

sent on board in his stead. Taking leave of the intendente, with apparently no unfavourable impressions on his part, from the circumstance of the officer's denunciation, I immediately set about the necessary measures for collecting the provisions and stores which were needed, and replenishing our stock of wood and water.

As the cargo I had on board was much better adapted to the market of Gibraltar, than to that of New York, I conceived it to be probable, that I should find letters at Rio Janeiro, directing me to proceed there, but was agreeably disappointed at receiving only a duplicate of the one already mentioned, ordering me to make the best of my way home, with the least possible delay.

Having passed a week, very agreeably, at Rio Janeiro, and obtained the supplies required, we sailed for home on the 21st of August, 1820.

Our passage to New York was uncommonly pleasant, both from its celerity and its enjoyment of an uninterrupted course of fine weather, but entirely destitute of any exciting occurrence to vary or interrupt the usual routine of a sea passage. When we had arrived within sight of the Highlands of Neversink, and myself and officers were exchanging mutual congratulations at the prospect of so soon experiencing a cessation of our labours, I was astonished to perceive an opposite feeling to be prevalent with the crew. Instead of the animation and hilarity, always observable with seamen when on the point of arriving, ours were interchanging expressions of regret, that the voyage was about being brought to a close. This may, in part, be accounted for by being foreigners, who, on arrival, could anticipate no kind greetings of relatives or friends. But it was an anomaly; and inasmuch as it was an evidence of their happiness, and of a just appreciation of their usage on board, it was a circumstance no less gratifying to me than remarkable in itself.

The tenor of the letter I had received from the underwriters, was a theme on which my mind had been much occupied during the passage. As it was not supposable I could feel any of that complacency towards them, which was constant and undeviating towards Messrs. Astor and Whitten, as a consequence of the confidence reposed in me, I determined to address to them a letter, expressive of my sentiments and feelings, which should be presented before my interview with them. Accordingly, I prepared such letter; and, sending it by the pilot, it reached them several hours before I presented myself. I therein reminded them of their acknowledgment of the receipt of my letter from Lima, by which they were informed that their ship was earning the enormous freight of ten thousand dollars per month, and of the inference, very naturally suggested to my mind by the peremptory order for her immediate return, after being possessed of such information, namely, that there was an unjustifiable want of confidence, and an implied apprehension affecting my ho-

nour. In the disasters attending the early part of the voyage, perhaps there might be some apology for the first; but I did not admit any whatever for the last, which, I assured them, was the only instance of the kind during my life, and had been productive of pain and mortification to me, in proportion to its novelty, and the respectability of the source from which it originated. Such being the case, however, I remarked on the regret experienced at the time the order was received, that it had not been conveyed to me by a person authorised to relieve me from the charge of the ship, as I could have improved the time much more advantageously to myself had I been free from this incumbrance.

Conceiving, however, that they could not be aware of the efforts and means I had used for the recovery of the ship, and her employment afterwards, it appeared to me to be no more than justice to myself that I should state to them a few particulars relative to my exertions to procure the restoration of the ship, after its seizure at Talcahuana—my neglect of my own private interests in so doing—my subsequent efforts on the Peruvian coast, in defiance of the Chilean blockade—my suppression of the mutiny at Pisco, where no other seamen were procurable—and, finally, my unintermitted services, up to the present moment, in behalf of the owners, although I had been informed, as early as June, 1819, that the property had been abandoned to the underwriters. Having also informed them that, from my year's exertion in their behalf, I had laden for their account on board the Beaver 840,456 pounds of cocoa; and had besides a balance in specie of between five and six thousand dollars; I expressed to them my extreme regret that this had not been done before their patience was exhausted; but hoped forgiveness, on the principle that, "to err is human—to forgive, divine."

This letter, as before observed, was forwarded by the pilot, and not knowing the persons to whom it was addressed, it was difficult to conjecture how it would be received. I presented myself therefore at the office, prepared for peace or war.

The very agreeable surprise at the hearty and cordial reception I experienced from the venerable president, when introduced to him, quite overcame me. He rose to meet me, his frank and benign countenance beaming with expressions of goodness and amiability; inspiring no other sentiments than those of respect, confidence, and veneration; and, taking both my hands, he said to me, "I have received your letter, sir. I know your feelings. I thank you for what you have done for us; although I am not authorised to promise you pecuniary remuneration, you will nevertheless have it." Having expressed to him how much more gratifying to my feelings was the expression of such approbation and kindness than any pecuniary reward,