable destruction seemed to await the unfortunate crew. By the uncommon exertions of the military, some boats were got, and dragged along the sands with great difficulty, and then attempted to be, in despite of the elements, forced to sea. Officers and men were seen up to their waists in water, striving in this virtuous contest who should arrive with the succours first, but all in vain. The boats were obliged to return after many vain attempts to reach the ship, which was now fast on the rock. In this dreadful suspense two boats from the Alcmena, who rode out the storm and were to windward, reached the Severn. Ropes were got to the shore, and by five in the evening every creature (above five hundred) was landed in safety. One man only remained on board, and would not, it is said, quit the ship. About eleven o'clock at night she got off the rock, and the spring tide carried her close in to the shore. Next day (Friday) the wind continued almost as fierce and cold as before. Parties from the 18th and 69th, to the amount of 300 men, were employed all day in getting her stores out. Saturday the same. She was left quite a wreck, and lay when the tide was out, quite dry. It was very fortunate that, in all this disastrous period, no life was lost, nor did any acci-

dent happen to the men: they were mostly lodged in an empty barrack at Grouville.—During the storm a sutter was drove on shore, and was near being lost. Considerable fears were entertained for the Alc-mene; she, however, rode out the storm; and on Saturday, the weather being moderate, she got round to St. Hilliar's.

Narrative of the Loss of

HIS MAJESTY'S SHIP LA DETERMINEE,

Of 24 Guns, Captain A. Becher, which struck on a sunken Rock, in working into Jersey Roads, March 26, 1803.

IN pursuance of the orders, received at Spithead, from Admiral Milbanke, (dated March 23), to receive on board a detachment of the 81st regiment, and proceed without loss of time to Jersey, the Determinée being in all respects ready for sea; Capt. Becher sent an officer on shore on the morning of the 24th to Commissioner Sir Charles Saxon, to request his assistance towards obtaining a pilot, but he not being able to send one, occasioned the captain to make application to the flag-ship, where he was equally unsuccessful. The troops being all embarked by three o'clock in the afternoon of that day, the Determinée sailed, in company with the Aurora, for Jersey; and as the ships were going through the Needles passage, the captain had hopes of getting a

pilot either at Cowes or Yarmouth. Being nearly off Cowes, Capt. Becher made the signal with a gun for a pilot; and, about 45 minutes after 7, both ships anchored at Cowes.

In the morning of the 25th, at day-light, the signal with two guns was repeated, but no pilot appeared; and at five o'clock the ship weighed anchor, and followed the Aurora for the Needles. Falling little wind as they approached Yarmouth, the captain sent an officer on shore at that place to endeavour to get a pilot, and at the same time repeated the signal with guns for that purpose; but these efforts proving as ineffectual as the former, they sailed through the Needles, and no chance was left to obtain one but at Guernsey, or on the Jersey coast.

The ships went through the passage of the great Russel the next day, the 26th, about two o'clock P. M. the signal for a pilot was constantly abroad, and many guns were fired. Unable to obtain a pilot, the captain resolved to follow in the Aurora's wake; the weather was fine and moderate, and it appeared to him a strict attention to that ship's motions would render it far from being unsafe; to adopt a measure for which, a general signal was established. The master acquiescing in this proposal, orders were given to keep immediately in the Aurora's wake. About a quarter past four, being close upon a wind, and nearing the harbour, the Aurora was observed to be in stays; every thing was of course prepared, and in momentary readiness for that purpose: in about five minutes after, judging the *Determinée* as near the place as possible, Capt. Becher ordered the helm a-lee, the ship came instantly to the wind, and the after-yards were hauled about; the main brace was scarcely belayed when she struck on the rock!—and, in less than three minutes, the water, inside of the ship, was of equal height with the surface of the sea.

Apprehensive that the ship might fall into deep water from the strength of the tide, the captain ordered both anchors to be let go, which was done, and the cables bittered and stoppered. The panic which prevailed over the women and children threw the ship into a scene of confusion, hardly to be described, in spite of every effort to suppress it. Notwithstanding, the sails were clued up and top-gallant sails banded, and the men on the top-sail yards in the act of furling the top-sails; but, thinking their weight aloft might tend to upset the ship, the captain called them down to get the boats out. The large cutter was soon out, but the hurry and fear of the people who crowded into her plainly foretold their fate: in vain Capt. Becher remonstrated on the impropriety and folly of their quitting the ship, and solicited them to let the women and children only go into the boat; but both reason and persuasion had lost their influence, and in this moment the ship fell on her broadside. The captain, with many others, were by this change thrown into the sea, and it was not without difficulty, after being nearly ten minutes in the water, that he regained a dry situation; but, at last, having reached the mizen-top, he had once more an opportunity of advising towards saving the lives of those left with him on the wreck, though still unable to prevent many from jumping into the sea. Too much praise cannot be given to all the officers and men assisting upon this unfortunate event, who, by their exertions in the course of three hours and a half, in a tide running nearly six knots, had taken every man from the wreck; which when the captain had seen done, he went with the officers on board the Aurora.

The following is an Extract of a Letter from Capt. A. Becher, of his Majesty's late Ship La Deter-

minée, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Aurora, Jersey Roads, March 30, 1803.

"SIR, I write for their lordships' information, that on Saturday evening last, about half past four o'clock, his Majesty's ship La Determinée, then under my command, while in stays in working into this harbour, struck on a sunken rock, by which she was instantly bilged, and in the course of fifteen minutes nearly under water on her beam-ends. Owing to the attention of Captains Malbon and Hill, of the Aurora and Camilla, and the exertions made by the officers and seamen in their boats; for which we must ever feel grateful, the lives of nearly all on board were saved; but it is with extreme concern I have to state the loss of a midshipman and one seaman belonging to the ship, and ten soldiers, two women and three children of the 81st regiment, and a woman and child of the invalids. I have the honour to remain, Sir, your most obedient humble servant,
Sir Evan Nepean, Bart. "A. BECHER."

Names of those drowned. Mr. Rooke, midshipman; Edward Franklin, seaman; Patrick Cankwell, John Purcel, James Trotter, Michael Haley, Samuel Dor-riss, James Gormley, Thomas Tulley, William Thompson, Jeremiah Murphy, and Michael Keave-nough, of the 81st regiment; Mrs. Lloyd and child; Mrs. D. Moran and child; Mrs. Bedford's child and a woman and a girl, names unknown.

On the 8th of April, 1803, a court-martial was held on board the Gladiator, at Portsmouth, on Capt. Becher, his officers, and ship's company, for the loss of the above ship, when Capt. Becher having given in his narrative (as before stated), several witnesses were examined, and the Court having heard the evidence produced, and completed the in-

quiry, and having materially and deliberately weighed and considered the whole, was of opinion, "that the loss of his Majesty's said ship *Determinée* was caused by her striking on a sunken rock, when working into Jersey harbour, there not being a pilot on board her at that time; that no blame is imputable to Capt. Alexander Becher, her commander, his officers, or ship's company, for their conduct on the occasion, but that he used every means in his power to obtain a pilot for Jersey, both before he sailed from Spithead and during the voyage without effect: that he was actuated by commendable zeal for the service in attempting to follow the *Aurora's* track; and that his cool and officer-like conduct, after she struck, was highly meritorious, especially in ordering the anchors to be let go, to prevent her drifting into deep water, by which means many lives were in all probability saved; and the Court doth therefore adjudge the said Capt. Alexander Becher, his officers, and ship's company, to be acquitted, and the said Capt. Alexander Becher, his officers, and ship's company, are hereby acquitted accordingly."

Account of
AN INDIAN WOMAN,

Found on the South Side of Athapuscow-Lake, West of Hudson's Bay, in January, 1772. [Related in Hearne's Journey, from Hudson's Bay to the Northern Ocean.]

The Track of a snow-shoe discovered, and a young woman found sitting alone—Her captivity—Elopement, and manner of subsistence—Cruelty of the Athapuscow Indians, who had made her a prisoner. Murder of her father, mother, and husband—She conceals her young child, which is found, and killed by one of the Indian women.

“ ON the eleventh of January, as some of my companions were hunting, they saw the track of a strange snow-shoe, which they followed; and at a considerable distance came to a little hut, where they discovered a young woman sitting alone. As they found that she understood their language, they brought her with them to the tents. On examination, she proved to be one of the western dog-ribbed Indians, who had been taken prisoner by the Athapuscow Indians in the summer of 1770; and in the following summer, when the Indians that took her prisoner were near this part, she had eloped from them, with an intent to return to her own country; but the distance being so great, and having, after she was taken prisoner, been carried in a canoe the whole way, the turnings and windings of the rivers and lakes were so numerous, that she forgot the track; so she built the hut in which we found her, to protect her from the weather during the winter, and here she had resided from the first setting in of the fall.

“From her account of the moons past since her elopement, it appeared that she had been near seven months without seeing a human face; during all which time she had supported herself very well by snaring partridges, rabbits, and squirrels; she had also killed two or three beavers, and some porcupines. That she did not seem to have been in want is evident, as she had a small stock of provisions by her, when she was discovered; and was in good health and condition, and I think one of the finest women, of a real Indian, that I have seen in any part of North America.

“The methods practised by this poor creature to procure a livelihood were truly admirable, and are great proofs that necessity is the real mother of invention. When the few deer-sinews that she had an opportunity of taking with her were all expended in making snares, and sewing her clothing, she had nothing to supply their place but the sinews of the rabbits' legs and feet; these she twisted together for that purpose with great dexterity and success. The rabbits, &c. which she caught in those snares, not only furnished her with a comfortable subsistence; but of the skins she made a suit of neat and warm clothing for the winter. It is scarcely possible to conceive that a person in her forlorn situation could be so composed as to be capable of contriving or executing any thing that was not absolutely necessary to her existence; but there were sufficient proofs that she had extended her care much farther, as all her clothing, besides being calculated for real service, shewed great taste, and exhibited no little variety of ornament. The materials, though rude, were very curiously wrought, and so judiciously placed, as to make the whole of her garb have a very pleasing, though rather romantic appearance.

“Her leisure hours from hunting had been employed in twisting the inner rind or bark of willows

into small lines, like net twine, of which she had some hundred fathoms by her; with this she intended to make a fishing net as soon as the spring advanced. It is of the inner bark of willows, twisted in this manner, that the dog-ribbed Indians make their fishing nets; and they are much preferable to those made by the northern Indians.

“ Five or six inches of an iron hoop, made into a knife, and the shank of an arrow-head of iron, which served her as an awl, were all the metals this poor woman had with her when she eloped; and with these implements she had made herself complete snow-shoes, and several other useful articles.

“ Her method of making a fire was equally singular and curious, having no other materials for that purpose than two hard sulphureous stones. These by long friction and hard knocking, produced a few sparks, which at length communicated to some touch-wood; but as this method was attended with great trouble, and not always with success, she did not suffer her fire to go out all the winter. Hence we may conclude that she had no idea of producing fire by friction, in the manner practised by the Esquimaux, and many other uncivilized nations; because if she had, the before-mentioned precaution would have been unnecessary.

“ The singularity of their circumstance, the comeliness of her person, and her approved accomplishments, occasioned a strong contest between several of the Indians of my party, who should have her for a wife; and the poor girl was actually won and lost at wrestling by near half a score of different men the same evening. My guide, Matonabee, who at that time had no less than seven wives, all women grown, besides a young girl of eleven or twelve years old, would have put in for the prize also, had not one of his wives made him ashamed of it, by telling

him that he had already more wives than he could properly attend. This piece of satire, however true, proved fatal to the poor girl who dared to make so open a declaration; for the great man, Matonabbes, who would willingly have been thought equal to eight or ten men in every respect, took it as such an affront, that he fell on her, with both hands and feet, and bruised her to such a degree, that after lingering some time she died.

“When the Athapuscow Indians took the above dog-ribbed Indian woman prisoner, they, according to the universal custom of those savages, surprised her and her party in the night, and killed every soul in the tent, except herself and three other young women. Among those whom they killed, were her father, mother, and husband. Her young child, four or five months old, she concealed in a bundle of clothing, and took with her undiscovered in the night; but when she arrived at the place where the Athapuscow Indians had left their wives, (which was not far distant), they began to examine her bundle, and finding the child, one of the women took it from her, and killed it on the spot.

“This last piece of barbarity gave her such a disgust to those Indians, that notwithstanding the man who took care of her treated her in every respect as his wife, and was, she said, remarkably kind to, and even fond of her; so far was she from being able to reconcile herself to any of the tribe, that she rather chose to expose herself to misery and want, than live in ease and affluence among persons who had so cruelly murdered her infant. The poor woman’s relation of this shocking story, which she delivered in a very affecting manner, only excited laughter among the savages of my party.

“In a conversation with this woman soon afterward, she told us, that her country lies so far to the westward, that she had never seen iron, or any other

kind of metal, till she was taken prisoner. All her tribe, she observed, made their hatchets and ice chisels, of deer's horns; and their knives of stones and bones; that their arrows were shod with a kind of slate, bones, and deer's horns; and the instruments which they employed to make their wood-work were nothing but beaver's teeth. Though they had frequently heard of the useful materials which the nations or tribes to the east of them were supplied with from the English, so far were they from drawing nearer, to be in the way of trading for-iron work, &c. that they were obliged to retreat farther back, to avoid the Athapuscow Indians, who made surprising slaughter among them, both in winter and summer."

Narrative of

PETER SERRANO,

Who lived seven Years on a sandy Island, on the Coast of Peru. [Related by Garcilasso de la Vega.]

HAVING escaped from shipwreck, Serrano swims to a desert Island—His calamitous situation—His manner of subsistence—He contrives to kindle a fire—His misery for three years—Meets a man—Their mutual surprise—They assist each other—A quarrel—They separate—Are reconciled—A vessel sends a boat out to their relief.

PPETER SERRANO escaped from shipwreck by swimming to that desert island, which from him received its name, being as he reported, about two leagues in compass, and for so much it is laid

down, in the *Waggoner*,* three little islands with divers shallow places about them; so that all ships keep at a distance from them, avoiding them with all possible care and circumspection.

It was Peter Serrano's misfortune to be lost upon these places, and to save his life on this disconsolate island, where was neither water, wood, grass, or any thing for support of human life, at least not for maintenance of him so long a time, as until some ship passing by might redeem him from perishing by hunger and thirst; which languishing manner of death is much more miserable, than by a speedy suffocation in the waters. With the sad thoughts hereof he passed the first night, lamenting his affliction with as many melancholy reflections as we may imagine capable to enter into the mind of a wretch in like extremity.

As soon as it grew day, he began to traverse his island, and found on the shore some cockles, shrimps, and other creatures of like nature, which the sea had thrown up, and which he was forced to eat raw, because he wanted fire to roast them.

With this small entertainment he passed his time, till observing some turtles not far from the shore, he watched a convenience until they came within his reach, and then throwing them on their backs, (which is the manner of taking that sort of fish), he cut the throat, drinking the blood instead of water; and slicing the flesh with a knife, which was fastened to his girdle, he laid the pieces to be dried and roasted by the sun; the shell he made use of to rake up the rain-water, which lay in little puddles, for that is a country often subject to great and sudden rains.

In this manner he passed the first of his days, by killing all the turtles that he was able, some of which were so large, that their shells were as big as targets.

* A Book of Charts. See Chambers's Cyclopaedia.

or bucklers. Others were so great, that he was not able to turn them, or stop them in their way to the sea; so that in a short time experience taught him which sort he was able to deal with, and which were too unwieldy for his force. With his lesser shells he poured water into the greater, some of which contained twelve gallons; so that having made sufficient provisions both of meat and drink, he began to contrive some way to strike fire, that he might not only dress his meat with it, but also make a smoke, to give a sign to any ship which was passing.

Considering of this invention, (for seamen are much more ingenious in all times of extremity, than men bred at land), he searched every where to find out a couple of hard pebbles, instead of flints; his knife serving in the place of a steel; but the island being all covered over with a dead sand, and no stone appearing, he swam into the sea, and diving often to the bottom, he at length found a couple of stones fit for his purpose, which he rubbed together, until he got them to an edge, with which being able to strike fire, he drew some threads out of his shirt, which he worked so small, that it was like cotton, and served for tinder; so that having contrived a means to kindle fire, he gathered a great quantity of sea-weeds, thrown up by the waves, which, with the shells of fish, and the planks of ships, which had been wrecked on those shoals, afforded nourishment for his fuel; and lest sudden showers should extinguish his fire, he made little covering, like a small hut, with the shells of the largest turtles or tortoises that he had killed, taking great care that his fire should not go out.

In the space of two months, and sooner, he was as unprovided of all things as he was at first, for with the rains, heat, and moisture of that climate, his provisions were corrupted; and the great heat of the sun was so violent on him, having neither

clothes to cover him, nor shadow for a shelter, that when he was, as it were, broiled in the sun, he had no remedy but to run into the sea.

In this misery and care he passed three years, during which time he saw several ships at sea, and as often made his smoke; but none turned out of their way to see what it meant, for fear of those shelves and sands, which wary pilots avoid with all imaginable circumspection; so that the poor wretch, despairing of all manner of relief, esteemed it a mercy for him to die, and arrive at that period which only could put an end to his miseries.

Being exposed in this manner to all weathers, the hair of his body grew in that manner, that he was covered all over with bristles, and the hair of his head and beard reaching to his waist, he appeared like some wild, savage creature.

At the end of three years, Serrano was strangely surprized with the appearance of a man in his island, whose ship had the night before, been cast away upon those sands, and who had saved himself on a plank of the vessel; so soon as it was day, he espied the smoke, and imagining whence it was, he made towards it.

As soon as they saw each other, it is hard to say, which was the more amazed; Serrano imagined that it was the devil, who came in the shape of a man, to tempt him to despair. The new-comer believed Serrano to be the devil in his own proper shape and figure, being covered over with hair and beard: in fine, they were both afraid, flying one from the other. Peter Serrano cried out, as he ran, "Jesus, Jesus, deliver me from the devil." The other hearing this, took courage; and returning again to him, called out, "Brother, brother, don't fly from me, for I am a Christian, as thou art." And because he saw that Serrano still ran from him, he repeated the Credo, or Apostles' Creed in words aloud, which when Serrano heard, he knew it was no devil that

would recite those words, and thereupon gave a stop to his flight, and returning with great kindness they embraced each other with sighs and tears, lamenting their sad state, without any hopes of deliverance. Serrano supposing that his guest wanted refreshment, entertained him with such provisions as his miserable life afforded; and, having a little comforted each other, they began to recount the manner and occasion of their sad disasters.

For the better government of their way of living, they designed their hours of day and night to certain services; such a time was appointed to kill fish for eating, such hours for gathering weeds, fish-bones, and other matters which the sea threw up, to maintain their constant fire; and especial care had they to observe their watches, and relieve each other at certain hours, that so they might be sure their fire went not out.

In this manner they lived amicably together for certain days; for many did not pass, before a quarrel arose between them so high, that they were ready to fight. The occasion proceeded from some words that one gave the other, hinting that he took not that care and labour as the extremity of their condition required. This difference so increased, (for to such misery do our passions often betray us), that at length they separated and lived apart one from the other. However, in a short time, having experienced the want of that comfort which mutual society procures, their choler was appeased, and they returned to enjoy converse, and the assistance which friendship and company afforded; in which condition they passed four years, during all which time they saw many ships sail near them, yet none would be so charitable or curious, as to be invited by their smoke and flame; so that being now almost desperate, they expected no other remedy besides death, to put an end to their miseries.

However, at length a ship venturing to pass nearer than ordinary, espied the smoke; and rightly judging that it must be made by some shipwrecked persons escaped to those sands, hoisted out their boat to take them in. Serrano and his companion readily ran to the place where they saw the boat coming: but as soon as the mariners approached so near as to distinguish the strange figure and looks of these two men, they were so affrighted, that they began to row back: but the poor men cried out, and, that they might believe them not to be devils or evil spirits, they rehearsed the creed, and called aloud on the name of Jesus, with which words the mariners returned, took them into the boat, and carried them to the ship, to the great wonder of all present, who with admiration beheld their hairy shapes, not like men but beasts, and with singular pleasure heard them relate the story of their past misfortunes.

The companion died in his voyage to Spain, but Serrano lived to come thither; from whence he travelled into Germany, where the Emperor* then resided: all which time he nourished his hair and beard, to serve as an evidence and proof of his past life. Wheresoever he came, the people pressed, as to a sight, to see him for money. Persons of quality, having the same curiosity, gave him sufficient to defray his charges: and his Imperial Majesty having seen him, and heard his discourses, bestowed a rent upon him of 4000 pieces of eight a year, which make 4800 ducats in Peru; and, going to the possession of this income, he died at Panama, without farther enjoyment.

* Charles V.

SUFFERINGS OF AN ENGLISHMAN.

*Cast upon a small Island between Scotland and Ireland, in
1615.*

IN 1614, Sir William Monson was sent to scour the Scotch and Irish seas, which were much infested with pirates; nevertheless the next year, 1615, the ordinary passage boat, sailing from England to Dublin, was taken by a French pirate, but a tempest arising immediately after, they were obliged to let it go again. There happened to be three persons then in it, who were thus left to the mercy of the wind and waves, which carried them between Ireland and Scotland, into the main sea, expecting to be cast away every minute. They had neither victuals nor drink, except some sugar which happened to be in the boat. Upon this they lived, and drank their own urine, till their bodies were so dried up that they could make no more. In this doleful condition, one of the company, being quite spent with fatigue and misery, died, and was heaved overboard by the remaining two. After a while, the second grew so feeble, that he laid himself along in the boat, ready to yield up the ghost. In this extremity, the third providentially descried a small island, towards the extremities of Scotland. It was a great way off, but he encouraged the dying man to rouse himself with hopes of life; and accordingly upon this good news, he raised himself up, and by and by, the boat was cast upon a rock, and split, the two men escaping up into the island. They found nothing growing there,

no grass, tree, or any thing else by which a man could procure subsistence; nor any shelter from the weather, except about the middle of the island, where there were two long stones pitched in the ground, and a third laid upon them, like a table, which they judged to have been so placed by some fishermen to dry their fish upon; and under these they slept at night. Fortunately the next day they took some sea-mews, which they dried in the wind and sun, and eat them raw. They also caught some sea-dogs, and found some eggs in the crevices of the rocks, by the sea-side. Thus they had wherewithal to subsist, so as to keep them from starving. But what they thought most insupportable was thirst, because the place afforded no fresh water, except what fell from the clouds, and was left in certain cavities which time had made in the rock. Neither could they have this at all seasons, because the island, or rather rock, being small and lying low, in stormy weather the waves dashed over it, and filled the pits with salt water.

Before they had been here long, they built a kind of hut with boards from the ruins of the boat, which served them for a more comfortable shelter than the stones, against the rain and injuries of the wind and weather.

In this condition they lived together for about the space of six weeks, comforting one another, and finding some ease in their common calamity, till at last the poor Englishman being left alone, the burden became almost insupportable; for one day, awaking in the morning, he missed his comrade, and getting up, went calling and seeking all about the island for him. Not being able by any means to find him, he fell into such despair, that he frequently resolved to cast himself down head long into the sea, and so put a final period to that affliction, of which he had endured but one half, while he had a friend to divide it with him.

What became of his companion he could not guess; whether despair forced him to that extremity, or whether, getting up in the night, he had fallen into the sea, he knew not; but he rather thought, that, through want of proper care, he fell from the rock, as he was looking for birds' eggs, for it was very steep on that side.

His loss sorely affected the poor disconsolate survivor, and another affliction soon befel him. His only knife, with which he used to cut up the sea-dogs and sea-mews, having a bloody cloth wrapped round it, was carried away, as he supposed, by some bird of prey. Being now not able to kill any more, he was reduced to the following extremity: with much difficulty he got a great nail out of one of the boards of his hut, which he made shift so to sharpen upon the stones, that it served him instead of a knife.

By degrees his clothes wore out, and when winter came on, and every thing bore a more doleful aspect than before, he endured the greatest misery imaginable; for many times the rock and his hut were so covered with snow, that it was not possible for him to go abroad to provide his food, which extremity put him upon this invention. He thrust out a little stick at the crevice of his hut, and baiting it with a little sea-dogs' fat, by that means caught some sea-mews, which he took with his hand from under the snow, and thus kept himself from starving.

In this sad and solitary condition he lived for about eleven months, expecting to end his days there, when providentially a ship came which delivered him out of as great misery as perhaps any man was ever in.

In the year 1616, a Fleming, named Pickman, coming from Drontheim, in Norway, in a vessel laden with boards, was overtaken by a calm, during which the current carried him upon the rock, or

island, where the poor Englishman dragged on his miserable existence.

This Pickman was well known in England and Holland, for his art and dexterity in getting out of the sea the great guns of the Spanish armada, which was driven upon the coasts of Scotland and Ireland in 1588.

He was now in some danger of being cast away, and to avoid being wrecked, ordered some of his men to get into the shallop, and to tow off the ship. They having done so, he would needs climb up into a certain rock to look for birds' eggs. As soon as they were got up, they at some distance perceived the figure of a man, whence they imagined there were others lurking thereabout, or that this man had made his escape thither to avoid some pirates, who, if not prevented, might surprise their ship. On this, without stopping to relieve him, they returned, with all the haste they could to their shallop, and so got on board.

The calm continuing, and the current of the sea still driving them upon the island, they were forced to get into the long-boat, and so to tow the vessel off again. The man whom they had seen before, was, in the mean-time, come to the brink of the island, and made signs, with his hands lifted up, entreating them to come nearer; sometimes falling on his knees, and joining his hands together, begging and crying to them for relief.

At first they made some difficulty about going to him, but at length being overcome by his lamentable signs, they went nearer the island, where they saw a stark naked body, black and hairy, a meagre and deformed countenance, with hollow and distorted eyes, which raised such compassion in them, that they endeavoured to take him into the boat; but the rock was so steep thereabout, that it was impossible for them to land, whereupon they went about the island,

and came at last to a flat shore, where they took him on board, at the same rock where he had been cast on shore. They saw neither grass nor tree on the island, or any shelter, except the hut which the poor man and his companion had built.

The sun was set ere they got to the ship, when the wind immediately rose, and drove them off from the island.

The master of the ship commiserating his deplorable condition, treated him so well, that within a few days he was quite another creature. He afterwards set him ashore at Londonderry, and some time after saw him again at Dublin; where such as had heard of his singular affliction, gave him money to return to England, his native country.



Loss of

THE DROMEDARY STORE-SHIP,

Captain B. W. Taylor, which was wrecked on her Passage to Trinidad, August 10, 1800.



HIS Majesty's store-ship the Dromedary, having on board the 2d West India regiment, sent to the relief of the island Trinidad, then supposed to be attacked by a force from Guadaloupe, on endeavouring to get through Abacas, (one of the mouths of the gulf of Paria), was carried by the currents into the midst of the breakers, and completely wrecked at 10 at night, August 10, 1800. The particu-
Z. 2.

lars of this melancholy disaster we shall give in the words of the correspondent who first communicated the intelligence.

“The patient obedience and fortitude of the soldiers of the 2nd West India regiment, contributed much to the saving of every soul on board, which was despaired of for many hours. Our escape was considered the most miraculous that ever occurred; Capt. Taylor, his officers, and seamen, behaved with a coolness and intrepidity unexampled in such circumstances. The ship continued beating to pieces among the rocks and breakers against a coast, which to gain by swimming would have been attended with inevitable destruction. She was at last driven in such a situation, that her bowsprit approached a rock, which a man gained by swinging from a rope; several got to it by that means till a spar was launched from the bow, by which the whole escaped from the wreck. There we were, above 500, clinging to the rock, surrounded by breakers which no boat dare venture to approach; with not quite a hogshead of water, every moment expecting the wreck to break up, and go to sea with the change of current, and leave us to perish by a more deplorable fate. In this state we remained fifteen hours, when, to our great joy and surprise, we discovered a flotilla despatched by Governor Keton to our relief, in which we embarked before night, by regaining the wreck, which still stood our friend, as nothing could come near the rock we were on to take us off. Incredible to imagine, though there were several women and children, not one life was lost: the children were tied on their parents' backs with the officers' sashes. I cannot avoid mentioning a circumstance of one of the seamen who was tying his wife to him, and was on the point of committing themselves to the waves, but by which I pointed out to him both must perish; adding, that if he would leave his wife with me,

and take the soldiers, I would give him leave to get a spar, by which he would save her life, and every woman and child on board: he did so, and succeeded; and after leaving her in safety, returned to the wreck, and would not quit me until I got on shore. When the ship became full of water, and people were preparing to swim, however fruitless the attempt, several soldiers, expert swimmers, came and stood by their officers, declaring they would not leave them. Poor fellows! their good nature and fidelity would avail but little. Lieutenant Colonel Carmichael was present at the whole of this miserable scene, and acted with his wonted presence of mind and manly fortitude."

The following letter from the above-mentioned Lieutenant Colonel Carmichael to Captain Taylor, reflects so much honour on the captain, his officers, and ship's company, that no apology can be required for here inserting it.

*"Trinidad, Port of Spain,
14th August, 1800.*

"DEAR SIR,

"I most cordially unite with the unanimous desire of the officers of the 2d West India regiment in offering our condolence with you, on the late unfortunate event in the loss of his Majesty's ship Dromedary, under your command, at the moment of your ardent zeal to effect the service in which we were engaged, and was supposed to require the most decided endeavours.

"I have great pleasure in also complying with their request, in returning our most sincere thanks to you, Sir, the officers, and ship's company of the Dromedary, for their attention and humanity in their unexampled efforts (after every hope of saving the ship vanished) to preserve the lives of his Majesty's troops in the most imminent danger; and which, beyond

credibility, or any expectation, was attended with success. The cool and collected manner in which your orders were conveyed, and the prompt obedience of your officers and seamen in their execution, inspired confidence in all persons on board, and evidently prevented the unhappy fate that awaited every individual.

“ It is their wish to assure you, that their esteem for your character will ever be warm in their hearts; and I beg leave to add, that I shall ever remain,

My dear Sir, your faithful,

And very sincere humble servant,

H. L. CARMICHAEL,

Lieut. Col. 2d West India Reg.”

Loss of

HIS MAJESTY'S SHIP DANAE,

*By a Conspiracy, commanded by Lord Proby, March the
14th, 1800.*

The marine officers suddenly surprised—The master knocked down—Success of the mutineers—Jackson the ringleader, steers for Camaret Bay—Lord Proby and the officers landed at Brest, and made prisoners.

THE Danae, of 20 guns, having been cruising off Ushant, March 14, a little before ten o'clock, when all the officers were in bed except the captain, the officer of marines, and the master, who had the watch on deck, Jackson, one of the captains of the fore-top (a native of Liverpool), be-

ing in the master's watch, assisted by some prisoners, and a part of the ship's company, forty-one in number, having been all sworn to secrecy, rushed on the quarter-deck, knocked down the master, and cut him severely over the head, (this was the signal for revolt); they then threw him down the main hatchway, battened down the gratings of the hatchways, over which they placed the boats, and filled them with shots, by which means the rest of the crew were prevented from retaking the ship: they then pointed some guns aft, and fired through the cabin, but hurt no person.

The master ran into the cabin to acquaint Lord Proby, who instantly endeavoured to force his way up the after-hatchway, but found it surrounded by a number of armed mutineers, and was cut down in the attempt, the ladder thrown down, and all the hatchways secured: unfortunately there was no possibility of forcing them; ten cutlasses, about four muskets, and some pocket pistols, being the only arms below. These were collected by the officers, and distributed among the most trust-worthy of the ship's company, consisting of about forty men, who were asleep in their hammocks when this affair took place. Every means were taken by the officers to gain a footing on deck, but their efforts proved ineffectual.

Jackson then steered for Camaret Bay, came to anchor, and sent a jolly-boat on board *La Colombe*, French National brig, of 18 guns. The lieutenant of *La Combe* returned with some soldiers, and asked Lord Proby to whom he surrendered? he spirit-edly answered, "to the French nation, but not to mutineers." Both vessels then steered for Brest; where they arrived the 17th of March, after being chased several hours by the *Anson*, of 44 guns, and the *Boadicea*, of 44, but escaped. Jackson hoisted the horary and numerical signal, which made our frigates suppose she was in chase of an enemy. Lord

Proby had very fortunately thrown out of the cabin window, and sunk the box with lead attached to it, which contained all the private signals of Lord Bridport. Lord Proby and the officers were landed at Brest; but the crew, including the mutineers, were all marched to Dinan prison, to the astonishment of the mutineers; there to remain till the answer of the Chief Consul of the French nation could be obtained. Admiral de Brueyes, Commandant of Marine, and all the French officers, behaved with great politeness and attention to Lord Proby and his officers, expressing their utter detestation at the conduct of the mutineers. Captain Jacobe, of the *Bellone*, of 44 guns, captured off the *Rasses* the 11th of October, 1791, by the *Melampus*, of 36, Captain Moore, acted in a noble manner; as he changed all the officers' bank of England notes, and gave louis d'ors in exchange. Lord Proby and his officers were sent to Valenciennes.

Jackson, the principal, was secretary to Parker, in the mutiny of the year 1797. It is said Lord Proby was cautioned not to take a man on board of his description; but, as he was an excellent seaman, and had conducted himself with propriety since his acquittal, his lordship did not apprehend any danger from him.

About thirty of the ship's company, including officers, were absent in prizes at the time of this conspiracy. It was asserted that the mutiny was planned by French sailors allowed to enter as volunteers; but there were no French sailors whatever on board her, except five prisoners of war, who were taken on the 10th out of a recaptured vessel called the *Plenty*.

On the 26th of March, Mr. T. Mills, purser of his Majesty's ship *Danae*, also the surgeon, and captain's clerk of that ship, landed at Portsmouth, out of a cartel from *Morlaix*, and brought the above in-

telligence. None of the officers were killed or wounded, except captain Lord Proby, who received a slight cut in the head with a sabre.

Loss of

HIS MAJESTY'S SHIP NASSAU,

Of 64 Guns, Captain George Tripp, Commander, which was wrecked on the North Haak Sand-Bank, off the Texel, October 25, 1799.

HIS Majesty's ship Nassau, of 64 guns, being off the Texel on a cruise, in the night of the 25th October, 1799, ran on the Haak sand in a heavy gale of wind. The sea broke so very violently over the ship, that it was expected every moment she would go to pieces. They fired guns as a signal of distress all night, but to no purpose, as it blew such a gale of wind, and the breakers were so high, that it was impossible any vessel could come to their assistance. At daylight, all hopes of relief vanished, and death appeared inevitable. All hands were making a raft for the preservation of their lives, when at 11 o'clock, to their great joy, the Jealousie brig was sent by Admiral Dickson, but without the possibility of approaching nearer than a mile and a half. As it still blew very hard, with a heavy sea, so as to prevent any assistance being given, Capt. Tripp was prevailed upon at three in the afternoon to hoist a boat out; Capt. Andrew M'Intosh of the marines, Mr. F. Bennett, purser, and a midshipman, with the

boats' crew, put off in hopes of being able to reach the brig; but in ten minutes she filled, went down, and they all perished!

Previous to this disaster the hopes of the crew (on the appearance of the brig) had revived; they sat on the quarter-deck about 12 o'clock, and forced down a few mouthfuls of mutton, and a glass or two of wine. They were upon the quarter-deck, as the water had driven them from every other part, and even there the sea washed over them. After the accident of the boat there was not a word to be heard in the ship. All hands again desponded till about 5 o'clock, when the wind began to moderate, and the brig sent her boats to and fro loaded with their people. Captain Temple sent out his boats to their assistance, and took up 205 of the crew, but it came on to blow again so hard, that the boats could not venture to pass. No further assistance could be afforded till the next morning, when the remainder of the crew were taken out by boats and vessels sent from the Helder. There was not a single person who saved any of his property, except what was on his back. About 100 perished.

We shall conclude this short, but interesting narrative, with an extract of a letter from one who was on board during the disaster:—

“The surf ran so high that it was with great difficulty any person was saved; however, I jumped overboard the next day, about five o'clock P M. when it was beginning to grow dark, and was picked up by the Jealousie's jolly-boat, which had only three oars on board; and as we could not fetch the ship, we stood to sea all night, and at ten o'clock next day (Saturday) were taken up at sea, out of sight of land, by a Prussian galliot; the sea ran very high, and we had no water or provisions on board. I lost every stitch of clothes I had, except the clothes on my back. None saved any thing, except what they

had on. The following are known to have been drowned; Andrew McIntosh, esq. capt. of marines; Mr. F. Bennett, purser; Mr. Hugh Owen, midshipman; Charles Youle, captain's coxswain; Robert Chambers, boatswain's mate; Daniel McNeal, sail-maker; Patrick Helmsley, captain of the fore-castle; David Gammel, captain of ditto; Thomas Seales; Thomas Lowe; John Coleman, boy; and John Gent, warranted caulker; and, from the number of dead bodies floating between decks, 100 must have lost their lives. Two hundred and six arrived safe at Yarmouth—left some on board the Juno, in the Texel: every soul on board must inevitably have perished, had it not been for the great exertions of John Temple, esq. commander of his Majesty's ship Jealousie."

Perilous Situation of the
AMERICAN,

Samuel (now Sir Samuel), Standige, Captain, in a Voyage to Rhode Island, 1749.

ON the 25th of September, 1749, the American having completed her cargo, which consisted of coals, grind-stones, bale goods, and hemp, the captain received his instructions from the owner to fall down the Humber the next tide, and to proceed with all possible expedition to the place of his destination.

In pursuance of these instructions, Captain Standige repaired on board, where all things being in readiness, preparations were immediately made for sailing; but in hauling out of the haven, an unlucky accident happened to the ship, occasioned by another vessel which cut her rope, and caused her to take the ground near the Dolphin. Being high water when the ship grounded, and neap tides coming on, the ship was unfortunately detained four days in this disagreeable situation; and when she floated again, from her straining so much, it was found she had sustained considerable damage, and before she got off to an anchor, the men were obliged to rig both pumps, and several hours elapsed before they could be worked. All the hands, finding the ship so very leaky, left her, when the captain went on shore to acquaint the owner of her condition; who told Mr. Standige, he could by no means, if possible to avoid it, consent to have her repaired at home; but had much rather it might be done at any other port.

The following letter from the captain to the owner of the vessel, (Christopher Scott, Esq.) contains a full and circumstantial account of his voyage from Kingston upon Hull to Rhode Island in America, which, when the perilous state of the vessel is considered, cannot but be interesting to our readers:

“When I took leave of you at Hull, I resolved at all events to get the ship away, if possible; and accordingly, notwithstanding it was then eight o'clock at night, I went in search of fresh seamen, and having soon procured a competent number of hands, got them on board at four o'clock the ensuing morning; weighed anchor directly, and both wind and tide being favourable, in a very short time we were out of the Humber.

“By this time, however, I plainly perceived that the ship had settled considerably in the water. I therefore, lest the men should be too much alarmed,

conveyed away secretly the pump-log, and hid it. After the sailors had all received a comfortable refreshment, I gave orders for the pumps to be rigged, and got to work to pump her out, at which I exerted myself in common with the rest of the crew. When both pumps had been at work for about an hour, the men began to express strong apprehensions that the ship was too old to suck, and to slacken, in a good degree, their exertions. I endeavoured, however, to encourage them as much as lay in my power. I then told them, that we were now so far embarked with a fair wind, without any chance of regaining the port we had left, that the only alternative, that was left us, was to pump or to drown—that I had orders from the owner to put into any port in England to repair—that I hoped the ship would soon close her rents; but that if, contrary to my expectations, she continued so leaky as that one pump could not keep her free, I would put into Harwich, where they might have a good winter's employment. The men now went cheerfully to work, and with unwearied exertions at the pumps, in about four hours after, they were enabled to reduce their labour to one pump constantly going. The wind now coming fair, the next day we ran through Yarmouth Roads; but as soon as we had got over the Stamford, and before we reached Orford Ness, it began to blow a strong gale from E. N. E. the sea ran extremely high, and the night was very dark: I now steered a course for the Foreland, intending to go into Dover Pier. The next day, however, being without the Goodwin Sands, and the wind blowing strong from the E. S. E. with thick, rainy weather, there was no looking at the land with any degree of safety; so that I now steered a course right down the Channel, without ever once seeing land, and a strong gale continuing to blow hurried us in a very little time one hundred leagues to the westward. During this whole run the

ship was kept free, though the weather proved very tempestuous, with one pump constantly working. By a promise of five shillings a month advance in each man's wages, I found means to keep them tolerably easy and in good spirits.

"Being now embarked on the wide Atlantic ocean, in a very leaky, crazy ship, that wrought and strained excessively; and the winter season advancing apace, the wind for a considerable time hung to the S. and S. W. which kept us a long time to the northward; and continuing to stand to the westward prevented my running for the trade winds.

"Hence it happened that the whole voyage proved remarkably tedious and turbulent, with frequent heavy gales: when we had advanced between five and six hundred leagues, we experienced for several days together uncommonly severe *jack northwesters*, the sea running extremely high, often breaking over the ship with great violence. Every favourable change of wind, however, which enabled us to pursue either a direct or oblique course, we embraced with the utmost eagerness and alacrity.

"On the 24th of December we first struck soundings, in thirty-five fathoms, bottom a green ooze; being then, as I imagined in Block Island Channel, about ten leagues S. W. of Rhode Island, as the ship was in that parallel of latitude. Retching to the west in cold, hazy, winter weather, about four hours after, a schooner was discovered bearing down upon us. On being hailed, I told the master of her, that we had been out fourteen weeks from England; and that we had sounded thirty-five fathoms in Block Island Channel. The master of the schooner then informed me, that he had been out only three days from Boston, bound, as we were, for Rhode Island; and that we were then in St. George's Channel, to the eastward of Nantucket Island. I replied, as I had before experienced these soundings, that I was

sure we were in Block Island Channel. At this reply the master seemed a good deal piqued, and asked me if I, who had been out fourteen weeks from England, could pretend to know better than he did, who had been only three days from Boston. Soon after, in a heavy gale of wind, accompanied with a great fall of snow, and an intense frost, we parted company. As the schooner's account differed at least forty leagues from our own reckoning, I now consulted with my mate, whether we should abide by our own reckoning, or adopt that of the schooner's. If the latter, standing to the westward would entangle us with Nantucket's shoals; but on the other hand, if we should pursue our own, that course would keep us in safety under Long Island. At this time the wind was blowing strong from the N. E. the frost very severe, with frequent and heavy showers of snow. As the schooner had been so short a space of time out of port, her reckoning, unfortunately, was preferred to our own, and the ship's head laid to the eastward, with as much wind and sea as enabled us to carry a foresail, the lead going every half hour. Previous to this, however, I had given orders to have the cables bent and anchors clear, in readiness for letting go, should any danger threaten. With these every ship from the north of England is furnished, and ships from all places ought to be the same, to which they may have recourse in the last extremity. Having stood upon this course for about eighteen or twenty hours, we gradually shoaled our water, insomuch that at eight o'clock P. M. from thirty-five, we had decreased to nine and ten fathom. The night put on a terrible aspect, and proved surely as dismal a one for snow and ice, as men could be exposed to. I again consulted with the mate, and we were under strong apprehensions, that if we wore, and stood upon any other course, we might run into unforeseen and fatal dangers; for we

now found that the master of the schooner had entirely misled us.

"All hands were now called—the foresail hauled up, and handed with much difficulty; the best bower anchor was let go, and all the cable veered out, so that the ship rode with a whole cable before her nose. The hause was now served, and all made snug; and then all hands turned to the pumps, and the ship freed. In this dreadfully tempestuous night, the whole crew, divided into two watches, relieved each other alternately, through the whole night, at the pumps to prevent their freezing, as the frost was most intense.

"The ship rode it out much more comfortably than could have been expected; considering her situation in the middle of the Atlantic in the depth of winter, it being the night between the 29th and 30th of December. This night, however, appeared to me the longest I had ever experienced. When the welcome morning, at length, arrived, the wind became somewhat more moderate. At seven o'clock, it being then day-light, and a lucid interval between showers of snow, I ordered a man to the mast-head, who called out, "Broken water to the windward, and to the east or starboard bow." I immediately followed the man aloft, and there perceived the imminent danger we had been exposed to; and from which we had been providentially saved.

"This broken water we soon found to be the great shoals and sands of Nantucket Island, for soon afterwards I distinctly perceived over the sands the masts of the vessels in the harbour of Nantucket, and the island of that name; and perfectly recollected the place*.

* Captain Standige was well acquainted with this island, having been there on a very memorable occasion about five years before. Being then mate of a ship on her return from Virginia to Hull with a cargo of tobacco, in company with another ship; on coming out of the

On the 30th of December weighed anchor, Nantucket island bearing N. by W. set the foresail close, reefed the main-top sail, the wind at N. by E. stretching W. N. W. course, at four o'clock P. M. took our departure from Martha's Vineyard, bearing N. N. E. distant one league. A heavy gale, with severe frost and snow; stretched all night W. by N. keeping the lead going every half hour; sounding from twelve to twenty fathoms. At six o'clock A. M. close in with the light house on Point Judith, about ten miles only from Newport, which we were anxious to reach as soon as possible; to accomplish which, we kept working the ship in the wind's eye, tack and tack; but the gale still continuing to blow strong, with our utmost exertions we were unable to gain any ground.

“On the 31st, six o'clock P. M. handed the sails; and finding a sandy bottom, let go the anchor in thirty-five fathom water; and notwithstanding the weather continued excessively tempestuous, on a rocky and dangerous coast, open to the Atlantic ocean, yet the ship rode it out very comfortably. During the night we had a great fall of snow: in the

Capes, they were both taken by a French privateer, and sent for Cape Francois, on the north coast of Hispaniola, where in twenty six days they arrived. Here they continued six weeks, when an order came for Mr. Standige, and half the crew, to go on board a sloop of about twenty tons, Simon Rhodes, master, a flag of truce, and loaded for Rhode Island. The very first night after they sailed, they met with the tail of one of those terrible hurricanes, so frequent in that part of the world; attended with the most dreadful thunder and lightning Mr. Standige had ever beheld (though he had previous to this been in a thunder storm, which struck all their masts); two men who had the watch on deck, were struck motionless by the electrical fluid, and were to all appearance dead: but being taken down into the cabin, and proper means made use of, in two hours time they both recovered. The next morning proved remarkably fine, when they proceeded on their voyage; made Martha's Vineyard, and the wind being contrary, put into Nantucket's harbour; continued there a week, and then sailed for Rhode Island, where they arrived the next day; and the prisoners were all sent on shore to provide for themselves.

morning the weather became more moderate. After clearing the decks of snow and ice, we weighed anchor, and worked the ship safe into the harbour of Newport, in Rhode Island, to the no small amazement of our merchant, Mr. Joseph Harrison, and all the gentlemen of that place. After being told where we lay the preceding night, they observed, that it was the first and only instance that had ever come to their knowledge of a ship's anchoring on that coast. They appeared, however, perfectly astonished, on being informed that we had been at anchor in the heavy gale three days before under Nantucket's shoals."

It was afterwards known that the schooner that misled them was blown off to the West Indies.



Narrative of the

SHIPWRECK OF MONS. PIERRE VIAUD,

And his consequent Embarrassments, with Madame la Couture, on a desert Island, February 1766.



MONS. Pierre Viaud, the hero of the following narrative, having sailed from Bourdeaux in February 1765, on board L'Amable Suzanne, Mons. St. Cric commander, after a prosperous voyage, arrived at St. Domingo. Anxious to return to his native country, he embraced a proposal made to him by M. Desclau, of immediately entering into

partnership together, in proportion to their respective funds. The account of this voyage, and attendant embarrassments, we shall give in Mons. Pierre Viaud's own words:

"We hired a brigantine called the Tyger, commanded by Monsieur La Couture, and the ship was freighted with all possible despatch. On the 2d of January 1766, we embarked, sixteen in number, namely, the captain, his wife, their son, his mate, nine sailors, Monsieur Desclau, a negro, that I had purchased as a slave, and myself.

"Set sail from the road of St. Louis, steering towards the bay of Jeremiah, a little port that lies north of Cape Dame Marie, where we staid 24 hours. From thence directed our course towards Little Goave; but this second trip was not as happy as the former. We sustained an adverse wind, for twelve hours, that would have infallibly wrecked us on the Cayes Mittes, if the violence of the storm, which abated a little, had not suffered us to make use of our sails to tack about, and get clear of that coast.

"Less obstinacy, and more knowledge, on the part of our commander, would have prevented all this danger. I perceived, from this instance, that he was but a poor mariner, and foresaw that our voyage would not terminate without some mishap or other, if the ship was left entirely to his conduct; therefore I resolved to attend closely to all his motions, to prevent, as far as possible, the perils to which his wilfulness and ignorance were likely to expose us.

"Our business obliged us to remain three days at Little Goave, and we then set sail again for Louisiana; but the winds continued still adverse during our whole course. On the 26th of January had a view of the Isle of Pines, towards the west of Cuba, which our captain affirmed to be the Cape of St. Anthony. I took the elevation, and soon perceived

that he was mistaken; but I tried in vain to convince him of his error; for he still continued obstinate, and pursued his course without any matter of precaution, till he had drove us among the rocks, where we were hemmed in, when I perceived our situation in the middle of the night, by the light of the moon.

“I did not waste time in reproaching his wilfulness; he began then to find how much in the wrong he had been not to have listened to me before; and fear, having silenced his self-sufficiency, constrained him to acknowledge it. The danger pressed; I supplied the office of the mate, who happened to be ill, and confined to his bed: I made them tack about, and so performed the only operation that could save us from destruction. This succeeded, and we got clear; but, after having been extricated from this peril, we soon found ourselves exposed to a number of others.

“Our vessel, from the violent working of the sea, began to spring a leak in several places, the crew grew impatient, and called on me to take the command of the ship; but as I had only a speculative knowledge of those coasts, which I never had visited before, I was conscious how imperfectly mere theory can supply the deficiency of practice; and in consideration, also, of the mortification that the captain must have suffered upon this occasion, I thought proper to leave him the conduct of his own vessel; and contented myself with watching all his manœuvres, as well for my own safety, as to quiet the minds of the whole crew, who had now lost all manner of confidence in him.

“At length we doubled the Cape of St. Anthony; but new gusts of wind assailed us again, and opened such large passages for the water, that it was as much as the working of our two pumps, without intermission, could do to prevent our sinking. The wind,

continued contrary still, the sea grew boisterous, and threatened us with a violent storm. We were not in a condition to ride it out, the terror became general on board, as no one favourable sign appeared in our lamentable situation to rest a hope upon.

“ In these shocking circumstances, on the 10th of February, as well as I can now recollect, about seven in the evening, we fell in with a Spanish frigate coming from the Havannah, and carrying the governor and commissioned officers to take possession of the Mississippi. They hailed us to join company, which we agreed to with joy; for it had been the very request we should have made to them, if they had not prevented us.

“ In the morning missed the vessel, but found that our own had sprung a new leak; which threw us into the utmost consternation. The whole crew began to turn their eyes upon me, and I immediately advised the lightening the ship. This must be always a sad necessity to the merchants on board, in cases of such distress, who are often obliged to throw goods into the sea with their own hands that they had purchased with industry and labour, and on the return of which they had, perhaps, made speculations that might have doubled their profits; but, in such a situation, the preservation of self is the first consideration; one attends to that alone, and forgets every other.

“ The brig was discharged of all the heavy merchandise in a few minutes; and I got large lading pails framed of the barrel-staves, in which our merchandises had been packed up, in order to assist the pump to keep the ship from sinking, but all in vain; the water forced itself through the chinks of the vessel more and more, and the strength of our hands on board became less and less; so that, finding it impossible to keep the sea for any length of time, we took the resolution to stand in for the Mobile, the only

port that the wind would then suffer us to steer to, and the nearest harbour we could make.

“ We then began to run for the Mobile, but fate opposed our gaining that port; the wind that had been favorable to us at first, shifted against us in about two hours, which obliged us to forego our purpose; and we made several attempts then to reach Pensacola, rather more distant from us than the other; but that hope failed us also, the winds continuing still to oppose every endeavour; so that we were left without resource, in the midst of an enraged ocean, against which we combated at unequal odds, deprived of all prospect of reaching any haven at all, and expecting every moment the deep to open its waves, and swallow us up in its bosom.

“ At length, finding it utterly impossible to save either our ship or effects, the preservation even of our lives becoming every moment more difficult to us, we now began to apply our every thought and deed to that single consideration, and agreed to run the vessel aground at the Apalaches; but were not able to achieve even this desperate adventure, and continued still the cruel sport of waves and winds, in a state between life and death, sighing over our misfortunes, certain of our destruction, and yet making indefatigable efforts to extricate ourselves from the perils that surrounded us.

“ Such was our situation from the 12th to the 16th of February, when, in the evening, about seven o'clock, we found ourselves striking against a chain of rocks, above two leagues from land; and the shocks were so violent that they opened the stern of the ship, in which condition we remained for half an hour, under the most inexpressible terror and alarms, till the force of repeated surges drove us, at length, over the rocks, and set us afloat again, without our rudder, at the mercy of the waves that assailed us

without, and those that forced their way into the vessel, which increased every moment.

“ Even the little hope that we had till then preserved, failed us all at once—on the instant, the ship resounded with the lamentable exclamations of the mariners, who interchanged their last adieus, prepared for death, implored the mercy of their Creator, addressed their fervent prayers to Heaven, interrupted sometimes by vows, in the midst of a shocking certainty of never being in a capacity of accomplishing them.

“ I equally shared the terrors of the crew, and though my despair might have been less apparent, I dare say that it was not less violent than theirs. The extremity of the misfortune, with the certainty of its being inevitable, served to supply me with a sort of seeming firmness; I submitted to the fate that attended me, when it was beyond my power to avoid it. I resigned my life to the Being who had lent it, and preserved presence of mind enough to look upon the last moment with calmness, and to be still active in my endeavours to retard it.

“ This visible steadiness and resolution happily imposed so far upon the whole crew, that it inspired them, even in the instant of destruction: with such a confidence in me, that rendered them attentive and obedient to all my directions. The wind drove us towards the land, while I continued to steer by the shift of our foremast sail for want of a rudder, when, by an unexpected miracle, and which we had not even presumed to hope, we arrived, that very night, about nine o'clock, on the east of the island, and within a musket shot of the shore.

“ The agitation of the sea would not permit our reaching it, and we prepared to cut our masts, and bind them together with the cordage, so as to serve us for a float to carry us to land; but during this work, the violence of the wind, and the force of

the waves overset the vessel on its larboard side, which unforeseen motion had like to have been fatal to us all, by casting us into the sea; however, most of us had the fortune to escape this shock, and those thrown out, were lucky enough to recover the ship again, by the assistance we gave them.

“The moon, which, till this moment, had lent us a feeble light, interrupted only now and then by the intervention of the clouds, now left us suddenly in the dark, and in such circumstances, it was impossible for us to think of reaching land; so that it was resolved to pass the night on the outside of the vessel. A deluge of rain fell on us all the while, the store-house of the waters seemed to have been broke open, the waves rising every instant covered our bark, and rolled their mountains over our heads; the thunder roared through the air, and the quick intervals of lightning only served to open to us the horrid prospect of a boundless horizon, and a devouring sea, ready to swallow us up every moment, which was as quickly succeeded by the most dismal darkness.

“In such a situation, stretched along on the outside of the hulk, fastening ourselves to every thing we could lay hold of, drenched through with rain, transfixed with cold, spent with the constant efforts we were obliged to exert against the fury of the waves, which endeavoured to wash us off from our hold, we at length perceived the morning's dawn, only to afford us a clearer view of the dangers we had passed, and those we had yet to encounter.

This prospect of our situation appeared still more tremendous; we perceived, indeed, that we were not far from land, but saw that it was impossible for us to reach it. The raging of the sea would have daunted the stoutest and most expert swimmer; for the waves rolled with such fury, that whoever had delivered himself over to them, must have run the

risk of being launched back again into the main ocean, or dashed to pieces against the ship or the shore.

“At this sight and reflection the whole crew was seized with the extremity of despair; their groans and exclamations redoubled, and were repeated with such strength and fervency, as to be heard amidst the raging of the winds, the roaring of the thunder, and the dashing of the waves, which, all joined together, augmented the horror of the sound.

“Several hours passed thus, without any change in our dismal situation, when one of the sailors, a Dutchman, and who had been all that day the loudest in his plaints and cries, and who had, from the first appearance of danger, shewn himself the most faint-hearted of the crew, ceased his lamentations on the sudden; and, after keeping silence for some minutes, raised up his head and voice with an extraordinary emotion, ‘What are we waiting for? (cried he out, with the resolution of despair.) Death surrounds us on all sides:—he is just raising his arm against us; let us anticipate him, and hasten the blow he is so slow to strike:—let us meet him in the deep; perhaps if we face him, he may fly from us; the land is in view; it may not be utterly impossible to reach it. I’ll make the attempt, and if I fail, I but cast away a few hours of my life, and cut off as many from my sufferings.’

“At these words he plunged into the sea, and many others, animated by his example, would have followed him, if I had not with the utmost difficulty restrained them. I pointed to their comrade rolling about in the waves, combating in vain against them, hurried forward now almost to touch the shore, then washed back into the deep; disappearing for some minutes, and appearing again only to be seen dashed against the rocks. This shocking object struck them

with so much horror, that it abated the rashness of their attempt to follow him.

“The day was now near closing, we reflected with terror on the last night, and trembled before-hand at that to come. The masts and cordage we had so happily collected together for a raft, the day before, was carried off by the waves, and deprived us of the hope of saving ourselves, even by so poor a shift as this. We had a wretched boat, indeed, but in no sort of condition to weather even the short passage that appeared to be between us and the land. We had several times examined it with this view, and had as often condemned it, as unfit for service.

“However, three of our sailors, either more brave or desperate than the rest, resolved to take their chance in this rotten sieve together. They launched it privately into the sea, without communicating their design to any one else of the crew, and the first knowledge we had of it, was from seeing them, at some distance from us, in such a situation as made us give them over for lost. We were witnesses, for some time, of their struggles, of the pains they laboured with, and the frequent risks they ran of being swallowed up by the waves, till at last we saw them contrary to all hope and probability, arrive safe on shore.

“How we envied their good fortune! We then, all of us, regretted that we had not made the same desperate experiment, and each of us reproached ourselves for not having foreseen their design. If ever the beholding an happy person was ungrateful to the miserable, it was so then. The signs they made to us, with their extravagant emotions of joy, were but aggravations of our misfortune.

“Night now deprived us of the sight of our happy comrades, and being constrained to remain still in the same situation, the comparison between their fate and ours, but augmented our misery; for our

sufferings seemed to increase, as divided among a lesser number. This night was even more terrible to us than the former; the fatigue was the same, and the exhausted state we had been reduced to, by our past labour, left us hardly power to sustain the present.

“ Ever since our vessel had been upset, we had not been able to get at the inside of her; for we durst not venture to open any part of her deck, for fear of exposing a new passage to the waves, to rush in and burst her asunder, so as to deprive us even of that little stay from destruction. We remained, consequently, all this while, without meat or drink to recruit our strength, or support our spirits; and without sleep, also, to forget our miseries, for the shortest moment.

“ The vessel being stranded among a parcel of rocks, some fathoms under water, was dashed against them all the while by the force of the waves with such violence, we felt her whole frame shaken so sensibly, that we expected every minute to have her open and separate, plank by plank, and reduce us to the necessity of the same experiment that our first adventurer had so unsuccessfully attempted before.

“ The next morning, the 18th of February, we beheld the sun rise, which was a sight we had absolutely despaired of when we saw it setting, and when death, by putting an end to our calamities, would certainly have been a blessing. Our first emotion, upon finding ourselves still clinging fast to the side of our vessel, was to offer up our thanksgivings to heaven, for having still preserved us alive, even in such a deplorable situation, and to raise up our suppliant hands in petition to Providence to complete its miracle, by affording us some unforeseen means of escaping to the shore. Heaven, at length, seemed to look down with compassion on our miseries and danger. The wind began to abate, and the various agi-

tation of the sea subsided a little, but only to present another object of commiseration and anxiety to our view, of the same kind, but not so great a one as that on the day before.

“ One of our sailors, a remarkable good swimmer, having for some time contemplated the distance to the shore, at length resolved with himself to attempt the passage. ‘ I will try to rejoin my friends on the other side, (said he), and we will endeavour to caulk and staunch the boat, and perhaps we may be happy enough to render it sufficiently capable of taking as many trips backward and forward as may serve to land the remainder of us upon terra firma, at last. This, at least, is the only resource that misfortune has left in our power to make trial of, and it affords no time for hesitation. Our strength is failing us every moment; let us not wait till it is quite exhausted, but make one effort more with what remains, to extricate ourselves from so horrid and forlorn a situation.’

“ We applauded his proposal, and encouraged him as much as was in our power to the putting his design in execution, as the only shift that was left us to make experiment of for our lives. We gave him all our handkerchiefs, and what line we could get at, to serve instead of oakum, towards refitting the boat, which he fastened about his waste, and instantly plunged into the sea.

“ We saw him several times on the point of perishing; our anxious eyes watched narrowly for him; he was our last resource, our sole deliverer; we shared the risks he ran, our fate depended on his; we encouraged him by our voice and jesture; we laboured, I may say, along with him; we struggled with every obstacle that opposed him; our imagination, our ardent supplications for his delivery, transported us into his place; we felt as he did, desponded at his difficulties, and triumphed at his successes. In fine, after having an hundred times sus-

ained alternate hopes and fears, we had the extasy, at length, to see him reach the shore, after infinite labours and dangers.

“ It was now about seven o'clock in the morning; we waited impatiently the moment of our deliverance; we never turned our eyes an instant from the coast; we perceived the four sailors all busy about the boat, and seconded their labours by our prayers. However, they seemed to proceed but slowly in their work, and we trembled often with fear, lest their pains might be ineffectual.

“ At length, about three o'clock in the afternoon, their operations ceased, and we saw the boat launched into the sea. It approached the vessel. How is it possible to describe the transport of our crew? It was expressed by shrieks, by most delicious tears, and mutual embraces, felicitating one another.

“ This extasy, this sympathy, was quickly over, and took another turn when it came to the point of embarking. The boat was but small; it could not contain above a third part of our number; we could not attempt to embark all at once, without sinking it. Every one was sensible of the difficulty, but no one would consent to wait for a second passage, the fear of some accident happening to prevent a return, and the terror of lying another night exposed on the hulk, made every one obstinate for being taken in the first.

“ Those who had brought the boat to us called out to me, insisting that I should take advantage of this first opportunity, as they feared it would not be in their power to make two returns more; which expression being heard by the rest, excited new outcries, and desperate resolves in each, to rush into the skiff all at once.

“ I raised my voice above the rest, and intreated silence for a moment. ‘ Your clamours, your violences, (said I), but hurt yourselves, and retard your own safety. We are all lost, if you persist in going

all together. Attend to reason, obey her dictates, and hope. We are equally involved in the same perils; preferences would be unjust in such circumstances, misfortune has abolished all distinction; let us then determine the first passengers by lot; let us submit our fate to this impartial decision; and, to convince those who may be left behind, that hope still remains with me, I will stay with them myself, and promise to be the last person that shall quit the vessel.

“This resolution surprised and silenced them; they consented to the proposition, and one of the sailors happening to have a parcel of cards in his pocket, they were made use of to determine the chances. Of the eleven of us that were sticking to the vessel, four were taken in, and were delivered safe on land by the other four, and who returned immediately to carry away its complement of four more.

“While they were coming toward us, I happened to perceive the stern of our vessel so loosened by the shock of the waves, that, by the help of Monsieur Desclau and my negro, I separated it entirely. This wreck appeared to me as good as a canoe, to carry us ashore; Monsieur Desclau being of the same opinion, we ventured upon it directly, accompanied by the negroe, when the other four took boat, and happily arrived at the same point of land, a short time after them.

“The inexpressible transport we were sensible of, upon being thus far safely delivered, can only be imagined, as well as the grateful and fervent devotion with which we offered up our loudest hymns to the Creator, with the happiness we felt in reposing our harrassed limbs on a firm spot, without apprehending its falling under us every moment. The oysters that we happily found on the coast furnished us with a truly delicious repast; the total privation of food we had sustained so long before, gave them a peculiar

relish. We rejoiced in our present situation, and passed a peaceable night in a profound sleep, uninterrupted by disagreeable ideas about our further deliverance, which served to recruit our strength and spirits. The next day we awoke also with the same satisfaction; but it was not of a long continuance.

“ Our mate had fallen sick a few days after we had set sail, and the fatigue of the voyage, together with the constant alarms and terrors we had so long endured, had so much increased his illness, that it was with extreme difficulty he could quit his bed when the vessel struck aground; and I am still more astonished how he was able to get upon the outside of the ship when she overset.

“ The length of time we lay in this sad situation had almost exhausted his strength; and yet, when the lots were drawn, he happened to be one of the first passengers, and contrived to get into the boat without any manner of assistance. But the fear that had lent him such powers for the instant, rendered him weaker when the danger was over. He was the only one of us who found no rest on land; but he suffered without complaining, as his humanity was tender of disturbing our repose.

“ When the day-light had roused us from the arms of sleep, I went to inquire how he was, and found him approaching to his last moments. I called upon the rest of our companions to try what help they could afford; but in vain—he uttered a few words, and expired. His loss cost us many tears, suspended the joy of our delivery, and afforded us leisure for some melancholy reflections. We were then resting on a desert spot of land, surrounded by the sea; some continent appeared in view, at no great distance, indeed; but how to reach it? Such thoughts added to our affliction while paying the last duty to our departed friend, whom we interred in his cloaths, just as he died, having contrived with extreme labour

to dig a grave for him in the sand. His name was Dutronche.

"After the performance of this pious, but mournful office, we walked along the shore, and had the fortune to see some of our trunks, several casks of tafia, a sort of American liquor, and many bales of merchandise, thrown by the tide upon the coast, and which had arrived there before us. But none of these goods, except the liquor, appeared to be of the least consequence to us. We should have preferred a few biscuit, fire-arms to defend, or provide us with food; but more immediately a good fire to have dried our cloaths, and warmed our limbs, quite numbed with cold and wet, to all the rest. This last distress being now our most pressing evil, made us apply our whole thoughts and diligence to remedy it. We tried the method said to be used by the savages of kindling a fire, by rubbing two sticks quick and hard against each other; but, whether through awkwardness, or some other impediment, the experiment failed us, and we gave over all further projects of the kind.

"The sea, by this time, having become almost calm, I formed a resolution of going aboard our vessel, by means of the shattered boat that had saved us so successfully before. I applied to two of the sailors, that I knew to be good swimmers, to go along with me; but the proposition made them shudder. The very idea of that unlucky ship had filled the minds of the whole crew with so much horror, that many of them endeavoured to dissuade me from my purpose. I chid them for their panic, and ran into the boat with precipitation, without listening to any more of their remonstrances, lest their united persuasions might have weakened my resolution.

I arrived safe at the ship, where the sea, having subsided after the storm, had left some part of the deck uncovered. I moored the boat, and got into

the vessel with some difficulty. It was deep in water, and I was obliged sometimes to wade up to my breast. I could not easily find the articles I was in quest of; for every thing had been overturned, and drove out of its place, by the many shocks the vessel had undergone during the storm. I had the good fortune, however, to lay my hands on a small barrel of gunpowder, about twenty-five pounds weight. It happened to lie in a place above the water; besides, the cask was staunch enough to have kept the powder dry, as it had been before used for brandy, and afterwards applied to this purpose by Monsieur la Couture, when he was fitting out for this unhappy voyage. I recovered also six fusils, a parcel of Indian handkerchiefs, several blankets, a sack with between thirty and forty pounds weight of biscuit, and two hatchets, which was all that I was able to carry away.

“ I returned to the island with my little cargo, and was received with a general shout of joy. The first thing I did, was to get a parcel of dry wood, of which there was a sufficient plenty on the coast, and had a large fire kindled; a comfortable relief to our little party: with this we employed ourselves in drying the cloathes we had on us, with those that had taken wet in our portmanteaus, and the blankets that I had just brought away from the ship.

“ Then I ordered some of the sailors to bring some fresh water from a spring in order to steep our biscuit in, which had been drenched in the sea. This water was extremely brackish; but as it was not bitter, we corrected it with some of the tafia, and rested satisfied with this improvement, because we happened to be ignorant that there was any better to be had in the island; though I have since learned that it abounds with fresh rivers and clear springs.

“ While some of us were employed in curing the biscuit, and spreading them abroad to dry, others occupied themselves in cleaning the arms, and pre-

paring them for use; which was soon performed. It happened luckily to have some pounds of small shot in my cloak-bag, with which I provided two of our best marksmen, together with a proper portion of gun-powder, who returned to us, in about an hour, with half a dozen wild fowl, which abound on that coast.

“We had them dressed for supper, and they supplied us with an excellent meal. We then passed the night round about our fire, wrapped up in our dry cloathing: we felt ourselves warm and comfortable; and any other accommodation seemed trifling, in comparison with this circumstance.

“The next day, the 20th of February, we began to consider what we had farther to provide for. The change from bad to better, with the several immediately necessary occupations of the day before, had so engrossed our whole attention, that we had not leisure to reflect on what was hereafter to become of us. We had esteemed ourselves happy when we looked back upon our miraculous escape; but ceased to be so when we looked forward to our future safety. Cast upon a desert island: we perceived no beaten path to conduct us to any inhabited spot: we had large rivers to cross, and great forests to pass through, and must run the hazard of losing our way every step. Wild beasts to be apprehended, and the meeting with savages, perhaps not less dangerous than they; nay we could not be certain but that there might be both of these enemies in the very island we then stood upon.

“We remained this whole day, and all the next, under such inquietudes and apprehensions as such reflections must naturally have inspired. We started at the least noise, in dread of an attack: and dared not separate from one another for a moment; day and night we slept by turns, and placed sentinels, fronting the four points of the compass, to guard

against a surprize; and some of us who distrusted the vigilance of those who were on duty, lost their own rest to watch with them. In fine, there never was so small a number of persons together oppressed with so many misfortunes and fears.

“The 22d of February, in the morning, our whole troop, fatigued with the vigils of the night, happened to fall altogether into a profound sleep, and were suddenly roused by a sailor, who happened to be more watchful than the rest, and cried out, “Awake! Behold the savages! We are lost!” Every one started up at the word; and without consulting any other method of safety, were beginning to fly into the woods; but I prevailed on them to stand their ground, by desiring them to look at the enemy they were afraid of, and to reckon their number, which was only five; two men and three women, armed each with a fusil. My companions were struck with shame at their cowardice, and sat themselves calmly down by the fire-side till the savages came to us, whom we received with every token of friendship we could think of, which was likewise returned on their part. He who seemed to command the rest, spoke to us in bad Spanish; and one of our sailors that understood the language conversed with him, and served as an interpreter between us.

“We learned from the savage, that his name was Antonio, and that he was a native of St. Mark's, in the Apalachian mountains. He had come with his family to pass the winter in an island about three leagues from this: some pieces of our wreck, thrown upon the coast where he was, had prompted him to rove about, in search of more. His family, then with him, consisted of his mother, sister, wife, and nephew. We asked him if he would take the charge of conducting us to St. Mark's, on assurance of his being sufficiently recompensed for his trouble. He stepped aside upon this proposal, and conferred for

near an hour with his family about it, casting an eye every now and then to our arms, our portmanteaus, our blankets, and other commodities. These appearances alarmed us: we began to suspect our guide: but the open countenance with which he returned to us, and the offer he made to come back to convoy us without delay, dispelled our doubts and apprehensions. He told us that St. Mark was not above ten leagues off; but in this he either deceived us, or was himself mistaken; for it was above twenty-six.

“Antonio retired with our presents; and, as he promised to return to us the next day with his canoe, three of our sailors made no difficulty of going along with him. He kept his word, and brought us a present of a bustard, and half a roe buck. As it was late before we could set out, we deferred our progress till the day following.

“On the 24th we freighted his bark with what part of our effects we could well carry with us, and departed, only six of us at this time, because the canoe could not take in more at once. The whole crew insisted upon my being among the first passengers, being well assured, as they said, that I should not neglect those who might be left behind, but would compel the savage to return for them, if he should happen to be refractory.

“Antonio landed us in the other island, where we met our three companions, who had left us two days before. My first attention on our arrival was paid to the confidence reposed in me by five of our crew who had been left behind in Dog-Island. I intreated our host to return instantly for them and the rest of our effects; but he refused to go upon this errand so immediately, being willing, as he said to me, first to set us down, in some place of safety, on terra firma, as they call the continent. This I most strenuously opposed, his obstinacy gave me reason to suspect his intentions; and I prevailed on him, at

last, to comply with my request, after two entire days solicitation, promises, and threats.

“ On the 28th we were all brought together again, which was a vast consolation. We were but fourteen now, and considered ourselves as of one family. I now summoned the savage to perform his promise, and conduct us to some place of safety on the terra firma; but the favourable disposition he had at first shewn towards being serviceable to us, appeared to be slackened; he seemed to fly from our solicitations; all the day was spent in hunting, and he returned not to his hut at night, which he had entirely surrendered to our possession.

“ We had remained five days in this island, subsisting on what fish and fowl we could provide ourselves with, and husbanding our biscuit with the closest economy, by stinting ourselves to an ounce a day. At last, by lying on the watch for Antonio, we happened to intercept him, and by bribes and intreaties prevailed on him to carry us over to the continent.

“ On the 5th day of March we divided our little party once more, loaded the canoe with the most considerable share of our effects, and embarked, to the number of six; composed of Monsieur la Couture, his wife, his son, about fifteen years of age, who, by a surprising miracle had, as well as his mother, been enabled to survive all our hardships and fatigues, Monsieur Desclau, myself, and the negro. Antonio and his wife attended us in the passage, and left the three other savages behind them, with our eight sailors; from whom we did not part without shedding many tears on each side.

“ This expedition, so ardently desired and engaged in, after so much difficulty, happened to be attended with more dismal consequences even than our shipwreck. Antonio had assured us, that our voyage would be completed in about two days; we

should, therefore, have only laid in provisions sufficient merely to have served us during the passage, if the late experience of former difficulties and disappointments had not hinted the precaution of taking on-board a subsistence for at least double the time. It consisted of between six or seven pounds of biscuit, with some quarters of broiled bear and roebuck. Such a precaution was prudent, but not sufficient; for our passage was much longer than we had been made to imagine. Antonio, after about three leagues sailing, stopt at an island, where he obliged us to stay till the next day, when he did not make greater expedition than before. I took notice that, instead of making towards the continent, he carried us from one island to another, without any manner of purpose, that we could conceive. This extraordinary manner of proceeding rendered me extremely uneasy, and augmented the distrust which his former conduct had inspired me with. Seven days were loitered away in these trips, our provisions were exhausted, and we had nothing to subsist on, except a few oysters that we met with on some of the coasts, and two or three wild fowls that the savages afforded us now and then. Nor were we, after all, brought even within a view of the continent; though, overpowered with fatigue, weakened by the bad and scanty sustenance we had been able to provide ourselves with, and become now so extremely feeble, that we were hardly able to row the boat in turns.

“The miserable situation now reduced to, made such an impression on my mind, as I had never felt before. Antonio appeared plainly to be a treacherous villain, who meant to let us perish piece-meal; and self-defence justified any measure that might be necessary towards extricating us from our danger. These reflections agitated my mind in the middle of the night; I took Monsieur Desclau and La Couture apart to consult with on this emergency. I argued

warmly for putting him to death, but Monsieur Desclau and La Coutre judged differently of this affair; they repeated to me the same arguments I had before made use of, when I opposed the crew upon the very same occasion.

“The next day, the 12th of March, sailed again, little more than two leagues, and landed, as usual, on some other island; where, overcome with misery and fatigue, and requiring rest, each of us wrapped ourselves up in our blankets as usual, and lay down before a large fire.

“My slumber was but short, my inquietudes rendered me wretched, and afforded me but a very broken rest, from the dismal apprehensions which presented themselves to my imagination. I thought while I was in a doze, that I was standing on the strand, and perceived the savage and his wife sailing away in his canoe. My apprehensions became at length so strong, that I could not avoid going immediately down to the shore, either to quiet or confirm my fears. I arose alone, without disturbing any one, and walked away, with feeble and staggering steps, to the sea-side. The sky was clear, and the moon shone bright enough to afford me a distinct view of the whole coast. I looked for the canoe, but found it not. I called to the savage several times, but received no answer, except from my companions, who, awakened by my voice, came all running towards me. There was no occasion to inform them of our misfortune; they appeared frantic with despair, and lamented most bitterly at having restrained my hand from preventing this act of perfidy the evening before. We were now a second time left on a desert island, without resource, without food, and without arms to procure subsistence. We had no cloaths, except what were on our backs, and our blankets. Our fusils, and all our other effects, had been stowed aboard the boat. Even our swords, which we had

usually worn, as defence against the wild beasts and savages we had been in constant dread of, had been carelessly left behind us the day before. In fine, we remained without any sort of weapon, offensive or defensive, among us all, except a blunt knife that I happened to have in my pocket.

“As soon as the day appeared, we rolled our blankets about us, and returned to the strand, hoping to find some sort of fish there to satisfy our hunger. Our searches were in vain; we walked for near two hours about the island without discovering any thing that could serve us for food, or even a drop of fresh water to drink.

“We came, at length, to the end of this barren island, from whence we could see another, that was separated from ours by a strait, about half a quarter of a league over; we had passed a day and a night there before with the savage, and remembered that it had good water and excellent shell-fish on its coast.

“Pressed by hunger, we deliberated whether we ought not to hazard the crossing that arm of the sea which divided the two islands; we must expect death if we did not attempt it; our choice was made without hesitation. I took the hand of Madame la Couture, M. Desclau took that of the young man; M. la Couture made two parcels of part of our cloaths that we had put off, placed one on the head of my slave, and carried the other himself. Fortunately the bottom was tolerably firm and even; the water, in the deepest part, came no higher than our stomachs: we marched on slowly, and happily arrived at this island, where we hoped to find some nourishment; but experienced a new distress that was near being fatal to us,—we had been an hour and a half in the water, and extreme coldness seized us on quitting it. To make a fire, either to dry or warm us, was now rendered impossible, as there was

not a flint to be found in this or any other of these isles that we had wandered over.

“ Though we were already almost spent with fatigue and famine, exercise was our only resource; we continued, therefore, to walk for several hours, searching for oysters, which we devoured as fast as we could find them. After having thus satisfied the impatient call of hunger, we had the precaution to gather a few as a reserve; and the sun casting now a considerable heat, served to dry our wet cloaths, and permitted us to rest for some time. The air was extremely sharp during the night, and often obliged us to rise and walk to prevent its dangerous effects.

“ The next day a wind at south south-east increased the heat of the sun; we renewed our search after shell-fish along the beach, but the tide was not out, and there was no fish to be procured; so that we were forced to content ourselves with the small provision that we had laid by the preceding evening. We had afterwards occasion to observe that the tide never ebbed while the southerly winds continued. We acquired this knowledge at our own expense, as by this means we were frequently in want of food. We sought amongst the herbs and roots for a supply, but could discover nothing eatable, except some wild sorrel.

“ We had now reached the 22d of March, as nearly as we could guess, when, in the midst of our usual lamentations, and anxious meditations on the means of quitting our wretched abode, we recollected that in a neighbouring island which we had happened to touch at with the vile Indian, there lay on the shore the remains of an old canoe, which we imagined might be possible for us to repair well enough to be able to carry us over to the continent.

“ This flattering idea was readily embraced; and Monsieur Desclau, Monsieur la Couture, and I, consulted together about the means of getting to the

place where it lay. We made an observation to the eastward as well as we could, and computing how far distant we then were from that coast, we concluded it to be between four and five leagues off. In reality we were not deceived; but we had many difficulties to encounter in this expedition, for there were several rivers, and an arm of the sea to cross.

“ We resolved to set out the same day, and not to take Madame la Couture or her son with us, as they would only have retarded our design; neither could they have supported like us the labour and fatigue of it; besides, it was probable that the waters we had to pass might be so deep as to oblige us to swim, which they were incapable of doing. Madame la Couture, convinced by these reasonings, consented to wait our return with her son: I left my negro behind to attend them, and departed after promising to return, either with or without the canoe, as soon as possible. Between three and four hours walking brought us to the utmost extremity of our land, without being forced to pass any river larger than we should term a brook in Europe; but now a sort of canal, about a quarter of a league broad, presented itself to our view, and arrested our course.

“ We must hazard the crossing this arm of the sea, or resign our hopes. This reflection sustained our resolution, and an hour’s rest recovered us a little; we needed all our strength, being ignorant whether this water was every where fordable, and trembled lest the part which might have required our swimming, should exceed the small degree of force we might then be left possessed of. The bottom was very unequal, and for some time we waded in the uncertain course of ascending and descending, when suddenly we lost the ground, and plunged quite out of our depth. As we were not above an hundred yards from land; this unlucky circumstance dismayed us a good deal, and almost determined us to

turn back to shore: however, we continued still to press forward, and, after a few strokes, had the good fortune to recover our footing again; for we had only fallen into a hole, which might have been avoided by taking a round of ten or twelve paces: the water was not in any place higher than our chins; and we reached the opposite coast without any other accident or misadventure.

“Quite overpowered by fatigue, we sunk down on the strand, unable to advance one step farther. The day, fortunately for us, was perfectly serene, the sun shone bright, and darted his rays full upon us, which dried our cloaths, and defended us from the cold, that would have else been insupportable.

“A few shell-fish and some fresh water, that we were lucky enough to find as soon as we could move about, helped to restore our strength a little; and, after a short search, we discovered the canoe. We examined it with eager attention; but the view did not serve to encourage us; it appeared impossible, from the state it was then in, ever to render it useful to us; but we did not, however, so easily resign the fond hope which had first induced us to undergo so much fatigue and peril on the prospect. We turned it, therefore, on every side; we considered every part, and, upon a thorough inspection, I concluded that all our efforts would be in vain. M. Desclau and M. la Couture were of a different opinion, and I acquiesced in their reasonings.

“We began, then, directly, to gather a parcel of osiers, and a sort of tough compacted moss that is called Spanish beard, that grows generally on the bark of the trees in those islands, which we made use of for casing and caulking our leaky vessel. In this operation we continued to labour till the more immediate calls of hunger obliged us to seek every where for food, of which we happily found a sufficient quantity for that time.

“The day was now beginning to close, and a sharp wind arose, which threatened us with a night severely, cold; we lamented bitterly the not having it in our power to relieve ourselves with a fire; the smallest flint would have been to us then a greater treasure than the largest diamond. At that instant I happened luckily to recollect that the savage who had so cruelly betrayed us, had changed the flint of his gun the day that we rested in this island; the remembrance of this circumstance revived a gleam of hope in my desponding mind; I immediately started up, with a precipitation that surprised my companions; and ran hastily towards that side of the shore where Antonio had landed us. It was at no great distance, and I soon found the place where we had passed that night, and where there still remained the cinders of our fire; I searched carefully for the spot on which the Indian had changed his flint, and cast away the old one.

“I spent a full quarter of an hour in a fruitless search; night began to fall, and I had now only the faint and uncertain glimmering of the twilight to assist me, by which it was almost impossible to have discerned so small an object. I then gave up all hopes, and was preparing to return to my companions, more dispirited and afflicted than I was at leaving them, when I felt under my naked foot (for I had thrown aside my shoes, as being of no farther use to me) some hard substance or other. I stopt short, with a secret shuddering, in an anxious state of mind between hope and fear; I stooped down, and with a trembling hand took it from under my foot, which I did not dare to move, for fear of missing what I was in search of. It was, in fine, the very flint I had been so long in quest of.

“Transported with extasy, I flew to my companions! ‘Good news! good news! (I cried); I have found it! I have found it!’ They ran towards me,

at the sound of my exclamations, and inquired into the meaning of them. I shewed them the flint, and desired them immediately to gather up some dry wood; I took my knife, the only iron instrument which remained in our possession, I tore my ruffles for tinder, and at last contrived to light up a large fire, which defended us against the damps of the night, and warmed and relieved our wearied limbs.

“ We passed the second day after our arrival in this island, in continuing our labours toward repairing the skiff, and caulked it with one of our coverlets or blankets, which we sacrificed to that purpose; but had scarcely finished our work, when the day closed upon us; and we passed this second night in the flattering hopes of not finding our trouble useless.

“ The desire of trying the experiment caused us to awake early the next morning, eager to launch our canoe. But, alas! after all our endeavours, we had not yet rendered it fit for service, at least in the opinion of Monsieur Desclau and myself; but Monsieur la Couture differed from us, and said that he would float it over to the island where he had left his wife and son, in hopes of being able to staunch it better by their assistance.

“ M. Desclau and I chose rather to return to the island where the savage had left us, and where our eight sailors remained, in the hopes of finding him there, and forcing him to conduct us to the Appalaches, or perishing in the attempt. We promised not to abandon Monsieur la Couture if we succeeded, and to send him immediate succours, or rejoin him, if we should happen to fail in our design.

“ We then took leave of him, and gained the other extremity of the island, after a most useless fatigue; for we could discover no fordable passage, in a canal of a league over, which divided us from the point we were bound to; and this was too large a stretch to undertake the crossing of by swimming

only. We therefore returned again to the spot from whence we had set out; but missed Monsieur la Couture, who had already carried over his skiff to the place where his wife and son had been left behind.

“We then set out in order to follow him; but did not reach the border of the canal we were to cross till it was almost night; we therefore waited till the next morning before we would venture to pass it, as the fatigues of the day had rendered us too feeble to attempt it then with safety. The alarms we had suffered the first time, even in the day, presented themselves to our imaginations anew, and we did not think proper to expose ourselves to the same again in the dark.

“The next morning we waded through the canal with as good success, and less risk, than we had done before. We found Madame la Couture and her son, who had passed a most wretched and anxious time of it in our absence; we met also Monsieur la Couture with her, who had returned the night before with the rotten canoe, that he had, however, contrived to ferry over, but not without its having been rendered almost as bad as before, even in so short a voyage. The labour we had employed about it was quite thrown away, as there was not solid stuff enough to work upon; so that all its parts were now become loose and leaky again.

“This ill success quite sunk our spirits, and we resigned all further hope in that project for the future, and passed the remainder of that day in rest. The recovery of my flint was a happy circumstance for poor Madame la Couture and her son, who had been perishing so long for want of a fire. We lighted up one immediately, which re-animated their harassed spirits with warmth and comfort.

“Oysters and vegetables had hitherto supplied us with our only sustenance, and even of such provision we had not always a sufficient quantity; but this day

Providence furnished us with some food of a better kind. I had separated from my company to take a solitary walk along the coast, and the irksome reflections which occupied my mind, prevented me from observing that I had strayed to a considerable distance; and I continued still ruminating, when a dead roebuck; that happened to lie in my way, roused my attention. I examined it, turned it over, and found that it was still fresh. It appeared to have been wounded, and to have fled from the hunter, across the water, to this spot, where its loss of blood had put an end to its life. I looked upon this occurrence as a present from heaven; and raising it with difficulty on my shoulders, returned back to my friends, whom I was not able to come up with, till after the fatigue of above an hour's march.

“ They were most joyfully surprized at the luckiness of my adventure, and we assisted in preparing the animal for food, by skinning and cutting it into quarters, and then broiled as much of it as served us for a plentiful meal; after which we lay down round our fire, and partook of a night's rest together.

“ On the following day, as near as I can guess the 26th of March, the impatient wish we had to get away from this island, made us to recur again to our canoe; to which we still returned with renewed ardour, but were still obliged to quit as often with the most mortifying regret. The ill success of former trials did not discourage us from subsequent attempts; however, our labour in vain was still renewed, without advancing a step in our operations; and after three entire days' severe fatigue thrown away upon this occupation, and the sacrificing two more blankets in endeavouring to caulk this skiff, we found at length how fruitless had been all our pains to render it serviceable; for before it had been a quarter of an hour in the water, we perceived it beginning to leak on all sides.

“However, despairing of any other means of extricating ourselves from our present deplorable state, and panting to reach the continent, we shut our eyes upon the danger, and having only about two leagues to cross over to it, we resolved at last to hazard the attempt in this sieve. But then it must have been madness to have ventured on the passage all at the same time. This would have sunk the boat on our first setting out; we determined, therefore, that only three of us should try the experiment this trip; namely, Monsieur la Couture, Monsieur Desclau, and I. That two of us should row, while the other was to be indefatigable in throwing out the water that might leak in with his hat.

“This resolution being taken, we deferred the execution of it till the next day, and spent the remainder of this in endeavouring to persuade Madame la Couture to stay where she then was, with her son, and my negroe, till we could send them a stronger boat, which might easily have been procured as soon as we should have reached the continent. It was with difficulty we could reconcile her to this scheme, and she yielded, at length, with infinite reluctance. In order to bribe her consent, I left my flint and knife with her son.

“Having quietted her apprehensions, and silenced her lamentations, we gathered together what provisions we could, both for her accommodation, and our own during the passage, and on the 29th of March, at sun-rise, set our canoe afloat, said our prayers, and embarked: but we felt the plank we stood upon bend under our feet; our weight sunk the boat too low for safety, and we soon perceived the water beginning to spring through its sides. These appearances deprived me of all manner of hope; a secret trembling shook my whole frame, and a profound terror seized me, which I found it impossible

to conquer; in short, I stepped on shore, and pe-remptorily declined the voyage.

“Monsieur la Couture pressed me to return, and made a jest of my apprehensions. My solicitations and arguments were to him of no effect; he still persisted in his purpose to hazard the voyage, and Mons. Desclau departed along with him. I remained on the strand looking after them while they continued in sight; I saw them proceed with great difficulty, and turn round a little island that was not far from our own, which soon prevented me from seeing any more of them.

“I returned to Madame la Couture, who very little expected to have seen any of us so soon, if ever; she had not accompanied us to the boat, for as her heart had not consented to our risk, she could not have borne the sight of our departure. I found her sitting by the fire, with her back turned to the sea, weeping bitterly, and lamenting the misery of her hopeless situation.

“I strove to avoid giving her more lively sensations of sorrow, by not telling her the reason of my coming back, or hinting my fears about the unhappy adventurers I had left behind, of whom one was her husband. I concealed the danger they had exposed themselves to, and pretended only, that upon our apprehending three passengers to be too great a weight for the boat, I had made my choice of staying with her till their return in some stouter vessel that might be able to carry us all together over to the continent.

“We remained now but four persons in the whole island, and I had the care alone of providing for the safety and subsistence of us all. For some days after I had returned to them, the winds continued at south and south-east, which unhappily prevented us from being able to procure any subsistence from oysters or other shell fish, so that we were reduced to support

ourselves solely on a sort of wild sorrel we picked up on the island, which afforded us but a wretched sustenance, and weakened our stomachs, without satisfying them. The roe-buck that I had so luckily met with, had been totally devoured before our companions left us.

“Six days had passed since the departure of Monsieur la Couture and Desclau; sometimes I had slight hopes that we might possibly hear from, or see them return to our succour; but then again my spirits soon sunk into despondency, and even Madame la Couture began at length to give them over for lost, and conclude that they must have perished at sea.

“Tired to the last degree with my wretched situation, and knowing, of a sad certainty, that I had no one but myself now to expect any relief from toward extricating us out of our deplorable circumstances, a thought occurred strongly to my mind one morning, that I might possibly be able to collect sufficient materials together on the island, capable of floating us over some calm day or other to the continent. I instantly communicated my purpose to Madame la Couture, who seemed transported at the thought, and who immediately surmounting the natural feebleness of her sex, which her misfortunes had augmented, set her hand to the business with amazing vigour and spirit.

“We all of us engaged in the work without the least manner of delay; I employed the young man in stripping a parcel of trees of their bark, directing him to those which I thought might answer our purpose the best, while his mother, the negro, and I assisted one another in dragging them down to the sea-side, with extreme labour, as our strength had been considerably impaired by fasting, watching, and former fatigue.

“The tough rind of those trees which I had directed La Couture to strip, served us to bind the timber together; but as we did not think those liga-

tures strong enough to trust to on our voyage, I made Madame la Couture cut up one of our blankets into strings for the purpose. My negro brought me several pieces of smaller and more pliant branches, with which we interwove the grosser timber, and my raft was completed about noon. I then set up a stick in the middle of it, which I fastened as well as I could, to serve for a mast, to which I tied a blanket by way of sail; and then broke up our stockings, to form the thread into cordage, to shift it as the wind might vary. These lesser matters employed us for the rest of that day, when we finished the work, even to the fixing a small piece of timber behind, by way of rudder.

“Being determined to set out the next morning at break of day, we employed ourselves, even as late as it then was, in making a provision of some oysters and vegetables, and were lucky enough to collect a sufficient quantity to serve us at sea, and deposited them on the raft, that we had moored on the strand, waiting for the return of the tide to set it afloat. The ebb generally commenced early in the morning, and we purposed the retiring along with it.

“The next morning I went to awaken young La Couture, to embark with us. I called him, but he made no reply: I took hold of his hand, to shake him from his slumber, but found him cold as marble, without movement or sensation. I concluded him to be dead for some minutes; but feeling his naked breast, I perceived his heart was still beating though with a feeble pulse. Madame la Couture came to us just at that instant: she fell into a swoon by his side, which I thought would have put an end to her life. Her son at length began to recover; but there was no thinking of setting out on our voyage this day; both the mother and son were too ill and

weak to attempt it, as their deaths appeared to be the immediate consequence.

“I lay awake that whole night by his side, watching to lend him any assistance he might stand in need of. About break of day he found himself growing worse; and I had the precaution to keep his mother at a considerable distance from him, that she might not see him in his last agonies.

“The young man exerting all his strength, spoke to me thus: ‘Let me advise you to be gone; take the advantage of the present moment, and the raft you have prepared; if that should be lost, you have no other means of relief. Take with you my dear mother; the knowing that she is under your care shall yield a consolation to my latest moments. Leave me what provisions you can spare; if heaven should yet lend me life a little longer, I may want them. When you are arrived in any place of safety, you will not forget me, but will have the humanity, I doubt not to return hither again, and to afford me that succour and relief that I must certainly stand in need of, should I be found yet alive; or piously supply the rites of sepulture, should you, as most probable, find me dead.’

“I applauded his fortitude, and exhorted him to preserve it to the last moment: and parted from him without rendering him still further unhappy, by mentioning the state of irresolution I yet remained in, about following the counsel he had so strongly and generously recommended to me. I flattered myself that our voyage would be short; and that we should presently arrive at some inhabited part of the continent, where I might find a boat and such assistance as would enable me to return immediately, and restore him to his mother’s arms.

“In the evening I returned to the young man again, who reproved my delay in the most affecting terms. The state in which I beheld him, his ama-

zing composure of mind, with the urgent necessity we were under, at last determined me. I took the coverlet he had over him, and gave him in its stead a surtout I had on; I stripped myself also of my waistcoat, and put it on him, leaving him accommodated with every thing that it was then in my power to provide him with. While I was setting up my mast, to which I fastened the coverlet, by way of sail, the negro collected for us a large quantity of shell-fish, which soon completed my little cargo of sustenance. I took some of them and dried them by the fire, and with the other aliments I could procure, I placed within the reach of La Couture. The spring was now advanced, the nights were no longer cold, and fire therefore became less necessary to him.

“I then laid myself down to rest, for some hours, waiting for that of my departure, but could not sleep; so that I passed the time in conversing with the poor invalid; who reposed as little as I; an hour before day he appeared to be deprived of all sense and motion. My utmost endeavours could not bring him to himself, and I gave him up for dead. I left him, however, all the necessaries I could; I filled the shells of the oysters with fresh water, and placed them so near him, that should he ever happen to recover strength enough to need it, he might not want refreshment; not that I had the least hope, in so doing, that he could ever survive to a state capable of receiving benefit from my care.

“Having thus done all in my power towards his preservation, I went to take charge of his mother, whom I awaked, with some difficulty. ‘Madam (said I hastily), we must be gone; Heaven ordains it, and it is our duty to submit to its decrees. Let us hasten from hence, time presses, and a moment’s delay may be irreparable.’—‘Ah, (cried she), my son is no more!—my husband dead!—all, all is lost!—’

“I led her immediately to our raft, to which she made not the least resistance. I feared she would have asked to see her son, which might, perhaps, have ruined our design, by retarding our voyage, for another day, and have rendered her incapable, also, of undertaking it, at all, by depriving her of the strength which it was so necessary for her to preserve, on so trying an occasion; but happily she had no idea but that her son was far beyond all human care; and, indeed, I was so fully assured of it, that, in addressing my prayers to Heaven, while I guided the float, I recommended his departed soul, as well as our safety to its providence.

“It was on the 19th of April that we left the island; and after twelve hours’ sail, happily reached the continent, without the least accident, or inconvenience, except that of labour and fatigue. We forsook the raft, after having taken out our provisions, blankets, and cordage, and endeavoured to advance into the country; but found it impracticable, it being for the most part overflowed, which greatly distressed us, and evinced, that our troubles were not yet at an end.

“It was now near sun-set; the extreme weariness we sunk under, and the fear of losing ourselves in the night, made us cast about for some place of safety. We made choice of a piece of rising ground, which, by its eminence, preserved us from the waters that every where surrounded us: here were, also, several large trees, whose branches, now furnished with leaves, sheltered us from the wind and dews. I took out my flint, and striking a light, presently kindled a good fire, by which we sat down, and supped on some provisions we had brought with us.

“Our apprehensions were continually kept awake, by the incessant howlings of wild beasts which surrounded us, and continued till morning: several

bears approached near enough for us to distinguish their horrid forms; and some tygers appeared also in sight. In order to secure ourselves from any further visits from such horrid neighbours, we cast about a number of flaming brands, as far as our strength could throw them, so as to form a sort of torrid zone about our central fire. This expedient, by removing the beasts at a greater distance from us, kept them out of our sight, and, therefore, lessened our fears.

“ At noon, the next day, we then took a slight repast, which consumed the remainder of our provisions, and began our journey, tending easterly, in hopes of getting to St. Mark in the Apalachian mountains. Having continued our journey for two or three days, we became so languid with hunger that I began to entertain the thought of murdering my negro. At length, rising up with precipitation, and seizing a knotty staff, which I used to walk with on my marches, I ran at the wretched victim, who was then lying asleep, and with a sort of fury struck him on the head with all the force that my reduced strength could enable me to do.

“ He awakened at the blow, and my up-lifted arm, now trembling, refused to repeat the stroke. The unhappy wretch, recovering himself soon, had risen upon his knees, and joining his hands together, with a terrified look and dismayed accent, cried out, Have mercy on me! O spare my life!”

“ For the space of two minutes I stood motionless, without power to speak or resolve; but at length, rage and hunger stifled the voice of pity; and thus distracted I fell upon the miserable wretch, pressing him under me to the ground, and tying his hands behind his back, called out to Madame La Couture to assist me in this barbarous execution. She came readily on the summons, and keeping down his head, while I lay along the rest of his body, I drew out my knife, and striking it deep into his throat, soon put an end to all further strife. I then laid the car-

case across a large tree that happened to lie on the ground near us, in order to let the blood flow the more freely, and she assisted me in this work also. We then sat down upon the ground, for some time, to recover ourselves a little, with our faces turned from the shocking spectacle deprived of life, in an instant, by our cruelty.

“As soon as our pile was lighted, I cut off the head of the negro, and fastened it to the end of a stick, turned and roasted it before the fire; but our impatience did not suffer us to wait till it was quite done; for we began to devour it when it was but little more than warmed through. After journeying several days with fatigue and hunger, I became very weak and ill. A large hen-turkey that sprung just in view, at that time, and ran into a coppice near us, gave us hopes that she was going to brood, and that we might be able to rob her nest of the eggs, which might be a great refreshment to us in our present circumstances. Madame La Couture undertook the office of provedore, on this occasion, as I was totally unable to raise myself from the ground; and was, therefore, left behind, lying stretched before the fire, and was roused from my mortal doze by some shrill voices, which awakened my attention. Perhaps, thought I, the persons I hear are sailing on the sea, and bound to some distant coast. I thought of every possible method of rendering myself visible; I happened to perceive a long branch of a tree, within my reach, which I made use of to raise my cap upon, to which I fastened a part of the petticoat that my companion in misery had lent me; and this kind of floating ensign was at last happily taken notice of by the persons who were in the vessel; which I soon perceived, by the sudden shout they set up, and by their quitting their former course, and steering in directly to the shore.

“I immediately struck my perch into the ground, that they might not lose sight of the signal, and en-

deavoured to creep towards the strand, where I lay stretched along, fatigued with my efforts, but exulting in prospect of an approaching deliverance. The boat at length arrived to shore, the crew landed, and came up to me; the excess of my joy, in seeing them so near me, had like to have been fatal to me. A cup of taffia, which they poured down my throat, revived my spirits, and enabled me to express my gratitude, and to acquaint them in a few words of the miseries of my situation. I intreated them to hoop and halloo through the coppice, near us, whither Madame La Couture had gone in quest of the turkey-hen, in hopes she might be able to hear the chearful sound of human voices, once more, and be brought back again to a place of safety and comfort. This had its effect; she appeared on the summons, and my happiness was now complete.

“As the night was now come on, it was not thought proper to embark till the morning. We all gathered round my fire, to which our new friends were so kind as to carry me; we supped on the turkey and her eggs, to which they added some pickled pork, and a flask or two of taffia. This repast was doubtless the most chearful of any I had enjoyed since our shipwreck. Our guests informed us that they were English, the principal of whom was an officer of infantry, in the service of his Britannic majesty, whose name was Wright.

“The next day, by sun-rise, we embarked. When I had got into the boat I resigned myself entirely to repose, as having now no other care upon my mind, and Mr. Wright thought of putting an end to his expedition. We arrived at St. Mark's after about twelve hours sail with a favourable gale; and I recollected it to be the island whence Madame La Couture and I had departed together, and where her son had been left to expire.

“In the midst of my regret for his loss, I remembered that he was not quite dead when I took my leave of him: this reflection roused me; and that he might be yet alive, and in a state to benefit from our succour, was an idea that flattered my mind surprisingly. In vain did reason and probability oppose the notion, as a thing impossible; they could not prevail on me to quit the place, without coming to some certainty about so interesting a fact. Accordingly I prevailed on Mr. Wright to suffer us to sail quite round the island, while the soldiers were exerting the utmost stretch of their lungs, in hallooing and calling out *La Couture*, at frequent intervals; but no answer was returned.

“This silence, however, neither baffled my hopes, nor lulled to rest a certain secret impulse, which pressed me inwardly, all the while. The poor young man might be still in a state to have heard the voices, but not in a condition of responding to them. I communicated my thoughts and feelings to Mr. Wright, who, after having represented to me the fruitlessness of the delay which such an inquiry might occasion, had the complaisance and humanity, however, no longer to oppose his reason to my ravings; but steering directly to shore, sent a soldier to the place I pointed out to him, and directed him to bring us a speedy account of the state he should find the young man in.

“This messenger returned to us, in about half a quarter of an hour, with a report that he had seen the body, and found it dead. I now requested leave to go on shore and inter the body. Mr. Wright, who continued to behave with remarkable tenderness and indulgence towards me, yielded to this request, also, and ordered all his men to attend and carry me to the corpse.

“When we all came together, to the place where the young man lay stretched at length on the ground,

with his face to the earth; his skin was all parched with the sun and wind; he sent forth a putrid smell, like a body that had lain too long unburied; and the worms had already taken possession of his legs and thighs. In fine, he was become an object offensive to the senses, and shocking to humanity. I kneeled down in prayer while the soldiers were digging his grave, which, when it was finished, they came to take the body and lay it in. But what was their surprise, mine, and his mother's, when one of the men who laid his hand under his breast, in order to raise him up, cried out that he felt him still warm, and perceived his heart yet in motion; and I saw one of his legs, at the same time, draw itself up as soon as another of the soldiers put his hand to it! On the instant we all of us exerted our utmost endeavours to render him every manner of assistance in our power; we forced some taffia, mixed with fresh water down his throat, and made use of the same lotion to wash and cleanse the wounds in his limbs, from which we picked out a great number of worms, which had formed their nests there, and were devouring him piece-meal.

“At length Mr. Wright ran to acquaint us that the young man had been recovered to his senses; that he had opened his eyes, wept much, staring at the strange faces he saw about him, he asked where his mother was: and what became of me also. When we appeared before him, he knew us both at once. We had him then carried into the boat, where I laid him down upon some of the soldiers' cloaths, which they were so humane as to lend us; I covered him over with a blanket, and stretched myself close by his couch, in order to take care of him, throughout the voyage. His mother lay on the other side, and I had infinite trouble in defending him from her extravagant fondness, and fatiguing caresses.

“On the 8th day of May we all happily arrived at St Mark's, about seven o'clock in the evening, and Mr. Swettenham received us with the utmost humanity; he had me carried home to his own house, where, having but one bed, he generously shared it with me; he lodged Madame la Couture and her son in his corporal's apartment, accommodating them with sheets and blankets himself. His surgeon was immediately ordered to attend us all, and supply us with every medicine that might conduce toward our recovery.

“I remained thirty days in the fort, and, having felt my health so far restored, as to need nothing more than time and regimen to confirm it, I resolved to take leave of my happy asylum, as an opportunity just then happened, which I was advised of beforehand, and which I had resolved to take the advantage of. Madame La Couture would have come on board along with me, very willingly, but that her son was not in a state of health to undertake the voyage, and she would not expose him to the hazard. We took leave of each other with mutual regret.

“I landed at St. Augustin, the 13th of June; the ship anchored on the bar, and the pilot's boat carried me on shore, where a corporal received and conducted me before Mr. Grant, the governor of the garrison, to whom I delivered Mr. Swettenham's despatches.

“I staid with Mr. Grant till the 21st of July, when I departed for New York. This benevolent man sent for the captain of the ship to come to him; and, after giving me into his charge, with the warmest recommendations of friendship, paid him beforehand, for my passage, and ordered every accommodation aboard that might be necessary either for my use, ease, or convenience; to which he added a portmanteau, filled with cloaths and linen, which were a great comfort and refreshment to me. After four-

teen days' sail I arrived at New York, on the 3d of August.

"I made myself known to some French people settled in that city, and who touched with my misfortunes, tendered me every kind of assistance in their power. They introduced me to Monsieur Dupeystre, one of the richest merchants in the place, who generously offered to give me employment in my profession. He kept me with him till the February following, and then gave me charge of a cargo for Nantes. I took leave of him on the 6th of that month, and arrived safely in the above port.

Loss of the

DUTTON EAST INDIA SHIP,

On the S. W. Part of Mount Batten, January 26, 1796.

ON the 26th of January, 1796, at ten o'clock in the morning a dreadful gale of wind came on at S. W. when the Dutton East India ship, which arrived at Plymouth the preceding day from Admiral Christian's fleet, was driven to leeward; and about twelve o'clock she struck on the S. W. part of Mount Batten, and immediately after parted her cables. She then veered round with her head to the N. W. and stretched across the harbour under the fore-top-sail; but her rudder being beaten off, by striking on the Batten, she became unmanageable, and was dri-

ven ashore under the citadel, about half past twelve o'clock, when her masts were all cut away; and after beating for several hours, her back was entirely broke, and she became a mere wreck.

When the ship struck, the number of persons on board, including soldiers, seamen, women, and children, amounted to 500; but, notwithstanding the violence of the sea, not more than three or four persons perished, and those were carried away by the main-mast, and got entangled by the rigging. Such was the anxiety of the soldiers and seamen to get to land, that many of them jumped overboard, and had nearly lost their lives by the violence of the sea dashing them on the rocks; on which account, Sir Edward Pellew, with great intrepidity, got himself conveyed on board the Dutton by means of a rope extended from the ship to the shore, and by his able conduct prevented the confusion that existed, by assuring the troops that he would be the last man to quit the ship; owing to which, the utmost serenity instantly prevailed; and the men were got out of the ship, some by means of boats, and others by boats fastened to the shore, and fortunately without any more lives being lost.

For the manly conduct displayed by Sir Edward Pellew, on this occasion, the corporation of Plymouth presented him with its freedom.

Account of

THE LOSS OF HIS MAJESTY'S SHIPS,
THE PORPOISE AND CATO,

On a Sand Bank, off the Coast of New Holland, Aug. 17, 1803. Communicated by Captain Flinders, of his Majesty's Ship the INVESTIGATOR.

HIS Majesty's armed vessel Porpoise, commanded by Lieutenant Fowler, at one in the afternoon of August 17, fell in with a sand-bank, and was totally lost on a coral reef, in latitude 22, 11, south, and longitude 155, 85, east, being 208 miles to the north, 42 east from Sandy Cape, and 735 miles from Sydney, New South Wales. The ships Cato and Bridgewater were in company, and the former was entirely lost upon the same reef, and broken to pieces, without any thing having been saved from her but the crew, excepting three.

When the Porpoise struck a gun was attempted to be fired to warn the other ships, but owing to the confusion, and the spray that was flying over, it could not be accomplished, and before lights could be brought up, the Bridgewater and Cato were on different tacks, standing across each other. Mr. John Park, captain of the Cato, stopped setting his mainsail, and bore away to let the Bridgewater go to windward, by which means she cleared the breakers and stood out to the southward: the Cato missing stays for want of her mainsail, tried to tack but struck

upon the reef, about two cables' length from the Porpoise. The Porpoise heeled upon and laid upon her broadside, so that the surf flew over but did not fill her; the foremast went soon, but the other masts stood until they were cut away. The Cato unfortunately took the opposite inclination, and the sea breaking in furiously upon her decks, tore them up, leaving the crew no place of safety but the inner fore-chains, where they clung all night. An hour after the Porpoise had struck, a small gig and a six-oared cutter were got out to leeward; the latter was stove. Several blue lights were burnt on board the Porpoise during the night, and a raft was prepared lest the ship should go to pieces.

As the tide fell the people of the Cato quitted her, and got through the surf to the Porpoise's small boat, which was waiting within-side of her to receive them. Thus the men of the Cato got on board the Porpoise but had saved nothing, and some were much bruised.

The whole of the officers, crew, and passengers, of the Porpoise, were upon a small sand-bank near the wrecks, with sufficient provision and water, saved from the Porpoise, to subsist the whole, amounting to eighty men, for three months.

Captain Flinders, accompanied by the master of the Cato, and twelve men, left Wreck Reef in the six-oared cutter, with three weeks' provisions, on Friday the 26th of August, in the morning, and on the 28th, in the evening, made the land near the Indian Head, from whence they kept the coast to Sidney. They could not state the extent of Wreck Reef to the eastward, but a bank was visible in that direction six or seven miles from the wrecks, in a west direction. They towed along the reefs twelve miles and saw no other dangers in the passage towards Sandy Cape. There are several passages from the

reefs, and anchorage in from fifteen to thirty fathoms, upon a sandy bottom.

The Bridgewater, which fortunately escaped, remained in sight for two days, then tacked, and pursued her voyage for China.

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