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THE  
STORY  
OF A  
SAILOR'S LIFE.

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PRICE 25.



RICHMOND W. STRONG



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Francis Dorch  
Selling his Wares

THE  
STORY  
OF A  
SAILOR'S LIFE.

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AS RELATED BY  
FRANCIS BERGH.

♦♦

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GOSPORT:  
TO BE HAD OF GEORGE LEGG.  
PORTSMOUTH:  
TO BE HAD OF GEORGE AUSTIN LEGG.

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1852.

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WILLIAMS

WILLIAMS

LOAN STACK

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## P R E F A C E .

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THE following Story is the History of the LIFE OF AN  
OLD SAILOR, still living at Gosport, in Hampshire—  
told in his own words, as written in his Autobiography,  
and published for his benefit, by his friends and  
employers.

# 1870

The first of the year was a very cold one  
and the snow lay on the ground for  
many days. The weather was very  
pleasant and the people were  
very happy. The children were  
very busy with their school  
work. The teachers were very  
kind and the students were  
very obedient. The school was  
very successful and the  
children were very happy.

THE  
STORY OF A SAILOR'S LIFE.

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CHAPTER I.

I AM writing this to show the wonderful mercies the Lord has shown me in fifty years' life-time at sea, and I hope that whoever may have a chance to look at it, it will teach them not to despair, or give themselves up for lost; for by perseverance, and a firm trust in the Almighty, we can do anything that the Giver of all good will allow us to do; for there is a "Sweet little cherub that sits up aloft, keeps a watch for the life of poor Jack." By accounts that I had from my friends, when I came to the years of recollection, I was informed that I was born at sea, in the year of our Lord 1777, on the 20th of August; my father being master of a brig belonging to Hull in Yorkshire, and when I was born, he was bound on a voyage from London to Hamburg. My mother being at sea along with her husband, and being at sea, and by contrary winds and bad weather being detained longer than what they expected, I was born on board of the "Jane and Margaret," belonging to the port of Hull, when the brig was nearly abreast of Heligoland, an island that lays at the entrance of Hamburg River; but my mother being very poorly, she and I were left at a place called Cuxhaven, at the entrance of the River Elbe. But my father being obliged to proceed upon his voyage, my mother and me were left at Hamburg at the consul's. And the winter setting in sooner and severer than

my father expected, for he expected to make another voyage before the winter set in, me and my mother were left at Hamburg all the winter; but I being very poorly, and not expected to live, my mother was persuaded to have me christened. And I was christened at St. Katharine's Church at Hamburg, when I was four months' old.

My father was expected to be at Hamburg in the beginning of the next year; but in the first voyage that he was going to make, in the year 1778, he was cast away, and all hands drowned, at the entrance of the river, near about the spot where I was born. My mother belonging to Kirkwall, in the Orkneys, she and me went down there, and there I spent my childhood, till my mother died, when I was about eight years old. My mother having a sister who lived at Boston, in Lincolnshire, who was down in Kirkwall when my mother died, she, after all things were settled, took me with her to Boston, where I had a grandmother living, and between her and my grandmother I soon became a spoiled child: for as young as I was, I soon found out that they were very fond of me; for my aunt had no children herself, and my grandmother never had any more children but my father; so if I committed a fault at my aunt's, where I lived, I only had to run to my grandmother's and she was sure to take my part; and the same if I committed myself at my grandmother's, my aunt was sure to take my part. It was my misfortune to lose my parents so soon. I shan't say nothing of the many tricks and pranks I played my poor old grandmother and my aunt; but I passed my time at Boston till the beginning of the year 1790, when I got acquainted with a young man by the name of William Jackson, and his father was mate of a brig belonging to Boston, and they wanted an apprentice, and I persuaded my poor old grandmother to let me go a voyage upon trial, which I did, and it being summer-time, and fine weather, and I liked it so well, that when we returned to Boston, I was bound apprentice for seven years, to Mr. Ingelow; and I was put on

board of a brig called the "Joseph and Ann." The master of the brig, a man called William Turner, was a very good man, as far as seamanship goes; but he was in other respects a man of very bad morals; and me being young and giddy, I did not gain anything by it, for what good qualities I had belonging to me were soon lost; for I had always been used to say my prayers night and morning, and at my meals; but seeing no one else do it, I soon forgot it, and I thought within myself I should do as well as the rest.

Our first voyage, after I joined the brig, was from Boston to London with a cargo of oats, and, thanks be to God, we got there safe, as many ships were lost, for it blew a gale of wind nearly the whole three weeks we were on our passage; for it was in the month of November, and I wished myself many times back again in Boston along with my old grandmother; but I soon forgot it all when I came to London; for, when we got there, our captain got a freight to go to Naples, up the Mediterranean, to carry a cargo of pilchards from Falmouth. When I heard that we were going to a foreign country, I forgot all the troubles of my former voyage, and I was glad to go. We proceeded on our voyage to Falmouth, and I got on middling well; we sailed from Falmouth as soon as the convoy was ready, and I left the Land's End of old England the last day of the year 1790, and thanks be to God, we arrived safe at Naples after a passage of six weeks. I don't wish to trouble the reader with an account of the different places we traded to, but we stood up the Mediterranean, trading from one place to another till the year 1794, when we got a freight for London, where we arrived safe in August the same year, and after discharging our cargo, our brig was obliged to go into dock to get repaired, and when that was done, we went down to Boston; when we got there I found that my grandmother was dead, and my aunt was going to live at Hull. What property my grandmother had left was left to me; but, being young and foolish, I soon got clear of it all; and

our brig being bound to London again, where we arrived at the beginning of 1795, and we got a freight to go to Cardiff in Wales, to get a cargo of iron to take to Gibraltar.

We sailed from London in the beginning of March, and we had a strong north-east gale to drive us down Channel; and when we got to the Land's End of England, the wind was against us, for we were bound up the Bristol Channel; so we were obliged to keep the ship off and on in Mount's Bay till the weather moderated, for it blew a heavy gale of wind from the the north north-east.

Now, I forgot to mention how many hands we carried in the brig when we sailed from London; we had eight on board, altogether, namely—the master and mate, four men before the mast, and two boys; and we had the misfortune to lose one man overboard when we got underweigh in the Downs; so there were but seven left on board when our misfortune happened, which was on the 17th day of March, about two o'clock in the morning, when, standing off the land, we struck upon a rock called the Randell Stone, which lays in Mount's Bay, about three or four miles off the land; and it blowing a heavy gale of wind, and at the same time a heavy sea running, our poor old brig soon went to pieces; but, thanks be to God Almighty, who allowed us time to get our long-boat out before the mast went out of her, and six of us, out of the seven, got safe into her before the brig went to pieces; the other man must have been knocked overboard when the mast fell, for we could see nothing of him, for it was very dark; and we that were in the boat saved nothing, only what we had on; and I had the misfortune of losing my shoes off my feet in getting into the boat. After we got clear of the wreck we tried our best to get the boat in-shore, but it blowing so hard, we could not hold our own; and, when daylight came, we found ourselves about six or seven miles from the land, and still drifting out as fast as we could. The weather being clear, we could see the Islands of Scilly to leeward of us, and our master being a man that had been brought up in

the coasting trade, was well acquainted, for he had been several times in the Scilly Islands; so we determined to bear up for a place called Grimsby, and our master intended to go through a place called the Crow Sound; but our misfortune was not complete yet, for it being nearly high water by the time we got near the Island, and the rocks being nearly all covered, our master mistook the channel, and we were hove in among the breakers, though we tried our best to get clear of them; and the second sea that struck us capsized our boat, and I found myself hove against a middling steep rock, where, by God's help, I contrived to hold on; and, having no shoes on, I got up to the top of the rock, where I could see my shipmates trying to get; but only one succeeded in getting up, and that was our old mate, a man nearly sixty years of age, and he kicked off his shoes before he succeeded in getting where I was; and here, now, I had a great cause to be thankful to the Almighty Giver of all mercies for his providential care over me in making me lose my shoes before I left the brig; for what I thought the greatest misfortune to me ten minutes before, proved the only means for me to preserve my life; for if I had been struggling in the water along with my shipmates, I should have had no thought of kicking my shoes off to preserve my life; for I know, myself, that three men out of the four that we saw struggling for their lives, had heavy sea boots on, and they being full of water caused them soon to go down; for the mate told me himself, afterwards, that the rocks being so slippery that he would never have got up, if he had not hove his shoes away; so here we got on the top of the rock, seeing our poor shipmates drowning one after the other, and we were not able to help them. But, as I said before that it was near high-water when our second misfortune happened; and we soon found that as the tide ebbed, the water got a good deal smoother, and me and the mate considered it best for us to contrive to get nearer to the island, from which we were about three quarters of a mile. So we waited till about half past two o'clock, for the mate had his

watch in his pocket ; and then we contrived to get in shore, and a tiresome job we had of it, for we had several places to swim across ; and the mate being an old man, was very much fatigued, being wet and cold such a long time—for a north-east wind blows pretty cold in the month of March. But, thanks be to God, we contrived to get to the main island about six o'clock that evening, and we both kneeled down to thank the Almighty for his mercy to us.

And now, that through the mercy of the Almighty, we got safe landed, what to do next was to be considered, for you may depend that we both were hungry ; and night coming on, and in a strange place, where there are no roads to direct you—for I had been upon the highest rock that I could see near us, to see if I could see anything of a house, or any signs of any habitation ; but I could not see anything : so we resolved to try to get under the lee of some rock, for we were still on the windward part of the island. But before we left the beach, I went to see if I could find any shell fish, for I felt hunger pinching me since I came on shore, and, thanks be to God, I found some ; and I took them up to my partner in distress, and we eat them ; and afterwards we went to look for some place to shelter us from the wind and the weather ; and after a little time, we found a place like a cave, under the lee of a rock ; and close by I found a small puddle of fresh water, which we wanted very much, for we were very thirsty ; and after returning thanks to the Almighty, we laid ourselves down to sleep, and, thanks be to God, I slept very well till the morning, when my partner called me, for he was very poorly, and could not stand upon his legs. I felt very stiff when I first got up ; but, thanks be to God, I soon got pretty well again. And now we resolved that, as my partner was not able to move, I was to go by myself to see if I could find anybody to help me to bring my partner away, and to get something to eat ; for the old mate, as luck would have it, had three shillings and sixpence in his pocket, besides his watch ; the money he gave to me, and I parted from him with a heavy heart,



for I was afraid I should never see him again alive, for he was very bad; so away I went: and then I found for the first time what it was to be alone in a strange place. I had travelled, I suppose, about two miles, when coming to an open bay, where I saw some ships lying at an anchor; and you may depend I was glad enough at seeing them; and shortly after I had the pleasure of seeing some houses, but I was still a good distance from them; but I travelled on till I got pretty near them, when I had the satisfaction of seeing two men. I sung out to them as loud as I could, for fear of losing them again; but they heard me, and they came towards me; and when I came to them I told them my case, and they very kindly took me home with them, and gave me something to eat and to drink; and I told them of my poor old partner that I had left in the cave, and I told them what state I had left him in. I offered them some money for what they gave me, but they refused it; and as soon as I had finished what they had given me to eat, they took me to a man by the name of Mr. Gilbert, who I found afterwards was the head man in the place—and a very good man he was;—and he sent three men along with me to fetch my old partner from the cave, which, after a good deal of trouble we found; and glad enough I was to find that he was alive: and, after giving the old man something to eat and to drink, we carried the old man to Grimsby, for that was the name of the place I had been to, where the people used us very kindly; but my poor old partner got worse and worse every day. Though Mr. Gilbert was kind enough to send for a doctor to St. Mary's for him, which is the head town in the island, he died the sixth day after we were wrecked. As for myself, thanks be to God, I got pretty well in a few days; and after staying and lending a hand to bury my old shipmate, I shipped myself on board of a brig called the "Hope," belonging to Bridgewater, which was bound to London. But before I left Old Grimsby, I told Mr. Gilbert where the owner of the brig lived that I had been cast away in, so that he might get paid for the trouble

and expenses he had been at, during our stay there; and as soon as the wind and weather would permit, I sailed for London in my new brig. The master of her was a very good man, and we arrived in London the 17th day of April. My new master liked me very well, and he wrote to Mr. Ingelow in Boston, about me, to let him know where I was; and Mr. Ingelow having no ship that wanted an apprentice, sent me my indentures and my wages, after serving him five years out of the seven years that I was bound for; so my new master got me bound apprentice to him for three years. I sailed in the "Hope" of Bridgewater, till the year 1798—chiefly in the coasting trade—and I was very well contented, for our master was a very good man, and the owners had promised me a mate's situation as soon as I got out of my time. And in April in 1798, we were bound from London to Bridgewater, and getting down Channel as far as the Lizard, and we being bound off the Bristol Channel, the wind being at that time about north-east, and blowing a strong gale, and our ship being rather light, we got blown off the land; and the gale continuing for eight or ten days, we got drifted a long ways off; and our master not being a navigator, though he was a very good coaster, so that when the gale was over, and we got fine weather, we did not know where we were, but we knew well enough that we had been drifted to the westward. We had to run back to the eastward, and the second day after we had fine weather, we fell in with a Mount's-Bay boat, who, like ourselves, had been blown off the land, who was very short of provisions and water, of which, thanks be to God, we had plenty; and we gave them some, and they gave us some brandy and tobacco—for they were smugglers—for the provisions which we gave them; and they directed us what course to steer in for the land, and we parted company. And the next morning we fell in with the "Brilliant" frigate, who made us heave to, and she sent a boat on board of us to go a-pressing; and our master being half drunk, and the rest of the crew being no better, we got a-quarrelling, when the lieutenant

of the frigate came on board, and through our master being drunk, I got pressed; for I being out of my time two days before this happened, and the master told the lieutenant so when we were mustered; so I was sent on board of the frigate; and a fine large ship I thought she was when I first got on board of her, and I was put in the main-top; but I soon found my mistake out, for the very first night, at reefing topsail, I saw seven men flogged for not being smart enough; and me, never seeing a man flogged before, I wished myself back again in my little brig. So here I could see the fruits of drunkenness; for if all hands had been sober a-board of the "Hope" when we fell in with the frigate, I should have been stowed away; but it was my lot, and I was obliged to content myself where I was, for our usage on board of the "Brilliant" was very cruel; for we had nine men doing duty as boatswains' mates on board of her, and there was starting and flogging all day long, and the usage was very little fit to reconcile me to a man-of-war; but being young, and finding it was no use to fret, I made the best I could of it. And our ship being only just come out of Plymouth, and being bound on a six months' cruise in the Bay of Biscay, we went away to the westward on a cruise; and on the 20th of October we fell in with part of a West India convoy, homeward bound, who had been separated in a gale of wind on the banks of Newfoundland, and had lost their commander; and there being no man-of-war along with them, our captain found himself in duty bound to see them safe into port; and away we went along with them for Old England, and in five days we arrived safe in Plymouth Sound, having a strong westerly wind all the way. And one of the masters of one of the ships told our captain, that about a week before they fell in with our ship they had been chased by a French privateer, and that the privateer had taken two ships belonging to London, deeply laden, and he believed that the privateer had taken them into Santa Cruz, a town in the island of Teneriffe, one of the Canary Islands. Our Captain acquainting

the admiral that was in Plymouth with it, he gave him permission to go to Teneriffe, and try to cut them out; and he sent the "Talbot," a sloop of war, along with us; and we sailed from Plymouth in the middle of November, and having nothing but strong westerly winds against us, we were nearly three weeks before we got to Teneriffe; and in our passage we had the good fortune of taking two prizes—the one, the very privateer that had taken the two ships that we were going to cut out. She was a fine brigantine belonging to St. Maloes, and the other a ship belonging to Bristol, that had been taken by the privateer, homeward bound, only two days before we took them again.

And now having arrived off the island, we arranged every thing to go in with the boats to cut the two ships out, and on the 4th day of December we left the ships, about four o'clock in the afternoon. There were seven boats of us altogether—four from our ship, and three from the "Talbot." The boat that I was in was a five-oared boat, half gig and half cutter; she was a very fine boat, and the commanding officer was in her, which was the first-lieutenant of our frigate, who pulled backwards and forwards to the rest of the boats, to encourage the men and to give his orders

We got into Santa Cruz harbour about ten o'clock in the evening, and we were lucky enough to board one of the ships, and get possession of her without getting any one hurt; but not so with the other ship, for the noise we made in boarding the first ship put them on their guard, and she being a ship which mounted ten guns, opened her fire on our boats, which were three boats which had to board her; and I belonging to the commanding officer's boat, who was on board of the first ship that had been taken, and who was under-way by this time, and was going out of the harbour with a light breeze of wind off the land, and our officer seeing how the other boats were likely to be handled, ordered the pinnace and his own boat to go to the assistance of their shipmates; and just as our boat got clear of the quarter of the ship, a shot struck her right in

the middle, and killed one man and wounded two more; and it being very dark by this time, and our boat being very soon full of water, we could not give any assistance to our shipmates, nor could we pull back to the prize; so we were obliged every man to do the best they could for themselves, and I was once more left in a bad situation; but, thanks be to God, I could swim very well, and I seeing a vessel lying very close to me, I swam to her, which proved to be an American schooner. I hung on by her cable some time, and the people being all on deck, I could hear them speak English; and at last one of them looking over the bows of the schooner, I spoke to him, and asked him to let me come on board, and he gave me a rope's-end, and I soon got on board.

When I first got on board of her, I was taken aft to the mate, and I told him how I came there, and he told the captain, who told me that he would be obliged to take me on shore in the morning to the Governor; but ordered some of the men to give me some dry clothing and something to eat and to drink; and, in fact, they behaved very well to me. All this time the ship kept firing at the boats, and the boats were obliged to retreat with their one prize; for the forts, getting alarmed by this time, began to open fire; but the boats got their ship safe out, for we could not see anything of her in the morning. When morning was come, and I could see what sort of people I had got amongst, I saw a young man on board of the schooner that I thought I had seen somewhere; and, when I came to inquire, I found that he was an old shipmate of mine, and fellow-apprentice in the "Joseph and Ann," and he was second mate of the schooner, and his name was James Martin. And, when we began to know one another, he told the captain of the schooner that I was a man that served my time to the sea service; and, the schooner being short of hands, the captain of the schooner sent for me, and told me, that as I was a young man that served my time out of Boston—and he had no business to know what Boston it was, whether it was Boston in

England or America—and if I had a mind to sign the Articles, he would put me on the schooner's books, and give me thirty dollars a month; and he would take good care no one should know how I got there.

Now you may depend I was not long considering about what to do; for, if I had refused to join the schooner, I should have had to go to a Spanish prison; so I agreed with the captain of the schooner—she was called the “Speedy,” of Baltimore. Now, this schooner had brought out a new Governor, from Cadiz, for the Islands, and she was going to carry the old one home again, to any part of Spain or France she might be able to pitch into; and we laid at Teneriffe for nearly two months before the Governor was ready to go, and by this time I got quite comfortable on board of her. And we sailed in the latter end of February, 1799, from Teneriffe. And, after being chased by many of the English cruizers, for the “Speedy” sailed remarkably fast, we got into a place called Cordivan, in France, the entrance of the Bourdeaux River, by the latter part of March; and we got up to Bordeaux by the beginning of April. And, after the Governor was landed, and his things out of the schooner, and there being no freights for the schooner, the Captain sold her to the French Government, she being a very fast-sailing vessel. And the crew, me in number, were paid our wages, and sent about our business; and me and my old shipmate, James Martin, went and shipped on board of a large ship, under Hamburg colours, that was taking in a cargo of wine for Hamburg; and you may depend that me and my friend were glad to go somewhere, for it was dangerous to be ashore; for, if the police knew that you was a sailor, and not belonging to any ship, they took you and sent you on board one of their frigates; but, thanks be to God, we kept ourselves clear of them; and, by the latter part of April, our ship being loaded, we sailed from the town of Bordeaux, and we got clear of the river by the beginning of May. And, after being at sea some days, our captain called the

men aft, and told them that he was not bound to Hamburg, but that he expected to go to London, but that his orders were to go to the Island of Guernsey and wait for orders; and, after a long and tiresome passage, we arrived at Guernsey in the middle part of June. And me and my old shipmate, knowing well enough that if the ship went to London we should be pressed, and having such a great dread of an English man-of-war, on account of the usage I had received, we went to our master, who was a very good man, and asked him for our discharge from the ship; and, after telling him our reason for doing so, he gave it to us, and paid us our wages; and ashore we went at Guernsey. And after staying ashore three or four days, me and my shipmate joined a privateer, called the "Blue-Eyed Maid of Guernsey."

Our vessel was lugger-rigged, and mounted sixteen guns; and we carried one hundred and twenty men, with six months' protection from the press; and, thanks be to God, we were very lucky in her, for we took a great many prizes and recaptures—the lugger being a very fast-sailing vessel; and me and my partner stopped in her till the year 1801.

When peace came, we were paid off, and I had about three hundred and fifty pounds wages and prize money altogether; and me and my friend went from Guernsey to London, intending to go to Boston, where we had served our time, and to see our old friends. But this is the way of the world, for man appoints and the Almighty disappoints: for the second day after I arrived in London—where we got in June, 1801—I was taken very bad of a fever, and I was obliged to keep my bed for two months; but, thanks be to God, I soon got better. And my old shipmate, who during my illness, had gone to Boston, and had promised to return to London again as soon as his business was settled, but he did not; for, poor fellow, he was taken with the same complaint that I had, as soon as he arrived in Boston, and died in a week after he got home. So

now, being left to myself again, and being tired of going to sea, I intended to settle myself on shore.

With this intent I went to Mr. S. who was owner of several wharfs, where the traders used to discharge and take in their cargoes, and spoke to him, and told him my intention, and likewise to ask him what the best use would be that I could make of my money; and he was very kind to me, and told me that I had best put my money in the bank, and that I should have constant employment at any wharf that he had, that I was a mind to choose.

And now, having this point settled, I got to come to another; and that is, that during my illness a young woman that used to attend on me, I found that I got very fond of her, and I could see, by the attention she paid me, that I was not indifferent to her; and as I was going to stop on shore, I thought I wanted a wife, and after a little courtship I gained her consent, and we got married at St. Olave's Church, which is in Tooley Street, in the Borough, on the 27th day of December, 1801.

I had taken a little house in Vine Yard, close to Pickle Herring Stairs; and having money I set up a little shop to sell cabbages, and potatoes, and wood, and coals; and, thanks be to God, me and my wife we done very well, for I used to go every day to work at the wharves, loading and discharging coasting vessels, and my wife minded the shop. And so things went on quite comfortable till the latter part of July, 1802, when a strange accident occurred which put an end to all my happiness for a long time. The case was this; my wife's mother-in-law was a woman greatly given to drink, and she used to come to my wife and get things upon trust, and go and spend the money in drink; and having run up a pretty good score, my wife spoke to her about it; but she, being half drunk, abused my wife, and struck her.

My landlord, Mr. B., seeing the affair, came down and told me of it, for my house was close to the wharf where I was



working; and I ran up directly, and ordered her out of the house, and told her not to come there any more; and a good many words passed between us; and at last she told me she would make me sorry for turning her out of doors; but I did not mind her. But I soon had occasion to be sorry for what had happened; for the war between France and England had broke out again, and the press was very hot; and my wife's mother-in-law went to the lieutenant of the press-gang, and informed against me that I was a sea-faring man, and served my time at sea; and about half-past ten o'clock that same evening, just when I was going to shut my shop up, the press-gang came, and took me to. I had a scuffle for it before I was taken, for I knocked the first two down that came into my house; but I was soon overpowered, and was taken by force, and was taken down to the boat which they had brought to Pickle Herring Stairs; and from there I was taken on board the "Enterprise," which lay at Tower-Hill Stairs, where I was put both legs in irons and my hands tied behind me; and there I laid till the morning, when me and some more pressed men were put on board of a tender, and sent down to the big Nore on board of the "Old Namur," which lay flag-ship there; and next morning I was sent on board of the "Childers," ten-gun brig, to be sent round to Spithead, where we arrived on the 5th of August, 1802.

And now having come a little to myself, you may depend my feelings and my mind were none of the best. The chief thing that grieved me was thinking about my wife; for I knew she was about seven months gone in the family way; but the only way I had left to do her any good was to write to her; and having, by good luck, three guineas in my pocket, which I put there in the evening before I was pressed, to pay for some potatoes in the morning, which I had bought, I went and bought some paper, and pens, and ink, and I wrote letter to my landlord, Mr. B., and told him where I was; and I told him to go to Mr. S., the gentleman that had my money, for him to get two substitutes for me, which would come to

about sixty pounds per man, and to let me know how my wife was, and to be sure not to let my wife's mother-in-law come there. I directed this letter to Mr. B., for fear, if I directed it to my own house, it might have been stopped.

I remained on board the "Childers" three days after we arrived at Spithead; and then I was sent on board of the "Royal William," which lay flag-ship at Spithead. And now all my hopes being at an end of getting an answer to my letter, as my letter would be directed to the "Childers," I turned to and wrote again, and told them where I was; but I might have saved myself the trouble, for I was only three days on board of the "Royal William," before I was drafted to the "Albion," of seventy-four guns, and she was bound to the East Indies for to take out a convoy of merchant ships. We sailed from Spithead in the beginning of September, 1802; and I left England with a heavy heart, not having heard from my friends.

I often thought that none of my letters had gone; and being very careless of myself, I gave way to all sorts of badness, gambling, drunkenness, cursing and swearing, which brought me continually into trouble.

## CHAPTER II.

WE were obliged to bear up in a heavy gale from the westward, for Plymouth, after being clear of the Land's End; and after having all our defects made good, we sailed from Plymouth, the 29th day of September, 1802, with a fine breeze from the north-east, and we had a very fine passage till the fifth of November, when we fell in with two French merchant ships, who did not know that the war had broke out again between England and France,

and so they became easy prizes to us; and I had the good luck to be sent on board of one of them, called the "La Favorite;" she was from the Isle of France, and was bound to Bordeaux, in France. And after the exchange of the crew, and our captain sending water and provisions on board, we parted company from the Fleet for Old England; and you may depend I was glad enough. But the ship that I was in was a very dull-sailing vessel, and she was very leaky, so we made very slow progress across the Trade Winds; but by the beginning of December we fell in with a westerly wind, which was a fair wind for England; and you may depend we made the best use we could of it; for we were only complete with six weeks' provisions when we left our ship, and we had now left her a month, and still were a long distance from England.

Now the other prize, our partner, sailed a good deal better than us; and parted company with us the second night after. We had a fair wind, and we never saw any more of her; which was a very rascally trick of them; for they knowing we were very leaky, they ought to have stopped by us. But we having a fair wind and fine weather, we kept on our course till we got into soundings, on the 15th day of December; and the next day, in the morning, it being very hazy and very little wind, we saw a lugger close to us, which proved to be a French privateer.

Now if our partner had been along with us, we might have had a fight for it; but being by ourselves, and only mounting four guns, and being short of provisions, for we had been six upon four for several days, and being continually at the pumps, we were very little fit to fight a vessel mounting sixteen guns, and one hundred and twenty men; so we were boarded, and taken by the privateer; and we found that our other prize had been taken two days before, by the same lugger. For, getting information from some of the Frenchmen that there was another ship coming, she laid to for us in our track, and we were taken, and I was sent on board of the French lugger. And now I had a sure prospect

before me to be made a prisoner of war at the very commencement of it ; but, thanks be to God, I did not stay very long with them ; for the Frenchmen on board of the lugger used us very well, and I had not been many days on board of the lugger, when I fell in with a young man on board of her, who was a prisoner like myself, who had been a shipmate of mine in the “ Blue-eyed Maid,” of Guernsey, who could speak the French language as well as any Frenchman going, and he told me that he would not go to a French prison, if he could help it, and I told him the same. We steered with the prize in tow for St. Maloes, and we got into the harbour on the 5th day of January, 1803.

Now the captain and the mate of the privateer had both been in an English prison, and they had been used very well in England, and the pair of them spoke very good English, and he told us he was very sorry to see us go to prison ; and he told me and the Guernsey man that he would do anything in his power to keep us out of prison.

Now, when the privateer and the prizes got into St. Maloes it was late in the afternoon, and the crew being overjoyed at taking so many prizes, and got them all safe in, and their friends coming to see them, and bringing them something to eat and drink, that by the time it was dark, there was scarce a sober man on board the privateer ; and the captain not being able to send us on shore in the evening he kindly told us to look out for ourselves, for he would be obliged to send us on shore in the morning. We thanked him kindly for his good wishes towards us, and me and the Guernsey man said we would make the most of it.

Now one of the prizes' boats was towed astern of the privateer, and with her we attempted to make our escape ; and the first thing we done after it was dark, was to see how many of our fellow-prisoners we could get to go along with us ; and we soon got nine more besides ourselves. And the next thing we done was to haul the boat up alongside, and put in her anything that we thought

necessary for our voyage, such as provisions and water. We had the good luck to find two breakers of water, each breaker holding about seven gallons; and, as I told you before, the Frenchmen's friends fetched plenty of bread and other things on board, we found a pretty good stock of it, enough, with care, to last us two or three days, by which time we expected, with God's help, to be in England. And after getting one of the privateer's compasses into the boat, we were all ready; but it would not do for us to start before the rounds had been, which was a guard-boat that pulled round the harbour once a night; so we dropped our boat a-stern again, and laid down quietly till the guard-boat was past, which came round about ten o'clock in the evening. And our Guernsey man was lucky enough to hear the watchword for the morning; for in going out of the harbour, we had to pass close to a fort on our starboard hand, and the sentry was sure to hail you to ask the countersign. So after the guard-boat was gone, and everything quiet, we started, and we passed the fort about three o'clock in the morning; and, thanks be to God, we got clear of the mouth of the harbour long before daylight.

Now the wind, when we left the harbour, was about east-south-east, and we being bound to the northward, we had a fair wind and a fine breeze; and we all expected to have made some part of England by the next day; but our hopes were very soon all frustrated, for towards the middle part of our first day at sea, the wind came round to the north east, and from there to north-north-east; and it came to blow very hard, and we were obliged to close reef our sails, and lay as close to the wind as we could: and we made our course nearly north-west, which was four points off our course that we intended to steer for. It blew very hard all night, and it was very cold, and you may depend we were all very glad when it pleased the Almighty to send us daylight once more; but we could not see anything of any ship or land, and we all sat down to eat our scanty breakfast; but before we sat down, we all went to

prayers to return thanks to God for preserving us during the night, and hoping that the Almighty would protect us during the day.

After we had done our breakfast, the wind lulling a bit, we shook one reef out of our foresail. But not to tire my reader with every thing that we done; we stayed in this condition for four days, the weather being very thick and hazy, and very little wind. We saw a large ship close by us, and being all hands very weak, we got our oars out, and pulled after the ship, which at last we accomplished; and she proved to be a ship belonging to Bremen, with emigrants from Hanover; for the French had drove them out of their country, and they were bound to Baltimore, in America. When we first got alongside of the ship, the people on board of her came to the gangway, and seemed quite surprised to see so many poor wretched-looking men in so small a boat; for our boat was only twenty-five feet long; and they asked us in German where we came from, and what we wanted. Now, I being the only one that could understand a little of the German language, which I learned at the time that I belonged to the Hamburg ship that I mentioned, I told them that we were Englishmen that had run away from a French prison. As soon as they heard it, they told us to come up; and you may depend we were glad to hear that; and we tried our best to get up, but we could not, for we were so weak, and so cold, that we could not stand upon our legs. So the captain seeing this, he was kind enough to send some of the crew into the boat to help us, and they were obliged to haul us up the ship's side with ropes; and, thanks be to God, we all got safely on board; and a miserable set we were, for we had been nearly five days in a small open boat, and when we started we had scarcely provisions enough to last us two days: and then to be exposed in the month of January to a cold north-east wind, and plenty of snow beating about us; so you may depend we were in a very bad state; and if they had given us the ship and all her cargo, we could not stand

upon our legs. But the captain and the passengers were very kind to us ; and the doctor had us put to bed as soon as he could, and they gave me a little sago and some wine, and I soon fell into a sound sleep, from which I did not awake till the next day ; and thanks be to God, and the good people's care, I was able to come on deck in four or five days' time ; but we had the misfortune to lose three of my companions, who died the day after we were picked up.

And now there being only six of us left, and some of them were a long time before they got well ; but, in eight or ten days' time, I was as well as ever I was, and I was able to be of some service to my preservers ; for we falling in with some very squally weather, we split a good many of our sails, and I being a middling good sail-maker, I was able to repair them, which pleased the captain very much.

Now the captain had been kind enough to hoist our boat in, and she being a very good boat, the captain asked me if I would sell the boat to him ; for I being the only one that could speak any German, is the reason the captain asked me. I told him that if he thought the boat was of any use to him, he might have her and welcome ; for, in my opinion, we owed him a great deal more than the value of the boat, for his kindness towards us all. But he said he would not have the boat at that price, for he had done no more than his duty ; but, as we were very short of clothing, he would give us a suit of clothes and a couple of shirts a-piece out of the slop chest for the boat, to which I agreed at once, and thanked him very kindly for his kind offer ; and he gave us our clothes, and in fact every one on board of that ship behaved better than if we had been their own brothers ; and we all were very comfortable on board of her, till the 16th day of February, when we fell in with an English brig who had lost her foremast and bowsprit, by running foul of an iceberg ; and she lost five men over board when the accident happened, so had only four men left.

Our captain asked us if we would go on board of the brig to assist our countrymen, and we agreed to go on board of the brig; and you may depend we left the Bremen ship with a heavy heart, for they all had been so kind to us; and our old captain was kind enough to give us a spare spar for to rig a jury foremast; and he told the master of the brig to pay the price of the spar to us, if it pleased God to send him safe into port. We all thanked the captain heartily for his kindness towards us, and we parted company.

Now the brig that we got on board of, was called the "Spring-flower," belonging to Liverpool; and she was last from Port Royal, Jamaica, bound to Liverpool. She sailed from Port Royal, under convoy of a frigate; but being very deeply laden, and a very dull sailer, she lost the convoy in a gale of wind; and a few days afterwards she had the misfortune to run foul of an iceberg, and lost her foremast and bowsprit, and five of her men. When we came on board of the brig, we found the master, two men, and a boy, and us six coming on board, made ten altogether; and we turned to with a good will, and got our shears up, and rigged our jury foremast and bowsprit, which, with God's help, we finished the second day; so that we were able to set a maintop gallant sail for a foretop-sail, and a lower studding sail for a foresail, and a fore-topmast staysail for a jib.

Now the captain of the brig being well pleased with our work, and seeing we were very short of clothing, and especially when he heard how we got on board of the Bremen ship, was kind enough to give us the men's clothes that had been drowned, for our use; and the mate of the brig being drowned, he made me mate in his stead, for I was the only man out of the whole that could read and write. Now the brig had been out a long time at sea, and though she was bound to England, we could not attempt a passage to England in that time of the year, in the state the vessel was in. The Island of Bermuda was the nearest land to us, so we steered for Bermuda, where we arrived safe on the 3rd day of March, 1803.



Now when we got to Bermuda, there being one of the owner's agents there, we discharged our cargo; and the brig being found unfit to go to sea without a thorough repair, we were paid off; and the captain paid us the same wages that would have been due to his old crew that had been drowned; and the agent gave the twenty-five dollars to divide amongst me and my shipmates, for exerting ourselves in bringing the "Spring-flower" safe into port.

And now being upon my own hands again, and having a little money and a few clothes, me, and my old shipmate, the Guernsey man, shipped on board of a brig called the "Sprightly," about one hundred and twenty tons burden, and she was bound to Barbadoes, one of the West India Islands; and we sailed from Bermuda on the 2nd day of April, 1803, and we arrived at the Island of Barbadoes, after a pleasant passage, the latter end of April; and I traded on board of the "Sprightly," from one island to another, till August, 1804.

And I had made a good bit of money by this time, when, on the 24th day of August, 1804, we were coming up to windward, and I had the middle watch: it was just after two o'clock in the morning, for I had just been relieved from the helm; the weather being very thick and hazy, were run down by a large ship, called the "Big Ann," of London. She came down upon us so quick and unawares, that I had only just time to get hold of her bobstays, and I sung out to the rest of them that was on deck; but only one, beside myself, had the good fortune to save himself, and that was the mate of the brig. The rest of the crew, six in number, found a watery grave. The captain of the "Big Ann" tried the best that he could do, for he hove his ship to directly, and lowered two boats down, and pulled about in our direction. We could not see any thing of the brig, or of the unfortunate crew; so, when every thing was quiet again on board, and made sail again, the captain called the mate and me, and asked us the particulars about our brig, and we told him all we knew about it. He sent us down

below, and told us to lay down till the morning, and he would see what he could do for us ; but, for my part, I could not sleep, and I believe my partner in misfortune was the same, for I heard him getting up, every now and then, and singing out for one of his old shipmates, or singing out “ Hard a-starboard ! there she comes.” I went to him, and tried to quiet him, but it was of no use, for by the morning he was raving mad ; and the captain and some of the passengers did all they could for him by bleeding him and giving him what medicines they thought would do him good ; but all was of no use, for he died the next day about four o'clock in the afternoon. And now, I being the only one that was saved from the “ Sprightly’s” crew, however all well and hearty only twenty-four hours ago, I knelt down and thanked the Almighty Giver of all good for his wonderful mercy towards me ; and I felt greatly relieved afterwards.

Now the ship that I was in, was from London, bound to Port Royal, Jamaica, and she had a good many passengers on board, and the captain was kind enough to make a collection for me, and he collected forty-seven dollars for me, which he gave me, in the name of the passengers, for the loss of my clothes, and I returned them my sincere thanks for their kindness ; and the captain told me that, if I liked, I could stay on board of his ship all the time that the ship lay in Port Royal, or till I got another ship.

We arrived in Port Royal on the 28th day of August, 1804 ; and I was obliged to go on shore the next day to go to the consul, and tell all that I knew about the loss of the “ Sprightly” brig. The brig being insured, I received the wages that was due to me to the time she was lost, which amounted to about one hundred and eighty dollars ; so I was able to lay myself in a good stock of clothes, which I wanted very much ; and I stayed on board the “ Big Ann” till the 15th day of September, when I shipped on board of a ship belonging to Liverpool, called the “ King George.” She was bound to the Coast of Africa, for a cargo of slaves ; she

was a fine ship, mounting eighteen guns, and carried eighty men ; and she had a letter-of-marque commission for to fight her own way.

We sailed from Port Royal the latter part of September, and we had a very pleasant passage across the Trades, and we arrived on the Coast of Africa at a place called Anne Bone, the latter part of November ; and we traded up and down the coast till we got our cargo, which we completed by the beginning of February, 1805 ; but just before we sailed, our captain got information, by a ship that arrived there, that two French frigates were cruising in their track, from the Coast of Africa to the West Indies ; so our captain altered his mind, and, in room of going to the West Indies, we steered for Rio de Janeiro on the Coast of the Brazils, where we arrived on the 15th day of April, 1805 ; and as soon as we got our cargo of slaves out, and our ship cleaned, we took in a cargo of sugar for Liverpool, and we sailed from Rio de Janeiro the last day of May, and we were bound for Liverpool ; and we had a very good passage, though rather a long one, for we were becalmed for twelve days, in what is called the " Horse latitudes ;" that was just after we had crossed the line ; but afterwards we got a fine breeze across the North-east Trades, till the 17th day of July, when we fell in with a fleet of English men-of-war. The time of our letter-of-marque commission being expired, they came on board of us, and pressed forty men out of us ; and I was pressed among the rest, and sent on board of the " Spashot," of seventy-four guns.

So there I was, once more, on board of an English man-of-war ; and I hailed for a foreigner, and I said that I belonged to Hamburg, in Germany, thinking that I should get clear ; but it would not do ; they would not let me go ; so when I found I could not get clear, I contented myself and tried to make the best of a bad bargain. We kept cruising at sea, looking out for French or Spanish ships, till the month of October, when Admiral Nelson joined the fleet with some more ships ; and then we were stationed off Cadiz, till the glorious twenty-first of

October, when we brought the French and Spanish fleet to action; and we had pretty warm work while it lasted, but, thanks be to God, we beat them and gained the victory. And after the action I was sent on board one of the prizes, a Spanish seventy-four, and she had lost her fore and mizen-mast by the board, and it being late in the afternoon before we got on board of her, and got the prisoners secured and exchanged, it was nearly night before we began rigging our jury, fore, and mizen-mast; but by daylight next morning we got our fore and mizen standing; but they proved of very little use to us, for, it coming on a gale of wind, we soon lost our jury-mast again, and we were driving as fast as we could towards the Spanish shore.

It is bad enough to be on a lee-shore in a gale of wind at any time, but especially when that lee-shore is an enemy's coast; but we found that, if the gale continued, we should have to go on shore before morning; so our commanding officer thought best to run her on shore whilst it was daylight. To effect this, we had to get the ship before the wind, which we could not effect without cutting away the main-mast, which we were obliged to do, and then setting a spritsail upon the bowsprit, we got the ship before the wind; and as soon as we got the ship before the wind we opened the hatches to let our prisoners come up, so that the poor fellows could look out to save their own lives; but the ship ran upon a sandy beach, but, thanks be to God, being nearly a new ship, and very strong built, she kept together, and she soon worked herself broadside on; and us on board, heaving all the starboard guns overboard, and rolling all the shot we could get at or any heavy thing, over to the larboard side, we made shift to give her good list in-shore. And the ship having worked herself broadside on, and well into the sand, we contrived to get ashore under her lee; which we did by cutting her port gangway and hammock nettings away, and launching her boom-boats; which we effected, after a good deal of trouble, and by which I got my

right leg and my arm hurt a good deal, which laid me up for some time afterwards. Now, after we got the boats baled out, we sent the prisoners ashore first, and then followed ourselves afterwards; and by four o'clock the next morning—that is to say, the 23rd day of October—we all got safe on shore.

Now the Spanish prisoners, that had come on shore first, some of them had been and seen their friends, and, as daylight come on, they came down to assist us; which they did, for they brought us some bread, and some figs, and some wine, to refresh us; which we wanted very much, for we had scarcely tasted anything the last twenty-four hours; and the Spaniards behaved very kind to us. As for myself, after I had eaten some bread and fruit, and drank some wine, I tried to get up, but I could not; and one of the Spaniards, seeing the state that I was in, was kind enough to get two or three more of his companions, and lifted me up in one of the bullock-carts in which they had brought down the provisions for us, and covered me up with one of their great ponchos; and he tapped me on the shoulder, and said, "Bono English!" And, being upon the cart, I was out of the wind and rain—for it blew a heavy gale of wind; and I felt myself quite comfortable, only my leg pained me a good deal; but, thanks be to God, I soon fell into a sound sleep; and, as I heard afterwards, the French soldiers came down and marched the rest of my shipmates up to Cadiz, and they put them into a Spanish prison. As for my part, I was taken up to Cadiz in the bullock-cart, and my kind friend took me to his own house, and had me put to bed, where I found myself when I woke.

Now, in the house where I was, it happened to be a boarding-house, and a good many American sailors boarded there, and when I came to myself, my friend, the Spaniard, brought one of the American sailors to me for to ask me if wanted anything. I told the man, very kindly, that I wanted some one to look at my leg; for I felt my leg very painful.

Now this young man was mate of an American ship that was getting repaired at Cadiz, and he spoke very good Spanish, so he told the Spaniard what I wanted, and my friend went away and fetched a doctor, who could speak very good English, who dressed my leg, and assured me there were no bones broken, only he told me that I must keep myself very quiet, and to be sure not to drink any spirits. I forgot to tell you that the first night that I got on board the prize, whilst I was down below, to look for some rope for to lash the jury foremast to the stump of the old foremast, I picked up a belt; but, being in a hurry, I never looked into it, but put it round me, under my frock, and, being busy at work all the time that I was on board of her, I never thought no more about it till, now I was laying in bed, I felt it uncomfortable round me, and I asked my new friend, the American mate, if he would be kind enough to take it off me. But what was my surprise when, on overhauling of it, I found that there were forty doubloons, ten dollars, and some smaller money in it! My surprise was so great that my young friend perceived it, and I told him the whole truth of it, how I came by it. My friend advised me to keep it quiet, and say nothing about it; I told him I would.

And now it came into my thoughts that the money might be serviceable to me, to keep me from going to prison; and I spoke to my young friend about it, and he went down and spoke to the old Spaniard about it, who came up to me directly, and he told the American mate to tell me to make myself quite easy about that; for he had been to the prison to hear if he could find out that I had been missing, and, when I had been missed, that they supposed that I had been drowned; so he said, "It will be your own fault if you go to prison."

You may depend I was very glad to hear what he said, and I offered the old man a doubloon, for the kindness he had shown me; which he, at first, refused; but, after a good deal of persuading, he took it for to pay the doctor. And now, this affair being settled,

I rested myself quite contented till it pleased the Almighty to restore to me the use of my leg and arm, which got quite well in about a month's time; and me and the American mate got quite friendly together; and, their ship being nearly ready for sea, he persuaded me to join the ship that he belonged to, for they were several hands short, and they would be obliged to ship Spaniards, without they could get any of my former shipmates to run away out of prison and join their ship; so I agreed to go along with him, and I joined the "Matilda," of Boston, on the first day of December, 1805. On leaving my old friend, the Spaniard, who had been so kind to me, I made him a present of five Spanish doubloons, which he accepted; and I parted from him with a sorrowful heart.

When I came on board the "Matilda," I was quite surprised to find four of my old shipmates there before me; they had made their escape out prison through the assistance of some good Spaniards, and had got on board there before me. But you may depend that their surprise was great to see me, for I was believed, by every one, to be drowned; but we soon reconciled ourselves; and by the 4th day of December we were out at sea, clear of them all; and our ship, the "Matilda," was bound to Boston, in America, where we arrived the 25th day of January, 1806. I liked my ship so well that I agreed to go along with them another voyage; and we sailed from Boston in the beginning of March; and we went back to Cadiz again, and I had the pleasure of seeing my old friend, the Spaniard, again—who was well and hearty.

And now, I must tell my readers that I staid in the "Matilda," of Boston, till, in a voyage from Boston to London, in the beginning of the year 1807, I was pressed out of her, whilst lying at the Big Nore; and I was taken on board of the "Namur" guard-ship, at Sheerness, and from there I was drafted on board of the "Spitfire" sloop of war. Although I was on the books as a foreigner, I could not get clear; so I wrote up to my old landlord,

Mr. B., to hear if I could learn anything of my wife ; and I asked him if he would be kind enough to come down to me and see me, and bring my wife along with him. I sent this letter away on Friday, and on Sunday morning Mr. B. came on board of the "Spitfire," to see me. When we got down below, I asked him how my wife was ; and then I heard that my wife was dead ; that she died the day after I was pressed ; that through the fright she got she was taken in labour, and she died in childbed, but that the child lived, and was grown a fine boy, and that he would be five years old if he lived till July ; and he told me that he had never received only one letter from me, and that was the one I had sent from the "Albion," before I sailed in her ; and Mr. B. told me that he and his wife had taken care of everything ; that after my wife was buried, and they got a nurse for the child, they sold everything that I had in the house ; and knowing that I had money in Mr. S.'s hands, he went to him and told him all about it ; and Mr. S. had allowed him seven shillings a-week for to take care of the child and pay the nurse ; and he showed me the account of the expenses he had been at, and I found that it amounted to nearly ninety-five pounds ; so Mr. S. was still a debtor to me. And after we had settled all our accounts, I gave Mr. B. thirty doubloons and about one hundred and twenty Spanish dollars, and told him to take them to Mr. S. to put to the rest of my stock ; and I told him to be careful of my boy, and whatever he wanted, to get money from Mr. S. and get it for him ; and I gave him two doubloons—one for himself and the other for his wife ; and I returned him my kind thanks for the trouble he had been at on my account. And after Mr. B. was gone, I sat down, and had a good cry for the loss of my wife, and I returned my sincere thanks to God for his great mercy to me for raising up friends to look after my child. And now this business being settled, I went on deck to my work, and the next day we sailed for to join a



convoy in Yarmouth Roads, and from there we went to Gottenburg, where we arrived in May.

Nothing particular happened to me whilst in the "Spitfire" sloop of war, not till the 1st of August, 1810, when an accident happened to me. We were cruising off the coast of Norway, and the weather being rather thick and hazy, for it had been blowing strong all night; and in the morning, sending our top-gallant-yards up, a strange sail was reported from the mast-head on the lee-beam; and the hands being turned up to make sail, and I being at the mast-head, binding the top-gallant-yard; but not getting our jewelblocks on the yard before we were ordered to loose the sail, and was obliged to put them on after the sail was set; and I being out on the starboard foretop gallant-yard-arm, and the slack of the lifts not being taken down, the top-gallant halyards carried away, and the slack of the lift caught me under my rump, and hove me right over the yard; but, as luck would have it, I caught right across the top-gallant bow-line, and it being slack, I lowered myself down till I got hold of the leech of the topsail just before the ship was luffed to the wind. I mention this to show the wonderful mercy and care of God Almighty over us poor mortals; for if I had fell down on deck, I must have been killed upon the spot; but I got safe down on deck without any hurt, and I got the name of the "Flying Dutchman" amongst my shipmates.

During our cruise off the coast of Norway, we took several prizes, and our time passed away merrily enough till the year 1812, when the American war broke out; and the "President" American frigate, Commodore Rogers, was off the North Cape, when our ship the "Spitfire" sloop of war, the "Alexander," thirty-two gun frigate, and the "Bonne Citoyenne" corvette, were sent off the North Cape, to protect our trade, and to see if we could see anything of him.

We arrived off the Cape in the latter part of May, and we found it very cold there; and we kept cruising there till the

10th of June, when, about four o'clock in the afternoon, the weather clearing up, we saw the American frigate, and a large schooner along with her : she was about five or six miles dead to leeward of us, and we made all sail in chase. Now our ship would out-sail the other two ships ; but our commander would not allow us to go alongside of her, for she was too heavy a ship for us to engage ; so we chased her till the 14th of June, when both she and us got stuck amongst the ice ; we had chased her as far as eighty-three degrees of north latitude.

Now at this time of the year, in this part of the world, there is scarcely any night, but all daylight. We stuck fast among the ice till the 17th day of June, when the ice broke up ; but the "President" getting clear of it before we did, he made the best of his way to the southward ; and before we got clear we could see nothing of him nor any other ship ; for the corvette had been sent after the schooner, and the "Alexander" frigate had been drifted off the ice by strong currents, and we did not fall in with the "Alexander" till the 21st June, and then we kept cruising off the North Cape again.

Now the "President" frigate had taken a great many of our Archangel traders, and a good many Russian vessels, before we came on the coast, and taken them into a place called Colla, which is a large bay, with very good anchorage and a very good harbour. And when she got them in there, they took the best what they wanted out of the ships, and then set fire to them ; and they took one of our Greenland ships belonging to Hull, and had put all the English prisoners on board of her, and the Russians they had set ashore at Colla, a small town about twenty miles up the river ; so the Russians were very much embittered against the Americans. I mention this, because it interferes with my story. We and the frigate kept cruising about the North Cape till the latter part of July ; and our water getting very short, we put into Colla, for to water and to get some wood ; and our cask and people being sent on shore, we sent them their provisions on shore every day.

## CHAPTER III.

Now, the second day that we lay off Colla, being the 1st day of August, 1812, I was ordered to go into the boat ; and our captain, doctor, and purser, went ashore to go a-shooting. We landed the captain and the rest of the officers on an island, about a quarter of a mile from where our people were at work ; and our captain gave me orders to land the provisions, and then come back for them to take them on board to dinner : and accordingly we went, and I delivered what provisions I had to the officer in charge of the working party ; and telling him the orders that I had received from the captain, he sent me away to obey them ; and we tried to go back the same way we came, but we could not, for the tide run so strong that we could not fetch round the island where our captain was, so we tried to go round the other way ; but all our trying was in vain, for the more we pulled, the further we got away from the island ; and having no grabbling or anchor in the boat, we resolved to go alongside of some of the small vessels which were lying there, to hold on till the tide was down, which we did ; and the people on board of them seemed to be glad to receive us. Now, these vessels were fishing-vessels, seemingly waiting for the tide to slack before they could go to sea ; and the one we got on board of hailed another that lay pretty close to us, but we could not understand a single word they said, and we had no suspicion that they were talking about us. So we laid ourselves down quite unconcerned, for the weather was warm, and we being rather tired after our long pull ; and we might have laid down about two hours, for I could not sleep sound, for I knew that our captain would be very angry

for not fetching him to go on board to his dinner. But what was my surprise, on getting up, to see two large boats, with about twenty men in each, close to us. And, coming alongside, they took us out of our boat and tied us back to back, and beat us unmercifully, and called us American spies, for they took us and our ships to be Americans; and they had such a spite against the Americans for burning their ships, that they would not hearken to anything that we had to say if they could have understood us.

So, after they were tired beating and ill-using us, which they did in a cruel manner—for they were a cowardly set of men, for a coward is always cruel when he gets the upper hand of you;—so, after they were tired of beating us, they took our boat in tow and took us up to Colla, the name of a small town in Russian Lapland; and when we got there we were put into prison, and they gave us some black bread to eat and some water to drink, and the next day they put irons on us, and joined two and two together; we had a shackle round one of our legs and another on our hands, and so we were chained together; and then they sent a serjeant and eight soldiers as a guard along with us to march us to Archangel, which was about one thousand two hundred miles distant. And so we started on our travels in a very helpless condition. Our first fortnight travel was the worst, for we travelled through nothing but woods; and when our stock of black bread got low, they used to feed us upon the bark of trees; for every fir-tree has three different barks or rinds upon it, and the middle rind, when roasted by the fire, makes a good substitute for bread. But this was not the worst misfortune we had to deal with, for having irons on our legs and arms we could not pull our clothes off.

And so we travelled on till we got clear of the woods, and we got in amongst what they called their towns; and here we got a good deal better used, and our travelling was a good deal better, for we used to get horses from place to place; and tied the two horses' heads together, and when we were mounted on them, chained

together as we were, our poor horses had to keep regular step together, or else we were likely to be hauled off our horses, which was very painful to our legs. And sometimes we travelled in boats for whole days together; and the nearer we got to Archangel our food became a good deal better, for they used, sometimes, to give us some milk along with our bread in the room of water; and in this way we kept on travelling till the beginning of September, when we arrived in Archangel, where we were put into prison.

We had been in Archangel prison two or three days, when we found out by the few words of Russian that we had picked up, that we were going to be sent to Siberia along with some more prisoners. And now we thought our fate very hard to be transported without having a trial; but it happened otherwise. For one morning, when I was out in the prison yard, I heard two gentlemen talking together in German, and me understanding a little of the German tongue, I made bold to speak to one of them as well as I could. I told him what we were, and what ship we belonged to. Now this gentleman that I spoke to, happened to be one of the English Consul's clerks; and he soon spoke to me in good English, and told me that he would speak to the Consul about us; and he was kind enough to put his hand in his pocket and give me a silver ruble, and away he went. And I went to acquaint my shipmates of the news that I had to tell them; and you may depend they were very glad to hear the news, especially when I showed them the silver ruble that the gentleman had been kind enough to give me. And I went and bought something to eat with part of the money; for you may depend we were kept pretty short of provisions: and after we had eaten our bellies full, we all returned thanks to God for his kindness towards us, and waited with patience till about half-past ten o'clock, when the turnkey came in and called us, and told us that we were wanted.

And when we came into the room where the gentleman was that I had spoken to the day before, he told me that the Consul would

be there directly ; and, when the Consul came, he spoke to us, and asked us what ships belonging to England were stationed off the North Cape, and how we came to leave our ship. We told him ; and he spoke to the Governor, and the next morning we got our discharge from the prison.

Now, in the state that we were in, we were not fit to go into a clean house, or amongst clean people : so the Consul put us into an outhouse that he had, and gave us some clean straw to lie on, and two duck frocks and trowsers a piece, for our old clothes were fairly worn out. And he used to send us our provision every day from his own house ; and in a week's time we were clear of all vermin, and as clean as anybody need to be. And the English merchants and their ladies who resided at Archangel, when they came to know how we had been served by the Russians, made a subscription for us, and bought us many things that we stood in need of.

We stopped with our good Consul till the latter end of September, when the "Oberon," an English gun-brig, arrived at Archangel, for to take a convoy home to England ; and the captain of her, Captain Y., a very good man, heard about us, and seeing the state that we were in—for the places that the vermin had eaten into us were not quite healed up—he told us he would take us to England.

And on the first day of October, we were sent on board of the "Oberon," and the captain and officers behaved very kindly to us ; and we sailed from Archangel on the 4th day of October, and on the 17th of October, when nearly off the North Cape, we fell in with our ship the "Spitfire," and the "Alexander" frigate. We were sent on board of our ship ; and, to our great surprise, we were put in irons. So Captain Y. stated to our captain the state he found us in at Archangel, and the punishment that we had received from the Russians. But our captain swore that we intended to run away from the ship, and we were kept in irons till we arrived at Leith Roads, when orders came on board to let us out of irons ;

for Admiral Y. had his flag at Leith Roads, and his son, the captain of the "Oberon," had acquainted his father with the state he had found us in, at Archangel.

And so now we thought it was all over with this affair; but it was not so, for our ship received orders to go round to Portsmouth to be refitted; and in going round from Leith, as soon as we left the Downs—for we were then under another admiral—our captain turned the hands up, and gave me and a man named Andrew Paddon three dozen lashes a-piece; for he swore that we two had been ringleaders, and that we intended to run away from the ship. The other two men he forgave: and thus the affair ended.

Now when we arrived at Portsmouth, we refitted our ship, and we were sent to cruise off Cherbourg along with some men-of-war. On the 10th day of February, 1813, it being a fine morning, we chased a French lugger, close into the land, and the wind dying away, and what there was coming from the northward, the lugger got clear of us; and we being close in-shore, and standing away to the westward, I happened to be at the masthead to look out.

It was about half-past ten o'clock in the forenoon, and I was sitting on the maintop-gallant yard, when a little battery, which we had not seen before, opened fire upon us, and the second or third shot they fired, carried away our main-top gallant-mast; and me sitting on the main-top gallant-yard, I had a very clumsy fall; but our mainsail being hauled up, I had the good fortune to fall into the belly of the main-sail, where after some time lying there senseless—for I must have struck against the main-yard in my fall, for I was bleeding a good deal—when there were some hands sent to help me out of the main-sail; and when I got on deck, I was obliged to be sent to the doctor, when I soon got well.

Now our ship, in this skirmish, had her foremast badly wounded, and we had several men wounded beside myself; so, after we got clear of the Frenchmen and joined our commodore, which was the "Fishguard" frigate, we were sent to Spithead to have our damages

repaired; whilst I and about a dozen of our men were sent on board of the guard-ship, at Spithead, for fear we should run away. And, by the time that our ship came out to Spithead again, and ready for sea, we were sent on board of her again, and we hoisted the convoy signal for the coast of Africa; and, on the 20th of April, 1813, we sailed from Spithead with about three hundred sail of ships, all under different convoys, some for the East and some for the West Indies, and some for the Straits. And, thanks be to God, we had fine weather and a fine breeze, and we soon cleared the land; nothing occurring worth mentioning, till we parted company from the rest of the ships, and with our own convoy, ten in number, we steered for the Island of Teneriffe, where we arrived on the 5th of May; and seeing, early in the morning, two schooners close under the land, which appeared to be Americans by their rig, and by the look of their faces.

Our captain lowered his boat down, there being very little wind, and went on board of a ship called the "Lady Jane," of London, which was a transport and had troops on board, and she was a very good looking ship and mounted twelve guns, and she sailed remarkably well; and he told the captain of her that he was to act as commodore of the convoy, and that he intended to lay astern to see what these two schooners were that we see in shore of us. And accordingly we went on board again and disguised our ship as much as we could; for we had cloths to go over her side, and she shewed a bright side in the room of painted ports, and we had some trusses of hay in our mizen chains, and we had a lower studding sail, with some loads to the bottom of it, over the bows to keep the ship astern; and we had only about twelve hands about the decks, and they were rigged in red shirts, and red caps, and as the breeze came on we set one sail after another martshipman fashion, and we very soon dropped astern of the convoy, and the two schooners coming after us with all the canvas they could carry, and one of the schooners kept straight for us, but the other kept



more after the other ships; and our captain seeing it kept away a point more to the southward, so as to spread the chase a little more.

Now all hands that was on board of us, except those that sat about the decks, were down to their quarters, and our guns were all loaded with round and grape, so we were all ready to receive them. And about three o'clock in the afternoon the schooner that was in chase of us, came pretty close to us, and hailed us, and told us to heave to, whilst he sent a boat on board of us. Our captain answered him—aye, aye, sir, and at the same time we, porting our helm, and up ports the same time, we gave him a broadside that astonished them, for they were all ready to send a boat on board of us; but our first broadside must have killed a great many men on board of her, for they were all hands on deck, and, not expecting such a reception, they did not know what to do. We still kept firing at her, and at last we shot away her main-mast, and after that was gone, we boarded her; and, thanks be to God, we soon carried her—she was called the “Kentucky,” of Marblehead. She was a fine schooner, and carried sixteen guns, and one hundred and fifty-six men, and her consort was about the same size that she was, called the “True Blotted Yankee.”

Now when the “True Blotted Yankee” saw how her partner was handled, she hauled her wind and went away, and left their countrymen to fight it out as well as they could. So, after taking charge of our prize and securing the prisoners, of which we found only ninety alive, and a good many of them badly wounded, we collected our convoy together, and we steered our course for the Cape de Verd, and from thence to Senegal, where several of our ships were bound, which we reached on the 18th of May; and from thence we went to Sierra Leone, where we left the rest of the ships and our prize, and we went down along the coast to a place called Cape Three Points, to settle some dispute they had there; and we kept cruising up and down the coast till the beginning of July, when

we went to a place called Prince's Island to get some wood and water, and when we got there, and got the best part of our water casks on shore, and a wooding party, an English merchant-brig came in shore, and said she had been chased by an American schooner, and our captain and some of the officers went on shore on the heights, to see what they could make of her; and sure enough it proved to be the "True Blotted Yankee" American schooner, our old friend, and she lay about two miles from the land, becalmed.

Now we got every thing we could on board that night, for we intended to go out early in the morning to see our old friend. Now our captain ordered the brig to go out first, and see if the schooner would chase her, and we should be close to her to take care of her. And sure enough, the schooner gave chase to the brig, and not seeing us till we were outside, clear of the Island; but as soon as she saw us, she hauled her wind and left off chasing the brig, and the brig went into port again; and we went in chase of the schooner, but the winds in those parts of the world are not steady, and sometimes we made a fresh breeze of wind, and sometimes she would, and we chased her for two days and two nights, and at last she got clear of us, and left us lying becalmed between four and five degrees to the northward of the line; and here we were becalmed for five weeks, and our provisions and water getting very scarce by this time, we were very badly off, and we should have been worse, only for the heavy rains that we fell in with, for we had very little water on board when we first started from Prince's Island; but, thanks be to God, we got a breeze at last, and we steered for Prince's Island, where we arrived on the 10th day of August; and we watered our ship, and got what provisions on board that we could get on the Island, and we sailed from thence and made the best of our way to Sierra Leone, where we arrived in the beginning of September.

Now when we got there, our captain went up to a place called Ben's Island, to the Governor, to report himself; and he took his boat's crew along with him, and he stopped there three days; and when they came back they had not been long on board, when they were all taken with the fever, the captain and all; and before the next morning three out of the seven that had been away along with the captain died, and before twenty-four hours was over our heads we had sixty men in their hammocks; and the sickness went all through the ship, and we lost thirty-six men and officers in about six weeks' time. And it was here where I lost my long hair; for sailors in those days wore long hair; but we had no long hair left in our ship, for we nearly all had our heads shaved, for the complaint chiefly lay in the head; and by the latter part of October we were all pretty well restored to health.

We staid on the coast till the beginning of May, 1814, when we fell in with an English brig from London, who brought us the news of the Peace, and of Buonaparte giving himself up; and the brig brought us some newspapers, and some letters for the captains and officers, for she had been to Sierra Leone. You may depend we were all very glad to hear of the news of the Peace; and the next morning we went to sea, and shaped our course for Portsmouth, where we arrived on the 20th of July. Now when we got home an order was issued from the Admiralty that all men that had served eleven years, and all foreigners, were to be discharged. Now, I being entered as a foreigner on the ship's books, I claimed my discharge; and I got my discharge from the service on the 2nd of August, 1814; and I went to Portsmouth Dockyard to get my pay, and as soon as I got it I went to the coach-office and booked myself for London.

By six o'clock that evening I was on my journey, and I arrived safe at the Elephant and Castle by seven o'clock in the morning, after being away from London a little better than twelve years. I was well and hearty after all my trials and crosses; and, as soon as I got some breakfast, I went to Vine Yard, to see Mr. B.; but when I

got there, Mr. B. was not at home, but Mrs. B. was. I soon told her who I was, and asked her where my boy was. She told me that the boy was very well, and that he was at school; but she soon sent for him. And I told her not to tell him who I was, for I wanted to surprise him myself.

At last, when he came into the room where I was, I could see a good deal of his mother's face in him, and it was not long before I had him in my arms, for I could not keep myself from him; and the poor boy, when he was told that I was his father, fell a crying; but he still crept close to me, and we soon all got reconciled together. And, when Mr. B. came in, we passed the day away in talking over past affairs; and the next day me and Mr. B. settled our accounts together, and I went to Mr. S.

I found that I still had better than a hundred pounds in his hands; and, after all that was settled, I thanked Mr. S. for the kindness that he had shown me, and I asked his advice what I had best do.

He told me that I had best not enter into any sort of business at present till I saw how things would turn out, for the Peace had made a great stagnation in trade; but, if I liked, I might go to work at any of his wharfs, and he would allow me twenty-five shillings a week to go as boatswain at Topping Wharf, in Tooley Street, and I agreed with him.

I began to make myself quite comfortable, when an accident happened. On the 15th day of September, when we were in the act of lowering a cask of sugar into a brig's hold, one of the handles of the crane came off, and struck me with such a force that it knocked me down for dead. And as soon as Mr. S. was acquainted with it, I was sent to Guy's Hospital, and there I remained for five months; and at last I recovered, and came out of the Hospital the last day of February, 1815; but I was a long time before I had strength enough to go to work; and Mr. S. was kind enough to allow me twelve shillings a week, after I came out

of the hospital, for keeping watch, at night, at the wharf; and here I continued.

In the middle of May I fell in with an old shipmate of mine that had been a master's mate along with me in the "Spitfire," and he was master of a new bark called the "X. Y. Z.," and he was bound to Riga, and he wanted a second mate; and when I told him my circumstances he persuaded me to go along with him. So I went. We had a very fine passage across the North Sea, and we arrived at Riga the 10th of July; and, as soon as our cargo was discharged, we commenced taking in our cargo for London.

On the 5th of September, it being Sunday morning, the breeze having nearly died away to a calm, the captain ordered me to call the mate; for he said that he had smelled fire. We all smelled it too. I advised the captain that the best thing we could do was to get the boats out before we opened any of our hatches. Accordingly we turned the hands up, and got the boats out, and put oars and sails in them, and then we took one hatch off; but no sooner had we done this, but a good deal of smoke came up the hatchway. We roused some of the bales of flax on deck, for we were laden with flax, hemp, and tallow; and we mustered all buckets and began to heave water down the place where the smoke came from. And our mate thinking that if the after hatchway was open, he would be able to heave some water down there; but no sooner were the after hatches taken off, but the flames struck up the after part, and in a very few minutes our main rigging was in a blaze.

And now all chance of saving the ship was over, for the fire spread rapidly. The middle part of the ship being on fire, those that were aft could not get forward, and those that were forward could not get aft; so we found it a great blessing that we got our boats out. So all hands got into the boats, and we had a chance to save some of our clothes, and some provision and water, which we put into the long boat. Now there were fifteen of us, men and boys altogether, and we divided ourselves

in three boats—that is, the long-boat, pinnace, and jolly boat; and we lay by the ship till she was burnt to the water's edge.

When the accident happened to us, we could see an Island in the East Sea that belongs to the Danes, for which we pulled, taking the boats in tow. But the people on the island seeing the fire at sea, the governor of the island sent two boats to our assistance, which we met about half-way from our ship to the shore, and they very kindly offered us any assistance in their power; but we thanked them kindly and pulled on shore in company, where we arrived about eight o'clock in the evening, and there was no one hurt.

In two days we were sent in a Danish vessel to Copenhagen, where we arrived on the 11th day of September; and when we got there and our captain reported our accident to the Consul, we were all obliged to go to the Consul to state what we knew about the fire; when one of the boys said, that the evening before we left Riga, he and the mate had been down in the after hold with a candle and lantern to take the numbers of some of the bales of flax; and that the mate, having taken the candle out of the lantern to look for something, and, in putting the candle back again, the candle had fallen down, lighted as it was, between some of the bales, and they could not reach the candle; they had hove several pots of water down upon it till they thought it was out. Upon this account, the mate not denying it, the mate and the boy were detained, and we were sent about our business; and I staid in Copenhagen till the 20th of September, when I shipped in a brig, called the "Fame," and arrived in London on the 24th day of November.

I found my boy and Mr. and Mrs. B. well and hearty; and my boy made very good progress in his learning, and I put him apprentice to a sail-maker.

Here I had the misfortune to lose my money. When I asked Mr. B. about it, I found it was gone; and though I have since

heard that the story I was told about it was not true, I never could hear the rights of it—but the money was gone.

My son was bound apprentice to Mr. M. for seven years, and Mr. M. told me, when I told him of my misfortune, to make myself quite easy about him ; that he had taken a great liking to the boy, and, if he behaved himself, he would be as good as a father to him ; and, as Mr. M. had a great many South-Sea-men, and I wanted to make a long voyage, I had best join one of his ships ; and there being a ship of his called the “ Policy,” now fitted out, if I liked he would speak to the captain of her for me ; and I, being tired of these short voyages, agreed with the captain. When the captain was gone, he called me to him, and said to me, “ Upon account of your late misfortune, losing nearly all, I make you a present of this for to fit you out for the voyage ;” and he gave me two five pound notes. I thanked him very kindly.

On the 20th of June, 1816, we sailed from Gravesend, and we had a very good passage, and we got round Cape Horn by the beginning of October, and we soon had the pleasure of getting into the Pacific Ocean.

On the 25th of October, whilst cruising near the Island of Juan Fernandez, we saw a large school of spermaceti whales, and we lowered our boats down, and we got three fine whales, which made us nearly one hundred and fifty barrels of oil. This being the first time that I was in a boat alongside of one of these great sea-monsters, you may depend I did not half like myself ; but I soon got used to it, and I was eager for the sport.

On the 20th of May 1817, we saw the spout of a fish about four o'clock in the afternoon, and there being very little wind we lowered our boat, got up to her, and made fast to her. She ran us about five or six miles, when she hove to and we soon killed her ; but, by the time that she was dead and we got her in tow, it was past sunset, and we could scarcely see our ship ; but we pulled towards her as fast as we could, and the ship, the last time

we saw her, was coming towards us; and when it got dark, we hoisted our lantern at our mast-head, so that the ship might see us.

We kept pulling away till about twelve o'clock at night, when our candle went out, and being all very tired, the mate ordered us to lay our oars in and rest ourselves a bit, and told all hands to look out sharp to see if they could see anything of the ship; but we could not see any thing of her.

So, after having a small drop of rum and water and a bit of biscuit, we got our oars out again, and pulled in the direction where we had seen the ship last; for we could see a large rock, called Rodondo, and we steered for it, and we kept pulling till daylight; and then, to our great misfortune, we could not see anything of the ship, and we were a long way drifted from Rodondo. And we, finding that our pulling was of little use, laid our oars in, and we had a consultation what was best for us to do; and after different opinions, we agreed that, as there was a little breeze of wind, we should set our sail, and stand to the northward, in hopes to fall in with some ship. For when we started from our own ship there were six of us in the boat, and all the provisions we had was a breaker of water, which held about six gallons, and about a dozen biscuits, and about a pint of rum, and as we had not been very careful of it the first night, we had very little of it left. So we were not in a very fit state to pull, and we thought by sailing we might have a chance of falling in with some ship.

And now we had a hard chance before us, in an open boat, in the great Pacific Ocean, and nearly under the equator, with the sun hot enough to roast us, and scarcely any water to drink, and very little to eat; but it was of no use to fret about it, and we were obliged to make ourselves content, and pray to God to release us out of calamity.

We staid in this way in the boat for three days, when we had the last cup of our water; and you may depend that we were all hungry enough, and some of our men hauled up to the whale, and



cut some of his tail off, and broiled it in the sun, and eat it. And I and the mate tried to persuade them from doing it, but they took no notice of it; and the consequence was, that it made them sick, and caused them to heave up what little substance they had on their stomachs. And the next day morning, being the fourth day, we found one of our boatmates lying dead in the boat; and after we said a few prayers over him, we committed his body to the deep with a sorrowful heart; for we were all very weak by this time. And that same day about four o'clock, another of our boatmates was taken raving mad, and after ill-using himself a good deal, he jumped overboard, and the sharks soon finished him.

And now, there were only four of us left, and we suffered a good deal with thirst. I can't say I was very hungry, but I was terribly dry; and the next morning, being the fifth day, we found another of our boatmates dead. It was as much as the three of us could do to heave him overboard, for we were so weak we could not stand upon our feet; but after a good deal of trouble we got him out of the boat. And after that we turned to and licked the dew off the oars and the boat, to quench our thirst; and so we passed away the fifth day. And sometime during the night our other comrade died; we heard him groan but we could not help him. And when daylight came the next morning, we saw a ship quite close to us, but both me and my partner were so weak that we could not get up to shew ourselves; but I made shift to hold one of the boat's flags up. The ship, when she came close to us, hove to, and lowered a boat down, and towed us alongside of the ship; but which way we got on board of her I can't tell.

When I came to myself I found that I was on board of a whaler, belonging to London, and that my poor partner, the mate of our ship, had died about four hours after he got on board of her, and the doctor told me that there was no fear of me if the fever only kept off. I found myself very weak, and I could not stand upon my legs. Now the four men that died in the boat were the

four men that eat of the whale that we were towing of. The ship that I got on board of was called the "Neptune," and she was a full ship, bound home, and I was obliged to go home in her.

We arrived safe at Gravesend, the 24th day of September, after being away two years and four months. After we got the ship safe into the docks, I went to Mr. M.'s to see my son; but, what was my surprise to find that my son had gone to sea, and that Mr. B. was dead, and that his widow had gone into the country to live along with her friends.

Mr. M. told me that my son, after hearing of my misfortune, had been continually teasing him to let him go to sea in one of his ships, for he said he wanted to look for his father; and, having a ship ready to sail, he at last consented to let him go, and he sailed in a ship, called the "Seringapatam," and was gone from England about five months. And Mr. M. told me that he had been a very good lad, and that he was very sorry to lose him from his sail-loft. And now, after our oil was sold, I received my wages, which amounted to ninety-three pounds, for the captain and Mr. M. were kind enough to pay me for the whole time that I had been away from the ship. In a South-Sea-man the men have no monthly wages, but go by the shares, and they got a good many fish during the time I had been away. And now, having no acquaintance in London, I intended to go in the first ship that was bound to the South Seas, to look after my son.

Mr. M. had a ship fitting out, called the "Spring Grove," and I agreed to go as second mate; and we sailed from Gravesend on the 3rd of November, 1818, and, thanks be to God, we had a very good passage to James's Island. Our passage lay round the south-west point of the island, where there lies a dangerous reef, called the Papases. By going inside of the reef you can fetch your anchorage without making a tack.

Now, on the evening of the 2nd of February, it being a fine night, our captain intended to go inside the reef. I reasoned

against it as much as I could, but it was of no use, for the mate said he had been through the passage a dozen times, and he could take the ship through it; for he said if we went outside of the reef, it would take us a whole day to work up to our anchorage; and accordingly we went.

I had the first watch on deck, which is from eight o'clock till twelve at night; but the captain being on deck all my watch, everything went according to his direction. And at twelve o'clock the mate came up, and took charge from me, and I went below to my cabin, and I soon went to sleep; but I had not laid long, when I was awoke by the ship striking upon the rocks. I jumped up and put on my trowsers and my old jacket, and on deck I went; but when I got there, the sea was making a clean breach right over the ship. And as soon as I got clear of the companion hatch, a cross sea took me and hove me against the larboard bulwarks, and carried me, bulwarks and all, away overboard; and I tried to swim a bit, but I still kept hold of the piece of bulwark till another tremendous sea took me and hove me on shore.

But the blow that I received knocked me senseless, and there I lay till about seven or eight o'clock next morning, when I came to myself, and I found our dog Nero standing alongside of me, licking my wounds; for my head was cut, and my left side, where I had been hove against the rocks.

When I got up, which I could scarcely do, I looked round to see if I could see anything of the ship or any of my shipmates; but I could see nothing, only the dog, and he kept running to a short distance from me, and kept barking at something, and then came back to me again—as much as to say, “come here and look.” And at last I went to see what it was, though I had a good deal of trouble to get there: and when I got there, I found one of my shipmates lying amongst the rocks, and you may depend I was glad to see it; but when I tried to get him up, I found he was quite dead, for his head was all cut to pieces.

The man that I found was our carpenter, and his name was James Roberts. Now, when I found that he was quite dead, I sat down beside him, and I cried like a child, for I was in great hopes that I should have had a partner in my misfortune ; for I could see nothing but starvation before me, and I had a great mind to lie down alongside of my shipmate and die ; but the dog would not let me, for he kept pulling me by the trowsers for to get up ; and the sun was very powerful and hot ; so up I got to look for a place to shelter myself, and at last I found one under some trees, where I sat down to rest myself ; but I had not sat there long before I heard my dog barking again very loud, and I got up in hopes of seeing some one alive beside myself, but I could not see anybody ; and when I came to my dog I saw that he had found a land tortoise, which I knew was very good eating, but I had no fire to cook it by ; but I knew that the land tortoises have three bladders in them, one full of blood, and two full of water ; and, as I was very dry, I killed the tortoise, for I had my knife about me, the only thing then, excepting the clothes I had on, that I had saved from the wreck ; and I took one of the bladders of water out of the tortoise and I drank it, and I found it very good, and I gave the one full of blood to my dog ; and I eat some of the lean of the tortoise, and cut it in thin slices and beat it, and spread it out in the sun to dry for myself to eat, and the rest I gave to my dog ; and the other bladder of water I buried in the sand close to the trees where I had fixed my present habitation. And after I had eaten, and drank my water, I felt myself a good deal better, and I knelt down to thank the Almighty Giver of all good for his wonderful mercy to me, to send me food in the wilderness that I was in ; and I humbly begged the Lord to forgive my grumbling and discontentment that I shewed at my first landing, and I begged heartily that the Lord would extend His mercy towards me, to help me out of my misery ; but I intended, with God's help, to make myself as happy as my circumstances would allow me to be ; and after that I felt happier ;

and I laid myself down and fell asleep about the middle part of the day, and after I awoke, I went down to where my poor old ship-mate lay, for I intended to bury him, and for that purpose I collected some sharp flat stones, and with the help of them I dug a grave, which cost me a good deal of trouble and time, and at length, having made it deep enough, I brought the body to it. But before I put his body into the grave, I took off his trowsers and his shirt, and his waistcoat—he had a flannel and a pair of drawers on, for I thought that these things might come handy, and I did not know how long I might have to stop on the island—and after praying to God to have mercy on him, I put him into his grave, and covered him up as well as I could, for I put as many stones as I was able to man-handle on the top of his grave, and by the time I had finished, it was nearly dark. And I went up to my trees again, and I gathered as much grass and leaves as I could to make myself a bed, for I had been on shore before on the island, in the “Policy,” the last voyage I made, and I was not afraid of any wild beast or venomous insects to hurt me. And now, I must explain the reason why I could not see anything belonging to the ship I had belonged to—she, striking on the south-west point of the island, and the wind is always to the south-east, and the current most in general sets from the north-west, which causes an outset; and everything as it broke adrift from the ship was swept out to seaward, and it was God’s mercy that I got washed on shore; and here I am likely to remain till it pleases the Almighty to release me.

#### CHAPTER IV.

My prayer all alone on the solitary island made me feel a good deal easier; and I had strength to bury my comrade. I then made my bed, and laid myself down, with my dog alongside of me, and soon fell asleep, and I slept very soundly till the next morning.

After I awoke I went to the beach to see if I could find anything washed on shore from the ship, though I found my side and my head very sore; but I could find nothing that had been washed on shore. And next thing I looked for was to see if I could find anything like a flint; for my chief object was to try to get a fire, for then I should be able to cook my meat; for I had found in my poor shipmate's pockets, a knife and a gimlet, and a few nails, and some chalk; and I tried my knife and his knife on all the stones that looked like flint stones, to try to strike fire; but I could not find any that would do, so the only thing I had to do was to try to get two pieces of touchwood and rub them together, which I had seen the Indians do, and I knew that there was plenty of touchwood in the island, for we gathered some when I was there before in the "Policy"; but we had axes then to cut it down with, but now I had nothing but two pocket knives, but I thought that, with God's help, I should be able to manage it. And I went back to my grove, where I had slept the night before, to get something to eat; but, not coming back the same way that I went, I found some sorrel—which has a small leaf and a big stem—which is a capital thing to quench your thirst; for the stem is full of moisture, of a sourish taste, and it is a very good substitute for water.

At finding this prize, I returned my hearty thanks to God for sending me in the way to find it. Although the water that I got out of the tortoise's bladder was very good, still the sorrel and it made it more pleasant; and, after I and my dog had our breakfast, we went to look for some touchwood, which, thanks be to God, I found, after a good deal of trouble. And it cost me nearly three months' trouble and hard work before I got a fire, which I did by rubbing the two pieces of wood together; and during this time I lived nearly as I have mentioned, only that I tried several more herbs; and I found a sort of asparagus which I found contained a good deal of moisture, which was a great help to me; and I tried

a good many different barks of trees to make something as a substitute for bread; and, at last, after trying a good many, I found some that, after being baked in the sun, did very well; so, thanks be to God, I got on better and better every day.

Now I must tell you the way I kept an account of my time:— I dug two holes in the earth, and I got thirty small stones, and the day that I was cast away upon the island being the 3rd day of February, I counted from that time, and put a stone into the empty hole every day, till the thirty stones were all gone; and then with my knife I cut a great notch on a tree that stood close by; so, by these means, I could tell how many days I had been on the island. And now, after I got a fire, I used to cook my meat, and make myself as comfortable as my circumstances would allow me to be. But you might perhaps wish to know what I did for a pot or a frying pan?—why, I used the top shell of a tortoise for a pot, and the under shell for a frying pan. And I took great care that my fire should not go out, for there was plenty of cork or matchwood on the island; and I knew, by former trials, that the wood would keep alight whilst there was a bit of it left, but it would never come to a blaze; and, to prevent my fire from going out, I always had two or three pieces alight.

Being busy the chief part of the time that I had been on the island in making a fire, I had scarcely gone any distance from the beach, and from my grove. I resolved now to go into the interior of the island, and with this intent I lighted a couple of large pieces of matchwood, that I knew would last two or three days; and away I and my dog started for the middle part of the island; and we travelled on a good while, when my dog fell a barking at something; and to my great surprise, what should it be but two wild goats, that had been laying down, when the dog came close to them.

Now my seeing these goats put a desire into my head, that I should like to get some of them; for I thought that I might get

some goat's milk, which would be a great addition to me. I began to get tired of walking, and I went and got a small tortoise, and killed him; and I found plenty of sorrel here, so I give my dog something to eat and to drink. I had some myself; for I had taken care to bring a piece of matchwood along with me, and there being plenty of dry brushwood, I soon made a fire, and roasted my meat; and after I had my dinner, and returned thanks to God, I and my dog went on our travels again; and we travelled a good distance, and we saw plenty more goats. And by tracing the goats I found a small spring of water, and you may depend that I shall never forget how sweet the first drop of water tasted, that I had; and after having a good drink, I returned thanks to the Almighty for his wonderful mercy to me.

And now, as it was beginning to be late, I resolved to stop where I was for the night; so, on that account, I began to look out for a place to shelter from the dew; and when I had found one, I gathered some leaves and some moss, and made myself a bed. As it was early yet, I looked round to see what sort of a place I had got to; but I soon found that I had nearly got to the north-east part of the island, for I had not walked far from my new habitation when I could see the sea: and finding the place so convenient to the sea, and more cool than the lee-side of the island, I resolved to shift my habitation round to this part of the island; and, with this intention, I went to my new lodging; and, after I had some supper, and given some to my dog, and returned my sincere thanks to God for the many blessings he had showered down on me, I laid myself down to sleep: but I could not sleep for a long time, for my thoughts were occupied, how I should be able to make myself master of some of the goats I had seen. At length I came to the resolution to make myself a bow and some arrows; and I thought that if I was able to wound a goat, my dog would be able to catch him. And, with this thought, I went to sleep, and I slept very soundly till the next morning; when, after returning my thanks



to God for preserving me during the night, I made a fire, and cooked myself some breakfast; and, after I and my dog had done, we travelled on to my old habitation, and soon packed up my all. And, when I counted my stones, I found that I had been one hundred and fifteen days on the island. And away I and my dog went back to my new lodgings; and we got back before sunset—for we had taken a nearer road than we did the first day. And after I had put all my store in my new house, I went to bed, for I was tired; and the first thing I did, next morning, was to regulate my time-keeper, in digging two more holes, and put my stones in them; and cutting my notches in a tree, that stood close by. And now I began to work at my bow and arrows; for that purpose I killed a large tortoise, to get his gut to make a string for my bow; and after getting a piece of wood, fit for a bow, I made it; and I found my gimlet that I had found in my poor shipmate's trowers' pocket very handy. And after my bow was done, I went to work to make the arrow, and I finished my weapon in three days—which I don't think very long, considering I had nothing but my knife to do it with, and I had every thing to look for before I could use it.

I was soon repaid for my trouble; for the fourth day that I was out with my bow and arrow, and my dog, I wounded an old she-goat, and my dog soon caught it; and as he and I were bringing the goat home, I found that two young ones followed the old one; and as the old goat was only wounded in the leg, I tied her up outside my grove; and I had the pleasure of seeing them come to the old one, and sucking her. After they were tired of sucking, they laid down beside the old dam.

My next trouble was to make a place to keep my goats in; and I turned to, and fenced a piece of ground all round, which cost me a good deal of trouble; but I completed a piece in four days, and I put my goats into it; and now, keeping the young ones by themselves, I had some milk to drink, which was a great help to

me; and I returned the Almighty God thanks for his wonderful mercy to me. And now that I saw I had made a good job of the fence that I had made for my goats, I intended to make a sort of fence round my dwelling-place, and to try to cover it more from the sun, for rain is scarcely ever known in these islands, for I had been here now one hundred and eighty-four days, and I had no rain all that time; so to work I went, and finished my job in about thirty days, and I found myself a good deal more comfortable than I was before.

I had not long finished my job, when one night, which I believed to be nearly the latter end of September, it came on to blow and rain as if heaven and earth were coming together, and very heavy lightning and thunder along with it. It was a night such as I had not experienced since I had been on the island, and I thanked the Lord Almighty for putting it into my head to put my house to rights, in order to shelter me from the weather. But about midnight, as near as I could guess, the roof, and everything that I had put on my house, was blown off, and I was exposed to the open air. The only thing that I was fretting about was, that the rain would put my fire out, which I had been at so much trouble in getting; but about four or five o'clock next morning the rain ceased, and the wind died away, and by sunrise it was quite a fine morning. And, thanks be to God, my fire was not gone out; but, on looking round me, to see the destruction which the wind and lightning had caused, and still I was saved amongst the living to praise the Lord, which I did, I hope, with a true heart, I had the misfortune to find that one of my young goats had been killed by lightning, for he was black and blue all over; my house was much damaged, and my bed soaking with rain.

Repairing my house and bed cost me a good deal of trouble and time, for I had never been properly well since the night the hurricane swept over the island, and I found myself getting worse every day. My legs began to swell very much, so that I was

scarcely able to go to the spring to fetch my water, or able to catch a tortoise; but my dog, my only companion, used to fetch them to me. But at last I got that bad, that I was not able to get up out of my bed-place, and I nearly gave myself up for lost. But still I put my trust in God, and I said, "O Lord, thy will be done, not mine."

I had lain in this state two or three days, when one day, as I was nearly famishing with thirst, I heard my dog barking a good deal more than he used to do. I tried to get up, but I could not. I called my dog, "Nero! Nero!" as loud as I could, but still he kept on barking, but I could hear that he was getting nearer to my habitation. But what was my surprise when I heard a human voice singing out to some one, "Come along, Jack, I must go and see where this dog is going to!"

I cannot express my feelings at the first sound of a human voice. Joy and fear overcame me, so that I was nearly fainting away when my dog came in, and two men close to him. They were quite surprised at finding me there, and they asked me several questions, which I was scarcely able to answer; but after a little while, I asked one of them to give me a drink of water which I had in my hat, and after I got a little revived, I asked them how they came there. They told me they belonged to an American schooner, called the "Flying Fish," of Baltimore, and that they came on shore there to get some wood, and to try if they could find any water, and that, on landing, they had seen the dog; and being surprised at seeing a dog upon the island, which they knew was uninhabited, the second mate and one man had followed the dog till they found me; and I told them as well as I was able how I came on the island, and how long I had been there.

The second mate, who was talking to me, told me that he would go on board of the schooner directly, and acquaint the captain of the schooner of my condition; but I begged of him to allow his ship-mate to stop along with me whilst he was gone, to which he agreed,

and away he went ; but my feelings during the time he was gone, I can't express, for hope and fear were mixed together. I asked the man that was left along with me, to make my fire up, and fry some tortoise, for the dog had dragged a large one close to my hut, and my new companion killed him, and cooked the best part of it, and before it was quite done, the captain of the schooner came up to my hut, and he brought four men along with him to carry me down to the boat, and he brought some rum and water, and some biscuit along with them, for me to have something to eat and to drink before they took me away ; and the captain and the men had some of my tortoise that their shipmate had cooked, and they liked it very well. But the first morsel of bread that I tasted I could scarcely get down, for it was now two hundred and seventy days since I had tasted a bit of bread ; and still the Lord had been kind enough to preserve me, and send me help when I was in the greatest distress, and could not help myself ; and how wonderful that the dog should be the means of my deliverance ! Then after thanking the Almighty disposer of all events for his kind love to me, and his wonderful deliverance, I took my last farewell of my hut and the island, and we started for the boat, and the captain of the schooner ordered one of the men to fetch my bow and arrows, and my goats, and everything that I had belonging to cooking utensils, and to bring them on board : then me, and my dog first, got on board of the schooner ; I fainted away.

It was a long time before I came to again, when I got on board the schooner ; and the people on board told me afterwards that they could not keep the dog from me during the time I was lying senseless ; and as soon as he saw that I moved and spoke again, he ran fore and aft the decks like as if he was mad.

When I came on board of the " Flying Fish," it was the 29th day of October, 1820, and I was cast away on the 3rd day of February, which made exactly two hundred and seventy days that I had been on James's Island. Now the schooner lay there eight

or ten days after I had been on board, to get wood and tortoises on board ; and then we sailed from the island, and the schooner being bound to Baltimore, in America, we went to windward.

In the beginning of January, 1821, but a few days after we got round Cape Horn, and being off the Falkland Islands, a sad misfortune befell me : I lost my dog, who died through eating some porpoise liver. Some of the crew of the schooner had caught a porpoise, and the dog, being used so long to live upon raw meat, eat two greedily of the liver, and he died on the fifteenth day of January, and you may depend that I was very sorry for it ; but he was gone, and all the fretting about him would do no good ; so we kept on our course, and, thanks be to God, we had very fine weather, and we arrived in Baltimore on the 2nd of March, 1821. Now, the captain and the crew had given me a good many clothes on the passage, for what I had on the island were all worn out, and my legs, thanks be to God, were a good deal better : and the captain of the schooner took me up to the owners, and told them what state he had found me in ; and the owners were kind enough to send me to a boarding-house, where I was to stay till I got well, and they made me a present of twenty dollars ; for which, and all the other kindnesses which I had received from them, I thanked them kindly.

I stayed in Baltimore till the 20th day of April, when I found myself quite well, and shipped on board of a brig called the "Buck," of Boston, and she was bound to New Orleans, where we arrived on the 16th day of May.

I forgot to mention that before I left Baltimore I sent a letter to Mr. M., in an English ship bound to Liverpool, to acquaint him with the loss of the "Spring Grove," and I acquainted him that the ship had one thousand three hundred barrels of oil in her when she was lost, and every other particular about her ; and I told him that I intended to come to London myself, as soon as I had an opportunity.

Now when we arrived at New Orleans, our brig was found unfit for sea, for she was very leaky, and we the crew were discharged from her; and I being in a strange place, and having very little money, I was obliged to look out for another ship as soon as I could; and I shipped myself in a steamboat called the "Olive Branch," to go from New Orleans up the Mississippi to the Falls of Ohio; and I got twenty-five dollars per month. I went up in the "Olive Branch" as far as a place called Shipping Point, close to the Falls of the Ohio; but it now being the latter part of June, and the river being very low, our steamer was laid up, and I was paid off. But, thanks be to God, though I was in a strange place I was not long before I got employment, for being a good hand at sail making, I soon found plenty of employment to make sails for barges and awnings for shops in the town; and I stopped in Shipping Point till the beginning of October, when I shipped myself in a steamboat called the "La Fayette," and we went to a place called Pittsburgh, the upper end of the Ohio. And being shipped on board of this vessel as second mate or shipping master, I had the charge of the cargo—for in those vessels you are constantly discharging and loading, so it required to be a man that was a scholar; and I had forty-five dollars per month.

We arrived at Pittsburgh the 1st day of November, and then we began to load for New Orleans as soon as our cargo was discharged; and by the 12th of November we started from Pittsburgh, and got back to New Orleans the 10th of December; but I had the misfortune to hurt my leg on the passage down: and, when we got to New Orleans, and our cargo discharged, I found my leg so bad that I was obliged to take my discharge from the "La Fayette," and go on shore under the doctor's hands; and I was obliged to go to a boarding house; but thanks be to God, I had saved up a little money.

Now the house that I was recommended to was kept by a widow woman, and she seemed to be a very industrious woman, but

she was obliged to keep a bar-keeper or a man to look after the business.

Now, after I had been in the house for about two months, she asked me, one day, if I could read and write ; I told her yes. She asked me if I would be kind enough to have a look at her books, for she was pretty well sure that the man that she had for a bar-keeper had cheated her. I told her that I would do it with pleasure ; for, thanks be to God, my leg was getting nearly well ; and, on overhauling her book, I found a great many frauds. And when the man was asked about it, he said that he would settle everything in the morning ; but that night he ran away, and took nearly fifty dollars, that he had received from different people, along with him ; and we never saw no more of him.

Now my leg, as I told you before, was nearly well ; and she asked me if I would be kind enough to look after her bar ; and, after a little consideration, I consented. And I showed her what money I had of my own before I had anything to do with her money ; and she agreed to give me twenty dollars a month, and my board ; and I went and took charge of everything.

But to make a long story short, before I had been her bar-keeper two months, I became her husband ; for I married her the 5th of April, 1822 ; and, thanks be to God, a very good wife she proved to be. And I began to look upon myself as settled ; and I wrote a letter to my son and to Mr. M., telling Mr. M. that, if he thought my son deserved it, or stood in need of it, to let him have the sixty pounds that I put in his hands when I was paid off from the " Policy."

I was beginning to do very well ; but we appoint, and the Almighty disappoints ; for, the sickly season setting in very severe, my wife, my dearest Martha, caught the fever, and died in three days after she was taken bad ; and I buried her on the 25th of July, 1822. I had not been long at home before I was taken bad, and the doctor advised me to go to the hospital, which I according-

ly did ; but, before I went to the Hospital, I had my house shut up, and I left what goods there were in charge of my late wife's sister ; and I took about two hundred dollars, in notes, along with me in the hospital.

I stayed in the hospital about six weeks, when it pleased God to let me recover and get to my senses again ; for I had been out of my mind nearly all the time that I had been there. And, when I came to enquire after my late wife's sister, I was obliged to hear that she died about four days after I had gone into the hospital. But I soon got better, and I came out of the hospital on the 1st day of October ; and I felt myself very weak when I came out into the fresh air. And when I got home to where I had lived, I found an empty house ; for, after my sister-in-law died, everything was taken out of the house, and was ordered to be burnt.

So here I was again, nearly as bad as I was when I first came to New Orleans ; and I began to take a dislike to the place, and I intended to leave it as soon as I could ; and the very next day I shipped myself on board the " Friendship ;" and we sailed from New Orleans, the 10th day of October, for Campeachy, to take in a cargo of logwood, to take to London ; and, thanks be to God, I got quite well again. And we soon got our cargo, and we sailed from Campeachy the 2nd of November, and we had a very good passage home, as far as the English Channel, when the wind got round to the eastward, which delayed us three or four weeks. Our provisions got very short, and especially our water ; and our ship being very leaky, we were obliged to put into Falmouth harbour, where we discharged all her cargo ; and the owners came down to Falmouth, and, finding that the ship wanted a great deal of repair, they paid the crew their wages, and I was discharged on the 5th day of January, 1823. Now, it being the dead of the winter, and, knowing that there would be very few ships in London, to be got at that time of the year, I shipped myself on board of a brig, belonging to Bangor, in Wales, called the " Jane Ellen ;" and she



was bound up the Straits, to Smyrna, with a cargo of pilchards. And we sailed from Falmouth the 12th day of January; and, thanks be to God, we had a very good passage out to Smyrna, and we arrived there the 3rd day of March; and we kept trading from one place to another, till the latter part of 1824; and nothing particular happened during that time. And, thanks be to God, I was in good health; when, on the 10th of October, 1824—when we were lying at Cephalonia—our captain got a freight for London to take a cargo of currants there; and when we got our cargo in, we sailed from Cephalonia, on the 24th of October. And we had a very good passage down as far as the rock of Gibraltar, where we were obliged to lay wind-bound for several days, for it blew a very heavy gale of wind; but, thanks be to God, we held on, though a great many ships parted from their anchors and were driven on shore; but, on the 10th of December it moderated, and we got under-way, and, thanks be to God, we arrived safe at the Downs on the 24th of December.

Our master being eager to get something fresh on board for Christmas Day, for dinner, he sent me on shore, in one of the Deal boats, to get something; for the master himself was very poorly, and he was not able to go. And I had been mate of the brig for about eighteen months—for we lost our mate that came out from England with us, at Smyrna, by sickness; so ashore I went. And when I left the brig, the weather looked very fair, for the time of the year, and the wind was about west by south; but we scarcely got on shore when the wind shifted round to the south-south-east, and it came on to blow tremendous hard, and a heavy sea came tumbling in upon the beach. And I wanted the watermen to go off at once, but they refused to go off till low water, which was about three o'clock in the afternoon, and when I landed, it was about eleven o'clock in the forenoon; and the weather came on in thick snow showers; and two of the Deal boats tried to get off, but both boats were swamped, and two of the Deal men belonging to

the boats, were drowned. Now, here I was on shore in a heavy gale of wind, and my poor shipmates out there by themselves; for our captain, as I told you before, was very poorly, and had been so ever since we left Gibraltar; and there were only three men and two boys on board beside himself; but I could not help them, if I had given a hundred guineas.

I could not get a boat to take me on board of the "Jane Ellen." When I found that none of the boats could go off with me, I went to Lloyd's Agents, and acquainted them how I was situated, for I knew that the brig and cargo were insured; but they told me that I must content myself till the weather moderated, and they would take care to send me on board as soon as possible. But as night came on, the gale was still increasing, and there were no hopes of me getting on board that night. But I could not sleep, though several people offered me a bed, and I stayed on the beach till daylight next morning. But it was still blowing very hard, but the weather was clearer, and we could see no vessel in the Downs, only one large ship, and that was a man-of-war, and the poor "Jane Ellen" was nowhere to be seen.

What to do, or what to think, I did not know; but I concluded that the brig was lost, and all hands perished.

I went to Lloyd's Agents again, and asked them what they thought of it? They told me that they expected she was lost; and they told me I ought to think myself very lucky that I was on shore out of her; but still, the captain of the brig was to blame to send any of his crew on shore out of the ship, while she was lying in an open roadstead, and especially this time of the year; and that was all the satisfaction I could get from them.

Now I was on shore, but scarce any money in my pocket; for I had been nearly two years in this brig, and had no occasion to draw any money from the captain; for, when I joined her, I had my pay from the "Friendship" to fit me out, and I had money on board, beside my clothes.

But here I was hove upon the wide world once more ; and I stayed in Deal for one week, to try if I could hear anything concerning the " Jane Ellen ;" but hearing nothing by New Year's Day, I intended to travel up to London, and go and see if my son was alive or not.

Now, all the money I had in my pocket when I started from Deal, which is seventy-two miles from London, was three shillings and sixpence ; and it was bitter cold weather, for I started from Deal on the 2nd day of January, 1825 ; and, thanks be to God and good friends, I arrived in London on the 6th of the month ; and tired enough I was ; and all the money that I had left was twopence.

I had middling good clothes on my back, and I went to Mr. M. to enquire after my son ; and when I told Mr. M. of my new misfortune, he told me that I was a wonderful man. But when I asked him concerning my son, he told me that he was married to his housekeeper, and that they were doing very well ; and that he had paid the sixty pounds to my son, according to my wish. I thanked him very kindly, and he told me that my son, in coming home in the " Seringapatam," had the misfortune to fall out of the main-top and broke his left arm, and it not being properly set, he had partly lost the use of it ; and when he came home, having a very good character, Mr. M. made him wharfinger at his wharf, and after a little time he got married.

I told Mr. M. how I was situated in regard to money, and he was kind enough to give me five pounds ; and he told me, that if my circumstances would ever allow me to pay him, I might, but he should never ask me for it. I thanked him very kindly for it, and I asked him if he would be kind enough to send for my son, which he did ; and when my son came in, he was quite surprised at seeing me, and he and I went home to his house. And when I came to tell him how I was situated, he called his wife in, and told her that I should have to stay along with them a few days, and that I was

his father ; but I could see by the first appearance of her actions that I was an unwelcomed guest, for she said she did not know how to make room for me. I told my son, " Francis," said I, " seemingly your wife, whom I thought to embrace as a daughter, is not agreeable for me to stay here. Give me a few shillings, so that I can go and get a lodging somewhere for the night;" for I did not let him know that Mr. M. had given me five pounds. He told me he would try what he could do, and away he went ; and I heard him and his wife having very high words outside of the room, and between other words that passed, I heard her calling me a beggar. My temper at that present time could not stand that, and I got up and went out, and wished them a good night, and I left the house, and I have never seen her since ; and away I went down to Tooley Street, in the Borough, and there I got a lodging.

In a few days I got pretty well round again, and I went to Lloyd's Office to report the loss of my brig, and likewise to see if I could recover any of my wages ; for I was sent on shore on duty, and certainly I ought to be entitled to my wages to the time we sailed from the last port ; and they told me that as I gave in my claim for wages due to me for the " Jane Ellen," that as soon as they had returns from Sierra Leone, they would pay me what was due to me.

Now, I knew well enough that it might be five or six months before they got any returns from Sierra Leone. I went to Mr. M. and acquainted him with it, and the next day he went along with me, and I empowered Mr. M. to receive any money that might be due to me from the " Jane Ellen ;" and Mr. M. told me that if I wanted any more money before I left London, he would let me have it. I thanked him very kindly.

## CHAPTER V.

I STAYED in London till the middle of March, when I shipped on board of a brig called the "Intrepid" packet, and she was bound from London to Gibraltar, and from there to Buenos Ayres. And we sailed from London the second day of April, 1825, and, thanks be to God, we had a very good passage to Gibraltar, where we arrived the first day of May, and sailed from there the 5th of June for Buenos Ayres, where we arrived on the 30th day of July.

Now at this present time the Buenos Ayreans were at war with the Brazilians, and the River Plate was blocked up; so we were obliged to go and lay in a place called Helsenado, about seven miles from Buenos Ayres, and there we laid till March 1826, when our captain got a freight for Gibraltar, to carry some of the old Spaniards home to their own country; and we sailed from Helsenado on the 5th April, 1826. But coming from Helsenado, down the River Plate, we were caught in a very heavy Pampiro, and we were very near losing the brig; for our mate that came out from England with us, had left us at Buenos Ayres; and the young man that we got in the room of him was not experienced with the country he was sailing in; and at twelve o'clock, when I came on deck, he told me to clear away the flying-jib, and I told him, "You had better shorten sail as fast as you can, or else you will lose every stitch of canvas that you have got set, for I see it arising;" and I showed it to him; but he said, "Never mind, do as you are told." And I told him that for the safety of myself and the brig, I could not do it; but, if he would not shorten sail, I should be obliged to call Captain Gordon, which I accordingly did. And

when he came on deck, we began to shorten sail; but it was too late then, for the Pampiro struck the brig, and she was hove on her beam ends, and every stitch of canvas blown into ribbons.

I advised our captain to let go both anchors, so as to fetch the ship's head to wind, that she might righten; and accordingly I went forward, and got some of the men to lend me a hand; and I let go the best bower anchor, which brought her head to wind; and the brig rightened, for she had then been nearly a quarter of an hour on her beam ends; but still she would not bring up; I then let go the small bower anchor, and she took the chain to the beam-end, but still she would not bring up, but kept drifting; and we were afraid we should drive on a sand called the English Bank.

So, after a good deal of trouble, we got our stream anchor clear, and let it go; and thanks be to God, after she got the best part of the stream cable, she brought up in five fathoms water. But all this time neither the captain nor I could see anything of the mate, and we were afraid that he had gone overboard, and had been drowned; but after we got everything middling snug, we found our mate stowed away down in the fore-hold, amongst the water casks; and he said that he was knocked down the fore hatchway when the squall first struck the ship. We did not believe his story; but the captain had been obliged to make him mate, for he was one of the owner's nephews.

Now, after we got everything pretty snug, we set the watch again, and next morning it turned out to be very fine, and we went to work to bend a fresh set of sails, for our old ones were all blown to pieces; and after getting our anchors up, and stowing them, which took us two days, we went down to Monte Video, where we arrived on the 12th day of April. And after putting everything to rights, we sailed for Rio de Janeiro, where we arrived on the 1st of May.

Now, as I told you that we had lost all our canvas in the Pampiro, and bent all new ones, except what we called our

fore and aft spencer, and the brig having only one on board, I was obliged to make a new one, for the captain knew I was able to do it; and, accordingly, the captain bought the canvas, and I cut the sail out; and on the 18th of May I and the mate were working about the sail, and I saw him putting a piece of canvas the wrong way; and I said, "Mr. Middleton, you are putting that piece in the wrong way." He told me to mind my own business; and words arose between him and me, and at last he jumped up and struck me.

I was obliged to stand in my defence, and I gave him a good beating, so that he was obliged to go below. Now I knew well enough that when the captain came on board he would take the mate's part, and I should have to go on shore to go to prison, which I did not like at all.

Knowing the "Ranger" frigate wanted hands, I hailed the "Ranger's" boat, and she came alongside, and I told the officer of the boat what had happened, and that I intended to enter for his Majesty's service; upon which he told me to get into the boat; and so I got once more on board of a man-of-war.

My old captain tried all that he could do to get me back again; but I found that a man-of-war was quite different from what it was when I was in them in war time; for there was no starting or fears of any flogging; and if a man was only attentive, and clean, and did what he was told, he never needed to be afraid of getting himself into trouble.

So after I got settled on board of the "Ranger," the captain was kind enough to give me the rate of gunner's mate; and, thanks be to God, I did very well. And we sailed from Rio de Janeiro the latter part of May; and we went to Monte Video, and there we laid for about six months; and nothing particular occurring, we went from Monte Video to Rio de Janeiro, where we arrived on the 15th of December.

We had been lying at Rio for about two months, when Lord Ponsonby arrived from England, to go round to Lima, to settle some business ; and as he intended to travel across the Cordilleras, we were ordered to go and take him and his things to Buenos Ayres ; and from there we were ordered to go round Cape Horn to attend upon his lordship ; and after delivering his lordship's things at Buenos Ayres, we came down to Monte Video, and sailed from there the 2nd of April, 1827, and were bound to Callao, on the coast of Peru. We had a long and tedious passage round the Cape, but arrived safe at Valparaiso on the 19th of June, after a passage of seventy-seven days. We stayed on the coast of Peru till the beginning of 1828 ; and on the 5th of February a sad accident happened to me—for I was both shot and drowned on that day !

To explain this, I must go to some particulars that occurred when we were lying at a place called Coquimbo, the last place we were going to touch at before we went round the Horn. And the Governor of the place and his suite, being on board to take their farewell of our captain and officers, and our ship being hove short, and all ready for starting, our captain intended to salute the governor when he left the ship ; and in getting the ship under weigh, I was sent to look out for the buoy. And I being in the larboard fore-chains, when the anchor was up to the bows, and after the anchor was settled and fixed, I went forward upon the anchor, to try to get the buoy rope clear of the anchor-stock ; and whilst in the act of going forward, they fired the fore-castle gun, which was a long nine-pounder ; and the whole charge reached me, and hove me away from the ship, and knocked the senses out of me, so that I laid upon the water like one dead ; but I soon began to go down. But there was an English brig lying there, called the " *Mediæval*" of London, and her boat had been on board of our ship, to put some letters on board, for us to take home ; and she shoving off from the ship when the accident happened, they saw my hat, and



they picked it up, and then they saw the wake I made in going down, and they hooked me with a boat-hook, for I was going down as fast as I could ; and they hauled me into the boat, and brought me on board of my ship.

But I was senseless to the whole of it ; so I did not come to myself again, not till next day, about dinner time. And I was told that our doctor said that I was dead, and that they were going to heave me overboard ; but a young gentleman, a doctor's mate, a passenger, said that I was not dead ; and he, with God's help, saved my life.

If anybody should doubt my tale, about being shot and drowned, I could bring plenty of witnesses that saw it, both officers and men.

The next day, when I came to my senses, I felt very weak ; but thanks be to God, I soon got better, and I was able to go to my duty in about a fortnight's time. And we had a very good passage round Cape Horn ; and we arrived in Rio de Janeiro in the beginning of April ; and after we completed our water, we sailed for England ; and we arrived at Spithead on the tenth of June, 1828. We were ordered to go round to Chatham, to be paid off ; and I was paid off from the "Ranger" on the seventh day of July ; and I joined the "Crocodile," of twenty-eight guns, and she was bound to the East Indies.

I got five weeks' liberty to go and see my friends, and I went down to Kirkwall in the Orkneys, to see if I could find any one alive that knew me ; but I could find no one that knew anything about me. And so, when my liberty was up, I returned to my ship, and from Chatham we went to Spithead ; and from Spithead we sailed on the 21st of September, and we arrived safe at the Cape of Good Hope on the 18th day of December.

When I came back after the voyage, being on my own hands again once more, and after receiving my pay, at Somerset House, I resolved to go down to Boston, in Lincolnshire, to see if I could see any body that would know me ; and I had the good luck to fall

in with an old shipmate of mine, whose name was Thomas Blyth, and he was master of a brig, called the "Ocean;" and he was bound for Rio de Janeiro, in the Brazils, and I agreed to go as mate along with him, and we both went up to London together, for the brig was lying in the London Docks; and after fitting the brig out, and packing our cargo in, we sailed from London the 20th day of August, and, thanks be to God, we had a very good passage out to Rio de Janeiro, for we arrived there the 2nd day of October, and we took in a large cargo; and we were bound to the Isle of Wight, for orders where we were to take our cargo to.

We sailed from Rio de Janeiro the latter part of November, and we arrived at Cowes the 20th day of January, 1832. And when we arrived there, our orders were to go to Hamburg to deliver our cargo; but being in the dead of winter we were obliged to lay at Cowes till the beginning of March; for the river Elbe was frozen up.

So we sailed from Cowes the 10th day of March: and thanks be to God, we arrived safe at Hamburg the 19th of March. And when our cargo was out, we were chartered again to go to Rio de Janeiro, after another cargo, and we got down to Cuxhaven, which is the entrance of Hamburg river, by the 1st of May; and on the 2nd of May, when going out to sea, and before the pilot left us, our brig struck upon a sand, called the Nerwash Sand; and it being ebb tide, we were soon high and dry; and the wind coming round to the south west, and coming to blow whilst it was low water, so that we had very little chance of getting the brig off, I persuaded the captain to let us get our long boat out, before the tide come in, which we accordingly did, and kept her under the lee side of the brig; and a good job we did so, for as the tide flowed it came to blow harder and harder; and accordingly the sea rose, and by the time that the brig began to float, it blowed a hurricane, and our poor brig was soon knocked to pieces; but, thanks be to God, all hands

got safe into the long boat, and we all got on shore at Cuxhaven by nine o'clock that evening; but we had lost all our clothes, for we had no chance to get anything. All I saved was my watch, and about three pounds in money, that I put in my pocket in the morning when the brig first struck.

So from Cuxhaven we were sent up to Hamburg, and the Consul at Hamburg was kind enough to send us to London in a steamer; and I arrived in London the 15th of May. And having scarcely any clothes, and very little money, I intended to join the first man-of-war that I could get, for it appeared to me that I was to have no luck in the merchant service. And thanks be to God that I did, for if I had not, I should never have received a pension. And accordingly after I had stayed in London a couple of days I went down to Woolwich, where the "Vernon" frigate was fitting out; but I was refused because I had not got a good suit of clothes on my back, though my character and my discharge was very good.

So I went from Woolwich back to Deptford, where the "Snake" brig was fitting out, but I was refused on the same account; and you may depend that I got pretty down hearted. But still, putting my trust in the Almighty, who had helped me through so many dangers, I intended the next day to travel down to Chatham, where I heard that the "Castor" frigate was fitting out; and I slept that night under the lee of a barn, for I could not afford to pay for a bed, for I had only sixpence left in my pocket.

But, thanks be to God, I slept very well, it being a fine night; and the next morning, after returning my sincere thanks to the Almighty for preserving me through the night, I went on the road for Gravesend, and travelling through Woolwich I got a penny loaf and a basin of coffee, which only left me fourpence in my pocket. And as I went on the road, I had not got out of Woolwich above half a mile, when a light cart with one horse came driving behind me, and a man in the cart hailed me, saying, "Halloo, old

fellow, do you want a lift?" You may depend I very gladly received the invitation, and into the cart I got, and when I got there, I found a young man in the cart going home to his friends, and the driver—but, I am very sorry to say, that the pair of them were nearly tipsy; but I was glad to get a lift along the road—and at the first place that we stopped at to refresh ourselves, the young man called me on one side, and told me the reason that he called me, was because he did not like the man that was driving him, and as he had all his money about him, he hoped that I would be kind enough to go along with him to Chatham, where his father and mother lived, and that he would willingly bear my expences back again if I was going no further than Gravesend.

I told him that I wanted to go to Chatham, to try to get on board of the "Castor" frigate, and my young friend said he was very glad to hear it: and we went in to have something to eat and to drink, and I made a very hearty meal, and after we had done we started again; but our driver by this time was so tipsy that he could not manage his horse, and I drove on to Gravesend; and by the time that we arrived there both my partners were fast asleep. I drove up to an inn, and I made shift to get my young friend out of the cart, and by watching of him, I got him pretty sensible, and we hired another cart, which drove us down to Chatham; but whilst we were at Gravesend, and I was trying to get him a little sensible, his pocket book fell out of his breast, and thanks be to God, I picked it up, and kept it till we got down to Chatham.

And when I got him home, I gave it to his mother, and she opened it in my presence, and found fourteen five pound notes in it. So it was a lucky chance for him that he took me up to travel with him, for if any one on the road had picked it up, ten to one if he had ever seen it again.

His father and his mother behaved very kindly to me, and they made me stop there that night and the next day. When he come to himself, and found out how I was situated, he made me

a present of a five pound note, and told me that I might stop at his father's house till I got a ship. I thanked him kindly, and the first thing I did was to buy myself some clothes, and then I went on board of the "Castor" frigate, and I was shipped as able seaman, for she had no vacancy for a petty officer, but I was promised the first vacancy that occurred. We went to join the experimental squadron in the North Sea, under the command of Sir Pulteney Malcolm, and there we cruised till the beginning of August; and then the fleet went to the Cove of Cork, and from there we went a-cruising off the Land's End, and from there we were ordered to Spithead, where we arrived on the 2nd of September; and one of our gunner's mates being invalided, I was made gunner's mate in his room; and here we got a new captain; he was a very good man, and I got on very well.

Now, about this time, the Dutch disturbance broke out, and we were sent into the North Sea again, to cruise off the Texel, to stop all Dutch ships that were coming home; and we stopped a good many, and sent them to Sheerness. We stopped here till the 5th of February 1833, when we were ordered to go to Chatham, to refit.

And whilst at Chatham, fitting out, I got married to an old widow woman, who was nearly my own age, and a very good wife I found she was; and I married her on account that she had a heavy family to bring up, and I thought I could do no better with my money than to assist the widow and the fatherless; and, thanks be to God, I have never missed it.

Now, after our ship was fitted out, we were ordered to go to Lisbon, where we arrived on the 12th of June, and from there we were ordered to go to Oporto to lay off the bar; and our captain, God bless him! was kind enough to make me quarter-master. And on the 13th of September, I having the middle watch on deck, that is, from twelve o'clock at night till four o'clock next morning, our butcher—his name was Henry Ellis—was very bad in the sick

bay ; and the sick bay men came to me, about two o'clock, telling me that Ellis, the butcher, was very bad, and that he wanted to see me ; and after asking permission from the officer of the watch, I went down to the sick bay, and I found Ellis very bad, for the doctor did not expect he would live till the morning. And Ellis asked me to grant him one favour, and he being in the state that he was in, I could not well refuse him ; and I told him that anything that laid in my power I would do for him, and he asked me to speak to the captain, to have him buried on shore, for " I know I can't live much longer." And then, getting hold of my hand, he said to me, " Swear, that if it ever lay in your power, you will protect my wife and children." I promised it to him ; for I being a married man at that time, I had little thought that it would ever be in my power to perform it, for my wife lived at Chatham, and his at Portsmouth, and I only promised him to satisfy his mind ; and, poor soul ! he died very shortly after I had left him. And the next morning, the first thing that I did was to acquaint the captain of poor Ellis's last wish, and the captain very kindly granted it ; and we took him on shore in the bar boat, and he was buried in the English burial-ground at Oporto.

We stayed off Portugal till February, when we were relieved by the " Belvidera" frigate. And went to Lisbon, and here we laid till March, when orders came out from England for our ship to proceed to Plymouth, to refit our ship, to attend upon the Queen, who was going that summer to the Continent to see her friends.

We arrived in Plymouth by the latter part of April : and after we had refitted our ship, we went round to Portsmouth, to take the state barge on board, in order to attend upon Queen Adelaide ; and from Portsmouth we went to the Nore, where we laid till the Queen came down from London in her yacht.

And from there we went to Helvoetsluys, on the coast of Holland ; and after landing the Queen, we went back to Sheer-

ness, where we took in stores for the flag-ship at Lisbon. And on the 23rd day of August we sailed from the Nore, and went down to the Downs; and on the 26th day of August, at three o'clock in the morning, we got underweigh from the Downs, with the wind about north-north-east. And a little after six o'clock in the morning, being just below Dover, we had the misfortune to run the "Chameleon" revenue-cutter down; and out of seventeen men and officers on board of her, we could only save two men and two boys.

Though our ship was hove to instantly, and our quarter-boats down, we could not save more; so there were thirteen poor souls drowned. We staid by the spot some time afterwards, but we could see no more of anything belonging to her. And we proceeded down to Plymouth, and there we had a court-martial upon our captain and officers, and, our captain was honourably acquitted; but our third lieutenant was dismissed the service, and all hands on board were very sorry for it, for he was a very good man.

And after the court-martial was over we sailed for Santander, on the coast of Spain, where we arrived on the 1st of October; but it being a very bad roadstead for ships to lay in, in winter time, we went down to a place called Passages, and there we got our ship in and moored her. But we found that our ship struck at low water, and we were obliged to go from there to Santander again; and we went into Santander harbour, and there we laid snug enough. And our seamen and marines went round to Passages, and they built a fortification which they called Lord John Hay's fort, in honour of our good captain. We laid in Santander till the latter part of 1836, for we sailed from Santander the 27th day of December, to go home to England to be paid off; and we arrived at Portsmouth, the 4th day of January, 1837. And as our ship was ordered to be sent round to Chatham to be paid off, about twenty petty officers and men volunteered to join

the "North Star," twenty-eight, for she was commissioned for our old captain, who was left out on the coast of Spain as commodore; and I was one that joined the "North Star," for I intended, if I could, to stay along with my old captain.

I had not been on board the "North Star" above a month when the "Princess Charlotte" was commissioned at Portsmouth, and the captain of her seeing me, asked me if I should like to join his ship; and he told me the difference there would be in my pay, which would be nine shillings per month; for my pay in the "North Star" as quarter-master was one pound seventeen shillings, per month, and in the "Princess Charlotte" my wages would be two pounds six shillings, per month; and after considering, I told him that I would, if my commanding officer would give me permission, and he told me that he would settle all that; and I went on board, and I told my commanding officer of it.

He told me that he should be very sorry to lose me, but if I could better myself, he would not wish to hinder me from it; and accordingly I was exchanged from the "North Star" to the "Princess Charlotte;" and I joined the "Princess Charlotte" on the 22nd day of February 1837. But before I left the "North Star," a circumstance occurred to me which I am obliged to mention.

One of my shipmates, that came out of the "Castor" along with me, got married, and he lived at Gosport; and he asked me to come over with him, one night, before I left the ship, to spend the evening with him and his wife, and I agreed; and, enjoying ourselves till it was too late for me to go on board, I was obliged to get a bed somewhere for the night; and my shipmate's wife took me to a widow woman, who let beds. What was my surprise when I found this woman to be the widow of my old shipmate, Ellis, our butcher in the "Castor" frigate!



All my promises that I made to him came fresh in my mind; and after paying for my bed, I gave her half the money that I had in my pocket, which was no great deal; and when I left the "North Star" I took my chest and things to her house, and she washed my clothes for me whilst we were fitting out; for my wife lived round at Chatham; and after the "Princess Charlotte" was ready for sea, we sailed from Spithead on the 3rd day of July; and we were bound up the Mediterranean, to relieve the "Caledonia;" and we relieved her on the 2nd day of August.

We kept cruizing about at sea, for we could not go into Malta, for it was very sickly. We arrived at Malta the latter part of October; and I had not been there long, when I received a letter from Chatham, acquainting me of my wife's death; she died the same day that I sailed from Spithead, after being bad only twenty-four hours. We lay in Malta all the winter; and the latter part of January 1838, I was taken very bad; and I was obliged to be invalided on the 14th day of February, from Malta Hospital. As soon as I was able to be moved, I was sent home in the "Portland" frigate; and she took me and some more invalids as far as the rock of Gibraltar, where we were sent on board of the "Bellerophon," and she took us to Portsmouth; and we arrived at Spithead on the 8th day of April. And from her I was sent on board of the flagship, and from there I was discharged.

And after I got my pay from the "Princess Charlotte," I went up to London, to pass the Board of Admiralty, for my pension: but all they gave me was seventeen pounds, four shillings, per annum. And from there I went to Chatham, to see my late wife's family; but I found that they had made away with everything that belonged to me. And when I found how things were, I came back again to Gosport, with a full intent to fulfil my oath, that I swore to Henry Ellis, when he was dying. And accordingly I told Ellis's widow all that had happened between me and her late husband; and

I told her that I would do anything in my power for her and her children; and that, if she was a mind to wait till my last wife had been dead a twelve-month, I would marry her; and, after a little consideration, she consented. And we were married on the 26th day of July, 1838, in Stoke Church. And I staid at home till April, 1839, when the "Powerful," eighty-four, was lying at Spithead; and I heard that she wanted a good many men.

I went on board of her and got shipped as able seaman; and I joined her the 9th day of April; and we went from Spithead to Plymouth Sound, and from there to the Cove of Cork, where we got a good many men. And on the 4th of June we sailed from the Cove of Cork for the Mediterranean; and we arrived at Malta on the first of July, and from there we were ordered to go to Majorca Bay to join the fleet; and shortly after we were at sea from Malta, I was made captain of the after-guard, and I kept that situation all the time that I was in the ship.

We staid along with the fleet till the beginning of September, when we were ordered to go to Smyrna; and from Smyrna we came down to Wolla Bay, where the fleet was going to winter. We staid along with the fleet till the beginning of April, 1840, when we were ordered to go to Beyrout and the coast of Syria; and there we stopped till the fleet joined us. And our captain being made commander, we were the second in command, and there we stopped blockading Beyrout till the 10th of September, when we made a landing, and encamped our troops on shore. But the climate and the weather being very bad, we had a good many people who died, and I, myself, in the beginning of October, was taken very bad, and was sent down, with some more, to Malta Hospital, in the "Hastings," seventy-four, which had been on shore somewhere along the coast. But before I left the "Powerful" I was invalided, on the 14th day of October; and we arrived at Malta on the 4th day of November, the same day that Jean d'Acre was taken.

I stayed in Malta Hospital till the "Phœnix" steamer came down from Beyrout and Jean d'Acre, with despatches for England concerning the action; and all of them that was able to go, were sent on board of her, and I was sent, for one. And we arrived in Plymouth Sound the 29th day of November, and, thanks be to God, I got quite well; and I went down to Portsmouth as soon as my business was settled; and from Portsmouth I went to London, to pass the Board of Admiralty again, and their Lordships were kind enough to augment my pension to nineteen pounds eight shillings per annum. And when I came down to Portsmouth again, I joined the "Victory," to serve in the Portsmouth ordinary; for I had a recommendation from my last captain to the captain of the "Victory," and I was taken on directly. And I stayed in ordinary till August, 1841, when the "Warspite" frigate was commissioned, and my old captain of the "Castor" got the ship. He sent for me, and I joined the "Warspite" as quarter-master.

I stayed on board the "Warspite" about four months, when I had the misfortune to be knocked down the main hatchway; and I fell down into the hold, and was obliged to be taken to Haslar Hospital. I stopped in the hospital for six weeks, and then, thanks be to God, I got quite well. I was sent on board the flag-ship, which I joined the 3rd of February, 1842; and when our ship came back again to Spithead, my captain was kind enough to return me back to the ordinary again; for he said he was afraid that I was too old to go to sea.

And I remained in the ordinary till the 15th of August, 1844, and then I was discharged. And the captain of the "Victory" was kind enough to write up to the Board of Admiralty to get my pension augmented, which he got done for me; and the Admiralty granted me a pension of twenty-one pounds per annum for life; and, with what little I can earn, I live as comfortable as circumstances will allow me to be: and I hope that I am truly thankful to

the Lord for the many blessings and mercies that I have received at his hands through life.

Oft-times, when I see a poor man or woman going along without any shoes on them, or scarcely any clothes to cover them, how thankful I am to feel that I have got a bed to lie on, and clothes to cover me, and a house to shelter me from the weather. Have I deserved to be thus favoured any more than them? No. But it is God's mercy that provides for me; and I hope that the Lord will grant me one prayer, and that is contentment with the lot the Almighty has been pleased to give me.

And I find every day new blessings and mercies to be thankful for; and especially for health, which is one of the greatest blessings we can enjoy; for here I am, a man seventy-three years old, and knocked about at sea better than fifty years, in which time I experienced some hard trials; and still, thanks be to God, I am able to go out every day to Anglesea from Gosport; and some days I walk above twenty miles, which is a great deal for a man of my age. But I know that the Lord fits the back to the burden. I have received many kindnesses from the ladies and gentlemen about Anglesea these last two or three years; and may the Lord reward them for the many kindnesses I have received at their hands, shall be the chiefest prayer of your humble and obedient servant!

THE END.

A Copy of my Discharge from Her Majesty's Service.—FRANCIS BERGH.

Ships' Names.	No.	Ratings.	Entry.	Discharge.	Conduct.	Captain's Signature.
Spitfire .....	—	Gun Crew	1807	Aug. 1, 1814	Discharge lost when castaway	
Ranger .....	145	A. B.	May 17, 1826	July 7, 1828	Good	Lord H. Thynne
Crocodile.....	86	Gun Mate	July 8, 1828	Jan. 8, 1831	Very good	T. W. Montague
Castor .....	158	Q-Master	May 27, 1832	Jan. 18, 1837	Very good indeed	Lord John Hay
North Star .....	4	Q-Master	Jan. 19, 1837	Feb. 21, 1837	Very good	S. T. Carnagie
Princess Charlotte	46	Capt. of Mast	Feb. 12, 1837	Feb. 28, 1838	Very good	A. Fanshawe
Powerful.....	317	Capt. of Mast	April 9, 1839	Oct. 14, 1840	Very good	Charles Napier
Victory .....	103	AB Pensioner	Dec. 22, 1840	Sept. 3, 1841	Very good	Francis Locke
Warspite.....	417	Q-Master	Sept. 4, 1841	Feb. 4, 1842	Very good	Lord John Hay
Victory .....	177	A. B. & D. Pensioner	Feb. 5, 1842	Aug. 14, 1844	Very good	W. W. Henderson

*A Copy of a Certificate which I received from the Right Honourable Lord John Hay, on leaving the "Castor."*

THIS is to certify the Lords Commissioners of the Admiralty, that Francis Bergh served as a first-class petty officer, on board of H. M. S. Castor, under my command, from the 29th day of November 1832, to the date hereof; during which time he has proved himself to be a steady, sober, and well-conducted excellent Seaman. And I have the greatest satisfaction in recommending him to the notice and consideration of the Lords Commissioners of the Admiralty as a Candidate for Greenwich Hospital.

*Given under my Hand, on board H. M. S. "Castor,"  
at Santander, the 7th day of February 1837.*

JOHN HAY, COMMODORE.









