

by taking advantage of the tides, and carrying a press of sail, we made considerable progress, and soon saw the Mull of Galloway to windward. Early on Monday morning, the engine being once more ready, such as it was, we let down the lee paddle wheel, keeping the weather one out of water, with the expectation of advantages in which we were not disappointed. Instead of fifteen, we now found that we could easily make eighteen strokes in the minute, and that we could thus beat to windward as well as any of the vessels in company; even gaining on them, very shortly, as much as they had gained on us before.

Thus were we flattered with the hopes of soon reaching Loch Ryan; but an accident, as miserable as it was unforeseen, soon occurred to destroy the pleasure resulting from this new and unexpected success. We had just tacked close to the Mull of Galloway, after having made about thirty miles during the night, and were getting fast to windward, with the tide in our favour, when, at ten in the morning, our principal stoker, William Hardy, came up from the engine room on the deck, unassisted, and alone, and though without complaint or exclamation, presenting his left arm shattered, and nearly severed, above the elbow. It appeared on inquiry, that his foot had slipped in consequence of the motion of the vessel, while examining a part of the machinery near the piston rod; thus causing him to fall in such a manner as to entangle his arm between the guide wheels and the frame, so that it was crushed, during the back stroke, in the horrible manner which it now exhibited. The bone being splintered as well as fractured, and the muscles and skin so bruised and torn that the two parts of the limb scarcely held together, there could be no hesitation in determining that it demanded amputation, and as far as my opportunities of surgical reading had extended, that no time ought to be lost in performing this operation. Unfortunately, our surgeon, Mr. M'Diarmid, had not yet joined us, being on board the John, our intended consort; so that it became my duty to apply to this unfortunate case such knowledge as the sight of amputations in my naval service, added to my limited reading on such subjects, could supply. It was well that the instruments for the surgeon were on board, together with the medicine chest; and a berth having been prepared for our unlucky patient, I have only to say that I did, as well as I could, what seemed necessary, as far as my want of experience enabled me to do it; applying the tourniquet first, and then securing, with the tenaculum and ligatures, the only two arteries which I could find, while I cut off the injured muscles and skin in such a way as I hoped sufficient to remove the dead and hazardous parts, and to leave materials for producing a decent stump. Unfortunately, the amputation saw was not to be found, so that I was not only unable to remove as much of the bone as I ought, but was compelled to leave the broken extremity in a splintery state, to the further care of the surgeon whom I expected to find on shore before a day was over. And that I may not return to this case, I may now add, that as we reached the land so as to put our patient under proper surgical care before any material inflammation had occurred, that which I could not finish was completed without difficulty; so as to leave, in the end, a stump, which though not such as to have done much credit to a surgeon, is not worse than hundreds occurring under better auspices, and has not finally prevented this mutilated engineer from returning to his original employment in the establishment whence we procured him.

If I need not say that I should have been much more at my ease in cutting away half a dozen masts in a gale than in thus "doctoring" one arm, I could not but be gratified as well as interested by the effect which this occurrence, vexatious and painful as it was to me, produced on the men. The arrangements of the medical chest and instruments, the neatness of every thing, and the abundance of the supply, with, I hope, the further conviction that there was a good will to apply them all to their security and use, and that good will to be rendered more effectual as soon as the proper medical officer should join us, seemed to give them a confidence that nothing which could conduce to their comfort had been neglected; as, in this feeling, I found an ample confirmation of what I had long before read in the work of Monsieur Larrey, respecting the effect of his excellent medical arrangements on the troops of the far-sighted soldier under whom his system was organized.

Anxious as we were for our progress, we were now even more impatient on account of our unfortunate engineer; and we thus viewed with pleasure the progress which we were now making by the new help of our lee paddle wheel. We thus calculated, June 8, that we should make Port Logan, then about nine miles off, before the end of the tide; but at noon all our hopes were destroyed by the breaking of the teeth which turned the fly wheel of the small bellows. On a sudden they gave way with a loud crash, so that this instrument became useless, and although, as the steam was then high, we hoped that this failure would not have much effect, it was shortly reported that the boilers had burst, as if it had been predetermined that not a single atom of all this machinery should be aught but a source of vexation, obstruction, and evil. This report did not indeed prove quite accurate; but some of the joints had so far given way, that the water was pouring out of the furnace door; and with such effect, that in ten minutes the fire was extinguished, and the engine stopped.

During these few hours the tide had changed against us; and as the wind was done, there remained no prospect of gaining either Port Logan or any other harbour on that day. Nevertheless, towards the end of the tide, we made a tack toward the Irish shore, in hopes that the wind would shift more to the westward. These, however, were not realized; and we had the further mortification of seeing all the vessels which we had passed, re-pass us; so as to convince us of the necessity of improving our own sailing qualities, by some change in our rigging, if that should indeed prove competent to such an end.

On this morning, June 9, we contrived to fetch within four miles of the harbour; and the tide being in our favour, reached Port Logan at eight o'clock; finding sufficient water at the end of the pier, though it was now three quarters ebb. This, formerly called Port Nessock, is a safe and commodious pier harbour, constructed at the expense of Colonel M'Douall, of Logan, on the south side of a spacious bay, situated nine miles north of the Mull of Galloway. It is easily known by a remarkable building on the hill to the north of the bay, and by the watchhouse and flagstaff on that to the south, forming the station of the coastguard at this place. There is good holding ground in the bay; and ships may choose their depth of water, since it shoals from thirty to three fathoms. It is secure to the south-west, but is open to the north-west winds. It is a great advantage here, that ships can run for the pier, though at half tide; since, even at low water, it has seven feet, as, in the former case, there are fourteen, which at spring tides is increased to eighteen. There is no danger in entering, as every thing is visible; and as the tide sets outwards during eight hours, on the north side, a vessel has no difficulty in beating out. This is decidedly the best harbour of refuge, even in its present state, on this part of the coast, deriving advantage also from the proximity of the lighthouse on the Mull of Galloway. It has been computed that a breakwater might be erected within the bay, at an expense of £80,000, and should this ever be effected, it will become one of the most safe and commodious harbours in Scotland.

Before entering the pier, we were boarded by Mr. Harvey, the officer of the coastguard, with an offer of his services; and it was here, on landing, that we procured a spring car for the conveyance of our patient to my house at Stranraer, where he was put under the care of our own surgeon, Mr. M'Diarmid, and that of Mr. Wilson and Dr. Ritchie, who completed the operation which I was obliged to leave imperfect, and attended him kindly to a cure. I must not, however, quit the history of this spirited fellow, seaman though he was not, without adding, that while he found his way up the two ladders of the engine room without help, and made no complaint at any time the only regret he expressed was, that he should "now not be able to go on the expedition." I might well regret, myself, being obliged to leave behind such a man as this.

Having followed Hardy to my house, that I might see him properly disposed of, I sent for Mr. Thom, to whom I had confided the management of the John, when I had the vexation to learn from him that her officers and men were in a state approaching to mutiny, having taken advantage of our delay in joining that ship. It was soon easy to see in the looks of the officers and men, that Mr. Thom's report of their unwillingness to go on this expedition was but too true; the latter appear-