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tion and discipline of vessels; these must ever vary according to circumstances.

It may be necessary, on short voyages, to limit the privileges of time; and again, when vessels are just off the stocks, and new, of course, there is more duty to perform on board of such a one, than on board of others which have been for some time running. On long voyages, however, I have invariably found it to be the better plan, to give the forenoon watch below, and in heavy weather to have watch and watch; and a uniform rule, from which I never deviated, apart from the necessary duties of the ship, was to allow them Saturday for the purpose of washing and mending their clothes, cleansing the forecastle, &c. This was done in order that the Sabbath day might be respected, and that no excuse might be made for want of time, should they be found violating it. In this way, I generally managed to get the duties of the ship performed cheerfully and with promptness; and, with one single exception, during the whole period of my command I never had but one difficulty at sea, and that was owing entirely to drunkenness on the part of the crew.

Once more: — I generally endeavored, so far as it was in my power, to have good and wholesome rovisions for the seamen, and to see after the manner in which they were cooked and served up to them. Their living, at best, is not of the most superior kind; and it becomes infinitely worse when it is half cooked in filth, which is too often the case. Again, I never put men on allowance except imperious necessity demanded it; and this may often happen at sea; for sailors are sometimes extravagant and wasteful, and sometimes, from a long course of head winds and calms, provisions may get short; and not unfrequently, on board of merchant ships, where there are several water-casks lashed on deck, some of them are swept overboard by the violence of the sea; consequently the quantity is reduced. From these and many other circumstances, then, it becomes absolutely necessary to go on allowance of provisions

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