

Two men were constantly at the wheel, selected from our best steersmen. We shipped a great quantity of water, and on the night of the 17th, the fore-deck scarcely at any time had less than a foot or two feet of water, the waves breaking over faster than the water had time to pass through the scuppers. Two pumps were at work a great portion of the time, to keep the ship clear, so much was constantly finding its way down the closed hatches and other leakages of the deck. The two men at each pump laboured so forcibly, that it was necessary to be relieved by others every three minutes. I reflected on the condition of those who were not prepared for death, and that even to a Christian a quiet deathbed would be preferable to leaving the world in such a scene of confusion. But we were spared, in great kindness; and the following morning the wind began to abate. Captain Allyn, who had been in most of the principal seas, and doubled both the great capes, declared that, except in a typhoon, which he encountered on the Japan coast, he had never seen any gale which equaled this.

The gales continued, with frequent squalls of hail and rain, until the 28th, when we found that we were driven to the 59th degree of south latitude, and 77th degree of west longitude. This was farther south of Cape Horn than we wished to go, and the weather was cold and thick, the thermometer ranging between 41 and 47 degrees for several days. On the 1st of March we saw, for the first time after leaving Tahiti, a sail to the windward, heading south-west, but were unable to speak her. It was very pleasant to find our latitude lessening in our homeward course, though we were not up with the cape until the 3d of March. During the gales, and especially in stormy weather, our vessel was very frequently visited by a bird which navigators call the noddy, and which is easily taken by the hand. It is of the tern genus, twelve inches long, and slenderly formed; its plumage is of a dark sooty brown, excepting on the top of its head, which is dusky white. The albatross, also, was constantly flying about us, regardless of wind and waves. Our men caught several of them with a hook, the heads of which, when standing upon the deck, were four feet high; their measurement from wing to wing was ten feet. Although they are generally of a brown colour, yet in the region of Cape Horn, they vary from a mixture of brown and white to an almost entire white. They are the largest class of the feathered race.

We had for a long time an opportunity of observing the Magellan clouds, which are three in number, two luminous and one black, about thirty degrees distant from each other, and are fixed in their relative situations as are the fixed stars. Their altitude above the southern horizon lessens to the beholder, according as his latitude diminishes and as he proceeds north. Their undefined forms are about five degrees in diameter. The luminous ones undoubtedly are formed by clusters of stars, so numerous and contiguous to one another, and so distant from the beholder, as only to give a glimmering light like luminous clouds, which gives them their name; and the black one is very probably the entire absence of all light. I gazed at these, night after night, with wonder and admiration. It seemed to me, that in looking at the dark one, one looked beyond created nature into infinite space.

Gales occurred occasionally after we doubled Cape Horn; but most of the time was pleasant, and the winds favourable, until the 27th of March, in south latitude 23 degrees 27 minutes, and west longitude 28 degrees 34 minutes, when the wind veered round to the north, and continued to blow in a northerly direction for ten days, which retarded our progress, and carried us off our course to the east, until we were brought into the 26th degree of west longitude, where we changed our course west by north. On the 1st of April we spoke an East Indiaman. She was a very large fine-looking ship, about eight hundred tons, well filled with men, women, and children, who probably were passengers

for New Holland. This was the first ship we had spoken after the Spartan, near the line, on the other side of the continent. It is difficult to imagine how pleasant it is to see and speak a ship after having been months at sea. A few hours after, we saw another East Indiaman, but did not speak her. By falling in with these ships, we found that we were so near Africa, as to be in the track of ships from Europe to the Cape of Good Hope.

On the same day we buried in the great deep Benjamin Hamilton, a seaman. It is a solemn transaction to commit one of our fellow-creatures to a watery grave. The colours were raised half-mast, the corpse, with weights at the feet, was laid on a plank at the gangway—all hands were gathered around; and, after some remarks suggested by the occasion, and a prayer, the plank was shoved over the side of the ship, and the dead sunk to be seen no more.

On the 2d we made Martin Vass Islands, which are five in number, composed wholly of volcanic rocks, without any soil; some of them are cones, shooting up to a height of four or five hundred feet. Two are very small and needle-pointed. They are all so precipitous, and the sea constantly breaking against them, that there is no landing. Their forms are fantastical—one of them having the appearance of a fortification with bastions, about which are needle-points resembling men on guard. They are in 20 degrees 31 minutes south latitude, and 28 degrees 38 minutes west longitude. By changing our course more westerly we made Trinidad, off against St Roque, which is an island of considerable size, and in latitude 20 degrees 28 minutes, and longitude 29 degrees 5 minutes. Near evening we were fifteen miles from it, and wishing to land in the morning, we took in sail and lay off for the night. Some Portuguese once settled upon it, but it is so difficult of access that they abandoned it, and it is now without any inhabitants.

On the morning of the 3d, we ran down to within three miles of the island, and manned three boats to go on shore; but finding no place free from breakers, we gave up the attempt, caught a few fish near the shores, and, after being much annoyed with flies, which came off to us, we returned to the ship, and with a favourable breeze pursued our course. This island is volcanic, has an iron-bound shore, and is mountainous, the most elevated points being about 1500 or 2000 feet high. It is a place of resort for great multitudes of birds and sea-fowl. I had an opportunity to see, but not to examine, the man-of-war hawk. These animals are numerous here; they are handsome, but ravenous, always taking their prey upon the wing. There were many of the perfectly silky white species of the tern, which hovered over us with great tameness.

Most of our nights as well as days for a long time were clear, and the stars were seen with remarkable brightness. What has been described by others of evenings at sea, in the southern hemisphere, I had an opportunity of personally observing with admiration. The richest colours of red, orange, and yellow, overspread the western sky after the setting sun, extending occasionally over the whole concave of heaven. No pencil of art can imitate the hues which blend in softness over this scene of beauty. Nature's hand alone can lay on these delicate shades, and add the brilliancy, ever varying, of so much richness and splendour.

In the deep seas we did not see many fish. Of the few which came under our observation, the dorado, or, as it is commonly called, the dolphin, and the pilot-fish, excelled in the beauty of their colours. The former, when taken upon deck, constantly changed its colour from the bright purple to the gold, the bluish green, and to the silver white, these also spreading out into vanishing shades. The pilot-fish is equally beautiful, but is singular in the choice of company and employment; being always found with the shark, and