

round the world, and in nearly all parts of the world) *Three Volumes*, measuring four and a half inches in thickness, of closely written pages—scenes as they daily occurred; and more, after the noisy bulkheads of a mid's berth and a hammock were forsaken for a gun-room and cabin. I have a still larger volume more closely written, from which I hope to gather some instructive notes, if these "leaves" on finishing my midshipman's career have not been found tedious or unacceptable.

It was a very long time before I could be persuaded to place my notes in print; but as I saw that two objects may be gained (neither of them selfish ones), I was induced to give way. The first is to illustrate to my young readers the many changes, uncertainties, and vicissitudes there are in the life of a sailor; how it is chequered by storm and by calm, by gladness and by sorrow; and how he is watched and cared for in the many hair-breadth escapes he has from death by a merciful and overruling Providence! and how truly it is said that "Those who go down to the sea in ships and occupy their business in great waters, these see the works of the Lord and his wonders in the deep."

The second object is, an inducement to keep a diary. The gratification every one of my young nautical readers must have in keeping a journal for reference years and years afterwards; if written daily it is no trouble, but if allowed to get into arrears then is the trial! a great deal is then left to the imagination, and a great deal lost. I always wrote my diary before "turning in," if only the day of the month, it was noted; if a long yarn,