

the two first. They were in a frightful state of decomposition, much bruised, and chiefly held together by their clothes. It was nearly dark before we committed them to the deep, and we were again distressed at beholding them share the fate of the others. On the 19th we commenced our efforts to get a jury-mast and sail up. We had saved, more by accident than otherwise, one small broken spar, a sweep or large oar, a boat-hook staff, and one of the compasses; and we found below a large coil of very strong spun-yarn, some rope, one small sail, the bonnet of the jib, a palm, sail-needles and twine, with other useful articles, including my quadrant, a page of a navigation book with the sun's declination for 1813, a few of my shirts and duck trousers, excepting which, everything else I was possessed of was lost.

We now experienced the value of Paxton's assistance; he was an excellent sailmaker, and without him we could hardly have accomplished anything. After many difficulties, we secured the broken spar as a foremast, on which we set a gaffsail, large enough for a frigate's barge or launch; and by sunset were going about three knots, with a smooth sea and Southerly wind. After a long consultation with Paxton, we resolved to steer towards the American coast. To this I at first greatly objected, but Paxton dreaded the extensive rocks of Bermuda, in some places eighteen and twenty miles from land, as also the strong current from the Westward, which he feared might drift us past the Islands, and expose us to greater horrors; as vessels even in a sea-worthy state, after getting to the Eastward, have often been known to be a long time beating up again. In opposition to this, I urged that the then prevailing North-