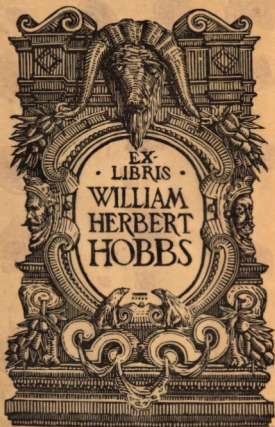


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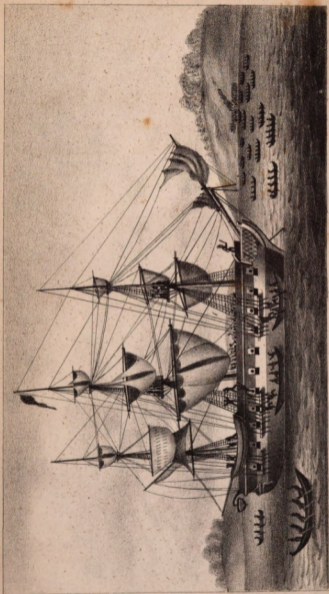
John Bleeker
from
his grandfather
Edmund Fanning
1840

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ATTACK AND MASSACRE OF CREW OF SHIP TONQUIN BY THE SAVAGES OF THE N.W. COAST
(Garrison) (A.B. 37)

VOYAGES
TO THE
SOUTH SEAS, INDIAN AND PACIFIC OCEANS,
CHINA SEA, NORTH-WEST COAST,
FEEJEE ISLANDS, SOUTH SHETLANDS, &c. &c.
WITH AN ACCOUNT OF THE
NEW DISCOVERIES MADE IN THE SOUTHERN HEMISPHERE,
Between the Years 1830—1837.
ALSO,
THE ORIGIN, AUTHORIZATION, AND PROGRESS OF THE FIRST
AMERICAN NATIONAL SOUTH SEA EXPLORING EXPEDITION

With Explanatory Notes relative to the Enterprise.

BY **EDMUND FANNING,**
AUTHOR OF "FANNING'S VOYAGES."

Fourth Edition.

NEW-YORK:
WILLIAM H. VERMILYE.
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1838.

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TO

THE AMERICAN PEOPLE,

IN TESTIMONY OF HIS

HIGH ADMIRATION OF THEIR CHARACTER,

AS AN ENLIGHTENED NATION,

THIS VOLUME

IS MOST RESPECTFULLY DEDICATED,

BY

THE AUTHOR.

TO
THE AMERICAN PEOPLE

IN TESTIMONY OF HIS

HIGH REGARD FOR THE CHARACTER

OF AN ENLIGHTENED NATION

THIS VOLUME

IS MOST RESPECTFULLY DEDICATED

BY

THE AUTHOR

P R E F A C E .

It is with great diffidence that the author presents the following work to an enlightened public ; still he is encouraged by the fact, that a previous volume on voyages, has met with indulgence and favour at their hands. He therefore deems it but justice to a generous public to state, that he has had the experience, both in the command and directive agency of upwards of seventy voyages, to those portions of our globe which are treated of in the course of this work. He would also state, that these voyages have not only been the means of bringing large amounts of wealth into our country and her national treasury, but have also opened and paved the way to many enterprising citizens to engage and succeed in the same lucrative trade.

The author has, to the best of his judgment, made selections of the most interesting and improving narratives of the voyages in which he has been concerned ; and he flatters himself that the matter in these pages will not only be found entertaining, but that much information may be gathered relative to commercial trade, the whale and seal fishery, navigation, &c., and also the different seas, climates, habits and customs of the natives, lands and isles of the ocean.

The author having no pretensions to a literary education, and having enjoyed only the benefit of a village school, cannot but entertain the hope that the liberal and enlightened critic will suffer him and his work to pass unscathed, and that an indulgent public will make due allowance for inaccuracies of expression, while they can rely with the utmost confidence on the correctness of the facts stated.

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PART I.

NARRATIVE OF THE VOYAGE OF THE SHIP HOPE,
FROM NEW-YORK, TO THE FEEJEE ISLANDS, IN THE
SOUTH PACIFIC OCEAN, AND TO CHINA, UNDER THE
COMMAND OF CAPTAIN REUBEN BRUMLEY, WITH
THE DIRECTIVE AGENCY* OF THE AUTHOR, IN THE
YEARS 1806—1808.

CHAPTER I.

Leave New-York—Departure from Sandy Hook—A gale—
Tremendous foaming sea—A mountainous sea breaks on
board ship—Loss of stern boat—Cape de Verde Islands—
Governor's conduct—Depart from St. Jago.

Aug. 31st, 1806.—Having received the pilot
on board, and hoisted our anchor, and being
all in high spirits, our trig little ship stood
down the bay. We passed the Narrows, gain-
ed an offing without Sandy Hook, and dis-
charged the Pilot. At the same time, our good
friends, with their warmly-expressed wishes
for an agreeable and fortunate voyage, took
their leave. Our little bark filled away under
a cloud of canvass, and we took our departure
from Sandy Hook Light.

* See Fanning's Voyages, p. 328

Sept. 3d.—In latitude $40^{\circ} 18'$ N. we were met by a heavy gale from the eastern board, which obliged me for safety to cause the ship to be hove-to under her storm sails. The gale was accompanied with a mountainous sea, breaking and showing its dashing, white-crowned foam. At 8, A. M., one of those turbulent neighbours, of a mountain size, dashed its white-capped foam on board, and gave our good ship a complete drenching and a giant thump, taking away with it our stern boat from its davids, much to our regret. We received no other damage of consequence. At 10, A. M., the violence of the gale abated, and it gradually moderated by 2, P. M., to only a strong breeze, veering round to the S.S.W. We now met with the usual weather, at the intervals of passing time—clear and cloudy, rain and sunshine, fresh gales and calms, which accompanied us until the 14th of October, when, at 11, A. M., we had sight of the Isle Sal, one of the Cape de Verdes, bearing W.S.W., distant 13 leagues. Our variation at this time, was 5° west. At meridian, the Isle Sal bore from us, W. by N., distant 11 leagues; our latitude, by sun's altitude, at same time, was $16^{\circ} 48'$ north. Soon after we had sight of Bonavista Island; and, on continuing our course to the southward, the Isle of Mayo soon appeared in view. At

sun rising, on Thursday, 16th, we had a view of the Island of St. Jago, the largest of this group, bearing N.W. by W., 4 leagues distant. At half-past 7, A. M., the ship being then near and abreast the mouth of Port Praya harbour, I despatched Messrs. Brown and S. Coles, in a whale-boat, to procure, on shore, some small stock, with refreshments of vegetables and fruit. On our officers landing, agreeably to their instructions, they immediately waited on His Excellency the Governor, to obtain permission to accomplish their errand. His Excellency, on first words, demanded five Spanish dollars, as his landing fee, for the officers stepping on shore on his island. This demand being satisfied, the Governor then said, he could not grant any permission to procure supplies, until he had perused and inspected the ship's sea letter; which obliged Mr. Brown, maugre all his solicitations and persuasive arguments, to despatch his brother officer, Mr. S. Coles, to the ship for said letter. Captain Brumley, not expecting his boat so soon to return, was now making a lengthy board off with his ship, to enable her, during his boat's absence, to hold her ground to windward, against the strong lee current, while he gave his officers time to complete their purchases, &c., on shore. This gave Mr. Coles a long pull before the ship discovered his signal. On coming alongside the ship,

Captain B. being informed of the demand of His Excellency, instantly gave orders to tack ship in shore. When again near and abreast of the harbour's mouth, he despatched the boat, with Messrs. Napier and Coles, with the ship's sea letter, to Mr. Brown. At meridian, the Fort at the harbour of Port Praya, bore N. N.W., distant 3 leagues, when our latitude was, by good altitudes, $14^{\circ} 54' N.$ At 2, P. M., the ship being close in abreast the mouth of the bay, a signal was hove out for the boat to return on board. At 5, P. M., she came along side, and, as soon as she was hoisted in, all sail was made, with a fine, brisk trade-breeze, causing our good little ship to divide the surface of Neptune's element, in her quick rate of departure, from this unfeeling and disobliging Governor, as well as to fast widen the distance between her and the shore of his island.

Mr. Brown now reported to me that this *humane* and friendly magistrate to suffering seamen in serious want, would not permit him to purchase any small stock of pigs, fowls, &c., but only the very limited number of cocoa-nuts and oranges which the boat brought off. Even these were by much solicitation and persuasion permitted to be purchased, at a high rate, of particular persons pointed out to make the sale by his Excellency. At the same time, the market was well stocked, and persons from the

country were humbly begging to be permitted to sell their articles, at a much lower rate.

At 6, P. M., Port Praya bore N.N.E., distant 5 leagues, when we took our departure, steering to the southeastward, to cross the equator for the Indian ocean.

CHAPTER II.

Violent squalls—A water-spout—Its terrific threatenings and passing roar—Shoals of whales—Cross the equinoctial line—Cape Aguillas' Bank—Gannets, and other birds—A white squall—Many whales seen.

As we progressed south, we experienced much unpleasant weather, accompanied with heat, thunder and lightning, and heavy squalls of wind and rain, near to, and north of the Equinoctial Line. In about the latitude of 6° north, during a violent squall of wind and heavy rain, we were obliged, for safety, to clew down the top-sails, and put the ship before the wind. In the midst of our anxiety for the safety of our masts, to our sudden surprise, a terrific, sea-serpent-like-shaped water-spout appeared in view, coming at a rapid rate, as if direct in chase of us. Our ship was yawed broadly off to endeavour to get out of its way, and of

threatened destruction ; and, although she was now going through the water at a very swift rate, still, in its passing, rushing roar, it seemed, to our dread, to be only about a cable's length clear of our ship, giving us only a soaking drench as it passed on. Surely these mighty, whirl-wind water-pyramids, connecting, in one giant link, as it were, the heavens with the sea, must be an awful evidence to man of the wonderful power of that almighty and good Being, who made, directs, and governs all. In about the latitude of 5° north, we saw numbers of shoals of whales, gambolling and thrashing about in their element, most probably after the small fry. At this situation, we had 11° west variation, which decreased as we advanced and crossed the line, in longitude $20^{\circ} 32' 15''$ west, into south latitude. In latitude $2^{\circ} 18'$ south, we had 10° west variation. On Monday, 24th December, being in latitude $36^{\circ} 37'$ south, the sea-water became coloured, when we judged ourselves on the edge of the bank off Cape Aguillas. We saw seals playing around in the water, and many oceanic birds cutting the air on their wing, in all directions—such as gannets, albatrosses, cape pigeons, and mother carys. Our variation at this time was, per amplitude, $26^{\circ} 10'$ west. On the 27th, at 1, A. M., during a pleasant breeze and

weather, our ship was suddenly struck by a white squall, which blew with great violence; and it was with much difficulty, so sudden was its approach, that we saved our sails. This severe squall was the more remarkable, as the moon was then shining, being near her full. The heavens were thinly overcast, with small white clouds, forming, what is called by seamen, a mackerel sky. There was, in fact, at the time, more the appearance of a calm, than of squalls. It, however, blew violently for about two hours, when it suddenly shifted from W. N. W. to the S. W., and moderated to only a fresh breeze.

Monday, January 5th, 1807.—Our latitude was $36^{\circ} 24'$ south; longitude, by lunar observation, $52^{\circ} 16' 30''$ east. Hereabouts we saw many whales playing around in their element, to all appearance much delighted; these monsters of the deep having been our neighbours so frequently of late, I should think it good whaling-ground here. The oceanic birds, of various kinds, continued daily to accompany us; and, for four or five days past, our ship has been making only moderate way. Our variation now was, $24^{\circ} 10'$ west. Since our arriving to above the latitude of 30° south, we had variable winds from all points of the compass, and, as the sailors remark, all sorts of weather.

CHAPTER III.

Islands of Amsterdam, and St. Paul's—Whales and seals—
Sea scurvy—New Holland—White beach—Columns of
smoke—Remarkable rock—Cape Chatham.

Thursday, January 29th, 1807.—We had sight of Amsterdam Island. At meridian it bore E. by N., distant 14 leagues. Previous to our departure, I made the centre of Amsterdam to be, by good meridian altitudes and lunar sights, in latitude $38^{\circ} 37'$ south; longitude, $77^{\circ} 17'$ east, from London. As we passed these two Islands of Amsterdam and St. Paul's, many whales and seals were seen, as also numerous birds of various kinds.

February 4th.—At noon, our latitude was $37^{\circ} 44'$ south; longitude, $90^{\circ} 53' 20''$ east, and the variation $13^{\circ} 30'$ west. We had now the third man on the sick list, with the sea scurvy; and although I restricted them to a diet of only raw potatoes and onions, in vinegar, with boiled rice and molasses, yet, if there was any change, the patients rather grew daily worse.

Monday, the 16th.—At noon, our observations placed the ship in latitude $33^{\circ} 44'$ south; longitude, $114^{\circ} 01' 20''$ east; variation, at

same time, was $7^{\circ} 45'$ westerly. We had now a brisk breeze from S. by E., with hazy weather. At 6, P. M., that welcome sound to the way-worn mariner, after a long passage, of "Land, ho!" by the look-out aloft, was heard. It proved to be the coast of New-Holland, bearing, by compass, E. by S. about 5 leagues distant, and had the appearance of islands, which were soon perceivable from the deck. We now steered along its coast; and, at 11, A. M., we were abreast of a very remarkable white, sandy beach, which bore E.S.E., distant 6 leagues; at which time the southernmost land in sight, bore S.E. $\frac{1}{2}$ E., distant 8 leagues. Large columns of smoke were now seen from several parts of the land, which was of a moderate elevation, and apparently well wooded; the ascending smokes we supposed were made by the natives, on the appearance of our ship, and gave an evidence that this part of New Holland was thickly inhabited. With a favourable breeze, we continued sailing to the eastward, along the coast, and, at daylight, on the 17th, we had again a sight of the land—a point bearing N.E. $\frac{1}{2}$ E., distant 9 leagues. Soon after, the look-out, at the mast head, sung out, "Sail, ho!" Not thinking to meet here with any thing like a ship, we were much surprised. As we advanced, however, and the sun got up, it

proved to be a rock. The weather, when it was first seen, was very hazy; but it now lighted up, and gave a better and more extensive view. At 6, A. M., Cape Chatham (so named by Vancouver) was seen, bearing E. $\frac{1}{2}$ N., distant 7 leagues. Our ship was now at no great distance from what was first, by the look-out, taken for a sail, but which now showed itself plainly to be a large rock, about a mile in circumference. Its E.N.E. side is nearly perpendicular; its W.N.W. side sloping down to the water. In the direction of E. by N. from it, lies a small rock, over which the sea breaks continually. Its distance from the large rock, or islet, is about half a mile. This rock bears from Cape Chatham, N. 79° W., distant thirteen or fourteen miles. This remarkable islet, not being mentioned in Vancouver, or Turnbull's Voyages, or on any chart in my possession, I concluded it to be a new discovery, and called it after our first sight and surprise on its appearance, *Sail Rock*, and placed it in latitude $34^{\circ} 59'$ south, and longitude, $116^{\circ} 20'$ east, and about nine miles off shore from the nearest land of the coast. At 8, A. M., Cape Chatham bore east, 4 leagues distant, and appeared plainly to be detached from the main land by means of a passage, apparently navigable for vessels of a considerable burthen. This,

it seems, Captain Vancouver did not ascertain, although his opinion was, as we have found it, and as I have here noted; and we therefore called it, *Hope Passage*. Large fires continued to be made on shore upon the upland, as we advanced along the coast, as also for several miles far in the interior; the blaze and smoke of these fires ascended very high. At meridian, Cape Chatham bore N.W. by W. $\frac{1}{4}$ W., distant 5 leagues, when the ship's latitude was $35^{\circ} 08'$ south.

CHAPTER IV.

Cape Howe—King George III. Sound—Bald Head—Newly invented still for obtaining fresh water from that of the ocean—Van Diemen's Land—The Mew Stone—The Feathered Tribe—Amphibious Bird—Anchor at Botany Bay—Sydney Cove—Governor's humane and honourable conduct—Contrast between his and that of St. Jago's—Doctor O'Conner—His humane feelings and kind attention to the sick—Landing the sick—Sea scurvy—Its singularity.

Wednesday, February 18th.—At daylight, Cape Howe was seen bearing N.N.E. $\frac{1}{4}$ E. distant 8 leagues, with the detached Island off the Cape, which bore E. by N. $\frac{1}{4}$ N. distant 5 leagues. The weather now soon became dark and thick, attended with a heavy gale of wind

from the S.W. blowing in tremendous hard squalls, which made our horizontal view soon very limited, and caused us to take in and furl the topsails. It also shortly became prudent to haul off to the southward, and to reduce the canvass on the ship to her fore course, and storm staysails only; since, by the increasing violence of the gale, even with these limited sails, there was a heavy pressure which caused her by the sea rolling on to labour hard as she plunged through it. I, however, thought it necessary to carry this press on her to keep her from driving to the leeward of our intended port, King George the III. Sound, thinking we yet might have a chance to bring our ship at anchor in this port, if we could, during the gale, enable her to hold her ground, and it should soon moderate. At 8, A. M., we had sight of Bald Head, one of the chops of the above Sound, which was at this time the easternmost land in sight, bearing N by E. The distance, owing to the state of the weather, uncertain. At 9, A. M., the gale still increasing, I judged it best, our stock of water being now reduced to but five casks, to bear up and put the ship before the gale, preferring to endeavour to reach with all despatch, and to touch in at Port Jackson for the relief of our sick, and the necessary supplies of refreshments.

We therefore put the ship before the gale, and on squaring away, directed our course for Van Diemen's Land, and in thus deciding, prudence requiring it, each man, officers and all on board, were put on an allowance of two quarts of water each, per diem.

Wednesday, 25th.—The carpenter, an ingenious mechanic, with the aid of a musket barrel, on trial, succeeded in an invention, and rigged up a still at the galley, or cooking coppers, which produced to us, from the sea-water, fifteen gallons of fresh water per 24 hours.

It would have been a great and very thankful relief to my mind, had we have been permitted to have come at anchor with our ship in the Sound, as I was especially anxious for the relief of our scorbutic patients. Our head cook was this day taken, or reported on the list, with this discouraging and spirit-killing disease, which not only added another to our invalid list, taken off duty, but one with whom it was very inconvenient to dispense. However, our good little ship was now ploughing her way over the surface of Neptune's element, and rapidly advancing on her course before the strong and fair gale.

Thursday, the 5th of March.—At 6, A. M., we were cheered by the look-out aloft with that ever-welcome sound of "Land, ho!" and very

soon thereafter we had sight, from the deck, of the S.W. Cape of Van Diemen's Land, bearing per compass N.E., distant 11 leagues. At 11, A. M., we had sight of the Islet, Mew Stone, bearing north, distant 5 leagues. At 5, P. M., Swilley Island was also in sight, bearing N. E., and at the same time the Eddy Stone had come within our view, bearing N.E. by E., about 5 leagues distant. We were now accompanied by great numbers of the feathered tribe, of various kinds, flapping their pinions and sailing on the spread wing in every direction. That amphibious bird, the penguin, was also diving around us in Neptune's waving field of water, in shoals, or companies of hundreds. As our ship drew in nearer to terra-firma, we were also visited by land birds of various kinds, one of which resembled the pigeon hawk, and was of a dark brown colour.

At 6, A. M., Tasman's Head, the southernmost extremity of Wm. Pitt's Island, bore W. N.W., distant 8 leagues, when the northernmost land in sight bore N.N.W., 12 leagues distant. We now had clear, pleasant weather, with a moderate breeze from the south.

March 8th.—I was extremely anxious to get the ship into port, as our sick list with the scurvy had now increased to nine, who were unable to keep the deck, and the number was

almost daily increasing. The refreshing fragrance from the land, as it came off to the ship with the flaws, had evidently an effect on even the worst of them.

I therefore in person kept a sharp attendance on the working and sailing the ship along the coast; and after passing many capes, headlands and islands, on the 16th of March we were gratified with the sight of Point Solander, bearing N.W., distant 10 miles, and likewise that of Cape Banks, bearing N.W. $\frac{3}{4}$ N., distant 4 leagues. On reaching abreast of the harbour of Botany Bay, we gave the signal for a pilot, by the discharge of a gun. At this time also sounded, and had bottom or ground at 63 fathoms, muddy with black sand, and specks.

On the 17th, at 1, P. M., a small sail boat hove in sight, standing out from Botany Bay, and steering for the Hope, which soon came alongside, and accommodated us with a pilot, who, on coming on deck, requested that his boat should be hoisted in, which request was complied with. The weather began now to put forth a very threatening appearance, the wind increasing to a strong gale, with a heavy sea. The pilot directed the ship to be tacked and to stand off shore, which was promptly done; and I must admit that his judgment proved correct;

for our ship was soon forced to come under close reefed topsails.

At 2, A. M., wore ship, and stood in again for the land. At 5, A. M., it having moderated, made all sail, steering in for the Bay; and at 8, A. M., we most gladly came to anchor in Sydney Cove, Port Jackson, in 7 fathoms water. In a short time thereafter, two officers came on board as a guard, and were soon followed by Dr. Harris, the Naval Officer of that port, who delivered to me the established port regulations, orders, &c., for our guide during our stay here.

In the time we spent in working our ship from the southernmost cape or land down along the coast to this port, we experienced much heavy thunder and sharp, vivid lightning, with occasional heavy showers of rain, attended with gusts, or short gales. Much the same weather continued while we remained here in port, excepting now and then some short spells of clear weather, during which we had delightful pleasant days.

March 18th.—I had the honour of paying a visit and presenting my respects to His Excellency the Governor, whom I found to be truly a gentleman of honourable and humane feelings, and corroborating them by ready and noble acts, speaking volumes in meritorious credit

to His Britannic Majesty, and to the character of that liberal nation under whom he holds his official station. He was entirely the opposite to the Governor of St. Jago, (Cape de Verdes,) for on my solicitation, he granted, with the most prompt readiness, liberty to land our sick on Garden Island, which was situated about a mile distant from our ship. He also gave permission to obtain every aid for their comfort, and enabled me immediately to engage Doctor O'Conner, a physician of first note and talent in his profession, to attend them while on the Island.

This disorder, the sea scurvy, is a very strange disease, as very soon after the patient is taken with it, he loses all spirits, and every disposition to action. Even any inclination to move at all has entirely vanished; and when the limbs become much, or rather, as in some instances, enormously swelled, on pressing your thumb on the fleshy part, it will cause a deep indentation, as if done on a mass of putty,—which indentation will remain the same for hours, while the act causes no pain to the patient. It is singular how soon the earth, on placing the patient upon it, with a diet of fruit, vegetables, salads, &c., for his constant food, with the lightest and not luscious fresh meat soups, revives him, and fast recruits again his

health. When advanced in the disease and weak from it, the very smell or scent of the land, or disembarking from the ship, very much affects them, even to frequent faintings.

Our sick, on landing, were, much to my consolation, now placed on a lovely green and comfortable situation, with the promise of their speedy recovery; were all daily attended and supplied with a full allowance of fresh meat soups, fresh fish, vegetables, fruit, &c., and daily visited, with the most solicitous and humane feelings, by Dr. O'Conner, myself always accompanying him, to be certain that every article was furnished to secure their comfort and prompt recovery.

While here, we were very kindly and courteously treated by His Excellency the Governor, and His Majesty's officers; and by their ready and obliging aid we completed our supplies of refreshments, wood and water. Our invalids having recovered, most of them to their duty, and all pronounced by the Doctor out of danger, they returned on board, free from any fear of their complaint returning soon again in going to sea. Our ship was therefore of course now prepared and got ready for sailing.

CHAPTER V.

Departure from Sydney—A strange ship—Macauley's and Curtis' Islands—Sunday Island—Numerous Birds and Fishes—Island of Tongataboo—Van Diemen's Road—Bad Anchorage—Directions in sailing among the Islands—Coral reefs—A strange ship appears—Strict inquiry of the natives for white persons among them.

Friday, April 3d, 1807.—Having paid my parting respects to His Excellency, with thanks for his kindness, and taken an adieu of His Majesty's officers and the gentlemen merchants, with whom an acquaintance had been made while here, we received our pilot on board, and orders were issued to weigh anchor, and proceed to sea. As soon as we had gained without the South Head, a strange ship was descried in the offing, and the pilot soon after took his leave of us, and proceeded to board the stranger, which was steering in for the port. At meridian, the South Head of Port Jackson bore W. by N., distant 9 leagues, from which we took our departure from the continent of New Holland, to proceed on our passage for Tongataboo, one of the Friendly Islands.

After a passage of ordinary winds and weather, without any remarkable incident occur-

ring, on Sunday, the 19th, we had sight of Macauley's and Curtis' Islands. At noon, Macauley's Island bore N.E. $\frac{1}{2}$ E., distant 4 leagues; and our latitude at this time, by a good observation, was $30^{\circ} 24' S.$; variation, $13^{\circ} 5' E.$ On the 20th, we had sight of Sunday Island. At meridian, its northernmost end bore N. by E. $\frac{1}{2}$ E., distant 5 leagues, our latitude then being $29^{\circ} 24' S.$ Our ship was now surrounded by vast numbers of the feathered tribe; and, at the same time, were gambolling in their element around us numerous fishes of various sorts. We were not so fortunate, however, as to induce any one of them to take the bait on the hook. The largest, or giant kind, (whales,) we declined offering the baited hook to, believing it perfectly useless, and being somewhat acquainted with their mighty strength and quick motion; for should we offer and they incline to take the hook, we should, to a certainty, only have the "success of loss," (as Paddy would say,) to lose our hook, if not our line with it. Several rocks were now within our view, extending off from the south end of Sunday Island, and detached from it.

On the 26th, a very clear day, we had sight of Pylstart's Island, bearing W., distant 14 leagues; and on Monday, the 27th, at 5 P. M.,

we got sight of Eooa, or Middleburgh Island, bearing per compass N. by E. $\frac{1}{2}$ E., distant 10 leagues. At 10, A. M., the long-wished-for Island of Tongataboo, or New Amsterdam, was in sight, bearing N.N.W., distant 8 leagues. It is very low land, and has, on first view, in clear weather, somewhat the appearance of a reef of rocks of a moderate height. We now bore away for this Island, and prepared all in order for the best defence by loading our carriage guns, &c. &c. As we sailed along its coast to the westward, when arrived opposite the Bay, and while working the ship into Van Diemen's Road, several canoes, containing numbers of the natives with the products of their Island for a barter trade, came off around our ship. Their variety for trade consisted of cocoa-nuts, bread-fruit, plantains, &c., for which we traded and bartered our riches, (so considered by them,) viz. pieces of old iron hoop, knives, needles, small looking glasses, beads, buttons, nails, &c. Having worked in on the bank near to the shore, we now, as expected, brought our ship at anchor, by letting drop the best bower anchor in 30 fathoms over a bed of coral and sand, very close in shore. Although we quickly and briskly paid out 90 fathoms of cable, the bank was so very steep, that she did not bring up, but soon dragged off

of it, and shortly clear out, off soundings, when we in dull cheer hove up our anchor to its place on the bow again, and made sail under sad disappointment to regain the anchorage. However, on regaining our former position on the bank in the bay, I thought it best to keep the ship under way, on short tacks, as we were now surrounded by an additional number of canoes of all sizes, containing large swarms of natives, and carrying on a brisk trade for refreshments in hogs, vegetables, fruits, &c., which the Island seemed very bountifully to produce.

Directions.—After obtaining sight of Eooa, run down on the south side, when you will soon come in sight of Cattaw Island, and then Tongataboo; keeping as you advance all on the starboard hand, you may double round these islands, I believe close to the shore, as we saw no danger. I recommend, however, and it is highly important, that a *trusty officer*, while navigating here, be continually at the mast-head, on a good look-out for those coral reefs, (which seem, as it were, in these seas, to grow up in a night,) and rocks, but which with this caution can be seen at a reasonable distance and avoided, even if under the surface of the water, and no break over them. Van Diemen's Road is on the northwest part of

Tongataboo, and forms a small bay, or bend in the coast. On entering this road, I found a strong current setting on the west point or chop, which point is composed of a white sand, and extends off about two cables' length into the sea, very shoal. Be careful of borrowing too near in shore when in the road, as there will be found a swell or under tow continually heaving in shore.

We obtained here at Tonga, in barter with the natives, good rope and cinnet, made from the fibres of the cocoa-nut.

Thursday, the 30th.—At 8, A. M., a ship was descried in the eastern board, standing to the N.W., but shortly after she bore up for us, and proved to be the King George, of and from Port Jackson, bound also to the Feegees, James Akins, Commander, who very courteously offered to keep us company, and to work into the Road with us, with the like view to procure for his ship such provisions and refreshments as the Island afforded.

This day, with earnest zeal and attention, I improved in the endeavour to obtain all and every information relative to the melancholy fate of Captain Isaac Pendleton and his boat's crew, of the Union,* and with the view of re-

* See Fanning's Voyages, page 323.

lief, should there be any civilized person detained by the chiefs on Tongataboo, I made every inquiry also for any white persons, to ascertain if there was even a single one now remaining on the Island, but could not learn from the chiefs or natives that there was even one left. A vast number of the natives in crowds kept parading on the beach at every time while and when the ship was in the Road trading with those in the canoes

While here we experienced occasionally squalls of thunder and lightning, accompanied with exceeding thick and dark weather, with however some fair and pleasant intervals.

CHAPTER VI.

Departure from Tonga for the Feejees—Fatoa (or Turtle) Island—Dangers of the ship among the Feejee Archipelago—Most dangerous navigation—Caution of the Natives—Numerous groups of Islands—A Chief comes on board—Double canoes—King Tynahoa—Dignity of His Majesty—Description of his person—Lofty peaked mountain—Gorroo Chief—Boat excursion.

Sunday, May 3d, 1807.—Having engaged as pilots and interpreters a Tonga and a Feejee man, and having them now on board, we bore away; but the heart of the Tonga man

failing him, he became unwilling to proceed. I therefore directed him to embark in a canoe that was near by, and return—which he gladly, to appearance, complied with.

We now, in company with the King George, took a final departure from Van Diemen's Road, which I place in latitude $21^{\circ} 04'$ south, and longitude $175^{\circ} 18'$ west. It being dark and squally through the night, we thereby parted company with the King George, and saw her not afterwards during our passage.

May 4th.—At 1, P. M., the appearance of the weather was very unpropitious, in the opinion of our Feejee pilot, to run for our small mark, (Turtle Island,) called by the natives Fatoa. We therefore close-reefed the topsails, and hauled the ship upon a wind, with her head to the southward. It now blowing a gale, with a tremendous sea running, our good ship laboured hard.

May 7th.—At 3, P. M., we got sight from aloft of Fatoa Island, bearing W. by S., distant 6 leagues. It yet blowing a gale from the northeastward, and being cloudy weather, attended with heavy squalls of wind and rain, accompanied with sharp lightning and thunder, and with a large irregular sea, the ship was still under close-reefed topsails and fore course.

Her latitude at this time was $19^{\circ} 33'$ south, and the variation $12^{\circ} 20'$ east.

May 15.—We now were blessed with settled pleasant weather, and also with a moderate trade wind from the E.N.E. At 2, P. M., we had sight of two islands; the largest was called by the Feejee Chief, our pilot, Honghare Lavo, and bore (all our bearings are taken by compass) N. by W., distant 8 leagues. The small one was called by same authority Honghare Livi, and bore from us N.N.W., distant 7 leagues. At the same time, Turtle Island bore S.S.E. $\frac{1}{2}$ E., distant 8 leagues. At 3, P. M. Falongaa Island was in sight, looking at this distance like two islands, bearing N.W. by W. $\frac{1}{2}$ W., distant 5 leagues. I now hauled the ship up to weather Falongaa, and at half-past 5 P. M. saw to appearance through between Falongaa and Honghare Islands a passage. In that direction, also, four other islands came within our view: I now tacked ship to the eastward, to spend the night under short sail and tacks, keeping our ship as near as possible over the same ground or place during the night. In and during the evening, saw lights on shore at Falongaa. At 6, A. M., Honghare bore N.N.W. $\frac{1}{2}$ W. when our ship was at this time 6 leagues distant from its N.W. end. At noon, its S.W. point bore N.W., distant 2 leagues:

at the same time, the west point of Folongaa bore N.W., distant 5 leagues. A reef extends off from the N.E. point of Honghare. Our latitude now by observation was $19^{\circ} 21'$ south.

May 16th.—Descried a canoe, under sail, coming out from Honghare, and steering for us. When she had arrived near by, I directed the ship to be hove-to; but no signs or persuasions, by myself or our pilot chief, could induce the natives in her to come on board. At 3, P. M., we had sight of Annamoohoa Island, bearing N.W., distant 6 leagues; at same time, the north point of Honghare bore E. by S., distant 4 leagues. A current sets through the passage between Annamoohoa and its opposite island. At 6, P. M., tacked ship to eastward, to spend the night, keeping the ship as near the spot of her present situation as possible; and a very disagreeable and most anxious night it was, to my mind. The weather being thick, and having very limited sea-room in which to manœuvre the ship, over a bottomless sea, between the islands, as may be judged, when morning came, and gave daylight to our aid, it made us sensible of our dangerous situation during the night just past. At 8, A. M., of this numerous group, eighteen islands were in sight. At this time, the N.E. end of Annamoohoa bore N.W. by N., distant 7 leagues. At 9, A. M., it falling calm, a

masted canoe came alongside with a chief, accompanied by nine natives. The chief very willingly supplied us with all the yams, &c., brought off in his canoe, in barter for beads and buttons. Soon after he had taken his leave of us, a number of canoes came off from the islands to pay us a visit, and dispose of their vegetables and fruits. At noon, the centre of Hengasaw Livo bore N.E., distant 4 leagues. Thus, in the sailors' phrase, ends this 24 hours, calm as a clock. Our latitude now, at noon, was, by observation, 19° south, and the variation was, $10^{\circ} 30'$ east.

May 18th.—This day we were visited by several large double war-canoes, as well as others of different make and form, containing numerous jabbering natives, who viewed the ship with wonder and surprise, and seemingly utter astonishment, not having seen here such a floating island (as they called her) before, and bringing with them a good supply for barter with us, of excellent yams, &c. A barter trade was now very briskly carried on, for the shining riches (in their estimation) on board our ship. Among the natives, Labooulyi, the Feejee chief and pilot, that came with us from Tongataboo, met with his relatives, and took his leave of us, in one of the double canoes. At 10, A. M., Tynahoa, the Grand Chief and

King of all these islands, in a very large, gaily decked double canoe, and truly brilliantly adorned after their manner, and show of state, with carved work, &c. &c., attended, in addition, by his nobles in royal state and movement, came alongside the ship. From the gangway I invited his royal person on board; which invitation, His Majesty, after causing to be passed on board his welcoming presents to me, consisting of a fat shote, yams, cocoa-nuts, &c., readily complied with; and came promptly on the ship's deck, to all appearance in full confidence, without the least show of fear or hesitation. He then moved about with his two attendant chiefs from this to that object with all the readiness his inquiries would admit; viewed, and closely inspected every article, fixture, &c., and inquired the use or purpose of the form and construction of the ship, with her equipments for war, accommodations, &c. &c. He scrutinized with minuteness, and with much ease and dignity in his movements. At the same time, he was earnest in his inquiries concerning the use of this and that thing or article. His Majesty's personal appearance was truly noble. He was six feet three inches in height, and well proportioned every way; had a pleasant, but commanding countenance, and was about forty years of age. After being sa-

returned on shore.

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tified with viewing the ship, &c., and receiving from me some small shining trinkets as my return present, but, to him, sufficiently and satisfactorily valuable as a present to royalty, he took his leave, inviting me to pay him a visit at his royal residence on the island. He embarked, seating his royal person under the canopy on the platform or deck of his magnificent double war-canoe. The accompanying fleet moved from us in great state for the shore, and landed at Nahow, one of his principal residences. His Majesty, however, before parting, gave to me a promise to return on board again in the morning, and accompany us in the ship down to Gorroo Island.

May 21st—At 8, A. M., we had sight of a very lofty, spiral, or peaked mountain, on the main island, Toconroba, which bore N. by W. $\frac{1}{2}$ W., distant 7 leagues. At 10, A. M., a large canoe came off from Gorroo, with a chief, who, after tendering and receiving presents, at his own desire, remained on board. I now despatched Mr. Brown, the first officer, in a whale-boat, well armed, and manned by six good men, with provisions for two days, to explore the seaboard and outer bounding coral reef for the passage for our ship to our intended port, at the King's main island of Toconroba, (subsequently named Sandal Wood Bay.) Our

latitude, at situation of ship at this time, was 17° 27' south.

CHAPTER VII.

King again visits the ship—Freedom of His Majesty—A Royal Present—Brisk Trade—Ship surrounded by War-Canoes, with Armed Warriors—Expected Battle—Cannibal war-yells—The Leader Chief—Signal of Retreat—Warriors depart—Direction Island—Dangerous situation of the Ship—Three Mountains—The Sea Wall Reef—Narrow Passage—Rapid Current—Coral Reefs—Handsome Young Chief—Intricate Navigation, danger of—Boarding-Netting—Sandal Wood Cargo—Treaty with the King—His Majesty's Treasury Chest—Grand Council—Good Faith of the King—Articles of Trade.

May 22d.—The King, agreeably to his promise yesterday, now came on board, and, to show his confidence in us, his royal person was attended by only one chief and six native canoe men. As a first-rate royal present, His Majesty now presented me with a very large, fat boar hog, for which I made him a satisfactory return. After granting permission to his native subjects to enter on a free and brisk trade with us, for refreshments, in hogs, yams, &c., in barter for our valuable riches of shining metal buttons, small looking-glasses, glass beads, &c., His Majesty took his leave, and returned on shore.

May 24th.—At 11, A. M., a fleet of large, double war-canoes came off to the ship, from Nyri Island. This island was now in revolt, and at war with King Tynahoa, as His Majesty had previously informed me. One of these canoes led the van, and appeared to have the commanding chief on board, surrounded by other chiefs on her platform-deck. By their manœuvres, as they surrounded the ship, we judged that they had something important immediately in view, of a war-like cast. As their conduct was by no means altogether pleasing, or even friendly, and, as there appeared in this one canoe upwards of a hundred warriors, and in all the others a like number, in proportion to their size, it was plainly to be seen that they were well armed, after their manner, with spears, war-clubs, battle-axes, bows and arrows. Their canoes were all under sail, as well as paddles; and, after sailing and paddling round and round the ship, with, at same time, continued shouts, war-whoops, and cannibal yells—with grimaces and movements of body and limbs, showing, in their way, unfriendly actions and intentions, they now and then pointed to the ship's carriage-guns, and imitated with their voice, their explosion. The ship's battery was all this time kept ready and clear for action, each gun being loaded with a round

returned on shore.

shot and langrage, with matches burning, and every man wide awake at his station. After some time spent thus, in sailing around the ship, the commanding chief placed his war-canoe a few yards directly ahead, and in the way of our ship, and hauled down his sail. His men lay on their paddles, thinking, as it appeared, by thus doing, to drop his canoe alongside, and board us ; but as the ship was under some way, and observing his intentions, I instantly directed her to be given a broad yaw off. This immediately brought our guns and broadside to bear fairly on them, and, in this way, we passed them, without any discharge, as we were acting only on the defensive. As the success of our voyage, and the safety of our absent boat, was constantly on my mind, as well as a deep reluctance to destroy life, I was determined not to commence the battle, but to act wholly on the defensive. They then used their paddles after us, keeping close under our stern, and insisting on making fast their rope to the ship. This we decidedly forbade and opposed, and effectually prevented without a fight. In the mean while, the rest of these large war-craft, with their crowd of armed warriors, breaking the air with their horrid war-yells, kept sailing and paddling around the ship, within pistol-shot distance, keeping

up constantly their terrific war-whoops. They appeared to watch sharply all our motions, and those of their leader, at our stern. In this most trying and anxious situation, we were kept for the space of two hours; when, on a signal from their chief, their hideous war-yells ceased, and the whole fleet made sail at once, steering back from whence they came, to the Island of Nyri. Their departure gave to me, and I think to all on board, a feeling of relief. We were glad to be rid and clear of such a horrid, cannibal set of threatening visitors, without being forced into slaughtering measures in self-defence, which, as already observed, I was extremely anxious, in our situation, to avoid, as our worthy first officer, and six excellent seamen, absent in our boat, might, in such event, have been cut off and massacred. Any warlike measure, or act, would also very likely operate much against us, in relation to our errand, as we were now in the neighbourhood of our destination, where we expected to procure, in barter, our cargo of sandal wood, &c.

May 25th.—At 10, A. M., to our joy and relief, Mr. Brown, the first officer, returned on board from his exploring cruise, having been absent from the ship four days. During this time, we constantly kept the light signals out throughout the nights for him; and it may

truly be presumed no small weight of anxiety existed on my mind during his absence.

On the 26th, at 8, A. M., saw a small island, which I called, and very appropriately, Direction Island, (not having learned the native name of it,) as it was situated directly in the range of the ship's passage through the outer main reef, and bore N.W. $\frac{1}{2}$ N., distant two leagues.

May 28th.—Experienced a heavy gale and squally weather through the night; but it moderated to a light breeze at near daylight. As the morning light broke and lit up, it discovered to us the very dangerous situation of the ship, caused by the currents, as well as the gale, so near the shore, that we had hardly room to bring the ship about, and keep clear of being wrecked. However, on promptly well-manning our sweeps in her aid, we succeeded in bringing her in stays and about, with her head off from this dreaded, rocky shore, and, to appearance, at one time, of certain shipwreck on it. We were much aided and assisted in effecting our escape, by the alert working of our fast sailing little ship. The great relief our escape gave to me from shipwreck, on this wild, rocky, savage coast, can be judged, I think, only by a commander with the like charge, who has escaped from a like situa-

tion, and from the danger of being wrecked on a cannibal shore. The weather clearing up soon after, gave us a sight of Direction Island, when we wore ship and stood in towards it, for the passage. This island is a good mark to the mariners for the channel through the sea wall reef. Three very remarkable mountains were now within our view, over another island, bearing N.N.W., and the remarkable sharp, spiral mountain, on Toconroba, bore N. by W. At 11, A. M., I despatched Mr. Brown in a boat, who, in his exploring cruise, had discovered and sounded it out, to lay as a buoy mark in the passage through the outer main reef. At this time, Direction Island bore E. by N. $\frac{3}{4}$ N., distant 5 leagues. Mr. Brown having soon made the signal of his boat's situation in the channel, we bore the ship away under her fore-course and three topsails, with a brisk trade breeze, and every officer and man at his station. In about an hour, our good ship had passed safely through the reef, by the channel, where the boat lay, and which I judged to be only about fifteen yards wide, from side to side, or from rocks to rocks, of this sea-bound reef. The breadth here of this coral reef, I judged to be about two cables' length; we found the tide or current running very rapidly through the pass. After our ship was through, we hauled

her up N. by E.; but our course soon became variable, on account of the many patches of shoal coral reefs, and rocks just under the surface of the sea-water; these could be timely and plainly seen by the officer on the look-out aloft, and cunning our direction in the course for the ship. Our course mainly, from the narrow pass through the sea wall reef to Booje, our first anchorage, was about N. by E., and the distance about 7 leagues. We brought the ship at an anchor, with the small bower, at Booje, in 13 fathoms water, over a bottom of fine black sand: a low, sandy beach, with a grove of cocoa-nut-trees, and a native village, bearing E.N.E., distant half a mile. This anchorage I subsequently named Sandal Wood Bay and Road. With all precaution, we now bent the sheet-cable, and shackled the chain-cables to their anchors on the bows, as being in readiness and prepared for the worst event, and moored our ship with the stream anchor. Our latitude, at this anchorage, was $16^{\circ} 58'$ south. Soon after bringing our ship here at anchor, a trig built and very handsome young chief came alongside, in an uncommonly neatly built Tongataboo double canoe. He came without hesitation on board, and promptly presented me with several hundred fine cocoa-nuts as a welcome present; in return for which, and

his free sociability, I made him a present of a proper return. He had been some time from Tonga; and his bold, but very neatly and highly-ornamented and carved-work craft, showed, incontestably, that they make their sea-voyages, at least thus far, in these double canoes. I cannot here sufficiently express my thankfulness to the Great Preserver of all, for his protection of those "who go down to the sea in ships, and do business in great waters," and especially since, notwithstanding our way has been very full of innumerable dangers, for having safely arrived here. The relief given to my mind and feelings, by our arrival at anchor, after so many, and so tedious, laborious, and very anxious scenes passed during those several days and nights among those islands, working our ship along in the most dangerous and intricate navigation, between these islands, that can be conceived. In these passages, there are innumerable scattering coral reefs; and, in fact, it will likewise generally be found the case, that without the outer verge of the wall sea bound reefs, no bottom, by soundings, is to be had or found with the lead, even at the distance of only two or three cables' length from its verge; therefore no anchorage is to be had or expected, as none is to be found. In addition, the sea, with its mountain billows, is

usually breaking in massy foam and giant force ; and the currents are irregular, and frequently of great force ; the wind, at intervals, blows strong gales, dark and squally ; still there are spells of clear, pleasant weather, but they happen mostly in the day time. The winds, during a great part of the time, were, when regular, of the trades, blowing from the eastern board, but at times variable, and, in hard squalls, generally followed by a calm. To make the task more severe, and the burthen heavier to a commander, we were, much of the time, and during the day in particular, surrounded by numerous canoes, with swarms of natives, keeping up the constant evidence before our eyes, that if we should be wrecked, immediate massacre was the destiny of all on board. After having safely performed this dangerous navigation, through this Archipelago, during the term of such a number of days, being our own pilots, and without charts, I think all must admit, that we would be likely to feel thankfully fortunate in bringing our ship thus safely into port, at anchor, and that all on board would be relieved. We leave it to the magnanimity of the general reader to give to us the credit we merit in its performance.

Some of the islands of this group are of moderate elevation ; but others are very moun-

tainous ; several with lofty, spiral, or sugar-loaf peaks ; others with round summits, and thickly wooded tops. The author would ask the liberty here to remark, that he has ever made it a permanent rule, not only to caution captains never to suffer over two or three principal chiefs, and their few attendant natives, (as those chiefs will always bring their attendants) to come on deck, at one and the same time ; but also to have all the vessels ever sent out under their directive agency, and bound to those seas, on these voyages of barter-trade, among these children of nature, to be well fitted and armed, with the precaution of a boarding-netting made of rattling-stuff, and small iron chains, that a passage for a person might not be easily cut through its meshes. This should be attached to the ship's railing of cover at their quarters, and go entirely around the ship, and out on the sides of her bowsprit, to the fore-stay ; and be so deep, as to admit tricing up, when among the savages, to twelve or fifteen feet above the rail. It being thus fitted, when the boarding-net is triced up, the ship's quarters and decks are encircled, if it may be so termed, similar to a highly fenced yard, so that not any person can enter or come on board the ship's deck, except at the pass, by the armed sentry at the gangway, and

by the immediate permission of the officer in charge of this station. Sentries on guard are, or should be, at such times, always set on the tafferel, and on the heel of the bowsprit, to watch and observe all that is passing among the natives around the ship. With all these precautions, there is little danger; as when they are thus constantly prepared, and can all be put in requisition in a moment's warning, there is then little to fear while among those savages. The author has, thus prepared, at such time, had his ship surrounded by thousands of the natives, even in clusters, as it were, like a flock of birds on a tree, hanging on around, and on the sides of his ship, without the boarding-netting, and chattering their lingo, and observing all the movements of those on the ship's decks; still no unpleasant occurrence has ever caused the shedding of blood by the vessels under his charge.

The Hope being now in Sandal Wood Road, thus moored and prepared, and under her very judicious and vigilant commander, with our usual good discipline, we procured, at and off from Toconroba Island, her cargo; being the first, by Americans, of sandal wood, &c., from this group, without any unpleasant occurrence, or the least difficulty with the chiefs or inhabitants. At the same time, loaded an English

vessel, on freight for Canton. In addition, engaged, in a treaty with the King, a cargo of wood, to be prepared and piled up on the small island near our present anchorage. This cargo was to be ready in eighteen moons (months) for any other ship belonging to the same owners ;* and by this treaty the King likewise engaged to cause the sandal wood trade to be tabooed (prohibited) from all other vessels procuring it, or taking any of it away from the islands. This unusual success by treaty, was mainly effected thus, as related to the author :—Their first officer, Mr. Brown, had become a great favourite, and the adopted son of the King, and, by living the greatest part of his time at His Majesty's residence, had learned to speak the Feejee language, so as to hold a conversation with the chiefs and natives, without an interpreter, or with little difficulty, which greatly pleased them all, and zealously attached His Royal Majesty to him. Captain Brumley, through this influence, was able to effect this treaty. Its conditions were as follows :—The Captain was to cause to be made by his carpenters, for the King, a large chest for his treasury, fourteen feet in length, with several apartments, and a separate lid to each apartment,

* Was subsequently taken to China by ship Tonquin.

with a padlock* to each apartment lid. This treasury chest, or reservoir, was engaged by the captain to be filled with an assortment of our articles of trade, to be selected by the King and his attendant chiefs, after the chest should be finished, and painted in a variety of high and gaudy colours; when thus finished, this grand treasury chest was placed in the palace, in a room designated and prepared for it, when each division was filled with suitable articles, of an assortment selected by His Majesty, &c., chiefs' wives and family; and then, when so filled, a new padlock was placed on each lid; the keys, tied in a bunch by a high-coloured silk ribbon, adorned with various coloured beads attached to it, and handed to His Majesty. The treaty was then considered as ready for ratification: and the reader may be assured, by what is represented, that, in the opinion of the author, the great Napoleon never felt better, in greater dignity, or in more importance, immediately after one of his greatest victories, than

* Mr. Brown had learned His Majesty the art of locking and unlocking a padlock, which much delighted his royal person, indeed almost to ecstasy; and he, in his exultation, now affirmed, that not any chief could inspect, or look at his great treasure, without his knowledge and permission. In fact, not one of them possessed ingenuity enough to unlock it, even should the key be put into their hand.

did His Royal Majesty Tynahoa, on receiving this bunch of keys. All the chiefs shouted by royal signal, and declared him to be now the greatest and richest monarch in their world, and were followed by a shout of thousands of the natives, that seemed to shake their island. A grand council of chiefs was now called, and ordered to assemble forthwith. They promptly assembled in the area, on the green lawn, in the cool shade, and under their valuable bread-fruit trees, in front of the King's palace; being thus met in council, His Majesty in the centre, on an elevated seat, after a few rapid speeches delivered by several of the chiefs in rotation, in their true native and uncivilized manner and actions, all tending to the blazing forth the great power and riches of their monarch, and how soon he would now conquer all the islands in their world; on a green branch being handed by the King, in person, to the captain, and Captain B. receiving it, the treaty was then considered ratified, and to be kept sacred by both parties. The council being dismissed by His Majesty, broke up, every one going his own way home, after repairing, in apparently perfect happiness, to the feast prepared by order of the King—consisting of roasted hogs, yams, bread-fruit, &c., and satisfying their wild and voracious appetites. Hereafter it will be seen,

in the Tonquin's voyage, with what good faith this royal monarch, over an uncivilized mass of beings, and his chiefs and nobles in council, kept this treaty, and finally fulfilled it, as the result will prove, in such good faith as would be very commendable in any civilized monarch. The chiefs evidently, on departing, moved off in new and additional pride of carriage, and they certainly now considered their King by far the most powerful and wealthy monarch in all the Pacific ocean.

Our articles of trade here were, first, sperm-whales' teeth, of all sizes; but the larger, the more valuable in their estimation, as they were considered the highest emblem or mark of royal honour and favour. After the tooth was highly polished, a small hole was drilled through the larger end to hang it on the breast, by a ribbon or chord passed round the neck. The next article most valued by them were tokas, made by the armourer, at his forge; they being, in shape or form, merely the blades of adzes and hatchets, without an eye for the helve formed to them. In the room of the eye part, it was made to suit their notion, so as to be lashed to the helve or handle with a strong line, made from the fibres of the palm-tree. Glass bottles, either wine, porter, or square, were next in repute; high coloured calicoes;

looking-glasses of all shapes, and small sizes ; bright metal buttons ; needles of different sizes ; iron spikes and nails ; pieces of old iron-hoop, cut to the length of four to five inches ; with a general assortment of ironmongery, principally cutlery, with iron tinned spoons. These composed the assortment of our articles of trade at the Feejees, at this time.

The invoice of articles of trade put on board the Hope, when she sailed on this voyage from New-York, by which the above purchases and bargains were made and completed, did not amount to but little more than nine hundred dollars. This sandal wood (being one of the articles procured in this trade, as to profit of a fair rate to judge by) brought, at that time, in the Canton market, about thirty cents the pound. Out of this, about one-third of the amount of the proceeds of a cargo was paid into the United States' treasury, on duties on the China goods, obtained in exchange for it in Canton. Thus vast amounts have, by vessels under the command and directive agency of the author, been, by the Pacific and China trade, brought into the American national treasury.

CHAPTER VIII.

Author's rule of trade in the prohibition of fire-arms—Natives of the Feejee Islands—Their cannibalism—Manner of obtaining sandal wood—Music to the natives in the wood-saw—Great number of the natives as the ship departs—Affection and attachment of the King to the first officer, Mr. Brown—His Majesty's parting with him—Union Massacre Passage—Alarm by the sudden discovery of the ship in shoal water—Departure from Feejees, and voyage to China—Crossing Equator twice—Equatorial currents—Discovery of Hope Island—Phillipine Islands—Their beautiful green appearance—Arrival at Canton—Sail for sweet home—Arrival at New-York.

THE author would here beg leave to remark that, during his command and directive agency, in all the voyages of traffic with these children of nature, he has ever insisted that, when fire-arms, powder and ball, with other of the civilized destructive instruments of war, were demanded and peremptorily insisted on by the chiefs, in barter, to quit their trade sooner than to comply; as there is not a doubt but that these, to them new and destructive instruments, after they and their neighbours have come in possession of some of them, have been the cause of much bloodshed and massacre.

The natives of the Feejee Islands are, beyond question, cannibals, and even consider their roasted enemies as among their choicest feasts. Mr. Brown, being so much with the King, on one occasion, when an expedition of warriors had just returned from battle and victory, at Nyri, obtained over the Nyri Island natives, and were come with their victorious fleet of war-canoes, at the landing on the bank of the river, discovered among them a large double canoe having, on her deck platform, the bodies of some twenty or more slain enemies. After the King had selected two of the best fed and plumpest, of about twenty years of age, he directed them to be taken away to his residence, by his attendants, to be dressed and roasted for his conquering feast. His Majesty then divided, by lot, the remaining number among his principal chiefs; which were, in turn, by their attendants, taken away with the like directions.

We remained here in Sandal Wood Bay, at Toconroba Island, with our ship, trading for and procuring sandal wood, &c., until we not only loaded our own ship, the Hope, but also an English vessel we met here, that touched for refreshments, with a cargo on freight for Canton. We also paid, as per treaty, for a second cargo, for which a ship was to be sent; and made every necessary arrangement with

the king for placing this second cargo of wood in the treaty as follows, viz: It was to be cut down, and then brought from the mountains during our eighteen moons' absence, and to be cut at right lengths as per sample, deposited with His Majesty, shaved and piled on the small island near the harbour, or road, where our ship was now moored at anchor.

Our manner while here of obtaining the sandal wood, was thus:—On concluding a bargain with the king (the whole of this article being royal property) for a certain quantity, to be delivered by a stipulated day, at the landing place, on the bank of the river, he would direct a chief to take his men, fifty, more or less in a gang, as the case required, proceed up the mountain, cut down such trees as should be selected by our men from the ship, and bring them trunk and limbs to the landing. The chief dared not for his life but be punctual in performing and accomplishing his task by the time agreed on. With this gang is sent one of the ship's crew, to select the large and sound trees, and, in charge of the saws, axes, and grind-stone, and to direct the sawing down the trees as close to the ground as possible. This sawing off the body with the cross-cut saw, bringing the tree down from the stump, was a highly favourite part of the work, and was fre

quently severely disputed for between the natives, owing to the exquisite and delightful music to them, in the ringing of the saw. In fact, at times, they would dispute so earnestly about whose turn it was, as to come to a raging grapple with each other. It frequently required the authority and interference of their chief to quiet them, and restore harmony. The tree being thus sawed down, it was then trimmed of all its limbs, and the top cut off where, after all the bark and sap should be shaved off, it would leave the heart part of the diameter of about one and a quarter inches. All the limbs were trimmed out in this manner, and the gang continued working on the mountain, sawing down, and trimming out until a sufficient load for the whole gang to carry down to the landing was obtained. Several days were spent at work in the mountain woods at each excursion, before a full load of body and limbs for all the gang, was prepared; they then collected it all at one spot, the chief set off the load for each one, or for three, or five, or more as required; they then shouldered it, and all in Indian file proceeded down the mountain with their burdens to the landing place. The ship's men under the directions of the carpenter, and his mates, with some natives to assist, saw and cut the body and limbs to proper lengths of between

four and five feet, and then shave off, with the drawing knife, all the bark and sap. It is then in merchantable order for shipping on board, and the king is paid for the lot, as has been previously agreed. He then sends it off alongside the ship, and immediately divides the purchased articles with the chief, who has with his gang performed the task with his men in procuring the wood.

September 6th.—Having completed our business here, and the Hope having now a full cargo on board, we unmoored ship, took up our anchors, bore away, and steered for a leeward passage through the outer sea wall reef. We were surrounded by masses of natives of both sexes making the air ring with their friendly parting shouts; but above all, was the parting between His Majesty and Mr. Brown. The king had become so affectionately attached to him as his adopted son, that he took him again, and again in his arms, and by his parental hugs of embrace raised him from the deck, as if a child. When in his canoe returning for the shore, he kept up the parting signals until beyond sight from the deck; but even then he could be observed from aloft. We were now under all sail, with a fine trade breeze from E.S.E. and pleasant weather, steering across the bay, and out through the passage in the main reef by what I thought

properly named Union Passage, because on one of its reefy points the ship Union was so unfortunately wrecked, and all on board of her, but the Tonga pilot perished, or were massacred by these cannibals as soon as they obtained a footing on any dry part of the outer wall reef. Precisely at noon we passed safely through Union Passage, when Sandal Wood Road bore E.N.E. distant 3 leagues, and at same time the east chop of Sandal Wood Bay, which I named Sandy Hook Point (which it so much resembles) bore east, distant four miles. We were now engaged in clearing up the decks, lashing water casks, &c., in sea preparation.

September 7th.—At 3, P. M., Levo Callow Island was in sight bearing W.N.W. distant 7 leagues, and now a fresh trade wind and a heavy rolling sea accompanied us. This made it necessary to reduce the ship's canvass to her double-reefed topsails. At 8, P. M., I thought it prudent to bring the ship to the wind, and to spend the night on short tacks, keeping her throughout the night as near the spot we now were as possible. At 6, A. M., bore away and made sail, when immediately after, the officer on the look out station aloft, gave the alarm call, that our ship was over discoloured water, and on casting my eye over the rail I could plainly see the bottom composed of coral rocks,

to appearance about four fathoms of water: I instantly ordered the ship to be brought to the wind to make a board off to a clear sea again, when in a few minutes, in short, before the ship's sails were fairly trimmed to the wind, we were out of danger or had lost sight of the bottom, and to appearance, were again off soundings. When the ship was on the shoal Levo Callow bore W.N.W. distant 6 leagues, and the centre of Antua Island, E. $\frac{1}{2}$ N. distant 8 leagues. At noon Levo Callow bore E. by S. $\frac{1}{2}$ S. distant 3 leagues, at which time the ship's latitude was $16^{\circ} 41' S.$

September 8th.—At 2, P. M., Levo Callow bore S.E. by E. distant 7 leagues. At sun setting, strong gale, with cloudy thick weather. I thought it again prudent to haul the ship on the wind, and to spend the night under close-reefed topsails, with the endeavour during it, to keep her as near her present station as possible. At 6, A. M., bore away and made all sail on our course for Canton in China. Variation at this time $12^{\circ} 9'$ east.

September 17th.—At 4, P. M., the look-out aloft gave out the sound of "Land, ho!" which proved to be two high islands lying east and west of each other. One bore N. by E. and the other N. by E. $\frac{1}{2}$ E. distant 7 leagues. Our latitude at this time was $12^{\circ} 25'$ south, and at

the north-westward of the westernmost of those two islands, we observed a small island or islet, in its appearance very much like the Eddy Stone off Van Diemen's Land. These being wide to the windward of our course, and night closing in upon us, we have nothing farther to remark relative to them; and as it is somewhat doubtful, as to their being a new discovery I did not give them a name.

September 26th. — Our situation this day brings us near to the brink of crossing the equator the second time, out of the four crossings we shall have to make during our voyage. The weather ever since our departure from the Feejee Archipelago has been so cloudy and thick as to prevent our lunar sights until this day, when by two sets of very good observations, the mean of them gave the ship's longitude to be $163^{\circ} 42' 20''$ east, and her latitude $1^{\circ} 33'$ south, and variation 10° east, our longitude by celestial observations differing about four degrees from our longitude by account in this short run from the Feejees. This shows that we must, and very recently, I judge, have had an unaccountably strong current* to have set

* Subsequently in the ship Cadmus, bound for Calcutta, on crossing the equator in about the eighty-eighth degree of east longitude, in the Indian Ocean, I met with, and experienced the like currents.

R. B.

our ship so wide from my intended route, which was to have kept in the track of the Walpool, Captain Butler. He appeared by his account to have made a very clear passage, but by the effect of the current, we now found our ship on an entirely new route.

Here the author would respectfully ask: what is the cause of those never-ceasing, or frequent, rapid, unaccountable, and variable currents, in all parts, or places near the equator on our globe, as they appear to be the same in the Pacific, in the Indian Ocean, and in the South Atlantic, between the continents of America and Africa? Are they caused by the force of the heavy gales in the variable latitudes on the surface of Neptune's element? or by the daily rotation of our globe, as some will have it, and the trade winds? It cannot, I think, be the last; for if so, they would be regular, and always setting the same way, and not suddenly variable. It seems, therefore, all we can say relative to the explanation of the fact, is, that it is one of those mysteries known only to that Almighty Being, who created our globe, and placed it in its orbit.

October 3d, 1807.—At 6, A. M., the look-out at masthead, surprised us by “Land, ho!” bearing N.W. by W. to W. by N. which at first had the appearance of two islands; but on

nearing it, we plainly discovered the two elevations to be joined by low land. At noon the centre of the land bore west $\frac{1}{2}$ N. distant 5 leagues, and I place it in latitude $5^{\circ} 15'$ north, and longitude $165^{\circ} 17'$ east of London. It not appearing on any chart, or in any book in my possession I consider it a new discovery, and have named it, Hope's Island.

Sunday, October 25th.—We were in sight of the Phillipine Islands, Say-pan, Tinian and Agrigan; but after so long an absence from our much-beloved country, and being very anxious to meet with our friends whom we expected to find in Canton, we did not stop to obtain and partake of the many excellent articles said to be procured at those beautifully green looking islands. Having a fresh and fair trade wind we passed them, with mouths watering, and proceeded on, with all despatch.—I place Anson's Road in Tinian, in latitude $15^{\circ} 01'$ north, longitude $145^{\circ} 47'$ east.

November 9th, 1807.—We had sight of Tobago-Sima, and soon after, the high-peaked mountain on Formosa. In a short time we passed the Vela Retta rocks, south of them at three miles distance. At 6, P. M., the south end of Formosa bore N.N.E., distant 9 leagues.

November 12th.—On this day we obtained sight of the land, and islands off the coast of

China, passed several fleet of fishing craft, and on arriving among the islands we obtained a pilot for Macoa. After touching there, we proceeded up the river to Whampoa, where we had the gratification of meeting our friends, and receiving our letters, and news from home. After exchanging our cargo we received on board a cargo of teas and other China goods.

December 27th.—We sailed from Whampoa for home, "sweet home."—Nothing unusual occurred during our passage, and we arrived safe at New-York on the 3d of May, 1808, with, it is believed, a perfectly satisfactory voyage to all concerned.—We now learned that a stern, and rigid embargo was in force throughout the United States.

CHAPTER VIII.

A list of the native names of sixty-four of the principal islands of the Archipelago of the Feejee group, with remarks.

<i>Fatoo, (Turtle)</i>	<i>Allakippa,</i>
<i>Honghare Lili,</i>	<i>Iaa,</i>
<i>Honghare Levo,</i>	<i>Iaa Livi,</i>
<i>Folongaa,</i>	<i>Uheda,</i>
<i>Henghare,</i>	<i>Body,</i>
<i>Annamooka,</i>	<i>Nahow,</i>
<i>Henghasaw Levo,</i>	<i>Gorroo,</i>
<i>Mertta,</i>	<i>Waanewawattee,</i>

<i>Marraboo,</i>	<i>Chucheeah,</i>
<i>Cabbarria,</i>	<i>Dabuctah,</i>
<i>Voangabba,</i>	<i>Wattaharra,</i>
<i>Ollarwa, (saddle)</i>	<i>Dedea,</i>
<i>Como,</i>	<i>Omango,</i>
<i>Cannaetah,</i>	<i>Nyri,</i>
<i>Wattaharre-nahow,</i>	<i>Volkkia,</i>
<i>Kyerratta,</i>	<i>Ohohia Lavo,</i>
<i>Gerroa,</i>	<i>Onhow,</i>
<i>Freenoo,</i>	<i>Battika,</i>
<i>Dudua,</i>	<i>Gorrobou,</i>
<i>Foona,</i>	<i>Batallie,</i>
<i>Toconroba,</i>	<i>Volahue,</i>
<i>Vakkia,</i>	<i>Booyee,</i>
<i>Gorra,</i>	<i>Levo-Callow,</i>
<i>Niroa,</i>	<i>Antua,</i>
<i>Bakiky,</i>	<i>Assavo,</i>
<i>Woohiah,</i>	<i>Ambow,</i>
<i>Nyengany,</i>	<i>Hongasaw,</i>
<i>Vohia,</i>	<i>Direction-Island, (by us</i>
<i>Ohohia, Lili,</i>	<i>so named)</i>
<i>Mahhini,</i>	<i>Honghary,</i>
<i>Ohokia,</i>	<i>Furia. (This is a very</i>
<i>Bollowhu,</i>	<i>high, mountainous</i>
<i>Mackini,</i>	<i>island, and I pre-</i>
<i>Onratta,</i>	<i>sume has been a</i>
	<i>volcano.)</i>

REMARKS.—There is also in this group a number of small islands, and islets, the native names of which were not obtained, and of course are not noticed in this list.

PART II.

SKETCH DESCRIPTIVE OF THE WHALE CHASE, SHOWING THE DANGER, AND DARING BRAVERY OF THE OFFICERS AND SEAMEN IN ATTACKING AND CONQUERING THESE MONSTERS OF THE DEEP, TOGETHER WITH THE PROCESS OF CUTTING IN, &c., &c.

CHAPTER I.

Whale chase—Danger in fastening to—Condition of the whale—Whalers' preference to full grown—These most troublesome—Sounding of the whale—The signal—Breakwater roar of the monster—Terrific scene—Snowy foam of the sea—Fatal stroke—Sea of blood—His dying flurry—Life extinct—Huge inanimate mass on the surface of the sea—Lamentable end of poor Bob—His character.

THE ship being on the whaling ground in the right season, and when on the earnest hunting chase in those beautiful alert craft, the whale boats, the danger in fastening, and killing a whale is by no means at all times equal. On some occasions they are killed without hardly an effort, or struggle, at others two or three hours elapse before this can be effected, owing mostly to the nature of the whale's condition, whether plump and thriving, or lank and lean, and also partly to the chance of fastening.—

Whalers most generally prefer fastening to a full grown, or old whale, if a well fed one, as he is less inclined to give battle than a younger one. A right, or black whale, that will yield about forty barrels of oil is in general the most troublesome. When fastened to by the thrust of the iron (harpoon) to which the line is fast, he, (if in deep water) immediately sounds, taking out of the boat from sixty to eighty fathoms, or more of line. At these depths he remains until want of air forces him to the surface again, which usually will be about thirty minutes. Care must be now taken to prevent him from coming up under and staving the boat. The line as he rises is hauled in, and carefully coiled in the stern sheets of the boat, the men (in vulgar phrase) being wide awake, ready at their oars for the least signal. When the rushing sound of the water, accompanied by the roar of the monster announce his arrival to the surface, the word is given by the officer to haul on. The bow-man now prepares his lance, the boat is hauled by the warp as close as possible to the whale, and the lance vigorously plied in thrusts, by darts. The whale unable as yet to sound, becomes infuriated by the repeated thrusts of the lance, and a scene commences, of which only those who have witnessed it, can have any idea. The huge mon-

ster of the deep galled and rendered mad with pain, cuts through the water with amazing velocity, now this way, now that, requiring all the skill of the officers, and exertions of the men to manage the boat so as to avoid him, and his enormous flukes (finned tail) lash the water into a snowy foam. Soon after the blood spouting from his lanced wounds, stains with blood the sea around him; and now and then a thundering roar is heard as the lance of his tormenters aggravates his pain. At last the fatal stroke and wound is given, when his life's blood is spouted on high. Seeing this, the boats are laid off from him, so as to be out of his way, when he goes into his flurry, or dying agonies. This soon comes on; his huge body is agitated; he lashes the surface of the sea, incessantly, and is surrounded with a thick, bloody foam. His efforts become gradually weaker; when, on a sudden, they cease, and the late living body lies a huge inanimate mass on the surface of the ocean. On one of those chases, and anxious slaughtering attacks, we had before our eyes, the following melancholy and painful occurrence. This was the lamentable misfortune to lose one of our crew, a harpooner, by a whale. Poor Bob! he was a first-rate, and uncommonly expert whaler; nevertheless, fate, it seems, had decreed, that his time had come,

He was truly an excellent man, at all times willing, and pleasant; beloved by all on board, and out of all the crew no one could have been taken whose loss would have been more felt. He was a first-rate seaman, as well as a courageous whaler; in short, such a valuable man as is always much wanted, and seldom found aboard ship. As such his loss was severely felt.— He was suddenly taken from out the boat overboard by the warp attached to the preventer, the harpoon fouling some part of his body, or limbs (his arm, it was supposed) while performing his duty as harpooner. In the act of darting the preventer iron, he was seen to go overboard, when the line was immediately cut, in the hope of picking him up; but in vain, we never saw him more. Poor Bob! his death must have been speedy, as the whale was then sounding at a fast rate.

CHAPTER II.

Cutting in the whale—Cutting gear—Manner of cutting in—
Blubber blankets—Mincing blubber—Trying out oil—
Whale bone—Average quantity to a fish.

WHEN a whale is about to be cut in (or in other words,) stripped of his fat, or blubber, he is taken alongside the vessel with his head

towards her stern, and the cutting gear is then prepared. This gear consists of two wind-tackle falls, the straps of the blocks being toggled through their bights to pendants from the mainmast-head. These pendants are then guyed forward so as to bring the falls directly over the main, or blubber hatch. The ends of the falls are then brought to the windlass, and three or four turns taken round it with each end, a stopper being in readiness to clap on either fall. A man now jumps upon the whale, places a strap on his fin, and the fall is attached to it. The whale is then hove by it side up, and the fall stoppered; small stages are placed outside the gunnel on which stand the officers about to cut the blubber, provided with sharp spades fastened on the shaft, eight or ten feet long. The head with the bone attached to it is now cut off and hove in, with the other fall, and placed aft on the deck. The fall is then overhauled down again, and the throat, lips, and tongue are next hove in, and lowered down the hatch between decks. The other fall is then attached to the end piece hove on, and a strip of fat with the skin, or blubber (as it is termed) from four to five feet wide is hoisted up, the officers on the stages constantly cutting with their spades on each side of the piece, or strip until the fall is hove block, and block. The

stopper is now passed, the other fall overhauled down, and a slit, or hole cut in the blubber piece for a new end (or as it is called in the blanket piece) with a boarding knife. The bight of the block strap is passed through, and a toggle through it, and the fall is hove on as soon as it takes the strain. The blubber of the blanket piece of the first tackle is cut through, and off above the toggle slit, with the same large knife. The blubber piece, or blanket thus cut off is lowered down the hatch into the blubber room; and so on, one fall relieving the other, rolling the fish over and hoisting in the blubber, until all is stripped off. The blubber blankets are then cut up into small pieces, taken to the large table, and the lean attached to the fat flinched off. They are then minced, and thus made ready for the try pots. The try pots are started in the trying by pouring about a barrel of oil, into each pot, or kettle, and then kindling a fire in the furnace beneath. When this oil is sufficiently heated, the minced blubber is thrown in, and in about the space of half an hour it will be sufficiently boiled. It is then baled off with the ladle, leaving 40 to 50 gallons in each pot, (these pots hold from 150 to 180 gallons.) The scraps are taken out with a skimmer into a scrap tub, and the kettles are then ready for a fresh supply, which is im-

mediately thrown in. After the kettles are heated by the first turn, the oil boils out much quicker. If good blubber and well tried the scraps will be chip dry, and the scraps constantly supply the work with ample fuel. With such sized kettles well attended, about fifteen barrels of oil can be boiled out of a fair lot of blubber, in a six hours' watch, making an average of say 50 barrels in 24 hours. The oil is baled from the pots into a copper cooler fitted with a strainer, from which it passes into the deck pot, and is baled from thence into the casks. The casks should be well shrunk, twice or more filled for this purpose with hot oil, until they have stopped shrinking. When well coopered, after being finally and thoroughly thus shrunk, with hot oil, they will retain the oil safe home without loss by leakage. The whale bone generally averages 800 pounds to a hundred barrels of oil, some whales over a thousand weight, others again only four or five hundred, the bone is cut out at its upper end, from the lower part of the head, eight or ten slabs at a time. Each slab, is then cut separately apart, and scraped, the gum extracted, and then stowed away below. Particular care should be taken to have the slabs dry when stowed, as otherwise they would be very likely to damage, and perhaps if stowed away not dry

be entirely spoiled, or at least much damaged, during the long passage home.

The whale is an affectionate creature to its kind. It nurses its young like the cow,—and while in tender infancy, basking with its mother at the surface of their element, if an alarm affrights her, she immediately takes her young under her fin, and instantly dives to a prudent depth. When going through the water, partly on her side with her glistening round eye she looks up to the surface, as she swims along, as it appears, with the endeavour to discover the cause of the danger. If the alarm has been given by a boat, and the boat is within view, over her, she keeps her eye, as it were rivetted on it, as long as it remains within her sight.

J. E. B.

CHAPTER III.

Rook of the Falklands—Its sagacious, saucy cunning—Its size and colour—Its strength and gripe of claws—Its shrewdness in watching—Its seemingly intelligent language—Mischievous thievery—A glove chase and failure—Superior knowledge of the bird.

AMONG the great variety of the feathered race at the Falkland Islands, the rook is the

most sagacious and cunning. Its wise and fox-like actions are astonishing, and, without personal observation, almost beyond belief:—The rook is about the size of the grouse, of a black or dark-brown colour; its beak and legs of a light yellow; its beak is of iron strength for a nip, and the gripe of its talons are truly death-like. In all parts of those Islands, those who land from their boat, will surely, the moment that they step foot on shore, be surrounded and accompanied by a look-out flock, as sentries, canting their head one way and the other, with their scrutinizing eye, as if to pierce your very thoughts and intentions. They are, apparently, very earnest and mischievous, watching your every motion, and as you advance forward they will accompany you, hopping and flying from prominences of rock, or bog, watching your actions with an eye of piercing attention, and a sage look. They will examine, after you, every minute article or thing you may stop to observe or inspect. If you disturb a turf by turning, or perforate the surface, or make an excavation in the soil or earth, as soon as you have left it, the rook will immediately examine the spot, with eye, beak, and talons, in the most minute manner, making at same time, in their squalling language to each other, a cackling, screaming noise, with

head and neck stretched up, which they appear perfectly to understand. If you happen to lay down and leave your knife, or other article, by the spot, they will promptly seize and make sure possession of it and carry it off; and except you give chase as they retreat and thereby obtain now and then a sight of it in their claws or beak, (which they will readily exhibit from time to time in the chase, and seem to delight in it, as they constantly retreat and tantalize you, keeping at a proper distance,) you may be sure this is all and the last you will ever see of it:—there is no remedy, unless you happen to have with you your gun charged to shoot the vexatious and impertinent thief instantly. One of our sportsmen had shot a number of geese on landing, and left them in the bows of the boat during our perambulation; when, on our return, to our utter astonishment, our boat was surrounded by a large company of those depredators, mostly keeping in pairs, each by his mate, eternally crying *kā—kā—kā!*—as if ridiculing our credulity. Nothing was left but the feathers and bones of the geese, which were strewed about in every direction. They are not only flesh-eaters, but are the greatest gormandizers and gluttons imaginable. Here I will mention one evidence among hundreds of the like, of the rook's superior sa-

gacity:—On a fine, calm, pleasant morning, the author landed from his ship in the jolly-boat, accompanied only by the steward and apprentice-boy. On walking directly up the green bank, attended, of course, by the usual company of rooks on guard, I fell in with a patch of wild potatoes, growing spontaneously among the green grass, the tops of their vines being a few inches above it. I laid my woollen glove on the rock, taking up a bit of a stick to dig and examine the size of their roots. Although engaged not two yards from my glove, before I was aware, and as quick as thought, up ran Mr. Rook, snatched up the glove, flew a few rods with it,—then lit on a bog, laid the glove down by him, and looked back at me with an arch-like, mischievous eye;—as if intending to say, “I have out-generalled you this time; and now, get your glove again if you can!” In his exultation, he was joined by his mate, and they commenced conversation in their screams of kā,—kā,—kā! Being much vexed, with my two aids, we started on an attack, with stones, not having with me my fowling-piece. On getting within two or three rods of him, he would pick up the glove and hop, run, or fly, some five or eight rods, then rest on bog, or rock, and lay down, by his side, the glove again, and then wait, in screams of

exultation, our fire of stones, hove by myself, steward, and boy. Thus fleeting on for upwards of a mile, this cunning bird fooled us, certainly in the distance, more than fifty times, until he completely tired out our force, and obliged us to give up the chase, and to leave him and his companion in possession of their stolen prize. We had no remedy, but were forced to put up with their taunts and sarcastic eyings towards us, seemingly much to their high gratification. Thus dishonoured by the loss of the glove and victory, we returned to our boat, and on board ship, well tired out by the unsuccessful chase.

In fact, the Falkland Rook is, unquestionably, the most knowing, mischievous, and saucy bird among the feathered race;—and gives to the way-worn sailors much vexatious trouble, during their hunting and sealing excursions. If a knife and steel, a powder-horn, round-about jacket, or other article, which they are able to take away in their claws, or beak, be laid down by their side, unattended but for a minute, as they are ever on the watch, it will be seized by the rook and carried off. Without the charged gun in hand, it will be very difficult ever to obtain the article again. On committing the theft they will call each other and gather around it on rock, or bog,

scrutinizing it, with sageness on their visage, and their sharp, bright, piercing eye, with a sarcastic look, first at you, then on the article they have stolen, and so on as long as you are near by, wishfully desirous to re-possess your property, and, ever and anon at such times, are accompanied with their croaking screams, directed to each other:—It is truly the sapient fox, among the winged race.

CHAPTER I

History of the ship—its great distress in port—its
 departure on the coast of Java—A terrific voyage—
 a violent storm—its arrival at the port of Batavia—its
 arrival at a head-on—its arrival at the port of Batavia.

The *Torpedo*, the beautifully modelled and
 the ship was built by the well-known
 shipwrights Messrs Adams and Wood, known
 at their ship-yard in New-York city, for the
 China trade, under the superintendance and
 inspection of the author. She was double-
 decked, and fitted for 22 guns, and
 proved a fast sailing vessel of speed, perhaps
 equal to any ship of war of the navy. Her
 bottom was rather under 300 tons, and her
 keel was laid on the blocks on the first day of
 March, 1807. She was launched, and sailed
 from the port of New-York for China, on the
 20th day of May, 1807, under the command

PART III.

NARRATIVE SKETCH OF A VOYAGE OF THE SHIP
TONQUIN, UNDER THE COMMAND OF THE AUTHOR,
TO THE CHINA SEA, IN THE YEARS 1807—1808.

CHAPTER I.

Building of the ship—Great despatch in performance—Occurrence on the wild coast of Java—A terrific savage—A white boy to roast—Fright of boy Bill—Secret retreat in a bread cask—Investigation of a singular affair.

THE *Tonquin*, this beautifully modelled and first-rate ship, was built by those well-known ship-wrights, Messrs. Adam and Noah Brown, at their ship-yard, in New-York city, for the China trade, under the superintendence and inspection of the author. She was double-flush decked, and pierced for 22 guns, and proved a fast sailing vessel, of speed, perhaps, equal to any sloop of war of the navy. Her burthen was rather under 300 tons, and her keel was laid on the blocks on the first day of March, 1807. She was launched, and sailed from the port of New-York for China, on the 26th day of May, 1807, under the command

and direction of the author, and arrived back at the same port from her voyage to Canton, with a full cargo of China goods, March 6th, 1808. Thus she was built, coppered, rigged, launched, and performed her voyage to China and back, in the short space of 12 months and 6 days from the day her keel was laid on the blocks. — Impressed with this, I believe that it is doubtful, if there be an instance on record of such singularly unexampled skill and despatch of performance in the ship-wright business, and nautical management, of or from any country or nation existing, as in the case of this ship, on this, her construction and voyage. What transpired and occurred, other than what would be expected on a similar ordinary voyage to Canton and back, during this voyage in the Tonquin, is hereby related in the following, viz:—

A singular affair when off the wild coast of Java,—and also the transactions mentioned and met with on the passage up the China sea, and while at Canton.

On our passage out, after entering the Strait of Sunda, our ship had arrived abreast of a bay, on the Java shore, a short distance eastward of Mew Island. During the night in a calm, she was set by the current in shore, into such shoal water, that it became prudent to

bring her to an anchor at a short distance, somewhat less than a mile, from the shore of this wild native coast. When morning came we found our ship situated thus, near the shore. As soon as broad day-light came, the natives, observing the ship so near, riding at anchor, an opportunity so inviting to them, came off in their canoes; but all, save one, keeping just without hailing distance. That one contained only a single native, whom we presumed to be a chief, as he was gaudily dressed, and accoutred with a feather cap, mounted on his cranium, with waving plumes stuck in or attached to it, made of the feathers plucked from that courageous monarch of the *barn-yard*, the male domestic fowl. His face was painted in streaks, or characters, with colours of red and white. Thus beautified, his jet-black teeth, contrasted with his blood-red lips;—he was truly savage! In fact, his whole appearance was wild and fantastic indeed; and while, according to their custom and habit of sitting with much native pride, thus accoutred in his canoe, which had a line fast to the ship's quarter, he was thus situated when the author came on deck.

On emerging from the companion gangway, I observed the first officer, Mr. Mackay, a very worthy nautical citizen, as well as of a

very pleasant disposition, leaning over the quarter-railing, and endeavouring, by signs, &c., to barter with this singularly adorned native in the canoe, for the fowls, fruit, &c., he had brought off. Close by the officer's side, on tiptoes, to enable him to see over the rail, peeping over it, with his eyes rivetted on the savage in the canoe, was my apprentice-boy Bill, an active, quick, observing child, now only in his eighth year. On my observing to Mr. Mackay, "What have we here, and what does this barbarian want?" he answered, "a native, sir, from this wild coast; and it seems he has come off from the shore to trade—I am trying to barter with him for the refreshments he has brought off;" then dryly adding, "he appears disposed not to be willing to receive any thing for them which we can conveniently spare, but wants and insists upon a white boy to roast!"—Bill, on hearing these words, looked up at the first officer, much affrighted, and then at me, with a most pitiful countenance:—observing the boy in such affright, and to put him at his ease again, I said kindly to him, "Never you mind, Bill, what this savage-looking fellow wants; if you continue to be, as heretofore, a smart and good-behaved boy, neither he nor any other man-eating savage shall have you to roast, not if he would give

us our ship full of gold,—nor for all the fowls and fruit the whole race of them on shore can produce; therefore keep your mind easy, and go to your duty with the steward." Bill made his bow, with thanks, and marched off to the steward's room. At that time, nothing more was thought or said on the subject. The barter being soon finally accomplished with the native, he paid, and the fowls, fruit, &c., received on board, a breeze springing up from off the land, the ship was immediately got under way, and the natives all left us for the shore, our ship steering out of the bay. At eight bells, the steward came to set the breakfast table, (a part of the boy Bill's duty being to keep the knives and forks scoured bright,) and now wanting the knives and forks, no Bill was to be found! On the alarm being given that he was missing, the ship was thoroughly searched fore and aft, below and aloft, but no boy Bill could be found, or any answer obtained, to the loud calls on his name. In this dilemma, painful as it was to my own feelings, and to those of the officers, particularly of Mr. Mackay, I presume there was not one on board, but now felt for the loss of poor boy Bill. Being thus painfully disappointed, after our thorough search throughout every part of the ship, we were forced to come to the conclu-

sion, that the boy, in or during the usual bustle of weighing anchor, had, unobserved, got knocked, or fallen overboard, and was drowned. This sad conclusion of ours was then fully believed by us all; and it was heart-rending to myself and officers, thus to lose our sprightly boy.

In this belief we remained until the afternoon of the third day, when, to our very agreeable surprise, the enigma was explained, by the boy Bill appearing in full life before our view! and all were relieved from distressful feelings, because Bill was alive and among us again.

On investigating this very remarkable and singular affair, it appeared, that, after making the land, (Java Head,) on the day previous to anchoring, in the evening after passing the Head, and entering the strait, the seamen in their circle on the fore-castle, had been relating their tough-yarns, relative to the kind of people which inhabited this land, to which the ship was now so near. Such an extensive country of mountains and valleys, covered by a wilderness of forest trees, in such green, and luxurious appearance must have numerous inhabitants of some kind of people; and some two or three of their number that had passed along here before, declared that they were savages of

the worst kind, and known to be man-eaters. Nothing could please them so well, as they had been informed, as to have a fat, well-fed white person, to roast, or bake in the ground, after their manner of cooking, to make a good meal, in their gormandizing cannibal feasts. To this tough-yarn, the boy Bill (unknown to the author until subsequently after the embezzlement of himself) had been an attentive listener. And when he placed himself in the morning by the side of the first officer, to have a view of the savage in his canoe, he had asked what that ugly looking fellow wanted. Mr. Mackay jocosely answered him, "the fellow, Bill, is endeavouring to make me understand, that he wants a white boy to roast." Just at this moment the author stepped up to join them from the cabin gang-way, as before related, and addressed to Mr. M. his inquiry: Bill was then sent away to the steward's room. Knowing that the steward some few days previous, in replenishing his bread room, had taken a moiety of the bread out of a large bread cask, and headed up the cask again, a side piece of the heading which had got broken, having been flung aside, and not put again in its place, in the heading of it up, Bill remembered, that in this condition the cask had been stowed back in its berth again among its fellows, in the

ship's waist below deck, and had left a breakage of a few inches between its deficient broken head, and the next cask, in the longer, or tier forward of it, just sufficient for him to squeeze his body through, and into the nulledge bread cask. On the steward's leaving him in his room, the morning he was missing, to go on deck at the time the ship was getting under way, Bill as he subsequently confessed, did not feel perfectly safe, or surely certain (his own words) but that the ugly looking savage, might yet persuade us to deliver him up or succeed in getting him to roast. It made him, he said, feel dreadfully horrible, (still all his own words) notwithstanding what the author had said to encourage, to cheer up, and also assured him he had nothing to fear, had not the intended effect, as the trouble on his mind. All this induced him, nevertheless, on thinking of the bread cask to promptly repair to it, and stow himself in, while the steward was on deck. He went therefore and crept into the nulledge cask, and did not answer when called to, as he feared the ugly savage would not be gone. Here secreted he had subsisted on the bread, cautiously coming out in the dead, or still time of the night to the steward's pitcher for a drink of water, and quickly back again to his hiding place. Thus sly, he had remained undiscover-

ed until this afternoon, being the third day of his being missing ; when the steward on proceeding with the cooper and his gang, to recruit again his store of bread in the bread room, on parbuckling out, and unheading this nulledge cask, behold, there was discovered, sitting with his chin on his knees, monkey like, our lost, supposed drowned, and missing boy Bill, who pertly looked up as if nothing unusual had occurred, as if nothing had taken place out of the ordinary and daily course of affairs. He quickly asked the steward, before moving to get out, if that ugly Indian was gone.

CHAPTER II.

Ship arrives at Macoa—A speck of war—A typhoon—British squadron—Poolo Sapata and Baltimore Company ship—Raging sea—Singular effect of—Change of the monsoon—Passage up the Tygris—Commodore Pelew—His declaration—State of war—President and U. S. consul—Unpleasant state of affairs—Author's determination to put to sea—Chinese pilot, and boat—The agreement.

ON our ship's arrival at Macoa, we found the state of affairs rather war-like, between our countrymen, the Americans, and English ; which, it was said, had been caused by an attempt, by the order of the commander of a

British brig of war, to press the men out of an armed American Baltimore schooner. This brought on a battle between them, in which the captain of the schooner was reported to have been slain, as also a lieutenant of the brig, with some few men on both sides. The schooner was carried, and taken by boarding, and sent to Calcutta. This the author found to be the situation of affairs on anchoring in the road at Macoa.

On referring back I would here remark, that on our passage across and up the China sea, we experienced one of those violent Typhoons, to which this sea is subject, in which at some degrees to the north-east of our situation at the time of its greatest violence, and nearer to the China coast than our ship then was, were a British squadron consisting of two frigates, and a sloop of war; also, in their company were two East India ships, with an American ship belonging to Boston, which were, by the information we subsequently received, all dismasted in this Typhoon. The smaller 36 gun frigate, it was said, worked much in her frame, by the effect of the storm and sea, and the weight of her metal, she having at one time, as report stated, ten feet water in her hold, and was forced to throw overboard, as a sacrifice to Neptune, monarch of the ocean, for their

safety, and as a contribution to His Majesty's element, the greatest part of her guns, to enable them to free her, prevent her from foundering, and survive the Typhoon; with regard to ourselves on passing the Island of Poloo Sapata, and entering the China sea, we had then the commencement of this gale and violent storm from the west-south-west, at which time, while our ship was scudding on her course under a reefed foresail, we passed under the stern of the Baltimore China Company's ship, which was at the time lying to under her storm sails, and which did not, by such plan of procedure or judgment, arrive in Canton until forty-three days after our ship. This gale having increased into the Typhoon, and thereby changed the monsoon in the China sea, and settled it, in the opposite one, blew from the north-east quarter of the compass, in a steady wind, of course, in seaman's phrase, dead-a-head, or, after the gale and Typhoon were over, directly against the Baltimore ship's course which was to pass up across the China sea. On the contrary, by our improving it, and scudding before this fair gale, we run our ship across the Macklesfield Bank, and thus secured our passage. During the heaviest part of the Typhoon, we were crossing over the northern part of the Macklesfield Bank, and at this time our good

little ship was ploughing the surface of the foaming and raging sea, as buoyantly and as lively as a duck. The Typhoon was now blowing from the point of compass S.S.W. and driving us along at the rate of ten or eleven miles per hour. Our top-gallant-yards were on deck, the masts housed, all steering-sail booms down on deck from off the yards, and every sail was furled, and double stopped, or bound to the yards with double gasketing, and additional lines. Every thing was as snug as our skill and rope lashings could make them, and not a yard or stitch of canvass was set. Thus snug, and thus swiftly were we gliding along over the foaming surface, and as it were flying before the raging elements; yet we nevertheless experienced while going at this rate during the space of about fourteen hours, the following extraordinary fact, which I had never before observed. This was the uncommon force and singular effect of the motion of the raging seas, which would break against our alert ship's stern in such a manner, with such violent rage, and with such giant-like force, as to sweep over her tafferel and roll forward on the deck over and over, as on a beach. Generally each foaming sea broke at the author's station by the wheels-man. Secured by rope to assist the cun, two resolute, cool, and

thorough bred tars, were at the wheel. Here it was about middle-waist deep, as it broke over the tafferel and rolled forward. These strokes of white wave force were so great, and of such weight when they broke against the ship's stern, that they dashed the yawl boat, in her tackles against the stern, so as to bring the boat's gunwales so near together, as to be but half their correct distance apart, driving the ends of her thawts, or plank seats through her sides. When our ship thus received these strokes of the sea or wave, she would tremble, in common saying, like an aspen leaf, in the wind, but still like a good race horse of sterling bottom would keep alert on her legs; as a sportsman would say.

The Cun.—To the helmsman,—Steady,—steady, sir,—port,—port, sir,—steady,—steady, sir,—starboard—starboard, sir,—port steady,—steady, sir,—that's well-done, my good fellows,—and keep a sharp eye at the swing of her bows,—ay-ay, sir, starboard hard a-starboard,—hard a-starboard, sir,—port steady,—steady, sir,—that's handsome, my lads, cheerly, cheerly, our good bark glides over the mountain wave like a duck, be careful to keep your quids,* my brave fellows, like true tars, on the

* Jack Tar's mouthful of negro head tobacco, not over the size of a hen's egg.

right side, and she will carry us safe, rely on it. When the Typhoon ceased, the wind during it, having gradually veered around to the south-south-east, and to east, it fell calm, for a few hours, leaving with us an ugly cross sea, in which our ship was now compelled to labour, and making it very uncomfortable for us on board, she wallowing, rolling, and jerking, as if to strain every bolt, and yarn out of its place. However, we had now the satisfaction to comfort us, that during the violent Typhoon, we had escaped from all damage of note, saved our masts and spars, and had the good fortune to run our ship up the China sea, to a station in the north-east part of it. This secured our prompt passage to Canton, against the north-east monsoon, when it should set in; which it soon did, as we had conjectured. It set in with a regular monsoon breeze springing up from the north-east, when we made sail and steered in for the China coast; as our ship passed along, we had a view of the Island of Pedro Banca. After passing it, and on arriving near the Lema Islands, we obtained a pilot for Macoa, who brought the ship at anchor in the road abreast of that city. Early the next morning, the author, by the aid of his boat, paid a visit to that city for the purpose of procuring (according to the China custom) a river pilot for

the ship to Whampoa, and a Mandarin pass for Canton, which for every ship or vessel bound up the river must be here first procured. As soon as these were accomplished, the author returned on board, and the Chinese pilot shortly after came off on board, when our ship was immediately got under way, moving on her passage up the river Tygris.

On passing the British squadron consisting at this time of two frigates, a sloop, and brig of war at anchor at Lin-ting, a boat with a lieutenant, and a petty officer came alongside our ship and the officers stepped promptly on board. In the instant after the shake of the hand, the lieutenant, cast an eye aloft, then fore and aft, and turning to the author with a look of much surprise in his countenance, said: "Had you not the Typhoon?" "Yes, sir, in its highest rage, I believe." "How the d—l then did you contrive to save your masts,—our ships were all dismasted, and we had our hands fully employed to keep them above water,—there is also a countryman of yours here, a Bostonian, that was dismasted in it, who is now at anchor at an island below; but, by the lion, I cannot see about your ship a yarn stranded, or spar injured. Why, my good sir, your ship appears as if just out of your home port." We had in the short space of good wea-