

Presented THE

LIFE AND ADVENTURES

OF

JAMES R. DURAND,

DURING A PERIOD OF FIFTEEN YEARS, FROM 1801
TO 1815: IN WHICH TIME HE WAS IMPRESS-
ED ON BOARD THE BRITISH MIVET, AND
HELD IN DETESTABLE BONDAGE FOR
MORE THAN SEVEN YEARS.

INCLUDING AN ACCOUNT OF A VOYAGE TO THE MEDITERRANEAN

WRITTEN BY HIMSELF.

ROCHESTER, N. Y.

PRINTED FOR THE AUTHOR, BY E. PERRY & CO.

1820.

HERMEAN SOCIETY LIBRARY.
HOBART COLLEGE.

Presented by

No. 2810.

Case

A

RECEIVED BY
HOBART COLLEGE LIBRARY
FROM THE
EUGLOSSIAN SOCIETY
THROUGH THE
HERMEAN SOCIETY.
A. D. 1872.

Presented to the English
Society by George W.
Cuyler.
Geneva Sept. 1823

No. 10 P.

Habitat + William Smith College
2/29/54

THE



3 9077 04069056 5

LIFE AND ADVENTURES

OF

JAMES R. DURAND,

DURING A PERIOD OF FIFTEEN YEARS, FROM 1801

TO 1816: IN WHICH TIME HE WAS IMPRESS-

ED ON BOARD THE BRITISH FLEET, AND

HELD IN DETESTABLE BONDAGE FOR

MORE THAN SEVEN YEARS.

INCLUDING AN ACCOUNT OF A VOYAGE TO THE MEDITERRANEAN.

WRITTEN BY HIMSELF.

ROCHESTER, N. Y.

PRINTED FOR THE AUTHOR, BY E. PECK & CO.

1820.

920
D9314

District of Connecticut, ss.

BE IT REMEMBERED, That on the first day of
a. January, in the forty-first year of the independence
of the United States of America, **JAMES R. DURAND**,
of the said District, hath deposited in this office the title of a
book, the right whereof he claims as author, in the words
following, to wit:

"The life and adventures of James R. Durand, from the
" years 1801 to 1816 ; written by himself : his first leaving
" his parents ; how he was cast away, and the hardships he
" underwent ; of his being in the American service, together
" with his impressment into the British service, where he re-
" mained seven years and one month."

In conformity to the act of the Congress of the United
States, entitled " An act for the encouragement of learning,
" by securing the copies of maps, charts and books to the au-
" thors and proprietors of such copies, during the times there-
" in mentioned."

HENRY W. EDWARDS,
Clerk of the District of Connecticut.

A true copy of Record, examined and sealed by me,

HENRY W. EDWARDS,
Clerk of the District of Connecticut.

TO THE READER.

THE brief history of fifteen years of my life, which is presented in a humble form, in the following pages, is but a continued history of suffering and misfortune, in which I largely participated. It may seem an exaggeration to the incredulous, but it is a candid and impartial statement of facts. The journal was composed during the period of my sufferings, when the scenes which are delineated were still before me; and what inducement can I have in giving them a false coloring? My countrymen who have passed a life of tranquillity and ease, know little of the hardships of a sailor's life, especially when it is passed among those who are far from being friendly. It was among men whose hearts were never moved with compassion—whose tender sensibilities were never excited—among men in whose bosoms the *milk of human kindness* never flowed, that I spent much of that period of my life, an account of which is here given. I am now in my native country—a country rendered more dear to me from the consideration that it is the only one on earth where petty tyrants are not permitted to trample on their fellow-beings with impunity.

The only apology I have to offer for the simple style of my narrative, is a want of education in early life, which, owing to peculiar circumstances, was extremely limited.

THE AUTHOR.

Errata.—Page 5, first line from top, for 1790, read 1786; page 7, sixth line from top, for 1804, read 1801; page 18, third line from bottom, for twenty, read *twenty-one*; page 82, thirteenth line from top, for 19th, read 22d.

NARRATIVE,



I WAS born December 1, 1786, in the town of Milford, in the county of New-Haven, state of Connecticut, in which town I lived until I was six years old. My parents having a large family, my elder brother and myself were then bound apprentices to a farmer, in the town of Washington, in the same state, for the term of five years, where we staid the time of our apprenticeship, without any occurrence worthy of remark. We then returned to Milford, resolved to go to sea.

On our return to our relations, we found them all in health, with whom we tarried but a few days; we then took our leave of them, and went to New-Haven, a town eight miles distant from Milford, at which place we went on board a packet, and arrived at New-York. After tarrying here seven days, without an offer to our satisfaction, we put back to New-Haven. My brother shipped here for sea, of whom I shall say nothing further at present, I, however, found employ in a packet, for nearly three months, and then was discharged with an expectation of finding a birth on board a

brig that was about sailing for the West-Indies; but here my misfortunes intervened, and lameness and sickness prevented, of which I was confined nearly two months.

A severe soreness prevailing in my left foot, I thought I would return to my friends, in Milford, as I had no relations in New-Haven. I proceeded about a mile, and found it impossible to accomplish my design, and accordingly stopped at the house of one Moses Beecher, until I recovered. My mind being unsteady, and young, without direction, I resolved to quit the seas, and go to Milford, the destined spot, and live with my uncle, whom I found to be a man of business, keeping a grocery, yet a man of steady character, as will appear from his being one of the selectmen of the town, for seven years or more. With him I actually found a friend and a home. He wished me to tarry with him—offering me every indulgence I ought to wish for; but my mind being yet unsettled, I again resolved to try the seas, and follow fortune's paths wherever they led; and so left my uncle in the year 1801, and again repaired to New-Haven.

It was now in the month of September, and I, being in good health and spirits, was enticed away by one capt. Smith, who was going an intended short voyage to Charleston, South-Carolina; and in agreeing with the captain about my wages, he informed me he had already a

boy at the rate of six dollars per month, but that if I would go aloft, (viz. from the deck to the mast-head,) in a less time than he could, he would give me eight dollars. Having done so, I accordingly agreed for that sum, and we sailed in November, 1801, for Charleston. We stopped at New-York two or three days, and then proceeded on our voyage. This was on Thursday; we this day reached a place called the Horse-Shoe, and there lay all night. On the following day we weighed anchor, and proceeded on our voyage. It is often remarked among sailors, that to sail on Friday is ominous of ill luck, which proved to be the case with us; for, in the morning, although the wind was fair, and blew a pleasant breeze from the N. E. it shifted at about two P. M. and blew a very heavy gale for three days. On the third day the seas ran mountains high, and, to our misfortune, one of those heavy seas struck our larboard quarter, broke the quarter-rail in three places, and washed twelve barrels of apples overboard, belonging to the company as a venture, which were of more value to us than our wages. This accident happened in the fore part of the day. Our next alarm was in the afternoon; for, as the mate went to sound the pump, he sung out, "all hands to the pump; there is three feet water in the hold!" This was a dreadful shock to us all—enough to make every seaman tremble; my-

self in particular, as I was yet unaccustomed to the seas, especially in such storm and danger. I then thought if I could once more set foot on terra firma, I would never again trust the treacherous waves; but this was all in vain. I went to the pump, and there continued until the ship was clear of water, which was about eight hours. I was very wet, but so much in want of sleep, through excessive fatigue, that I lay down with my wet clothes on, and was happy to procure a little rest; but the brig being small, and the sea running very high, it was impossible to get much sleep. The wind continued to blow for four days so violently, that it forced us into the Gulf stream, where the sea was so contrary, and our vessel so very leaky, that we were in great danger of being lost. There now arose a thunder-storm, the most violent I ever witnessed; it appeared as if the world was in a blaze. To me, -who before knew nothing of the horrors of a thunder-storm at sea, this scene was frightful indeed. Towards night, we observed in the shrouds and on the yards several dim lights. I inquired of the captain the cause; he informed me it was an omen of good weather: and so it turned out. In about two or three hours, the wind blew only a moderate breeze, so that we were able to make more sail, and on the sixth day it was pretty moderate, and our vessel not quite so leaky.

The weather continued moderate until we arrived at Charleston, after a passage of ten days.

I was once more happy to find myself on shore. Here we disposed of our cargo, consisting of butter, cheese, potatoes, apples, onions, cider, &c. the residue of what the storm had left us; in consequence of the variety of articles, we were some days in disposing of it. The time had now about expired in which I expected to return to New-Haven. I was, however, contented to stay, not liking the thought of returning, after so bad a passage; but little did I think of being so long from home. However, we discharged our cargo, and then hauled our vessel up high and dry, for repairs, and found her very rotten; and having repaired her, we took freight for Georgetown, about 40 or 50 miles northeast from Charleston. I had a very good passage. I now informed the captain that I thought we were to sail to New-Haven from Charleston; to which he replied, that he intended to, as soon as he left this place.

We here discharged our freight, and began to take in another cargo, as I expected, for New-Haven, living in hopes that I might get home; but in this I was again deceived, for as soon as we got our lading, our ship sailed for the West-Indies, in the month of January, 1802. This greatly affected me, as I was so

anxious to return home, and the brig being very rotten, I feared she would never reach there: but we sailed down the river, and shipped on board thirty-four head of cattle, thirty sheep, eighteen hogs, &c. I here, by the captain's advice, took a venture of his procuring, which was deducted from my monthly wages. So we put to sea: we had no heavy wind, but a great many calms, so that we made but about a mile in eight days. Our cargo of lumber, being put into the vessel wet, heated in the hold, and made our water so bad that it would string like soft soap, in consequence of which we greatly suffered. We however got a breeze at last, which pushed us along to our intended port, and we arrived safe at Martinico, in the harbor of Port-Royal, after a passage of thirty-seven days.

On our arrival there, the captain went on shore to try the market, and the crew went for water. I, being the youngest, was left on board to keep ship. Soon after their departure, there came a boat along side, with oranges and other fruit for sale. Having no money, I was tempted by the appearance of the fruit, to barter some of the ship's provisions for some oranges and bananas, of which I ate so many as to make me extremely sick, and brought on a fever, which continued eighteen days, and pretty well rewarded me for taking the ship's provisions without liberty, and was

a final cure to my ever doing the like again. We found no sale for our cargo at this island, and accordingly set sail for Dominico. Here we hove too the brig, and the captain went on shore. During his absence, there came an English man of war boat along side, and overhauled the ship's crew, all of whom had protections but myself; my sickness, however, proved my protection, as they gave me no trouble. Our captain shortly returned, and went to a place called Merchant's Bay, belonging to the same island, where we sold our cattle. Our cattle were very poor, owing to the great length of our passage, and one of them actually died of starvation, which the captain ordered us to barrel; the same he sold to the negroes for ten dollars, and I was confident the beef would not have weighed 30 pounds, exclusive of the bones. Here we disposed of our whole cargo, took in some ballast, and sailed for St. Kitts, an island lying to leeward of Montserrat, where we took in more ballast, and a great number of oranges. I purchased five hundred for eighteen pence per hundred: and after getting every thing in readiness, we sailed for Georgetown, which we reached after a passage of ten days, the weather proving very favorable.

We had now been absent from January 5, 1802, until April 7th next ensuing. Here I sold my fruit at the advanced price of five

dollars per hundred ; and here I again agreed with the captain for another voyage, hoping to reach home, but was again disappointed, and was not fortunate enough to return to my parents until after many a long day and many a bitter hour. Here we fitted out our vessel, painted her, and got ready for sea ; but before we took any cargo on board, the captain thought proper to smoke her, for the destruction of rats, as they oftentimes prove a great damage to a ship's cargo, and was gratified to find he had destroyed some hundreds. I mention this circumstance, as being entirely new to me. This done, we began to take in our cargo.—While this was going on, I perceived that our captain was in no great hurry to put to sea, but still supposed we should sail for New-Haven. He, however, kept his intentions from me, and we were no sooner ready for sea, than we went down the river to the same place where we took our other stock for the preceding voyage.

I by this time began to know something about a ship, and was allowed to go in a boat with the rest of the crew. One day the captain and crew went on shore to purchase some cattle, and left me in charge of the boat. They had not been long absent, before I took a walk, after securing the boat. I had not walked far before I discovered a large alligator, ten or twelve feet long, lying with his head

towards me, and his mouth wide extended, and ready to seize me, as I supposed, on my further approach. In this surprise, I actually thought I should fall through fear in this dilemma :—I thought it hazardous to run, lest I might be overtaken in my retreat. I however suddenly resolved not to stop here long, and accordingly stepped back as softly as possible, but found that he moved after me. I then ran, and he pursued me, but could not overtake me ; and being among the trees, I could turn much more dexterously than he could.—My courage now began to recover, and I felt myself in less danger than I had at first apprehended. I still kept dodging about, however, and he tacking after me, until he was discouraged and made for the water. I now in my turn pursued and threw stones at him, which provoked his return. He now followed me out of the woods, to a plain spot, where I could stone him to greater advantage, upon which he returned to the water. I now wished for a gun, but was afterwards informed by my shipmates that it would have been of no use, for they being covered with a hard skin or shell, are proof against musket balls, which have no effect, unless fired at their mouth or eyes. They are amphibious, and are often known to destroy farmers' pigs, lambs, &c. On the captain's return, I related to him what had happened : he then informed

me it was dangerous to travel along the river, especially in thick grass, as this was the place of their resort, which advice I thought proper to follow.

We now got our cattle on board, and sailed for the West-Indies. After we had been out eight days to sea, we were suddenly overtaken by a dreadful thunder storm, accompanied with terrible lightning, which commenced in the after part of the day, and continued until two o'clock in the morning. In the course of the night, we were greatly alarmed by the cry of fire; the cause of the alarm was as follows: our cabin was stowed full of casks and dried peas, and the captain being fearful of their taking damage from water, put the companion leaf over, likewise the tarpauling on, in order to secure them from the rain; but our cook, being intoxicated, had placed a lighted candle on the transom, which had by some means found way into one of the under births, and set fire to one of our spare sails which was deposited there, and the fire had become so furious as to burst the cabin door, and the flames ascended half mast high. Notwithstanding this, the captain made a full spring into the cabin, got hold of the sail, which was not yet wholly consumed, and with our assistance brought it on deck and threw it overboard, and we suppressed the remainder of the fire by throwing on water. The captain was not

the only sufferer in this case, although his arms were severely burnt up to his shoulders, for having ordered our cook to be lashed to the main rigging, he gave him one of the soundest floggings I ever witnessed. This being over, we were alarmed in the course of the night by a new and serious adventure: a flash of lightning struck our jib-boom, and split it in two, and thence passed into our fore-castle, and killed some sheep and hogs. I, being aloft at this time, was wholly deprived of sight for the space of twenty minutes; but on recovering, came on deck; there being a very heavy sea, attended with dreadful thunder and lightning. We could not keep our stock on their feet, which made our ship labor incessantly to keep above the waves. We were all anxious for day, which soon appeared.—The wind fell, and the sea lowered accordingly, and nothing occurred worth relating, until we arrived in Martinico, in the town of St. Pierre. Here we sold our stock; the captain sold his brig likewise, to a French merchant belonging to this place. I was now taken sick of a fever prevalent in this country, and the captain left me to my fate in about twenty days. I began to recover, and agreed to work my passage to New-York in a schooner that was thither bound, although she belonged to Washington, in North-Carolina. They had lost one man, who died of a fever, and I accordingly

made up the compliment, and entered on board. The captain being unwell at the time, his cargo was not complete; however, we soon got it on board, and made ready for sea. Our cargo consisted of rum and sugar, and we were well provisioned, and had all things necessary for our voyage. On the day that we were to sail, our mate ordered me and another to take the boat and go on shore and procure some fresh meat and vegetables from the market, and bade us make all haste, as an embargo was to take place at this island at 10 o'clock, A. M., which would prevent our immediate sailing; we accordingly made all haste, and returned agreeably to orders, but to our astonishment found the captain dead in the cabin, the fore-top-sail sheeted home, and the anchor weighed, so we let go our stern fast, and put to sea, after sending a boat on shore to bury the captain on the west end of the island. Now the captain owned one half the vessel, and the gentleman supercargo the other; he, however, did not live long to enjoy his property, for being taken sick, he died about five days after the burial of the captain. The mate now thought proper to steer for Washington, the place where the vessel was owned. Here we were obliged to perform quarantine for thirty days before our landing.

Here the gentleman that took possession

10. please

of her made me a present of fifteen dollars. I then went to a boarding house, where I had not tarried long before I was taken sick with an intermittent fever, commonly called the fever and ague, with which I was daily afflicted for near three months, and still continued in such a lingering state that I could scarcely walk.

I now resolved to get home, if possible; and putting on all resolution for that purpose, I entered a brig bound for New-York. We accordingly set sail, and shortly after we got out to sea, the wind hauled into the north-east, and so continued for ten or twelve days. Our provisions now began to grow short, and the wind not being likely to change, we were obliged to put into Baltimore. By this time my health and strength were so exhausted, I was unable to proceed any farther.

This was a melancholy thing to me, being moneyless, friendless, and in a strange land; no fond mother to alleviate my sufferings, no brother or sister to pity my distress; and I thought I was never to see them more. But thanks be to a merciful God and a friendly people, I soon found myself provided with a carriage, which conveyed me to the hospital, where I had every necessary attendance requisite for my recovery. The state of my disease was such at this time, that the attending physicians let blood four times in twenty-

four hours. I gave myself wholly over to their directions, and thereby obtained a perfect cure, after having lingered with a supposed hectic fever for several months.

This being a marine hospital, and my mischance at sea, on account of ill health, was such, that I now resolved to bind myself to that service for a term, in order that I might find a home in sickness or health. I was now informed by a lady, the wife of one of the doctors that attended me, that she had a relation who followed the seas in former days, and was now in mercantile business, who kept vessels for the sea, and often took apprentices. I accordingly called upon him, with directions and recommendations from my new formed acquaintance, and after answering to his interrogations relative to my birth, country, &c. together with the particulars of my being related to a gentleman with whom he was acquainted, he took me into his service one month on trial.

I remained in his service three months, before I was bound, and assisted in his store, and I believe fully to his satisfaction, as I never heard any complaint against me.

I was now bound to him for the term of three years, three months and eighteen days, which would bring me to the age of twenty.— I was to be educated fit for the seas, instructed in the rules of navigation, plain and traverse

18/3

sailing. &c.; but he having no ships at home, continued me longer in the store than agreed with my roving habit. I therefore importuned him for a birth on board some vessel fitting for sea, and received his consent to that effect, as soon as an opportunity should offer; not, however, without a desire on his part for my continuance in his store. Early one morning, I observed a young man coming out of a building adjoining the store, and as he passed me, I thought I knew him, and thereupon ventured to call him by name, upon which he turned about, and as he approached towards me, I recognized him to be my eldest brother, from whom I had been absent the space of four years. He had lost all recollection of my countenance or features; but on further investigation, we were known to each other. This was a perfect brotherly meeting, and will ever remain in my memory, together with the candid advice he gave me. He tarried in Baltimore some time, and I had the pleasure of going to school with him. After he had made sufficient proficiency in the study of navigation, he went out mate on board an East-Indiaman. After the departure of my brother, I again became uneasy, consequently again applied to capt. Butler (for this was the name of him to whom I was bound an apprentice,) for a birth to sea. He accordingly fitted me out with a chest and every other necessary ar-

ticle for a voyage to Guadaloupe. Nothing worthy of remark transpired on this voyage, excepting the sickness which prevailed in Point Petre, and to which we were much exposed. We made a short voyage thither, and returned to Baltimore.

I there found a ship called the *Lucy-Ann*, commanded by capt. Hamilton, shipping hands for St. Domingo, offering forty dollars per month. I accordingly here engaged in a trade attended with some hazard, for in case you are taken by the French, they will make every man walk the plank, so called. The following is the method of performing this operation: a plank is put over the ship's side—the men, being blind-folded, are made to walk out to the end of the plank, and a rope being extended from one yard-arm to the other, some men pulling upon the same, heaves the culprits ten or twelve feet from the ship: they being blind-folded, and their hands tied behind them, soon perish.

In the *Lucy-Ann*, however, I went out. She mounted fourteen guns, and had forty men on board: the wind being fair, we put to sea.—Nothing happened for fourteen days after our departure from Baltimore; but on the fifteenth, just as the sun was going down, the man at the mast-head cried out, "A sail right ahead!" "What is her appearance?" interrogated the captain. "A French privateer!"

was the answer. "All hands to your quarters," was the order from the captain—"clear the decks, man the guns, and get ready for action!" She proved to be a French privateer, and came athwart our bow, about nine o'clock, within pistol shot. Early in the morning, we discovered her about a league astern, the wind being very light. But she, having sweeps, and being small, was along side of us in the space of two hours, and gave us a gun, on which we returned a full broadside, in consequence of which, they fell away from us as fast as they came forward to attack us. We however gave them three broadsides before they were out of the reach of our shot, which seemed to take effect amongst them; on which they fell astern, and tried to rake us, but they did us no great damage. The captain then ordered us to tack ship, and give chase, in order to drive her off, through fear lest she might attempt boarding in the night, which we obeyed. We pursued her until dark, then put about, in order to lose her in the night, and make the best of our way to Cape Francois, which proved as we wished, for we saw no more of her. Next morning we found ourselves close in with the land. We here came to anchor, at about ten o'clock in the forenoon, and the captain went on shore to try the market. Here we sold part of our cargo, and tarried five weeks. In the mean time, I went on shore,

and there beheld the most horrid sight to which my eyes were ever witness. I shall endeavor to describe, in some degree, the horrid murders that were committed on this island, by the negroes, a few days previous to our arrival, together with some that actually took place while I was going from one port to the other around the island. This island was inhabited by the French, and having a great many slaves, probably more than five blacks to one white man, and the slaves not being satisfied with their condition, at the instigation of the English, resolved on a general massacre of the whites, in the execution of which, the greatest imaginable cruelties were exercised by the blacks or slaves. One day while I was on shore, I was informed by the inhabitants that a dreadful murder was committed but the week before, not far off, and that all the murdered bodies lay in one heap together. I hired a black man, for a quarter of a dollar, to conduct me to the spot where they lay. My conductor informed me that there were one hundred and twenty persons put to death at one time, and were all plunged into one hole, and lay uncovered. In viewing the place, I observed infants of both sexes, as well as persons of various ages, all lying in the most shocking condition, exposed in every shape that cruelty could suggest. At this time, an American ship was lying there, bound

to New-York, which had taken her cargo on board, and was ready to sail—the captain of which, seeing so many recent murders, and so many trying to escape, took some men, women and children on board, to bring them off on the day that he was to sail. The captain went on shore to get the ship's clearance, as is customary, leaving orders with the mate to let no boats come along side during his absence. About nine o'clock in the morning, the ship loosed her fore-top-sail, and fired a gun, as a signal for sea; upon which the commander of the fort came along side with three boats, and demanded permission to search the ship. The mate ordered them to keep off, but they being unwilling to obey, were fired upon by those on board the ship, though without receiving any damage. At this they were very angry, and went on shore, but presently returned with an armed force, boarded the ship, and began the search, and found the people the captain had secreted, whom they tied, hand and foot, and took them on shore, together with the mate, and hung them up on the hay-scales, without form or trial. The captain would have revenged the death of his mate, had he a sufficient force; but fearing the strength of the fort, he sailed without attempting a retaliation. A short time after, being on shore in company with some of our crew, I observed two negroes

riding full speed, with drawn swords. I spoke to my companions, and told them I thought it advisable to retire, and not to appear too frequently in the streets: we accordingly stepped aside into a small grocery, kept by an Irish woman, and called for some refreshment; soon after which, we saw a man come running into the house, and seeking an asylum under a bed, in the back part of the house. The woman, suspecting the negroes were in pursuit of him, did not disturb him; but in a few minutes the two blacks above mentioned entered and searched the house, and finding him, dragged him out, and cut him to pieces on the spot.

Having now disposed of part of our cargo, we thought to seek a better market for the remainder. Accordingly we weighed anchor, and sailed up the bite of Lugare, to a place called Port-au-Prince, where we bartered the remainder of our cargo for coffee, and were obliged to tarry a month for the accomplishment of our bargain.

While we were here, lying at anchor, we daily visited the shore, and some of the most shocking and indescribable scenes were presented to our view that human thought can suggest. One day, in particular, some of my shipmates and myself went on shore, to procure the tops of some cabbage trees; and in the course of our rambles, we happen

ed to fall in company with a black man, who could speak very good English. On our inquiring for cabbage trees, he agreed to conduct us thither. While we were walking, our conversation turned upon the outrages that were committed on the island. Our guide now informed us that the spot to which he was about to conduct us for our cabbage trees, might perhaps be way-laid by some of the negroes, who were lurking in ambush, and that the spot was already strewed with the bodies of the murdered inhabitants, and that it might be somewhat dangerous for white men to appear much about. We, however, resolved to visit the spot, where, to our great astonishment, we saw fifty persons or more, of all ages and sexes, lying, murdered in the most shocking manner, being all tied together with ropes; their clothing was scarcely sullied, but the most insupportable smell that ever I knew, arose from their putrid bodies. We, having accomplished our errand, soon retired from this shocking spectacle, and returned on board. On the next morning, about breakfast time there came alongside a lieutenant belonging to one of their privateers, and asked for the use of our boat, which was granted, with a proviso, that she should not be long absent; he accordingly took the boat and went alongside of his own vessel, and took about twenty soldiers into the boat, and conveyed them to

the shore. After our captain had finished his breakfast, he ordered four men of us to take the jolly boat, and take him on shore. We observed a great collection of people about the guard-house belonging to the island; we joined the crowd, in order to satisfy our curiosity; we there saw a mulatto man standing in the midst of the crowd, with both his hands tied behind him. On enquiry, we found he was a prisoner, about to be shot. Accordingly we thought proper to tarry a little and see the execution. They marched him a little way over a brook, and the privateer's men that were conducted from the ship, were drawn up to shoot him.—There were seven stationed in front, and seven on each side; the prisoner requested the liberty to give the command for their fire himself, which the officers granted; he next requested permission to take a glass of rum before he died. His hands were then untied, and a glass of rum given him, with which he drank the health of all the by-standers, then broke the glass, and gave command to the soldiers to shoulder arms, which was done with some inaccuracy; he then ordered them to do it over again, but this time was the last, for on giving the word fire, he fell, pierced with five musket balls. He was then thrown into a cart, and conducted to a hole a little distance, and thrown in. His crime was upsetting a boat, and drowning three women

and two children. I thought it extraordinary to see the unconcern with which he gave the word for his own execution.

We shortly after this got ready our loading, and sailed for Baltimore, in company with eleven other sail bound for the same port. We shortly fell in with a French privateer which hovered around our fleet in order to take some of them. But our ships sailed so fast that we left her and stood on our course until we came to Porto Plat; and there being some ships lying there belonging to the United States, we came to anchor until they were ready for sea, which was on the following day. We now again put to sea, homeward bound, having sixteen sail in convoy; we had not been long out of port, before we fell in with two French privateers bearing directly upon us, until they came within pistol shot of the convoy, and then hove to; one of them then put his boat out and went on board the other, probably to agree in what manner to commence the attack. Our captain now managed his ship so well as to bring our guns to bear upon them, and gave them such heavy broadsides, that we shot away the masts of one of them, and obliged them to run the other ashore. This attack put the ships in such confusion, that it was some hours before we again got under way as regularas before. After having damaged the dismasted privateer as much as

2 727

possible, we left her and stood on our course. The next morning we discovered another, but being becalmed we were unable to come near her; but about ten in the forenoon the wind began to breeze up, and we gained upon her. Shortly after, we spoke an English privateer and informed her that a French sail which we had before seen, was then lying to the leeward; they consequently made all sail possible for her. She chased her several times through our fleet, in which time I counted sixty-five guns that they discharged at her. I, however, knew nothing of the effect they had upon her. We were favored with a remarkable short passage, being only five days from land to land. I here brought with me five hundred weight of coffee, which I sold for twenty-five dollars per hundred, which, added to my monthly pay, being seven months wages, amounted to four hundred and five dollars.

I now tarried six weeks on shore, for the purpose of studying navigation, but had not made all requisite proficiency before I again shipped on board the Nonpareil, bound to the same port; after eight days passage, on the day before we came to port, we saw a brig to the leeward; it being foggy, she appeared to be in distress: accordingly the captain ordered us to sail directly to her, in order to afford relief, if possible, but to our surprise we found

her to be a French privateer, and the help we gave them was a broadside, and then hauled our wind, and in two hours were out of sight. The first night we came to anchor at this place, after having fired a salute, one of their lieutenants came from the shore on board of us, and asked our captain to lend him his long boat, which was granted. But little did he think to what barbarous purposes it was to be applied. It being near night, we were unwilling to comply with the request, but were obliged to obey the captain's orders; so we put out the boat, which they towed to the shore, and some time in the night they filled the boat with men, women, and children, which they conducted just outside of the harbor, and drowned every soul. We shortly after went up the river Sal, so called, to get fresh water; we there saw the corpse of a woman with an infant in her arms, lying on the beach, together with several other bodies that had been drowned and washed on shore.

We now got our cargo on board, and being about ready for sea, the captain called me aside, and directed me to go on shore provided with a spare sailor's dress and a little tar, for said he I am going to steal away an old man, his wife and daughter. I accordingly went on shore, prepared as he directed; he now told me to cause the girl to dress in the sailor's habit which I had along, and to daub her face and

hands with the tar which I had carried with me, and then conduct her to the boat and give her an oar, and let her appear to row, or pull the oar, so as to avoid suspicion, and he would manage the rest as to the escape of her father and mother. They were all accordingly safe on board, and we sailed that night.

After we had been seven days at sea, we saw a French privateer in chase of us, who followed us three days and three nights, but did not come up with us. We arrived safe at Baltimore after a passage of fifteen days; our whole voyage consisted of eight weeks sail. I did not stay in port long, but shipped on board a brig bound to Turk's Island, in the West Indies, for a cargo of salt. We sailed from Baltimore, Feb. 1803, and arrived there on the 24th of the same month, and took in our cargo of salt. The brig was very old and rotten, and the mate informed the captain that he thought her unfit to convey the cargo home; the captain however, disregarded his opinion, and set sail on the 27th of March, and on the same day there arose a heavy gale, which continued for two days, and the brig labored very much: the gale abated on the 29th, and it became quite moderate, and on the 30th I had the watch on deck from twelve o'clock until four in the afternoon. I took the helm from two until four, and at about half past three I was standing very careless,

as the weather was quite moderate, and suddenly the tiller gave me a blow on the side which hurt me considerably. I however, made no complaint, on account of my carelessness, but before many minutes had passed, I observed that when she pitched, she did not rise as usual. I however said nothing as yet, although I was fearful that something was the matter, but constantly observing the same thing, I called out to Mr. Cooper, the mate, and told him that something was the matter with the brig; he replied that he saw nothing the matter, so returned to his work, reducing the main-top-gallant-mast. The captain lay asleep on the hen-coop, and the remainder of the watch were sitting on the fore-castle, mending some matts for the rigging. She now made a pitch, and the water came in upon the deck, and it appeared that she would never rise again. I now again called Mr. Cooper and desired him to sound the pump: he appeared to be in a passion; he however went to the pump and found five feet water in the hold; he was then much frightened, and called all hands to get out the long boat, so we cut her lashing and put her overboard, the mate went into the cabin to get some provisions, but the water was so high, he could procure nothing but one bottle of spirits. We now jumped into the boat, having but one small sail made of a royal, and the ship's bread-bag

which was in the boat, and four oars; there were now five of us in the boat, viz. the mate and four others. We called out to the captain and the remainder of the crew, which was eight in number. But, to our great surprise, the brig made one plunge and never rose any more, and the last we saw of them was the capt. and two others running up to the mast-head. We found it difficult to keep the boat from going down after her, in consequence of the convulsion occasioned in the water by the sinking of the brig. We were now left to the mercy of the waves, without a compass, and no food but two biscuit and one bottle of rum, for five persons to subsist upon. Our case was now most distressing, not knowing which way to steer, in a state of starvation, and no friendly sail chanced to discover us for six days and nights. On the seventh day, a vessel came alongside and took us in. The first thing was to afford us some nourishment, which consisted of some milk and some rum. The captain being a sensible man, dealt out to us with great caution, lest we should kill ourselves with over-eating. As soon as we were able to walk on deck, we kept up our cries for more victuals, which was not yet allowed us, as we could not bear it. We however by degrees came to our natural appetite, and then had every indulgence necessary for our happiness or health. We tarried some time near the

place where our ship went down, in hopes of discovering some remains of the wreck, but were disappointed, for nothing was to be seen, and we were now eight or nine hundred miles from land.

But to return to our situation before we were taken up; our hunger was excessive, our thirst beyond description. On the sixth day I fell asleep, and was taken up in that condition, and did not know that I was on board for twelve hours after; my first sensations on awaking were those of hunger. The captain tied my hands, that I might not get to the provisions and injure myself. I one day observed where the cook put the meat after dinner; I accordingly watched, and when the cabin was empty I went to work at the victuals in the best manner I could with my hands tied; but I had eaten but one or two mouthfuls before the captain returned, and finding me with my hands in the locker, dragged me from thence and bound me to one of the stanchions of the cabin; he told me that I was welcome to all that was good for me, but I had not the discretion to feed myself, my appetite was so voracious. I, however, soon got about again, and was landed in the West-Indies by this brig which was from Philadelphia. I from this got passage to Wilmington in North-Carolina, and then travelled to Baltimore.

It will doubtless excite surprise that I did

not return home after so long an absence from my friends: I was, however, young, rash and inconsiderate—I felt ambitious to retrieve my fortune before I visited my friends, having lost all my property by the last shipwreck; my time of service had not expired, and I now entered upon a new theatre of action.

I now concluded I would no more venture to sea in small craft, and a rendezvous being open in Baltimore, entering men for the United States frigate John Adams, and destined for the Mediterranean, against the Turks, (as our government was then at war with them,) I entered on board this frigate for twelve dollars per month, and my old master received my advance, which was forty-eight dollars, and provided me with all necessaries for the intended voyage. I had four weeks cruise on shore, before I went on board the tender to join the ship at New-York, then went on board the frigate, April 1, 1804. I had not been long there, before I was stationed at the fore-top in the larboard waste, as second captain. Here I was obliged to be more cautious than a private or sailor, as I was accountable for the actions of the men during my station here. But I pretty well knew my duty, and always obeyed my commanders, more through fear than any thing else; for the midshipmen would aggravate the men so much, that it would almost provoke any man to transgress

all rule. Those who are unacquainted with the discipline of an armed ship, will doubtless think it almost incredible, that the most inferior officers are allowed to use the sailors in a disgraceful manner—disgraceful not only to the officer, who, being dressed with a little “brief authority,” exercises it with a view to display his power, rather than to answer any good purpose, but also to the sturdy sailor, who for fear of punishment is obliged to submit to the most humiliating treatment. Midshipmen who are mere boys, will not unfrequently order a man to stoop, who happens to be so large that he cannot beat him to advantage. If any complaint is made to the officers, he will probably order the master at arms to put him in irons. If the captain happens to be in good humor when the report is made to him, the poor fellow may escape without severe punishment;—but if on the contrary, he is ordered to prepare himself, and the boatswain to flog him unmercifully.

I have seen a man hauled up and made to receive eighteen lashes, for no other crime than spitting on the quarter deck.—Such outrages on human nature ought not to be permitted by a government which boasts of liberty. No monarch in the world is more absolute, than the captain of a man of war—no government more despotic than his.—The circumstances of the case render this in some

measure necessary, as he is frequently called to command a body of men who can be controlled by no power, and governed by no rules, but those which are enforced by the whip.—In many cases the power delegated to captains is abused, to glut their malice and resentment upon unoffending seamen. The situation of a sailor, exposed as he is, to the vicissitudes of life—the inclemences of the seasons—to storms and tempests, is sufficiently arduous, without its being rendered more so by the cruelties of his fellow-beings.

All things being now in readiness, we set sail from New-York, on the 25th of April, 1804, bound up the Mediterranean to fight the Tripolitans. We took along with us ten gun-boats, each mounting two long 32 pounders, except No. 2 and No. 9, which carried only one each. We had a very pleasant passage until we came to the Western Islands, where we were often becalmed. One day the sea being very calm and smooth, we discovered a turtle not far off; we accordingly lowered the boat and went in pursuit of it, and before we returned we caught 17; the captain being much pleased, made the boat's crew a present of one of them, which proved a sufficient repast for nine men. The next day there came a boat along side, from whom the ship's crew bought some fish; we, however, never touched at any place until we arrived

at Gibraltar; and there our gun-boats hoisted their guns out of their holds and mounted them. Here we took some provisions on board, and sailed for Malta, which is said to be 1100 miles up the Straits, from Gibraltar. We passed Tangiers, Algiers, and Tunis, without any difficulty; and instead of going into Malta, we went into Sadacroix, in the island of Sicily; there we victualled and watered our ship, and the whole fleet did the same. We then sailed for Tripoli, but it so happened that we spoke with the United States frigate President coming down the Straits, which informed us of the stipulated treaty between Tripoli and our government, and also that they then had the Philadelphia's crew on board, which had been in slavery eighteen months. We now cruized about several days to see if any further disturbance took place, but all was quiet. So we put into Sadacroix, and there I went on board the Enterprize schooner. We then set sail for Tripoli, and on our arrival there, our captain opened his orders, which were to proceed up the Straits as far as Egypt and Jerusalem: which places I shall sketch, as briefly as possible, from the circumstances I was then under, being mostly confined on board the ship. What I shall here relate I chiefly gathered from the conversation of those who had a good knowledge of the country, which I shall give as follows.

Egypt's Situation and Extent.

Length, } between	20° and 32° N. Lat.	{ Square miles.
Breadth, }	28° and 36° E. Lon.	
		140,700

BOUNDARIES.

It is bounded by the Mediterranean sea, north ; by the Red-sea, east ; by Abyssinia or Upper Ethiopia, south ; and by the desert of Barea, and the unknown parts of Africa, west.

DIVISIONS.

N. division	{	Upper	{	Grand Cairo, 32° N. lat. 30°
contains		and		Bulac,
				Alexandria,
		Lower		Rosetta.
S. division	{	Egypt.	{	Damietta,
contains				Sayd or Thebes,
				Cossiar.

Air, &c.—From March to November, the heat is almost insupportable to Europeans. During the whole of this season the air is inflamed, the sky sparkling, and the heat oppressive to all unaccustomed to it. The other months are more temperate. The southerly winds, which sometimes blow in Egypt, are by the natives called *poisonous*. They are of such extreme heat, that no animal body exposed to them can withstand their fatal influence. During the days this wind lasts, which is generally two or three, the streets are wholly deserted ; and woe to the traveller whom this wind surprises remote from shelter : when it exceeds three days, the plague is at epi-

demic; it commences when the Nile begins to fall, and lessens when it begins to rise: Ophthalmia, dysentary, leprosy, dropsy, &c. are the diseases common to the Egyptians.

The celebrated Nile has its source in the territory of Goyam, in Abyssinia. Running first northerly, then northeasterly, it falls into the great lake of Dembea; from whence, taking a circle southwestward, it again assumes a northerly direction, and being joined by two other large rivers, viz. the White river and the Attabara, it passes through the great desert of Nubia, and enters Egypt at the southwest corner, at the tropic of Cancer, and continues its course between two rows of mountains, fertilizing annually the valleys between them. The fountains are situated in 11 deg. north lat. and almost 37 deg. east long. and are three in number, rising out of a marshy ground at the foot of a mountain. The water is fine, and issues in considerable quantities; it is sufficient to turn a mill at some distance from its source. The natives, at the head of the Nile, pay divine honors to it. Thousands of cattle are offered to the deity supposed to reside at its head.

The fertility of Egypt is well known to arise from the annual overflowing of the Nile, and likewise from the periodical rains which fall in Abyssinia.

No notice is taken of the rise of this river

until the end of June, when it has usually swelled to five or six cubits beyond its former standard. This is publicly proclaimed through the streets of Cairo, by a crier, and the daily increase continues to be proclaimed, in like manner, until it has attained the height of 16 peeks, when great rejoicings are made, and the inhabitants cry out *waffah allah* : God hath given an abundance.

All kinds of grain are produced in great plenty in Egypt. The harvest months are March and April ; during which the people reap three crops, viz. one of lettuces and cucumbers, one of melons, and a third of corn. Dates, figs, plantains, sugar-cane, olives, flax, cotton, indigo, &c. abound here in great plenty, as well as palm-trees, from which wine is made.

Animals.—Egypt abounds in black cattle ; and it is said the inhabitants employ every day 20,000 oxen in raising water for their grounds. They have a fine large breed of asses, upon which the Christians ride, not being allowed to ride on any other beast. They have fine horses, which are extremely tractable. The hippopotamus, or river-horse, an amphibious animal, is common in Upper Egypt. Tigers, hyænas, camels, antelopes, apes, and the rat, called ichneumen, are natives of Egypt : the camelion and crocodile are also found here.

This country produces likewise a great number of eagles, hawks and pelicans; besides the ibis is peculiar to this country. Here is the ostrich, so strong that the inhabitants sometimes ride upon their backs.

Population.—The population of Egypt is mostly confined to the banks of the Nile. From the best information I could gather, the number of inhabitants amounts to 2,300,000, of which Cairo contains about 250,000.

Customs and Dress.—Mahometanism is the prevailing worship among the natives. The Arabs who inhabit the villages and fields, are of a dark and swarthy complexion. They have no regular place of abode, but live by managing their flocks, and strolling from place to place, where they can find water and pasture for their flocks. The Turks who reside in Egypt are very proud and insolent, and still maintain their Turkish mode of dress, to distinguish them from the Arabs and Copts, who dress very plain, their chief clothing being an upper garment of white linen, and drawers of the same stuff; but their ordinary dress is blue linen—upper garment and drawers of the same. The Christians and Arabs of the meaner kind, content themselves with a linen or woolen wrapper, which they fold like a blanket around them. The Jews wear blue leather slippers; the natives of the country east wear red, and the foreign chris-

tians yellow. The dress of their women is chiefly of silk, but very unbecoming. All Egypt is overrun with jugglers, fortune-tellers, mountebanks, slight-of-hand men, &c. The poorer sort of people live in tents made of coarse canvas: these tents are divided into three apartments, in the most retired of which live the women; in the middle, men and women live promiscuously, and in the outermost are kept the cattle of the field, poultry, &c.

Curiosities and Antiquities.—Egypt abounds with these. Their pyramids have been often described. Their antiquity is beyond the researches of history, and their original uses are still unknown. The basis of the largest covers eleven acres of ground, and its perpendicular height is 500 feet, but if measured obliquely, to the terminating point, 700 feet. It contains a room thirty-four feet long, and seventeen feet broad, in which is a marble chest, but without either cover or contents, supposed to have been designed for the tomb of the founder.

Amongst the greatest curiosities of this country, or perhaps in the world, we may reckon the people called psylli, who have the faculty, either natural or acquired, of enchanting the most venomous serpents, so that they will have no power to bite. Mr. Bruce not only assures us of this fact, but that he saw a

fellow eat a living serpent, beginning at his tail; and proceeding all the way up to his head, without the creature's offering to resent so violent an injury.

The mummy pits, so called by reason of their containing the embalmed bodies of the ancient Egyptians, are subterraneous vaults of a prodigious extent; but the art of preparing the mummies is now lost. It is said that some of the bodies thus embalmed, are perfect and distinct to this day, though immured 300 years ago. The labyrinth in Upper Egypt is thought to be a more wonderful curiosity than the pyramids. It is partly under ground, and cut out of a marble rock, consisting of twelve palaces and one hundred houses, the intricacies of which gave rise to its name. The Mæris was dug by order of the Egyptian King, to correct the irregularities of the Nile, and to communicate with that river, by canals and ditches, which still contains wonderful grottos and excavations, mostly artificial. Cleopatra's needle rises with majesty 63 feet on a base of seven feet square. There is another thrown down, of the same magnitude; each is one solid piece of granite; they are covered with hieroglyphics. Pompey's pillar is a fine regular column, of the Corinthian order, the shaft of which is of one stone, being eighty-six feet three inches in height, or ten diameters of the column; the whole height is 144

feet, including the capital and the pedestal. On it is written the following inscription: To Dioclesianus Augustus, the most adorable Emperor; the tutelar deity of Alexandria.—Pomilius, prefect of Egypt, consecrates this. The Sphynx, as it is called, is no more than the head and part of the shoulders of a woman, hewn out of a rock, about thirty feet high, near one of the pyramids.

Chief Towns and Public Edifices.—Even a slight review of these would amount to a large volume. I shall only partially describe a few which fell within the circle of my enquiry.

Alexandria, which lies on the Levant coast, was once the emporium of the world, and by means of the Red Sea, furnished Europe and the greater part of Asia with the riches of India. It owes its name to its founder, Alexander the Great. It stands forty miles west from the Nile, and 1020 northwest of Cairo. It rose upon the ruins of Tyre and Carthage, and is famous for its light-house, erected on the opposite island of Pharos, for the direction of mariners, deservedly esteemed one of the wonders of the world. The Mole which was built to form a communication with the Island of Pharos, is 1000 yards in length; and though near 2000 years old, such were its materials, as to resist, in a great measure, the winds and the waves ever since.

Rosetta, stands twenty-five miles to the

northwest of Alexandria, and is recommended for its beautiful situation and delightful prospects; it is likewise a place of great trade.

Cairo, now Masr, the capital of Egypt, is a large and populous, but disagreeable residence, on account of its pestilential air, and narrow streets. It is divided into two towns, the Old and the New, and defended by an old castle, the works of which were said to be three miles in circumference, built by Saladine. The well, called Joseph's Well, is a curious piece of mechanism, about 300 feet deep. On the bank of the Nile, facing Cairo, lies the village of Gizie, which is supposed to be the ancient Memphis. Two miles west of this is Bulac, called the port of Cairo. The Christians of Cairo practise a holy cheat on Easter holidays, by pretending that the bodies of the dead on those days arise from their graves, to which they peaceably return. One of their favorite exhibitions is teaching the camels to dance, which, when young, they place on a heated floor, with attending music; then by increasing the heat, create such uneasiness that they begin to move to the music, which is designed to beat at their step, until they are taught to follow the music without heat, or further torture.

Babylon, founded by Cambyzes, stood on the site of this city. The other towns of note

in Egypt are Damietta, supposed to be the ancient Pelusium; Sayd, on the west bank of the Nile, 200 miles south of Cairo, said to be the ancient Egyptian Thebes. Cossiar is another place of note, on the west coast of the Red Sea. The general practice of strangers, who visit those places, is to hire a janizary, whose authority generally protects them from the insults of the natives. Suez, formerly a place of great trade, is now a small city, and gives name to the Isthmus that joins Africa with Asia. The harbor is poor; a ship of twenty-two guns cannot approach within three miles of the town. The nearest good water is the well of Moses, twelve miles from the town.

Manufactures and Commerce.—The Egyptians export great quantities of unmanufactured as well as prepared flax, cotton, thread, and leather of all sorts, calicoes, yellow wax, saffron, sugar, senna, and cassia. They trade with the Arabs for coffee, drugs, spices, and other merchandizes, which are landed at Suez, from whence they send them to Europe.

Egypt receives from the inland regions of Africa, ivory, gold dust, gums, and slaves.—The situation of a slave in Egypt, is very different from those of the American coasts and colonies. The Egyptian slave is a favorite family domestic, and often rises to dignity.—

The females attend the women of rank, and never feel the lash of a whip.

Of the constitution and government, I can say but little, not having tarried at this place long enough to make suitable enquiries; but shall return on board and sail for Constantinople, whither our fleet was bound, after remarking that nothing transpired on board worthy of notice, at which port we arrived in safety; and of which I shall endeavor to give some description, before we again put to sea.

Constantinople is situated on the European side of the Bosphorus. It was built upon the ruins of the ancient Byzantium, by the Roman Emperor, Constantine the Great. Constantinople is at this day one of the finest cities in the world, by its situation and port. The most noble part is the Bessestin, inclosed with walls and gates, where the merchants have their shops excellently arranged. In another part of the city is the Hippodrome, an oblong square of 400 paces by 200, where they exercise on horseback. The Meidan, or parade, is a large spacious square, the general resort of all ranks. On the opposite side of the port, are four towns, but considered as a part of the suburbs, their distance being so small, that a person can be heard from one side to the other. They are named Pera, Galata, Pacha and Tophana. In Pera, the Franks and all foreign ambassadors reside, not being

permitted to live in the city. Galata is also mostly inhabited by Franks and Jews, and is a place of great trade. The city abounds with antiquities. The tomb of Constantine is still preserved. The mosque of St. Sophia is thought, in some respects, to exceed St. Peters' at Rome. The city is built in a triangular form, with the Seraglio standing on a point of one of the angles, from whence there is a beautiful prospect of the Lesser Asia, which is not to be equalled. When we speak of the Seraglio, we do not mean the apartments in which the grand seignior's women reside, but the whole inclosure of the Ottoman palace, which might well suffice for a moderate town. The wall which surrounds the Seraglio is thirty feet high, having battlements and embrasures and towers, in the style of ancient fortifications. There are in it nine gates; but only two of them magnificent; and from one of these the Ottoman court takes the name of *Porte*, or the *Sublime Porte*, in all public transactions and records. The city is supposed to contain one million of inhabitants, 200,000 Greeks, 40,000 Armenians, and 60,000 Jews, with some numbers of Turks and Franks.

I must here leave the reader, and return to the concerns of our ship. Having finished our business at this place, we set sail for Malta. Lying off and on, we arrived at Malta in

20 days, where we continued 12 days to procure provisions and water for our ship's crew. But before I leave this place, I will give a short sketch of the principal situation of this island.

The island of Malta was formerly called Melita, and is situated in 15 deg. east long. and 44 north, 60 miles south of Cape Passaro in Sicily, and is of an oval figure, about five miles in circumference, and is supposed to contain 60,000 inhabitants. The air is clear, but excessively hot. The whole island seems to be a white rock, covered with a thin surface of earth; which is, however, amazingly productive of excellent fruits, and vegetables and garden stuffs of all kinds. This island, or rather rock, was given, to the Knights of St. John of Jerusalem, in 1530, by the Emperor Charles V., when the Turks drove them out of Rhodes. The Knights are an assembly of the Masonic order, and when the great master dies, they suffer no vessel to go out of the harbor until a new one is elected, to prevent the Pope's interfering in the election. Out of sixteen great crosses the grand master is elected, whose title is, "The most illustrious and most reverend prince, the lord friar, A. B. great master of the hospital of St. John, of Jerusalem, prince of Malta and Gaza."

The short sketch I have given of the island of Malta, must satisfy the reader, as I am now

called on to proceed to Sadacroix, which is a very fine harbor, and a considerable trading town, situated opposite Malta, nearly sixty miles distant. On our arrival at this town, port, or harbor, I returned to my old ship, the John Adams, lying at anchor, and sailed for Tripoli; which, including Barea, is bounded on the north by the Mediterranean sea; on the south by the country of Beriberie; on the west, by the kingdom of Tunis, Biledulgerid, and a territory of the Gadamis; and on the east by Egypt, extending about 1100 miles along the sea coast; the breadth is about from one to three hundred miles.— We here tarried off and on some days, and finding all quiet, we came down the Straits, and joined our whole fleet at Malta, where we again victualled and watered the whole fleet, and set sail for Tunis, which place and harbor we blockaded for several weeks. I was here drafted on board the Constitution, and found to my dissatisfaction, very different usage from what I experienced on board the John Adams. The Constitution was commanded by Commodore Rodgers; and his first Lieut. Mr. Blake, who I am sorry to say, (although I must keep up the truth of my narrative,) was cashiered out of the English service; but coming to this country, initiated himself into the American service, by dashing away with a little money, and a few well

chosen sounding words : he accordingly entered on board as first lieutenant, thinking to cut as many capers, and exercise as much power as his tyrannical disposition could suggest. The old rat, however, was soon caught in his tricks. His treatment to the crew was so ill, that it is with much delicacy I attempt to detail a few of his outrages. In the first place, when I went on board, I was mustered and stationed in the fore-top in the starboard watch; but the ship being so much larger than the one I was accustomed to, I did not know where I was; the boatswain's mate accordingly was ordered by this Lieut. Blake, to apply the lash, which he not thinking sufficient to satisfy his hellish disposition, must needs fall to himself, as was customary with him on all occasions; but the sailors soon found out the runaway British villain, and made a general protest before the captain; as to serving under him any longer they would not, and should petition to the commander for some other officer. I was now pretty smart and active, and was accordingly made boatswain over the boys. Now the custom is this; one boy is master over all the rest, and when any one is to be flogged, he is to do that duty instead of the boatswain's mate of the ship, that flogs the men. I do not mention this by way of boasting, because it is the most disagreeable duty to me that I ever un-

dertook. I shall here mention a circumstance that now occurred, while I was on this duty as boats wain. One morning, this Mr. Blake came upon deck, and saw one of the boys' trowsers lying there; the boy having gone below to get a brush to scrub them. I was now ordered by this renegado lieutenant to go down and get the cat, and this barbarous officer obliged me to give this poor boy five dozen lashes: and because he thought I did not strike him hard enough, he took the cat out of my hand and struck me several times as hard as possible, and then began upon the boy, and flogged him most cruelly.

I must now leave this scene of cruelty, and return to the concerns of the fleet in general, which consisted of nine sail, besides nine gun-boats, viz:

The Constitution, 44 guns, Essex, 44, John Adams, 36, Congress, 38; brigs, Syren, 18, Argus, 18, Vixen, 12; schooners, Enterprize, 12, Nautilus, 12. Total 9 sail.

Gun-boats, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, mounting each two long 32 pounders, except two, which carried only one.

The above were the number of the blockading squadron. Negotiations now took place between our commanders and the Tunisians. However, to return to the cause of this blockade, the Tripolitans having made peace, the Tunisians thought to make some

disturbances; we consequently entered their port, thinking to frighten them; but commodore Rogers brought them to terms without exchanging any shot, except at a brig, which attempted to make her entrance into the harbor. Being pursued by the brig Vixen, but out of the reach of her guns, we were now ordered to get ready two brass pieces that we had previously taken from the Turks, which would throw shot a great distance. Mounting them on the fore-castle of the Constitution, and bringing one of them to bear upon the brig, we brought her too very quick.

Nothing in particular took place worth mentioning, except a court-martial which was held on board the Constitution, for the trial of John Graves, captain of the main-top of the ship, who was sentenced to receive three hundred lashes along side of the ships, or whipped through the fleet, as they call it, for desertion.

The Constitution now sailed for Malta, made such necessary provisions as was thought fit, and then repaired to Sadacroix, where commodore Rodgers stripped the frigate of her sail and rigging, and ordered a gig boat to be built. We tarried at this place near three months, building a boat, and doing various kinds of work in the navy-yard. Here I was five times inoculated for the small-pox, and as often failed, it not having the desired effect.

Having now all things in readiness, we sailed to Massena; from thence to Leghorn; touched at Naples; made no long stay, but sailed for Palermo. At this place an English fleet was lying at anchor. Here I saw some of them sent through the fleet, receiving each three hundred lashes, as before experienced in the case of our captain of the main-top.— They were here followed by musicians, and whipped from ship to ship. At the end of this punishment, they were put under hospital treatment until they were again capable of duty, if they survived the flogging, which is seldom the case.

From this place, being quite rigged and manned, we sailed for Massena, where we took in the necessary provisions and water for our crew, and then proceeded down the Straits as far as Algiers. Here the Dey gave us a feast, consisting of beef, mutton and various fresh meats and vegetables, adequate to the repast, enough to compliment all our crew, consisting of 450 men, and an abundance left. He came on board the Constitution, gaily caparisoned, to make his compliments to commodore Rodgers, with a retinue of attendants, and was very splendidly entertained by our commandant for four or five hours; at this time a salute was fired at his approach, the yards being manned, and each man dressed in white; and on his retiring, a second salute

was fired, and our commodore went on shore with him.

Nothing transpired during our stay here, except a ludicrous circumstance which occurred to myself only. Being one day on shore, walking the streets, I chanced to meet a Turkish woman walking towards me, dressed in black, with a white muffler on, nothing to be seen but her eyes. The novelty of her dress, together with the strange appearance of the streets, (which are covered over-head,) threw me into a strange surprise; and I must say, that I, in this time of life, although a stout hearted tar, ran, at the approach of a woman. I, however, on my retreat to our boat, met some of our crew, and returned with less fear, to the Consul's dwelling; where I was fully informed of their customs of dress, together with a historical sketch of the country, &c.

Algiers, formerly a kingdom, is bounded on the east by the kingdom of Tunis; on the north by the Mediterranean; on the south by Mount Atlas; on the west, by the kingdom of Morocco and Tafilet. Its length is 480 miles, and its breadth between 40 and 100 miles.

Algiers produces salt-petre, great quantities of excellent salt; lead and iron have been found in several places. Their cows are but small, and barren of milk.—Their sheep wear

but indifferent fleeces, but are very large, as are their goats. Learning is at a low ebb amongst them. Some of their governors are incapable of reading and writing. The Koran is much esteemed among them; and when a person has made a full proficiency therein, he is considered as having arrived at perfection in learning.

The city of Algiers is said to contain 100,000 Mahometans, 15,000 Jews, and 2000 Christian slaves; but no estimate can be made as to the population of the country in general. Their manners are much like those of the Egyptians. Subsisting by piracy, they are allowed to be bold and enterprising in their attacks, and will fight desperately when they meet a prize at sea.—They are much inferior to the Europeans, in the construction and management of their ships.

Though Algiers, Tunis and Tripoli, have each of them a Turkish King or Dey, who governs in the name of the grand seignor, yet very little regard is paid, by the ferocious subjects, to his authority; for when a vacancy happens in government, which is very often the case by murder, every soldier in the regiment has a vote in the nomination or election of a new Bashaw or Dey, &c.; and although the election seldom terminates without bloodshed, yet it is no sooner fixed than he is cheerfully recognized, if not obeyed. The income of the

Dey of Algiers amounts to about 150,000*l.* a year, without greatly oppressing his subjects, who are very tenacious of their property.

I shall finally conclude the subject of the Algerine manners, after making some remarks relative to their treatment of Christian captives. It is well known to all the world, that they are wholly destitute of humanity; and when any Christians are so unfortunate as to fall into their power, they are taken to a market and disposed of to the highest bidder, after having been bastinadoed by their captors, to make them discover their situation as to property at home, in hopes of acquiring greater ransoms, more or less according to their conditions. However, after being disposed of to their several owners, they are put to various hardships, under their brutal taskmasters; some in chains, and some in collars, just as their drivers think proper. Murder is by them committed with impunity on their Christian slaves, and few survive any length of captivity; and if ever any are ransomed, they return with broken constitutions, every one wearing some mark of their tyrannical and unjust usage.

Now to quit Algiers, after having tarried about three weeks, there came on board a Turkish Ambassador, and we set sail for the island of Sardinia, where we landed him and

all his equipage. The island of Sardinia abounds with corn, wine, oil, oranges, lemons, almonds, figs, maize, rice, hemp and flax. It has large flocks of sheep, said to amount to 1,600,000. It is remarkable that in this island there still subsists a sort of wild sheep, called mustons. Some mines in this island produce iron and small quantities of silver. There are likewise quarries of marble, and some valuable stones.

The government of Sardinia was said to be absolutely monarchical. There are here some excellent row-gallies. I saw one lying in the harbor of Calleroy, of 162 feet keel.—These gallies never carry any sail, but pull ninety or a hundred sweeps, which are exercised or pulled by Christian captives. Chained to the oar, after the Turkish manner, their commanders apply the supple jack to their naked bodies, at every failure or inability to execute their orders. There are no hardships but these slaves undergo, suffering every thing that man can suggest, to render them miserable. Their pitiful condition I shall retain as long as memory endures.

We now sailed back to Malta, took in our necessary supply of provisions and water, overhauled our rigging, and having no orders to put to sea, we remained here some time. We however, to return to our story, touched at Tunis on our passage from Sardinia, and

took the gun-boats in company to Gibraltar, where we came to anchor, but stayed but a short time, and sailed from thence to Cadiz, where the whole Spanish and French fleet lay; and at that time Lord Nelson was lying with 27 sail of the line, at the mouth of the harbor; some of them were in sight of the harbor most part of the time. The French and Spanish fleet consisted of 33 sail. The British, seeing us sailing towards the harbor, made sail after us; but the old Constitution shewed them her stern, and we entered the harbor and came to anchor. Our commodore went on shore; and as I then belonged to the first Lieutenant's boat, and he having a curiosity to go on board the fleet, I also had the opportunity to accompany him on board several French men of war, likewise the Spanish; at length our officers had a ball on board the French 74, called the Neptune.

On the 19th day of October, 1805, having all things in readiness, we put to sea, but having but very little wind, the ensuing night, we did not get far from land.—One circumstance I had almost forgotten. Before our departure from Cadiz, I was one day ordered out as cockswain of the boat to go on board an American merchantman lying out of the harbor, with ten hands. While we were approaching the intended merchantman, we were ran under by one of the large sail boats

belonging to the harbor. Five men were knocked overboard, and one drowned; the rest escaped by jumping on board the sail boat. But to return to our ship under way, which at day light found herself close to the British fleet. Signals were given from the Admiral's ship to give us chase, which was obeyed by one of their sail, which soon came within hail, and asked what ship we were, and was answered "the U. S. frigate Constitution," "where are you from?" said their captain, "Cadiz," was the answer; "then" said he, "I will send my boat on board," which was shortly done, and the captain came on board. After holding some conversation with commodore Rodgers, he put back to his own ship, and sailed directly for the Admiral. The Admiral shortly made signal for the whole fleet to close, and put a little further out to sea. On the following day, the combined fleet got under way, to come out and attack the English.—However, they did not all get out that day, there being but little wind, but the remainder came out on the following day, and on the 21st they fell in with the British fleet. We supposed the action to commence about 9 o'clock, ten miles off. We could not see them long, but their cannon made such a tremendous thunder, that it made all tremble again; and there were such clouds of smoke that they were soon out of sight; and

we proceeded on to Gibraltar, where we gave information that the British and combined fleets were in actual engagement. Shortly after, we left Gibraltar, and proceeded up the Straits to Sadacroix, in the island of Sicily. Here we victualled and watered, and then sailed to Malta, from thence to Gibraltar, when commodore Rodgers went on board the Essex frigate, and the tyrannical lieutenant, before mentioned, was exchanged for a first lieutenant by the name of Ludlow, belonging to the Essex; Capt. Campbell taking command in lieu of commodore Rodgers, to my no small satisfaction.

The Essex now sailed for America, by an order from our government to return home. The gun-boats accompanied her on her passage, homeward bound to America. I had now been in the U. States' service one year and ten months, and had only two months more to serve to make up the term of my enlistment, and had I returned in the Essex, that term would have been completed by the time I reached America; but instead of this, I was obliged to stay in the Constitution, and take the second round in the Straits. Capt. Campbell now sailed up the Straits as far as Algiers, where we came to anchor and tarried some time. We next sailed to Malta, and here refitted our ship, took in water and provisions, and sailed for Tunis. Here we came to an-

ahoy, and staid some time, as the captain had considerable business to transact for government. While we were lying at this place, an accident occurred which nearly cost me my life, as it will appear, the second time in the same boat. This boat was pulled by ten men, of which I was cockswain, and daily sent to town, twenty miles off, with despatches. Having to sail through a salt pond every day on our passage, we were more or less bespattered with the salt, which, drying on our skins, created a soreness; and one day at my request, the captain re-manned her, to give us a respite for a few days. He now put four heavy negroes in her, and it blowing very hard, and the seas running high, and these men unacquainted with the boat, they were the means of losing her, as I shall now describe. After their return from delivering their despatches, they came alongside, and in hooking on the boat, not knowing their duty in full, the boat filled, and her stern was all under water, her masts and sails washed away; likewise the men were washed out of her, but for their recovery, ropes were thrown out, and none of them were lost. The lieutenant now called for me to secure the boat, as I was the cockswain. I soon came on deck, and lowered myself down by one of the ropes that secured the boat; and just as I had reached the boat and stepped into her, I was up to my

middle in water ; and there came a heavy sea and washed me overboard, and before I could recover, I was twenty feet astern of the ship, but I was lucky enough to catch a rope and haul myself up to the boat again, and with the help of the boat's crew I hooked on the boat, and ordered them to hoist on, which they did so quickly, and the boat being so full of water, she parted in the middle, and threw me out of her twelve feet into the water. I then went astern, and ropes being thrown out, I at last got hold of one and made it fast around my middle, and they hauled me on board ; but the rope being small, so cut my body that I was unable to return to duty for some time ; boating was at an end with me for the present, and business being despatched, we put back to Malta.

On our passage we experienced a heavy gale of wind. We came out of Tunis in very pleasant weather, with every sail set, but the ship was struck with what we call a Levant wind, which almost upset her. We had just time to take in our studding-sails, and royals, and endeavored to get down our top-gallant yards ; but all in vain—the gale was so violent that it was impossible. Sailing-master Baggot came forward with two bottles of rum, and offered it to any man who would go to the mast-head and cut the top-gallant yards away ; but it was so cold, none dare attempt it.

We hauled our main-sail up to the yard, but could not hand it; it blew all to pieces.— It was now five o'clock in the afternoon, and the gale continued until nine in the morning. Our main-sail was strung astern, three times the length of the ship, and the violence of the sea had broke our head to pieces; we however lost no men, but arrived safe at Malta, in the creek where St. Paul was cast away, where we lay ten days, and then put round into the bay of Malta, and there repaired our ship. The cost of our repairs amounted to \$500. We now bid adieu to Malta, and reached Sadacroix; here we remained some time, and the officers took their pleasure on shore, while the men were hard to work on board, under very ill usage from the young officers. One particular I shall mention: one Sunday all the hands were called upon to go into the water to wash. One of the men swam as far as the ship's buoy, and was amusing himself. One of the lieutenants called to him and bade him come on board, but the noise of the water prevented his hearing.— The lieutenant then ordered a man to swim to him and tell him to come on board, which he did immediately, and as he came on board he was ordered to strip, but the man having nothing on but a thin cotton jacket, refused; at which lieut. Burroughs seized a handspike, and levelled at him with all his might, which

the man dexterously avoided, or the blow would have caused his death. This produced an alarm among the people, who said the man should not be punished. Mr. Burroughs then went upon the quarter-deck and ordered the marines to fire upon the men, but they refused. So the officers got their swords and pistols, and stood guard themselves. They now piped down the hammocks, and ordered every man to bed, and were accordingly obeyed. They then sent for the captain, who was at Cutania, a town about seven miles from the ship—he came up to the side of the ship in great haste, but being a man of noble mind, proceeded with great regularity to inquire into the matter. Doubtless circumstances had been exaggerated, as the officers had only been heard in their message; however, on his coming upon deck, and finding the lieutenant in arms, he ordered him to immediately follow him into the cabin, saying, as he passed along, “I fear there is some misconduct among the officers, as well as the crew.”

After a short stay in the cabin, he caused the purser to come into his quarters, and ordered him to make out a ship's list of every man in service; those whose enlistment had expired, in one roll, and those who were still for service in another; which was done according to order. The next morning, at 8 o'clock, the captain called all hands to the quarter-

deck, and directed those whose times were out, to step on the quarter-deck, and the others to remain. "Now," said the captain, "state your grievances." So the armourer of the ship, whose name was Shoomake, related every circumstance of abuse during the captain's absence ; stating that some had been flogged for spitting upon the quarter-deck, after their times had been six months or more over served.

They informed him they should be happy to proceed to America, quietly under his command, if immediately attended to, otherwise they should take the command, and conduct her thither. "Well," replied the captain, "if you have a mind to take the ship, you may, but if you will wait until I can settle my business, I will sail for America, and make as quick a passage as possible, consistent with my business ; and no man shall be punished, unless he deserves it."

At this time there were three men in irons, viz :—the man ordered to pull off his coat to receive the flogging—and the boatswain's mate, who refused to flog him—likewise a man that said he should not be flogged. On the ship's crew acquiescing with the captain's desires, it was requested that the men be set at liberty, which, however was not done until their arrival in America : where, as I have since understood, (although I had left

the ship) they recovered some hundred dollars damage.

Now to return to the ship. The captain despatched his business, and in two or three days was under sail for Messina, at which place we arrived and came to anchor. As the captain was about to go on shore, he ordered the top-gallant yards to be sent down, which the men would not obey, stating that they were homeward bound, and home they would go; so the captain completed his business without their compliance, and sailed in two days for Palermo. Here we came to anchor, staid one day and a half, and came to Naples, after a passage of six days. I shall here give a short description of Naples and Sicily, as far as came under my observation and enquiry.

—The island of Sicily is 170 miles long, and 70 broad. It is bounded on all sides by the Mediterranean and the Adriatic, except on the north, where Naples terminates on the Ecclesiastical states. The Appenine runs through it from north to south. Its surface is estimated at 3,500 square leagues. The air is hot, and the soil fruitful. The city of Naples is extremely superb, and adorned with all the profusion of art and riches; and its neighborhood would be one of the most delightful to live in, were it not for its vicinity to Vesuvius, which sometimes threatens the city with destruction, and insects and

reptiles that infest it, some of which are venomous. The houses in Naples are inadequate to the population ; but in general are built five or six stories high, and flat at the top, on which are placed a number of flower vases or fruit trees, in boxes of earth, producing a very gay and agreeable sight. Here are some rich Convents, before which, the Monks distribute bread and soup to the poor. Naples produces, in her mines, iron, silver and lead ; and Sicily, tin and copper. Yet excepting the marble quarries and salt, very little has been acquired by the mines. Palermo, the capital of Sicily, is computed to contain 120,000 inhabitants. The two principal streets, which cross each other, are very fine. This is the only town, in all Italy, said to be lighted at the public expense.— This place, as well as Messina, carries on considerable trade. There are said to be not less than 300 lawyers at Naples. I at first thought this a great exaggeration ; but according to the best information I could obtain, this was the case.

Mount Vesuvius, five Italian miles distant from Naples, and Mount Ætna, in Sicily, are remarkable for their emitting fire from their tops. The declivity of Mount Vesuvius, towards the sea, is every where planted with vines and fruit trees, and is equally fertile towards the bottom. The south side of the

mountain is very different; being, like the top, covered with black cinders and stones. The height of Mount Vesuvius has been computed at 3600 feet above the sea, and is 30 miles in circumference.

The height of Mount Ætna is computed to be 11,000 feet above the level of the sea.— This enormous mass is surrounded by smaller ones; some of them equal to Vesuvius, in size: she sometimes emits her fires to vast distances. Its figure is circular, and terminates in a cone. The lower parts of it are very fruitful in corn and sugar-cane. The middle region is covered with wood; the upper part is almost the whole year covered with snow.

The island of Lapari, to the north of Sicily, contains many volcanoes; the chief of which is Stromboli, which continually emits showers of stones, which fall back into the crater. Mount Blanc rises 15,300 feet above the level of the sea.

But to return to our subject. We tarried at Naples but four days. We sailed from thence to Leghorn, where we tarried but six days. Here we took on board some marble, for the purpose of erecting a monument to the memory of the illustrious Washington. Nothing happened in these parts but a very heavy gale of wind, which obliged us to strike our yards and top-masts, and the sea run so

high that the ship struck the bottom in five fathoms of water ; but the bottom being soft, we received no injury.

Leghorn is a good commercial town, and a pretty good harbor for ships of 300 tons, within the Mole, but not larger, owing to shoal water. We then sailed down the Straits, as far as Salamanca, which is built in a circular form, on three hills and two valleys, and on every side surrounded with prospects of fine houses and noble seats, orchards, fields, and distant villages. Over the arches of some of the houses are medallions, with busts of the king of Spain, and such like, in stone, basso relievo. In the public square the bull-fights are exhibited for three days, in the month of June.

The river Tormes runs by the city, and has a bridge over it, consisting of 25 arches, built by the Romans, and yet entire.

At this place our officers had a ball, but we tarried only two or three days. We sailed from this to Malaga, where we came to anchor, and soon after, we heard of the action between the United States' frigate Chesapeake and his British majesty's fifty gun ship Leopard. In consequence of this, and some spreading rumors, our captain supposed that war had taken place between the two powers. We had then only 48 guns mounted, but our captain called all hands upon deck, and

asked us if we would fight our way to America, in case he mounted four more guns, and was answered in the affirmative, by three hearty cheers. We accordingly went to work and mounted four more guns, and got ready for sea, after staying in this port eight days.

Malaga is remarkable for its opulence and extensive trade; the luxuriance of its soil, producing the most delicious fruits; its rugged mountains, yielding the most luscious grapes, which give such reputation to Malaga wine. The population of this city, in 1804, before the sickness, was estimated at 40,000 inhabitants. It is of a circular form, surrounded by a double wall, defended by stately towers, and has nine gates. A Moorish castle, on the point of a rock, commands every part of it. But to return to the thread of this narrative.

We, being in readiness, put to sea, and run by the port of Gibraltar into the harbor of Algeziras; and as we passed the European point, our captain sent a boat to Gibraltar, to get satisfactory information relative to the news of war, which was circulated at Malta; but the boat returned without any thing on the subject, as they knew nothing of it there. The same day the American sloop of war Wasp, came in through the gut of Gibraltar, and our ship made signal for her to anchor along side, which she did. She came with orders for us to proceed to America as soon as

possible; our captain then sent the Wasp to Malaga to get provisions and water. She returned in two days; and we now set sail for Boston, after being up the Mediterranean two years and nine months. We had a tolerable good passage, and in 45 days arrived off Boston light-house on the 5th of December, 1808. Here we lay twelve days, and then received orders to repair to New-York to be paid off. I at this time belonged to the boat's party; but I cannot say I thought myself under actual hire, the time of my enlistment having long since expired; but in hopes of receiving my pay for past services, and unwilling to be in any way mutinous or disorderly, I continued to do service. One evening our officers went on shore to a ball; I belonging to the boat that conducted them thither, under the command of a midshipman, who received orders to wait for them until a certain hour in the evening. The officers not returning at the hour appointed, the midshipman said he should stay as long as he thought proper, and then go on board; it being very cold, and the boat lying along side the long wharf, we asked permission to go on to the wharf and exercise, to warm ourselves, which was granted. The officers not returning, the midshipman called to us to come into the boat and go on board, but it so happened that I did not hear the first call, which greatly exasperated the hero of our boat.

Some of the company called me, and I immediately went on board ; and as soon as we were on board the ship, the midshipman made his complaint to the master of the Constitution, (who was brother to him,) and he, without hearing my defence, gave me twelve stripes, as hard as he could strike with a three inch rope, which sorely bruised me ; and I, considering myself my own man, as the term of my engagement had been out eight or nine months, resolved to quit the ship the same night, which I effected, after putting on what clothing I could wear ; and I have not seen the officers since, nor, as yet, received the least pay for my services up the Mediterranean, which amounts to upwards of 350 dollars.

The day before I left the ship, there came along side a boat, with provisions to dispose of to the crew. A seaman, feeling a keen appetite for a leg of mutton, took out one, and hid it behind the scuttle-butt. It being discovered, he was sent to the gang-way, and it became my painful duty to flog him.—I mention this circumstance merely to show, that those who are subjects of torture and punishment, are often made the instruments of cruelty to others ; as was the case with myself, I having been flogged the day before, for not obeying the orders of the midshipman, which, by the way, I did not hear, until repeated by one of my mess-mates.

I must here ask the reader the propriety of making small boys, 10 or 12 years of age, officers, giving them full authority to flog and abuse the men, when they are unacquainted with the actual duty belonging to a ship. I have actually known them give orders, which were obeyed according to their commands, which, when inspected, proved wrong, and they being ashamed of it, denied it, and the men were consequently flogged, who had labored hard to effect them.

I was now on shore, having left the boat; being unacquainted with the place, and without money, I stepped into a house, and after having procured some refreshments, passed over Charlestown bridge, where I took lodgings for the night. I here saw a sailor, who asked to what ship I belonged. I informed him I had served up the Mediterranean, on board the Essex, and the Constitution, and had lately arrived at Boston, in the Constitution; but on account of ill usage, had left her, as my time had expired 8 or 9 months since, and I resolved to go to New-York by some other means, as the ship was ordered there to have the men paid off. I accordingly shipped on board a brig, bound to France, which was to stop at New York, to take in some loading or despatches, and thought I might receive my wages.

Here again new trials awaited me, and my prospects of reaching home, which were just

on the point of being realized, were frustrated; for a gale of wind coming on, our vessel was blown off to sea, and the first port we made was Bellisle in France, although the ultimate destination of the brig was Nantz; we had a passage of twenty-five days, and arrived in port on the 27th of January, 1808.

On the morning after our arrival at Bellisle, we procured a pilot to conduct us to Nantz, lying about 40 miles distant. We got under way about 9 in the morning, and it being very foggy, it was the best time to make our escape, as the British had blockaded the harbors of France. However, we had not sailed far, before we saw a British 74 in chase of us, which cut us off from the land, so that we could not get into Nantz, but were forced into a place called Goree, about sixty miles from Nantz, and were here obliged to discharge our cargo, and send it to Nantz by waggons. This put us to considerable trouble, as our cargo consisted of sugar, molasses, cotton, box-wood, &c. While we were lying at this place, there were two men of war launched, and general Bonaparte came down to the launching. He had on a snuff colored coat and breeches; very indifferent hat and epauletts; and I observed no marks of haughtiness about his person. The most I can say of him, is, that he is small in stature, dark complexion, but has a sharp and expres-

sive countenance. We, while here, attended meeting, or service, in the fore part of the day on Sundays, and dancing the after part, which is the greatest day for amusement, of any in the week. Our weekly labor, while we lay in this port, was very hard, except Sundays, which admitted of amusement, as before mentioned. It is to be regretted that sailors in general, feel so little regard to the sabbath, so much reluctance to observe it as a day of rest. Indeed, no class of people appear to feel so little the restraints of moral obligations, as seamen; this is to be deplored, as none are so much exposed to dangers, and none need more to feel their dependence upon Him, for preservation, whose high commands they so much disregard.

Provisions in Goree are very cheap. A man may go on shore, and have as good an entertainment as he wishes, for one French crown, or five shillings lawful money.

When we had unladen our ship, we took in ballast, which was brought to our ship's side by women, with small baskets on their heads, filled full of small stones, and emptied down the hatchway. Our captain sold his cargo for money, which at this time was prohibited to be carried away; it was accordingly smuggled on board in the night, in small quantities, in a belt tied around each of us, that would hold about 100 crowns. Our design was, as soon

we got ready, to go to the West India islands, for a cargo of salt, but the British prevented our design. We came out of harbor about 5 o'clock, leaving Bellisle at 7 o'clock P. M. On the following morning, about day-light, we discovered a ship astern of us, with all sail set. Capt. Pick did not think it necessary to make more sail, although the men advised to that effect; and the British ship Shannon, soon came up with us. They gave us a shot, and we hove to; they sent their boat on board, overhauled us, and then the lieutenant returned and ordered us to make sail; but we had not sailed far before they fired at us again, and brought us to the second time, sent their boat along side, and ordered us to get ready to go on board them. Our captain had secured the money for the cargo, and every man had his belt full of gold and silver; and what we could not put into the belts, which we tied around us, we secreted, in order that it should not be found, if searched for. So we packed up all our things, went into the boat and were soon on board them, they not leaving so much as one man in the brig, out of all our crew, but put some Englishmen in her, and sent her to Plymouth in England. In this place we remained six weeks as prisoners, on very short allowance, scarcely sufficient to sustain life. The first sustenance I received on board them, was some boiled

oat-meal, without salt or butter, or any other seasoning. This repast, in reality, was not as good as we commonly feed our swine with, but I was obliged to eat it to preserve life. We were now allowanced; and it consisted of nine pounds of pork, half a pint of peas, and one pound of bread, 14 ounces to the pound, for six men, two days; six of our men were allowed no more than four of theirs. This was our mode of living for six weeks. I, in this situation, made myself as happy as I could, and commonly used to sport with the ship's company, and made myself very free, and accordingly got the more to eat. At the time I was on board, I had seventy crowns about me, which were undiscovered. At the end of six weeks, we fell in with the channel fleet, and we were put on board the *Ville-de-Paris*, of 110 guns, and sent into Torbay, at the town of Bricksom; and I considered myself happy to get here. From this, we got passage to Plymouth, to join our brig once more. Here we had to pay one guinea for our passage.— On our arrival, we found most of our provisions eaten by the English, who had brought her to this port; however, we procured some by the assistance of our Consul. Here our captain left us, and went to London to try to clear the brig; he was absent near three months before we could hear any thing from him: he, however, never returned to the brig

any more, but left us to do the best we could, as he found he could not clear her, (she being condemned,) and we were turned on shore, having spent our money and disposed of our clothes for our support, during the time we had been on board the ship. We applied to the Consul, but he would allow us but one shilling per day, which would purchase but one meal; and as no American vessels were going out of port, I went on board of a Swedish vessel, in order to go to Portsmouth, thinking I might find a passage to America. I hired here, at the rate of \$15 per month.— We stayed longer at this place than we could wish, in consequence of the captain's ill health, who finally died here. After his death, there came on board an English pilot to take us to Portsmouth; and on our passage there, we had a very heavy gale of wind, and the ship being weakly manned, I made myself very useful in the ship, and the English pilot took so much notice of it, that he made me a present of some clothes, on our landing. The ship discharged her cargo, and returned to anchor, out in the harbor. There was now lying at this port, a brig belonging to New-York. I applied to the captain for a passage, but was refused; I then informed our Consul at this port, of the circumstance, who wrote a letter to the captain, which, when he read, he was offended at me; he, however, told me to

bring my things on board on Friday, (this being on Wednesday.) I then went to the Consul, and informed him of my situation, and he paid me the wages due from the Swedish vessel, which I could not receive until Friday morning, at 10 o'clock; the brig went out the same morning at nine. The captain informed me that he should come to anchor at Spithead, which is 3 or 4 miles from the harbor. I got my money as quick as possible, and procured a boat, and went to Spithead: on my arrival there, to my great mortification, they were gone out, and I was obliged to put back, and pay the water-man 10s. Having very little money, and no employment, my readers may judge that my feelings were very unpleasant; I, however, put up at night, at a Mr. Turner's, and it so happened that an English transport officer boarded at his house, and being acquainted with the pilot who conducted the Swedish vessel here, got information about me. He at this time was in want of a mate, and offered me a situation of this kind with him; I told him I was afraid of impressment by the English, but he informed me that he would protect me from any thing of that kind; and I not knowing what to do for a livelihood, agreed for seven pounds per month.

This was in the year 1809. In the month of March, we took 149 prisoners on board, and

sailed for Spain, under convoy of two gun brigs from Plymouth, where we had joined other sail to the amount of forty in number. After being out five days, the fleet separated in consequence of thick fogs that came on: some put in at one place, and some at another. However, after being out 18 days, we made land, and found that we were 30 miles to the leeward of our intended harbor, (viz. Corunna) but in consequence of the violence of the wind, and a strong current, we beat off and on for three days; at last the prisoners got discouraged, and took the brig from us, and put her into Vevarrow bay. Here the prisoners hoisted out the boat, and took what they pleased along with them; it being useless to resist, as we were only 7 in number, and 149 against us. I, being mate of the brig, was obliged to give an account of all the blankets, sheets and pillows, that were in the brig. After the prisoners had left the ship, and things put in order again, we put to sea for Corunna, which we reached in three days. Now the greatest part of our fleet, under convoy, lay in this harbor. Here we tarried three months, and had but little to do. I had saved some money over and above my wages, by giving a morning bitter to the cook, when the prisoners were on board, and accordingly had all the slush or fat that remained after cooking; a thing which is allowed all cooks on ship-

board, and on our passage, I procured 95 lbs., which sells very high here, but my wealth was of short duration, for I was soon deprived of the whole.

After waiting in this place 3 months, to take on board some British troops that were in Spain, we set sail July 10th, the same year; and, after a passage of 21 days, we arrived in Plymouth. We now came to anchor, and the brig being safely moored, I went on shore a short time, and then returned on board.—The next day the captain received orders to take all the water casks out of the hold of the brig, and to conduct her down south, where she was to be repaired; and having taken her to the destined spot, we were several days employed in taking out the ballast. At length we were ordered to sea, but the hands wishing for a little pleasure on shore, before we went out, asked for permission. I acquainted the captain of their design: he said he had no particular objections, but at this time there was a very hot press on shore, and they had better stay on board; however this had no effect on their desire to go, and they accordingly went, and I wished I had went with them, for on the same night, about 11 o'clock, there came along side, a boat belonging to the *Narcissus* frigate, and hauled me out of bed, and threw me into their boat, not suffering me to take any thing with me, not even to put

on my clothes, except my trowsers. In this miserable condition, I was taken on board their ship, but little did I think of being so long detained. Had I then known my destiny, doubtless I had committed the horrid crime of self-murder. In this sorrowful condition I remained until day-light, at which time I found my way upon deck, and soon after, orders were given for all hands to unmoor the ship, that is, get ready for sea. I at this instant was overwhelmed with grief. I immediately ran below and tried to procure some paper, pen, and ink, among the crew, offering any price, as I had some money tied in the corner of my handkerchief, about my neck, but all to no effect; they guessed my intentions.

Now at this time there came along side, a boat with something to sell. I accordingly procured for one shilling, a sheet of paper, and wrote to the captain of the brig, from which I was impressed, to break open my chest and take out my protection and indenture, and send them on board as quick as possible. The message-boat made all possible speed; she had a mile and a half to go, yet she went with such rapidity, that in one half hour after, the captain was on board with my indenture and protection. The lieutenant said he could do nothing concerning my clearance, but told the captain of the brig

that if he would go on shore and see the captain of the frigate, he would direct him where to find him, which he accordingly undertook. Now there is an island to pass, called Drake's Island, and it so happened that one passed one side, and the other on the opposite, and they consequently missed each other; and before the captain of the brig could return, the frigate weighed anchor and put to sea, and I never had the opportunity of seeing him again.

In this unfortunate situation I was dragged on board a British man of war, in the 19th year of my age, in the year 1809, August 21st; and despair had so completely seized on my frame, after so many hardships and disappointments, that I had lost all relish for the world, and for the first 12 days I was on board, my whole victualling would not have amounted to one ration. I had left 50 pounds sterling behind, and a chest full of excellent, well chosen clothes, and had so lately left the American service, where I endured every thing, and the thoughts of now serving in the British fleet, touched every nerve with distress, and almost deprived me of reason. I had now been nine years from home, in hopes always of reaching that place, so necessary to my happiness, but I now wholly despaired. After I had been on board a few days, the captain called me on the quarter-

deck, and asked me if I would enter—telling me if I would, he would give me five pounds. I told him I was an American, and should utterly refuse; neither would I do duty, if I could help it. “Well,” said the captain, “if you will not work, I will flog you, until you gladly set about it; so you may go below, for I will not hear another word from you.” I accordingly obeyed his orders; and, on coming below, I found twelve more Americans, that had been previously impressed. One of them told me, on his refusing to comply, in the same manner, the captain had given him four dozen lashes; and I therefore advise you to do as you are bid. I accordingly made myself as contented as possible, and went to work, thinking to get clear the next time the ship came into port, by writing to the American consul at London.

We then proceeded on our voyage to France, and after a passage of 5 days, came to anchor off Nantz, and there lay the Shannon, that I had been taken by before; and some of her men coming on board, were glad to see me, and said, “you had better have staid with us, for the captain of the Narcissus is not half so clever as our captain.” I said I would give the devil one, to take the other, for I do not wish to be with either of them. However, before six months had expired, I was noticed by the captain, and was put into the gig-boat,

so called, but our allowance was so small, that I began to lose flesh. One day, while lying at this place, the gig was ordered to go about 30 miles from the ship, and to sail in the night, for fear the French would espy us. We took two days provision with us, not knowing what might happen; and about 8 o'clock at night, put forward for a place called Horse-Island.— This island lies 4 miles from the main land: it is where a great many of the small boats come out, and are obliged to pass; and we were sent there to take them as they came out, but we had no opportunity to take any, fearing we should be discovered by the inhabitants of the main land, and we could not get away without being taken.

This island was uninhabited: there was nothing on it but five wild horses; our provisions being exhausted, we were obliged to resort to the expedient of killing one of the horses. We accordingly shot one, and cut 10 or 12 pounds out of his thigh, and carried to the boat. We durst not make much fire, through fear of being surprised and taken; we however made a little, and just scorched the outside of the meat, and ate it without salt or any other thing; and our appetites were so keen that it tasted very well, notwithstanding the blood gushed out of our mouths as we ate it. After staying on this island five days, we set sail in the night, and reached the ship next

thorning. We were not put upon duty this day, which we considered as a great favor: the next day we were again sent off in the same boat, to see if we could take any thing. Our luck proved better than before, for we took five prizes, and brought them along side of the ship, and they were full of stores for Bonaparte. These were small craft, called Chamois; they are from five to 25 tons burthen. The captain, considering the forwardness in taking and securing these boats, gave me better usage than I had previously received. We lay off Nantz six months, and then returned to Plymouth. I was not allowed to go on shore, but wrote to our consul, then at London, but I supposed that my letters were intercepted, as I never received an answer; and in many cases I am confident that petitions, which were daily offered, were very little noticed, or lost their way; so that many a mother's son is brought to an untimely end, through despair, in consequence of the cruelty and oppression, called British outrage.

We now, after six weeks repairing, put to sea, to cruise between Plymouth and Brest, as the French fleet lay there. My hopes were at an end; yet the beautiful words of Cowper occurred to my mind when bearing from port, under easy sail, too slow for my full heart:

- " Oh ye blest scenes of permanent delight,
 " Full above measure ! lasting beyond bound !
 " A perpetuity of bliss, is bliss—
 " Could you so rich in rapture, fear an end,
 " That ghastly thought would drink up all your joy,
 " And quit, in privilege the realms of light.
 " Fast am I lodged above the rolling waves,
 " To shed many a bitter tear."

But as rolls the waves, new scenes occur. We were now informed that the French fleet had made their escape ; and we received orders to sail for Barbadoes with despatches, to inform admiral Cochrane of their escape from Brest ; and on our way thither, we captured a French merchantman, bound to Martinico. The particulars are, after having been 18 days from Brest, we early in the morning espied a sail upon our weather, standing with the wind upon her starboard quarter, about two leagues distant, with her studding-sails set ; we gave chase, but having the wind directly aft, we hauled our wind on the starboard tack, and took in our leeward studding-sails, and soon came within gun-shot ; we gave her a bow shot to the windward, to bring her to, but she still standing on her course, we hauled a little to the wind, and gave her several shot, and at length shot away her main-top-mast, at which she hove to. When we had come within pistol shot, we put out our boat and brought her crew on board, and found her to be a brig, richly laden with cor-

dage and provisions, and mounting one 24 pounder. We put 18 men on board of her, and ordered her to Barbadoes, under a lieutenant's command, and made sail and left her. Standing on our way to Barbadoes, we arrived there after 25 days passage, and tarried but two hours, having learned that Martinico had surrendered to his Majesty's forces. We then sailed for that port, where we found the fleet riding out the bay of Port Royal; we then delivered our despatches to the admiral, and watered the ship.

The *Narcissus* was now ordered to cruise to the windward, and keep a look-out for the Brest fleet. After a cruise of three days, nothing being seen of the fleet, we espied a French corvette making in for the island. We being to the leeward, attempted to cut her off; we stood on again, still keeping to the leeward for three days. She bore down directly for the island; but another sail standing between her and the island, still kept her off the land, until she came within reach of our shot. Upwards of one hundred shot were exchanged, and she at length struck to us, and proved to be a national corvette, mounting 18 guns; we accordingly boarded her, put a prize master on board, and ordered her for St. Pierre's, in Martinico. We, in the course of our 12 days cruise, had but one man killed, after making four prizes. We now returned into port with

orders to prepare for an expedition against the Saints, a small island lying about five leagues to the windward of Guadaloupe; from thence to proceed to Barbadoes, to take in troops, destined for operation against this island. Here we took the transport ships under convoy, with 2000 troops designated for the attack. Now this island having three ports that could command all the harbors, particularly for ships, we were obliged to land our men in flat-bottomed boats, under cover of our cannon, out of the reach of their shot, which was effected in the space of two hours.

One of our light vessels were sent up to keep the fort in play, near which we landed, until the manner of our land attack could be formed. Our next attention was to put our bomb-ship in such a position, as would have the most effect upon the place where we intended to commence operations by land. Our men then took two mortar-pieces on shore, and so planted them as to have the desired effect; and some armed ships that were lying close under the fort, consisting of three sail of the line, and 2 frigates, soon got under way, and went out the same night, and our fleet, being to the windward, missed them; while our land troops made a noble assault, in every part of the island, under the command of general Walter. After an obstinate resistance of ten hours, the surviving troops repaired to the

forts for safety. The siege was kept up for five days; on the 5th day, in the morning, a breast-work was thrown up to mount some more mortars, for the further annoyance of their forts; but before our work was completed, an 18lb. shot from them struck a plank near us, a splinter of which broke my leg, just below the calf. I was then carried to the surgeon's tent, where my wound received a slight dressing, and was sent to the cock-pit, on board the ship, to undergo a more suitable dressing. On the following night, the forts surrendered; under what conditions I know not, but the next morning, the British standard was erected on the walls of their forts.—The British lost, in killed and wounded, about 300; the islanders about 700. The wounded were taken on board the pilot-ships, and, after common attendance, removed as prisoners of war.

I was now pretty much confined to a cot, as my leg would not suffer me to make use of my hammock. I was at full liberty to ruminate on the various circumstances of my life, and nothing prevented but the pain of my leg: I accordingly reasoned with myself, like Hamlet, in his soliloquy, I have remained in your service one year, and should I continue seven more, my limbs will be scattered all over the globe; and like your promised wages, will never amount to any mortal shape in this world; ac-

cordingly I will resolutely fight, kill or die, and who is better? why; king George, not I. So I changed my resolution, and said, with the poet,

"Blest be that hand divine, which gently laid

"My heart at rest beneath this humble shed.

"The world's a stately bark on dang'rous seas,

"But boarded at your peril."

After all things were again in readiness, we were ordered to St. Thomas, with despatches; from thence to St. Croix, where we took on board an English lieut. who died on his passage to Martinico. At this island we overhauled the ship's rigging; victualled and watered, and got ready for sea, in the harbor of Port Royal.

Here they had some talk of sending me on shore; but through fear of my escape, they thought fit to continue me on board, so put to sea on a three weeks cruise, by order of the admiral. We cruised to the leeward of the island, during which time, we made several violent attacks on a French frigate of superior metal; but the weather being boisterous, we were unable to board her; and on the second attempt, we were parted by a heavy gale, which sprung up just as night came on; and in the morning she had either gone down, or made her escape. We were now obliged to put into port to repair damages, having received several shot between wind and water, and some of our rigging wholly shot away. I, at this

time, lay in an extraordinary uneasiness, wishing to fight rather than have my colors strike, more through bravado and pride, than any self-interest in the case; for the English I did not like; but the thought of lying still while such peals of thunder rattled over my head, and the fickle billows beneath, would arouse the heart of Mahomet: and had not the surgeon's attendance kept me in, I should have stood at my gun. However, the affray being over, and all things taken their proper place, the surgeon examined the sick and wounded, and finding my leg still inflamed, conceived that all was not right; he accordingly measured, and found my leg one inch shorter than the other; and consequently I was obliged to meet the painful operation of its being broken over again, and newly set. In this condition, I was slowly recovering for 60 days, before I could be called a tight sailor, as the saying is, or fit for duty.

We were now ordered to sail for St. Thomas to take on board two English officers, which was effected, and we sailed immediately for England, where we safely arrived at Plymouth moorings the 17th day of July, 1810. Here we tarried in port six or seven weeks, for repairs. I was not allowed to go on shore, nor to converse with the boats that came along side. I was now put to the business of sail making; but it so happened that

we received orders to sail for France, to cruise off L'Orient, there being a French brig and schooner lying in Coneall bay, the brig mounting 14 guns, and had 150 men on board; as to the schooner, I know not her force. We were determined to cut them out of the bay. We accordingly despatched 5 boats and 50 men for that purpose, each equipped with a cutlass and pistols, two of our boats carrying a 12 pounder. Our ship lying five miles out of the harbor, we, to take advantage of the tide, began to fall in about sun-set, and the tide had made before we reached them, which was about 8 in the evening. They hailed us but a short distance from them, and asked if we were coming to pay them a visit; our answer was yes; they then gave three hearty cheers, and said, come along, we are ready for you. Our boats now took their station, one on each quarter, the master's boat being in the centre, orders being given to board them, we all pulled to that effect, but met every resistance, they being fully apprised of our attack. As we came along side, I attempted to board her, by laying hold of the muzzle of a small cannon, but finding it unlikely to board her at this place, I let go my hold and stepped from her, which I had no sooner done, than she discharged her whole contents, the force of which shocked me so much that I had very near fallen, but soon recovered, and

attempted to board her by laying hold of her netting, but here I was opposed by two men with boarding pikes. I drew a pistol and killed one of them on the spot, but having one hand fast in the netting, I could not reload, so I despatched the other by a discharge of my second pistol, and attempted to board her, sword in hand, but was severely wounded in my leg. I still continued the contest; but in consequence of the loss of blood and the force of the struggle, I fell back into the boat. Two of our boats were destroyed, 10 men killed, and 15 wounded; the remainder made all possible retreat to the ships. On our retreat, a shot from the enemy struck our boat, and pierced her stern, which took in water very fast, until some of the men took the head of the man that had been struck off by the same shot, and stopped the breach until we could reach the ship. I was now put on board, after the loss of a great deal of blood, being so weak that I could scarcely stand.

We now sailed for Plymouth, and I, with the rest of the wounded, was sent to Plymouth hospital, where I continued 31 days. I applied for a discharge, but could not obtain one; my courage had gained me too much interest in their behalf, to be dismissed, so I was obliged to remain amongst them, let what would occur. The captain of the *Narcissus* now

sent on board another ship, and capt. Almyer took the command of us. New orders were given on board, and I joined the musicians by capt. Almyer's consent, thinking it easier than to do ship's duty. I accordingly undertook under one of the first rate instructors, and shortly made some proficiency. But to proceed to the ship's concern. We shortly captured a French privateer mounting 14 guns, and 80 men. We espied her about day light, but the wind was so small that we could not bring her to action. We put out our boats, with a determination to board them, which was not effected, and the boats returned about sun-set.— At day light the next morning we stood after her, with all the sail that we could make, she standing directly in for the land; but a couple of shot from our bow so cut her rigging, that she hauled her wind and struck. We then took out the prisoners, put a prize master on board, and ordered her for Plymouth. We now stood toward the land, and discovered a sail directly to the windward, which we soon overhauled and found she had been recently plundered by the privateer we had just taken; we however took out her men and sent her into Plymouth; so kept standing on our cruise, for three weeks: my chief employment was playing on a flute. We now came into Plymouth to refit, and our captain purchased a set of musical instru-

ments equal to a full band ; and I undertook to learn on the clarionet, in which I made some proficiency ; but all this would not interest my mind ; my soul was wrapped up in the pride of my country, that standard of liberty which I constantly sought. I one day asked the privilege to go on shore, but was refused ; “ for,” said he, “ you will attempt to run away, and will be overhauled, and flogged through the fleet.” I, however, resolved on an escape ; but the guards were so plenty, that I could not carry my designs into effect ; and we sailed for Spain, cruising off Corunna, in which harbor there were lying two Spanish frigates, and seven gun-boats. Our fleet consisted of the Amazon, Dryad, Arathusa and Narcissus. We now took on board some Spanish troops, and sailed for St. Anthony, a place now in possession of the French, where we arrived after a passage of seven days, and landed 2000 troops, under the command of a Spanish general. They were landed on the west side of the town, 3 miles distant from the harbor, while I was sent with the boats, round to the harbor, to take on board the troops, as soon as the town had surrendered. Here some of their boats were fired upon, and five men killed, and some wounded ; among whom was killed the tallest man I ever beheld, being above seven feet high. There now commenced an attack on our troops

the other side of the town. Accordingly we threw up another breast-work and planted two mortar-pieces, in order to annoy the enemy. Our people now got possession of the island, and our ships came to anchor in the mouth of the harbor. The following day, the French collected about 500 troops, with a design to retake the town. We accordingly put two 12 pounders on shore, and mounted them ready for action. The next day being good weather, the French thought to attack us; but as they came on a neck of land at the west side of the town, we here threw up a breast-work, and so placed our cannon that it was impossible for them to get into the town, without the loss of a great many men, and the Spanish soldiers were all lying down behind a wall, quite concealed from the enemy. However, they came on, and our cannon were discharged at them, which made an opening quite through their whole column, and killed the French general, instantaneously, at which they wheeled about and retreated with all precipitation, but returned next day with 1000 men, and forced us to go on board the ships; and the Spaniards took to the mountains, and left the French in possession of the town.

We went again on our cruise between Corunna and France, for six weeks, and then put into Corunna. There were at this time,

a great many boats off and on, supplying the French with various articles. We accordingly sent out a boat and took one of them, and took her cargo on board ; then mounted a gun in her, manned her with 18 men, and sent her out to cruise after others. She took three, but in attempting to take the fourth, she was taken herself, and the crew made prisoners, which were shortly exchanged at St. Sebastian's. We then returned to St. Anthony's, and were ordered to Corunna, in company with the Amazon, and a Spanish frigate ; but the wind being ahead, we put into Vevarrow bay, and came to anchor. The Spanish frigate anchored ahead of us ; but the wind blowing with great violence, she dragged her anchors, about 12 o'clock at night, and drifted on our bow. Her mizen-mast carried our jib-boom away, then dropped astern, tearing away our bowsprit ; her fore-yards came against our fore-mast, which fell against the main-mast, and the weight of them both, coming against the mizen-mast, they all came down upon the deck together. At this time her cable was right across ours, but one of our men got far enough out of her bow-port, to cut her cable, and by good luck, she dropped astern of us, and ran foul of a Spanish brig, whose cable parted, and they both went on shore ; and out of the crews of both, only 18 men were saved, 750 being lost ; and two were killed and se-

venteen wounded on board of our ship, by the falling of the masts. One of those killed on board of our ship, was our surgeon, the other a marine. This accident happened November 21st, 1811. In this distress we lay until morning, expecting every moment to go on shore, as our cable had one strand cut. Just after our masts fell, a boat from the Amazon came along side, in order to assist us; but getting entangled in some of our rigging, she upset, and one man was drowned. However, in the morning, the crew of the Amazon came on board of us, in order to assist us; and the first thing was to get a tackle on our cable and house it in, and as they were hauling upon her, one of the hooks belonging to her tackle, broke, and one of the blocks falling, broke a man's leg, which was dressed by the surgeon from the Amazon, and also the rest of our wounded. However, we all went to work, with the assistance of the Amazon's crew, and cleared the wreck, and got every thing in repair, in four days after our first attempts.

We now buried our two dead men, and set sail for Plymouth, in company with the Amazon, but the wind springing up, a tremendous storm commenced; the force of the gale tore our sails all to pieces; and the seas running mountains high, we expected, in every surf, to have gone to the bottom, with the ship—her

stern being somewhat shattered by the falling of her masts, which had loosened her stern posts, and she took in a great deal of water, which greatly alarmed the ship's crew ; and the wind blew the most violent that I ever knew, or experienced, during so many years' service : but through God's mercy we were spared, and arrived off Plymouth, after riding out the gale five days. Signals were now made for the boats to come out and tow us into the harbor. So we put into dock to repair, being in a shattered condition. When a ship undergoes a thorough repair, it is customary to take off her deck, and pull her down to the keel, and build her up with new timbers ; in this case, it sometimes takes three or four months to refit ; and if the captain has any influence with the admiralty, he is allowed to retain his hands, instead of recruiting anew, and they are accordingly sent on board a hulk for quarters, until his ship is again ready for sea ; and this was the case with us. Our stores, guns, &c. were taken out, and our ship underwent thorough repairs, and we went on board a hulk.

I had now been about three years in their service, and thought it high time to go on shore. I asked permission of the captain for that purpose, and he told me I might, if I would not make my escape. I accordingly went with the musicians, who had orders to

watch me, although I, at this time, was ignorant of the charge given them. I staid on shore 24 hours, enjoying every diversion I thought proper, and then returned to the hulk.

Ships are built at this place, with great expedition. I have seen a 74 gun ship, launched from the stocks on the 21st of June, 1812, the same day hauled from her ways, into a dry dock—on the 22d carpenters employed in coppering her bottom—on the 23d, she came out of dock, and was hauled alongside of a sheer hulk, and took in her masts and bowsprit, thence hauled along side the hulk, where she was going to be rigged, and on the 24th her shrouds were put over the mast-head, and the dead eyes turned in, and the lower rigging rattled down, fore and aft, and her bowsprit shrouds and bob-stays on, and set up, and the fore, main and mizzen-top on, and all three top-masts pointed through, the cap and rigging over the mast-head, and all ready for swaying away, before 12 o'clock: hands then piped to dinner, and turned up at one o'clock, and the top-masts swayed, and their rigging set up—the fore-castle men rigged, their jib and flying jib-boom after guard, the spanker-boom sent up, the fore and main-yard and top-sail-yards, the top-gallant-mast and the top-gallant-yards were sent up, and while some of the men were bending the fore and main-sail, the fore, main and mizzen-top

sails were bent, main-top-mast and middle and top-gallant stay-sails bent, jib and spanker bent, mizzen-stay-sail, top-sails, and top-gallant, halyards rove, jib and stay-sails, halyards rove, fore and main braces rove, fore and main-top-sail braces rove; likewise, all running rigging that was necessary; all this was done by sun-set, and on the 25th, one half of the ship's company were employed on the starboard side of the ship taking in guns, and the other on the larboard taking in provisions, stores and water, while some of the hands were employed in various uses about the ship; on the 26th she was complete and ready for sea; and on the 28th she joined the Channel fleet. To describe the manner in which they rig a ship so quick, the reader will understand that the rigging is already fitted in the dock-yard, before the ship is launched, and all they have to do is to take it in a lighter, bring it alongside, and put it in its place.

I must here make mention of our crew, whom the captain was loath to part with; he applied to the admiralty and got a grant to keep them three months, expecting his ship would be ready to sail in that time: but when they overhauled her, they found her so rotten that she was obliged to undergo six months repairs; and the crew was accordingly drafted. The captain is commonly allowed to

keep his boat's crew, and on our crew being drafted, the captain chose to retain the band of music, instead of his boat's crew, and we were sent on board the St. Salvador guard ship, lying at Plymouth. She had been formerly a Spanish ship of 120 guns, which the British had taken. She had on board 1750 men, including prisoners. Here I was to tarry until the captain was ready for sea. I went on board this ship, the 7th of March, 1812, and remained until the 19th of February, 1813.

Our former captain came on board this ship, and directed that the band of music belonging to him should have as much liberty on shore as was necessary. However, in this wooden world, we were confined among these robbers, and I might with some propriety say murderers, for I thought they were bad enough in the ship I had just left; but this passed all description—and alas, said I,

“And thus my days in one sad tenor run,

“And end in sorrow, as they first begun.”

And to remain in this situation I did not intend, if I could once again set my foot on shore. The cruelty I saw daily inflicted on poor Americans, while on board this ship, was enough to fill the stoutest mind with horror. There was a court martial held upon three persons on board this ship, the 9th of May, 1812; two of them were Englishmen, the

other an American. The crime alledged was desertion; and after a trial of four hours, they received their sentence—each Englishman being sentenced to receive 250 lashes, and the American 300, alongside of the ships, or whipped through the fleet. Three days after, signals were made to carry the punishment into execution; and accordingly a large boat came alongside, with a gallows erected in her, and these men were put on board of her, tied, naked from the waist up, having 18 or 20 boats to tow from ship to ship. After their sentence had been read by the captain, the boatswain's mate was ordered to proceed in the punishment; and the American, whose name was Armstrong, received the first 25 lashes, the next, William Smith, 18 lashes, and then Benjamin Miller 18 lashes, and so on from ship to ship, receiving a number of stripes at each; the drummer beating the rogue's march all the time they were passing, until they had received their punishment. As John Armstrong was along side the last ship, he expired under the severity of their chastisement; and they gave him ten lashes after his death. His corpse was carried to the hospital and the doctors gave it as their opinion, that some blood vessel broke inwardly, and caused his death. The two Englishmen recovered in two or three months, but forfeited all their pay and prize money, according to

the English laws.—This being the same year that America declared war with England, all the Americans that were in the English service, were notoriously insulted and abused by the British officers and sailors : and men doing their duty, to avoid punishment from those villanous officers, were brought to the lash, to gratify their abominable passions. They would often say, “ You damn’d Yankees—we will soon have your ships into our ports, and all your countrymen made prisoners.” We were fearful to make much reply, but were often forced to fight, and capture our own flag, rather than suffer their cruelties. But it was not long before the scale was turned ; for the first news we had—the *Guerriere* was taken by the American frigate *Constitution*. This greatly wounded their feelings, and gave their pride a check, but not their ill usage ; and they, to wipe off the slur, said that their ship was not half manned, but the truth is they were out-gallanted by American bravery ; and the British were very often obliged to strike to inferior sail, under our stars and stripes, as I learned by the newspapers, and what scattering news I could pick up, when on shore. Thus things went on for near eight months. At length we got intimation that the American seamen, (remaining in the British service,) were about to deliver themselves up as prisoners of war, and to be

sent to Dartmoor prison. This I thought good news but was disappointed. There were now about 30 Americans on board our ship, who went on to the quarter-deck, and offered to deliver themselves up, but the captain, whose name was Nash, said to one of our men, "do you call yourself a Yankee, you damn'd Scotch rascal?" and giving him a blow in the face, knocked him down the ladder on to the other deck, a distance of 8 feet. The man on recovery came on deck, offering to show his protection, but the captain ordered him below, promising him, that on the first draft, he should be sent from the land, up the Straits, or to the East-Indies. He overhauled the rest, and retained five out of the 30, to make further proof of their citizenship, among whom I was one : he likewise retained two more of the band, to oblige captain Almyer, to whose company we formerly belonged, and the others were sent off to be exchanged as prisoners of war, or massacred in Dartmoor prison.

Captain Nash was a violent enemy to the Americans, and would have retained them all in the British service, if he could have done it; but the admiralty were obliged to obey the laws of nations, in some measure. There was now a 74 gun ship come into Plymouth harbor, with Americans, to the number of 40 or 50, as fine looking men as I ever saw, who

gave themselves up as prisoners of war, and came on board the *Salvador*.—The captain of the ship in which they served, came on board with them, and said he had lost the prime men of his ship, as they were almost all petty officers, yet he did not wish them to fight against their country; but captain Nash being of a contrary disposition, tried to keep them. It is sometimes difficult for a man to prove himself; for very often, when he offers his protection, it is torn to pieces before his face, and if it is even handed back, he has got to write to the admiralty, and wait for the returns from London, before he can get his pay for his services, which would be perhaps 4 or 5 weeks; and before he can get his clearance, the purser has cheated him out of half, or perhaps nearly the whole of his wages; they being only thirty-two shillings per month, out of which he is obliged to furnish all wearing apparel. When he is out to sea, if he loses his coat or hat, he is obliged to give the purser three times as much for a new one as it is worth, and in a short time his wages are run out. In fine, all those who went to prison, were the best off, as they were not often flogged, and were not obliged to get up in the night, and send down top-gallant-yards, and to perform all other duties belonging to a ship, in cold, wet, and storm, under the severest punishment for the least failure. No-

thing around you but the rolling billows, or perhaps an enemy's ship, ready to fight you, and you in danger of losing your life the first shot. In fact, we have suffered every thing from those treacherous Britons, that fired upon our people at Dartmoor prison. The particulars I cannot fully relate, as I was not there; it was, however, understood, that the prisoners were playing ball in the yard contiguous to the place of their confinement; and the ball having been knocked into the yard where the British arms and ammunition were deposited, they, in order to get the ball, made a hole through the wall that separated the yards, for the purpose of recovering it; but at this instant the alarm was given, the prison doors were closed, and the American prisoners fired upon by the guards, without mercy, and numbers fell under the shot from these wretches under arms: how many, I do not for certainty know; but enough to stigmatize the British in the annals of history.

About this time, a memorable action took place between the American privateer Gen. Armstrong, commanded by capt. Reed, and the British. The case was this: the commander of the Armstrong was lying at Fayal, a neutral port; and finding that an English force superior to his, were in pursuit, he demanded of the Governor of the island, permission to come under his fort for protec-

tion ; and only received for answer, that the British would not molest him in his ports, as they were not at war. However, the captain of the American privateer hauled under the fort, unmoored, and came to anchor, and on the following evening, about 9 o'clock, he was attacked by a couple of British boats, well manned and equipped, which he beat off with great slaughter. At about 11, they were again attacked by a whole squadron of boats, and one of the severest actions took place, that, perhaps, ever was fought. The Americans rushed into the boats of the English, and stabbed them in their own quarters, and put the whole cowardly gang to flight—sinking some, and disabling others. On the next morning, the British sent a gun-brig, which anchored along side, but received so warm a reception, that she was obliged to cut her cables and run. About this time, a British frigate was getting under way, to make trial of her force ; but the American captain depressed one of his pieces, and fired a hole through the bottom of his own vessel, took his boats and effects, and went on shore with all his men but one, who staid, having a cable made fast to the shore, that he might make his escape to the land, on their approach. They now sent a demand to the governor, for the Americans to be delivered up as prisoners ; which was not complied with : they receiving for answer,

that they must be taken before they were prisoners. After having suffered pretty well on their part, they made no further demands, but stood off about their business. But to return to my own affairs : I now went on shore, after having been on ship board three months, and had, what the sailors term, a serious land voyage ; and then returned again to my duty, or rather occupation, the study of music, and made considerable proficiency, both with the clarionet and violin, under a very able Italian master. I now had liberty to go on shore, once in about three weeks ; and had about 23 months' wages due me. I applied to the purser for some money ; but as I was on board a guard ship, I could obtain none of my wages without the intercession of the captain, to whom we belonged. I accordingly wrote to captain Almyer, who was on shore, to that effect, who came on board in a few days.— We laid our necessities before him ; and he sent to London, had our abstracts sent on, and went to the navy-yard, and received our pay, 1*l*. 12*s*. 6*d*. per month ; out of which, I was obliged to furnish my own clothing, of the second best quality, in consequence of being a musician. However, I could purchase a second hand suit of best superfine, for 2*l*. 10*s*. ; shirts, handkerchiefs, and stockings are also cheap, but provisions and liquors are very high. I have given from 18 to 33 shillings per

gallon, to carry on board, where I have often sold it for one quarter more.

It is very difficult to get spirits on board, it being against the law ; and as sure as you are detected, you are flogged. I had a better opportunity than some others, in consequence of the master of our band being master at arms ; and he overhauls every one that comes on board. The business being fully understood between him and me, I often smuggled some on board ; and by this means, often had small sums of money by me : but a sailor's money is seldom of any great use to him. Having no use for it at sea, and not knowing when he will get his liberty, he either lends it to the crew, or spends it on shore.— However, it is well to keep a little on hand, as we, while lying off and on, sometimes fall in with fishing boats, and may chance to purchase some fresh fish, which greatly relieves our necessities, after long continuance on salt provisions.

After remaining on board this guard ship (the *Salvador*,) 11 months, capt. Almyer was appointed to the command of the *Leonidas* frigate. He now came down from London and joined her, sent his boat and brought us on board his own ship, the 18th of Feb., 1813, on board of which I did not long remain. As we arrived on board, we informed the captain that we, viz. myself and two others, wished

to deliver ourselves up as prisoners of war. He then told us, he did not consider us as men fighting against our country; neither was it his wish that we should do so; nor had he time to write to London, as the ship was to sail to-morrow. The ship accordingly sailed on the day appointed, for Ireland, taking under her convoy 15 merchantmen, and arrived in the cove at Cork, March 13th, after a passage of seven days. I was here drafted on board the *Fortune*, and our captain received orders to join her, until the new ship that was building for him was ready for sea. I again applied to him to send me to prison, but received for answer that he should sail before he could receive an answer from London; but that in case of a fight, he did not wish me to fight against my country's flag.—In this manner I was detained by false promises and evasive answers.

After lying eight days in port, we got under way, and went on a cruise. On the third day out, some time in the night, we espied a sail athwart our bow; we hauled our wind and gave her a gun to the windward, which she not minding, still stood on her course; we then tacked and stood after her, and the wind blowing so hard that she could not carry sail with us, she struck, after a chase of four hours. She proved to be the *Dart*, of Baltimore, from New-Orleans, on her passage to France, deep-

ly laden with provisions and other articles.— This was the first American I had seen taken. She had on board, 14 men. In boarding her we lost two men; there being a heavy sea at the time, and the schooner lay so low in the water, that when she rolled, our boats got clinched under her chain plates and broke them to pieces. We put a prize master on board, and sent her to Plymouth, in England. The prisoners were taken on board, and had tolerable usage, except their provisions, which were extremely bad; and they, as prisoners, have rations of only 4 to 6 of the usual proportion.

Their breakfasts, consisting of burgoo, so called, was made by boiling oatmeal in water, without any additional preparations.

We now kept on our cruise; and some time after, fell in with the Paul Jones, but she carrying too much sail for us, made her escape. We then returned to Cork, after a cruise of four weeks. Our captain now received orders to join his new ship, before mentioned, and we received a new captain, who was not fond of music; but previous to captain Almyer's departure, he informed the musicians that as soon as his ship was ready, he would send for us. I accordingly went to my duty on the fore-castle, but was shortly after ordered to the sail-making business, as I was some acquainted with it, and they had a few on board that

were skilled in that performance. At this business I worked six months ; and we were then ordered to Portsmouth, where the Fortune was laid up, and the men sent on board the Queen, a 98 gun guard ship, lying at Spit-head ; and when I left that ship, the captain gave me the following recommendation :

“ These are to certify to every captain belonging to any of his majesty's ships, that James R. Durand has served on board his majesty's ship, Fortune, from the 15th of May, 1813, until December 31st, 1813 ; during which term he behaved with sobriety and attention to his duty, and he is, in my opinion, a very fit man to be a sail-maker.

“ Given on board his majesty's ship Fortune, this 31st day of December, 1813.”

WILLIAM GROUTE, *Capt.*

The captain now wished me to take a warrant, and enter the service, which I refused informing him that every day I had some hopes of getting clear of a service in which I had been so long detained against my will. I had now been on board this guard ship nine days : now captain Almyer came into Spit-head with his new ship, the Pactolus, and as he heard of his hands being on board the Queen, he sent for them, and we were taken on board the Pactolus Jan. 11, 1814. We now returned to our practice on musical instruments ; and I again applied to my com-

mander for a discharge, or otherwise to be sent to prison, but received for answer, that we should sail in the morning for the Downs ; and on our arrival there, something should be done. We accordingly set sail for the Downs, a place about 60 or 70 miles from London ; where we arrived without any extraordinary occurrence. Here I expected to get my acquittal, but our captain went on shore, and I saw no more of him until he came on board with the duke of Cambridge, one of the royal family. We now received orders to unmoor the ship, and sail for Holland, and in 48 hours we came to anchor in Cook's haven bay, and put the duke on shore. Some of our men went on shore and purchased some pipes, as a curiosity ; some made of silver, and others of china, which they took to England, and sold for double price. After tarrying there four days, we sailed for Spithead in England, Portsmouth harbor. On the next morning after our arrival, we sailed for Falmouth, and reached that port in three days' sail. We here found a convict ship about to sail for Botany-bay, or New South Wales. I now thought to get clear of the English service, but the captain informed me that as I had been so long in their service, the admiralty would not discharge me. After lying in the harbor five or six days, we sailed for San Sebastian, having a packet in convoy, where

we saw her safely landed. We then cruised off France and Spain two months, then came into Plymouth for repairs; which, when effected, we took provisions and water and sailed for the coast of France. On our way thither, we fell in with a fleet that had the duchess of Angléane on board, sister of the king of France, then on her passage there, as the king had gone over before her. About this time, Bonaparte had made peace, and we went into Bordeaux river, as this was the rendezvous for all the shipping that belonged to our fleet. We lay here some time: while we were here, Bonaparte was sent to the island of Elba; and the troops that were in France were ordered to go on board the ships that were bound to America, the aged and wounded excepted, which were sent to England. After staying here some time, we took on board some troops, and sailed in company with 12 transports, for America, under the command of Admiral Malcolm.

We sailed on the 2d day of June, 1814, and after a passage of sixty days, we arrived at Bermuda, in company with the *Pactolus*, *Tenedos*, *Pomona*, and *Oneida*. After tarrying here five days, we sailed for New-London. As I drew near my native shores, I asked the captain what my countrymen would think, should they know that I was fighting against them? he told me that in case of attack, I

might go below, as he did not wish me to fight against my country.

I must here leave it to the reader, what must be the feelings of a man that is confined on board a British ship of war, for the term of eight or ten years, and obliged to undergo every kind of hardship, and not only that, but obliged to fight, perhaps, father and brother, and every kindred, to satisfy those haughty tyrants, divested of every concern but that of self-interest.

We now received orders to commence an attack upon Stonington. I informed the captain that I should obey the ship's orders, until time or chance could better suit my condition : he then replied that he would flog me if I would not fight ; but I told him that I had rather be hung, in the sight of my country, than serve against its flag. He ordered the boatswain to make three halters, and he would have the rascals hung.—The halters were accordingly made, and put about our necks—he then said we might have fifteen minutes to conclude whether we would fight or not ; but we told him we were still determined not to fight. He ordered all those who refused to fight, to be put in irons, and allowed only bread and water, until they complied with his commands.—The master at arms now put us in irons ; and commodore Hardy put the Vengeance under way, as a bomb

ship, together with a despatch brig, which came to anchor direct before the breastwork at Stonington, and sent a lieutenant on shore, with a flag of truce, to demand the surrender of the town ; but the order not being complied with, the inhabitants had only four hours time to retire, before the British bomb ship opened her fire, which was kept up for the space of 14 hours, without any considerable damage to the town, but received, on the part of the British, a most destructive fire, from a double fortified 18 pounder, together with a 12, which kept up an incessant fire of such well directed shot, that our vessels were obliged to retire, after sustaining much loss and damage ; some of her shot pierced the stern of the brig, and found the way out at her bow, dismounting 5 of her guns, killing 7 men, and wounding 17 ; some of their shot cutting her rigging and spars in such a manner as almost disabled her for action. The Spencer, 74, now got under way for the relief of the vessels which commenced the attack, but having got aground, could be of no particular use, and was obliged to lighten ship, by throwing overboard her shot racks, and other heavy articles, fearing that the flotilla of gun-boats, under the command of commodore Lewis, might take advantage of our situation. To relate the particulars : the frigate received a shot from the American artillery, so well di-

rected, that we were obliged to cut our left bower anchor from the bow, and with the first tide, wear off out of the reach of their shot. The barges now made an attempt to land at a point out of the reach of the shot from the breast work, but were repulsed by the militia, which had the command of a light piece of ordnance; and in fact, one barge was taken with 8 or 10 men. The British loss was considerable: a single shot killed the doctor on board the brig; completely severed the arm from the body of a woman, near him, and broke several crates of bottles, filled with wine. The British were obliged to retreat, and providentially they did, for on the next morning, new supplies of troops and guns from New-London, arrived by land, and commodore Lewis probably would have given us some Yankee trouble, had we awaited their arrival.

This extraordinary attack, somewhat astonishes public opinion. The cause of the attack, however, proceeded from the refusal of the demands made by the British commodore. A boat's crew running from the ship, was demanded, together with the privilege of victualling and watering; and on non-compliance the attack was made; and after a fruitless attack of three and a half days and nights, we all got under way for Gardner's Island; and our captain stated that the cost of

this attack amounted to not less than ten thousand pounds, as every rocket that was thrown, cost five pounds.

After repairs, we cruised up and down the sound off Milford and Bridgeport, without any capture, except one day as we were cruising, we espied a boat from Connecticut river, going to Long-Island ; we sent a boat in chase, which overtook her—she lowered her sails, but the British gave them a volley of musquetry—one man was shot through the leg, and was brought on board, put under hospital care, and received very good usage : his name was Brainard, belonging to Branford ; and after his recovery we set him on shore. Having finished our present cruise, we sailed to Philadelphia, in company with the Majestic, for a two months' cruise, and captured a brig that had been taken by one of our privateers, and ordered her for Halifax ; we also took the Lady Washington, a sloop from New-York, bound to Charleston, laden with provisions, and sent her to Bermuda. We landed her men at the Capes off Philadelphia, and returned to our former station at New-London ; shortly after, we sailed to Tarpaulin Cove, and took in some cattle and fowls. It was customary with us to send our boats out in the night, and capture small craft, and let them ransom themselves at a price that best suited our disposition ; when the ransom was too

high, they were burnt by the command of our officers : however, the smuggling under every pretence furnished us with all the fresh provision and necessaries required. Standing off and on from Long-Island to New-York, we fell in with the Armistice, from New-York; it blowing a pretty full gale, we ordered her to slacken her sail, and come to, at which she lowered her fore-sail and rounded to, but the commander on our part fearing they would again get under way, fired a full discharge of musquetry into her quarter—killing some and wounding others. We then manned her and sent her for Bermuda, but on the 5th day she was re-taken by an American privateer, and consequently lost to the British prize-master and crew, who were detained for exchange. We now stood on our course, and shortly fell in with a schooner, belonging to Boston, and still lying to the windward, and being over-masted, had sprung her main-mast, and disabled her from carrying sail, and accordingly was soon overtaken, a prize-master put on board, and ordered for Bermuda; on her passage she was upset, and all the men in the fore-castle were drowned, viz. four in number; the rest remained on the wreck until they were relieved by a schooner cruising between the squadron, stationed at Bermuda, and Halifax. This was the last prize we took on the American coasts; for or-

ders were given to repair to Bermuda : on our passage thither, we experienced a heavy gale. About this time, commodore Decatur, taking advantage of the darkness of the night, and being well acquainted with the soundings, sent out the *Hornet* sloop of war, which made her escape to New-York, and shortly followed with the United States frigate and *Macedonian* in company, and having struck on the bar off New-York, sustained considerable damage on board his ship, by the loss of her false keel, &c.

The British squadron lying off New-York, at this time, commenced an attack ; the *Endymion* commencing the engagement, was followed by the *Pomona*, and after firing several broadsides, obliged the commodore to strike, after having made a noble resistance. About this time, news of peace was in circulation : we accordingly repaired to Bermuda, took despatches, and returned to New-London on the 25th of February, 1814. However, previous to our leaving Bermuda, the *Endymion* came into port, dismasted, and the United States' frigate *President*, having likewise experienced a heavy gale, were sent to England for repairs.

On our arrival at New-London all the ships that lay there were dressed in their colors : a grand salute was fired from the ships, and complimented by the forts in return. All

things being amicably adjusted, our officers went on shore, by invitation from the American officers, and held a ball, the most superb that had been exhibited since the revolution; each party dressed in a full military uniform, attended by their guards, convened at the hotel, bells ringing, and the whole town in illumination: peals of cannon uttering the happy assurance of a general peace. I now expected, once more to enjoy my liberty, and be put on shore, but in this I was disappointed. I had formed a resolve that should I be so lucky as to come on shore, I would not be recognized as a British sailor, or one that had served against my country; and having seen none of my friends or relatives for the term of fourteen years, I thought I should escape all notice; but it so happened that the boats from shore came off to the ships with articles for sale, and one of the boats-men asked my name, as he partly recognized my person; I informed him that my name was DURAND. He then enquired how long I had been absent from my country, and on my informing him that I had been fourteen years from home, and unjustly detained, he offered to convey a letter from me to my uncle, living at Milford; and I accordingly wrote, and received an answer in four days from date: on the reception, I opened the letter and found not only a message to me but a compliment to the cap-

tain, and on his perusal, he informed me that he had no orders to discharge me at New-London. However, my uncle wrote to Lyman Law, Esq. an attorney at New-London, who was then a member of Congress, to apply for my discharge; and he accordingly came on board for that purpose, and made use of all his influence, to obtain my release; but the squadron having got under way, he only obtained a promise from the admiral, (on his honor) that I should be discharged when we arrived in England.

I might here mention some altercation which took place between Mr. Law and this British officer, the one positively knowing me to be an American, and the other asserting me to be an Englishman, with all the effrontery that a press-gang officer is capable of; but to return to the subject. We now set sail in the *Pactolus* frigate, in company with two brigs, from Montaug point, for Portsmouth, in England, and in two days after our departure the wind blew a heavy gale, and the two brigs parted company, not being able to keep within sight, and we arrived safe in Plymouth harbor, after a passage of sixteen days. I now expected my discharge, but nothing was said on their part relative to the promise they made to Mr. Law, and the ship was ordered up the harbor to repair; and at this time news was in circulation that Bonaparte had made his

escape from the island of Elba, and had arrived in France, and our ship was ordered to be refitted and sent to Bordeaux. At this order I was very uneasy, and earnestly requested the captain to procure my discharge—he only answered that the ship was in a hurry to put to sea, and that it could not at present be attended to; there were likewise, at this time, a number of Americans in this port, petitioning the American Consul at London, for their discharges; and having received information that the Consul could not discharge any man, unless he first sent his petition to London; I accordingly directed a letter to the Consul, enclosing my petition, and directly received for answer that he would use all the influence in his power in my behalf; and this was all the satisfaction that I obtained at this time, for our ship being ready for sea, we set sail for France, having on board two French generals. Our intention was to put into Bordeaux, which we could not at this time effect.

We soon received intelligence of the battle of Waterloo, and Bonaparte's having made his escape to Rochford. We now found our way into Bordeaux river. We lay here some time, during which term Bonaparte got into a small island near the mouth of the river, without one thousand troops, but was completely surrounded by the British forces. He now attempted his escape in a small boat, but

finally seeing the impossibility of carrying his designs into effect, he made for the *Bellerophon* 74 gun ship, and delivered himself up as a prisoner of war. The ship now sailed for Plymouth, with this illustrious prisoner on board. After having tarried at Plymouth five or six weeks, he went on board the *Northumberland*, to sail for the place of his exile, called St. Helena.

The presence of this hero excited much curiosity while at Plymouth, and brought together a great concourse of people, and he usually exposed himself to view, two hours in a day, to gratify their wishes to see him. He was said to have chosen a retreat or banishment to this solitary island, rather than to be delivered up to the Russians.

Orders were now received for all the ships to repair to England, to be paid off. Our captain kept out as long as possible, but at length he received orders, and sailed for Portsmouth; at which place we arrived on the 14th day of September, 1815, and on the 21st I received my discharge.

The long wished for happy hour arrived, when I again enjoyed my freedom; and received from the captain the following recommendation:

"These are to certify that JAMES R. DURAND has served on board his majesty's ships the *Narcissus* and *Pactolus*, from the 19th of

October, 1809, until September the 21st, 1815; during which time he conducted himself with sobriety and attention, and was always obedient to commands.

Given under my hand, this 26th day of October, 1815."

JOHN PANCHER, late Master
of the above ships.

But to proceed in this narrative. After I had got my discharge, my next object was to proceed to London, in order to secure my pay, and if possible obtain a pension, for the wounds I had received, while in the British service; I accordingly took coach and called on the Consul at London, to whom I had formerly sent my protection, before related; and times having changed, and my old protection lost or mislaid, I received the following, from under his hand:

American Consulate, at London.

"I, REUBEN G. BEASLEY, Consul of the United States of America, for London and the dependencies thereof, do hereby make known, and certify to all whom it may concern, that JAMES R. DURAND, of the town of Milford, state of Connecticut, United States aforesaid, mariner, is a citizen of the United States, as appears by proofs produced, to be in force, while on his way to said States. The said James R. Durand is twenty-nine years of age, is five feet three and a half inches high, has

a high forehead, hazel eyes, small nose, and common mouth; pointed chin, round face, dark hair, dark complexion, and is marked with a scar on his right leg. I—

Given under my hand and official seal in London aforesaid, this twenty-seventh day of September, in the year of our Lord, one thousand eight hundred and fifteen, and of the Independence of the United States, the 40th."

R. G. BEASLEY.

Gratis.

N. B. Given in consequence of his other protection sent to the Admiralty-office not being returned.

Having called at the board of Admiralty, and acquired nothing, I, after a fruitless attempt, returned to Plymouth, whither my chest was sent by order; and finding no employ, and money growing short, I put about, to find a passage to America. I now stood in some fear of being impressed the second time; and accordingly went to London dock, and found a sail clearing out for New-York. I asked the captain if he would give me a passage to New-York, but he refused, unless I would go to the Consul and procure an order. I accordingly went to him, and procured a letter to that effect, which I delivered to capt. Day of New-London, who commanded the ship Nabby, belonging to that port.

I now set sail in this ship, leaving all my ef-

fects in Plymouth, to the value of 20 pounds or more, and paid my last respects to London, on the 18th day January, 1816, and arrived in New-York, on the 19th day of March, 1816.

The reader will here notice a slight description of London, as it fell under my observation—it being the grand mart of the nation, and is said to have been founded between the reign of Julius Cæsar and Nero. All this may be matter of uncertainty ; it is however, historically sure that it was walled by Constantine the great—the walls forming an oblong square, encompassing about three miles—with seven principal gates. London contains or includes Westminster, Southwark, and part of Middlesex.

Its length, at this age, is nearly eight miles, its breadth three, and its circumference twenty-six ; it contains above eight thousand streets, lanes, alleys and courts ; and more than sixty-five different squares.

London is situated on the river Thames ; being one of the most commodious for commerce on the face of the globe ; it being continually filled with fleets from all parts of the world.

To complete my knowledge of this place, I must here sketch London bridge, which consists of twenty arches, and is nine hundred feet long, sixty high and forty-four broad.

Westminster and Black-Friar's bridges are

also considered the greatest pieces of art now standing.

But to dismiss this subject, I refer the reader to abler historians.

I now return to New-York in the ship Nabby of New-London, only mentioning an accident on our passage, of our ship's taking fire from some bottles of aquafortis that were broken, which flame, before it could be extinguished, burnt some of the passengers very badly ; we, however, put a stop to its ravages, and threw all the aquafortis overboard.

I landed at Milford, from the New-Haven packet, and received a hearty welcome from all my friends, whom I found in good health.

Having now bid adieu to the English service, I hope the preceding pages will be a sufficient admonition to all youth to avoid the snares and usages of the English men-of-wars-men.

Such have been my adventures, and such my sufferings. I look back on my past life with shuddering, and forward to a life of quietness in my native country. In the enjoyment of home, in a land of liberty, there are pleasures which cannot be realized in a distant land. Providence has preserved me through scenes of distress and trouble, and I am now, though poor, comparatively happy.



3 9077 04069056 5

E. PECK & CO.

Have for sale, at their Bookstore,

A GREAT VARIETY OF

BOOKS & STATIONARY,

Which can be sold for cash in large or small quantities, at very low prices. — Large discounts made to Merchants, Library companies, &c, who purchase by the quantity.

They have on hand

Common, Fine and Superfine Letter, Drawing and Writing Paper, Quills, Pen-Knives, Ink-Squirts, Mathematical Instruments, &c. &c. &c. all at low prices.

PRINTING & BOOKBINDING

Neatly executed.

Rochester, July 1, 1820.