

difficulty in getting my property out of their hands. There was evidently no other chance of success than to take wheat and other produce of the country, which they had in store. To accomplish this, it would be necessary to buy or to charter a ship. I therefore purchased the ship *Ocean*, of three hundred and sixty-five tons burden, and received a cargo of wheat for her from the house. This ship and cargo were one-half on my own account and the other on that of a Spaniard at Lima, who had been one of the principal freighters in the Livonia.

Not doubting that I should be able to employ neutral ships advantageously at Lima, I purchased one-half of the ship *Zephyr*, of Providence, of three hundred and sixty tons burden, and chartered the Swedish ship *Drottingen*, of four hundred tons. The quantity of wheat which had already been shipped for the market of Lima, was such as to offer no prospect of profit on other shipments, and my object in putting any on board these vessels was only to secure an entry. The account sales of my adventure by the *Livonia* fell far short of my expectations; and, indeed, produced one-third less than other shipments to other consignees by the same vessel. This was in part accounted for by the duties being all charged as cash, when one-half was paid in government paper, which was then at a great discount. This I caused to be refunded; and although I had been cheated in the weight and otherwise, the adventure yielded a handsome profit.

Having completed lading the *Beaver* with wheat, in bulk, and the charterer being ready, on the 21st of January, 1820, we sailed from Valparaiso, and after a pleasant passage of twelve days, anchored once more at Callao. The *Ocean* had arrived some days before, and was unloading. The *Zephyr* and *Drottingen* arrived a few days after the *Beaver*, and I had now the four ships discharging at the same time. The circumstance of making such a show of business excited no less surprise at Lima than it had done at Valparaiso; yet it was at the latter place only, where commerce is declared free, that I was subjected to impertinent interrogatories relative to my business, by that profound blockhead, De la Cruz, the governor; a very different character from the one of the same name who was so distinguished in the wars of Peru.

The successful accomplishment of my charter to Valparaiso and back, combined with the product of my anterior freights, now gave me the control of an amount of property which could not fail to justify me in determining to lade for home; in addition to which, the state of the ship evinced but too clearly that the period had arrived when the enterprise ought to be brought to a close; cables, rigging, sails, boats, every thing was so much worn, as to be barely sufficient to serve the passage home; and a renewal of them in this country would be attended with great expense. Duty, therefore, indepen-

dently of inclination, pointed out this, as the course which ought to be pursued. While, therefore, the ship was discharging, I made a contract for a cargo of cocoa, to be delivered on board at Guayaquil, and obtained the viceroy's licence for the same; and was otherwise busily engaged in the settlement of my business, preparatory to taking a final leave of Lima. For the *Ocean*, I obtained a freight from Guayaquil to return to Callao, and dispatched her as soon as unloaded. For the *Zephyr*, I procured an advantageous freight from Guanchaca and Paucasmayo, and dispatched her on the 1st of March. Funds being offered me on *respondentis* sufficient to lade the *Drottingen*, I contracted for a cargo deliverable at Guayaquil, on the same terms as the *Beaver's*; and laded her at Guayaquil entirely on my own account, whence she proceeded to Gibraltar. The charterer of the *Beaver* having resigned any further claim on the ship, after completing his unloading; (the 19th of February,) she was again at my disposal.

The term for which my crew had shipped being now also expired, I had to pay them off and ship a new one. A disagreeable job in any country, but a very difficult one at this place; nevertheless, I succeeded, principally, by re-shipping the old crew. Having employed Spaniards to ballast the ship, I could have been off on the 1st of March; but for a difficulty at the custom-house. This arose from a regulation, that no ship could obtain a clearance, the duties on whose inward cargo, were unpaid; a regulation that placed me completely at the mercy of the charterer, as no bonds would be taken. It was, therefore, the 12th of March, before this arrangement could be made, and the clearance obtained, when we bade farewell to our Lima acquaintance, and the next day sailed for Guayaquil.

Nearly two years had now elapsed since my first arrival at Lima, and during that period, I had never witnessed a shower of rain; a flash of lightning, or a peal of thunder; but there are very heavy dews amounting to Scotch mists, for half the year, during which time the sun is seldom seen; the weather, therefore, is gloomy; the dampness so great, that every thing susceptible of it becomes rusty; and the streets become so dirty and slippery as to make it very unpleasant for the pedestrian. There were several shocks of earthquakes, which always created alarm, but none that caused any damage while I was there. They are observed to be less violent where wells are common. The market of Lima is always well supplied with beef, mutton, poultry, and fish, at the seasons peculiar to each; with vegetables and fruit all the year round. In variety and excellence, the fruits surpass those of any other country I have ever visited. Peaches, apricots, plums, grapes, apples, pears, pines, guavas, bananas, strawberries, and oranges, are abundant in their seasons; but

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