

Dhananjayrao Gadgil Library



GIPE-PUNE-001167

FRAGMENTS
OF
VOYAGES AND TRAVELS.

By CAPTAIN BASIL HALL, R.N.
F.R.S.

Second Series.

IN THREE VOLUMES.

VOL. II.

SECOND EDITION.

ROBERT CADELL, EDINBURGH;
WHITTAKER, TREACHER, & CO. LONDON.

M.DCCC.XXXII.

U825.1

A832.2

1167

CONTENTS OF VOL. II.

Second Series.

	PAGE
SUNDAY ON BOARD A MAN-OF-WAR. MUSTERING BY DIVISIONS	1
THE SHIP CHURCH.....	45
NAVAL RATINGS, AND SEA PAY. MUSTERING CLOTHES	68
SAILORS' PETS	112
DOUBLING THE CAPE	167
ISLAND OF JOHANNA	209
SUGGESTIONS TOWARDS DIMINISHING THE NUMBER AND SEVERITY OF NAVAL PUNISHMENTS	244
THE DUTY OF CHEERFULNESS	288

FRAGMENTS

OF

VOYAGES AND TRAVELS.

LONDON:
J. MOYES, CASTLE STREET, LEICESTER SQUARE.

FRAGMENTS
OF
VOYAGES AND TRAVELS.

Second Series.

CHAPTER I.

SUNDAY ON BOARD A MAN-OF-WAR.²

MUSTERING BY DIVISIONS.

THE first article of war runs as follows:—
“ All commanders, captains, and officers, in or belonging to any of His Majesty’s ships or vessels of war, shall cause the public worship of Almighty God, according to the liturgy of the Church of England established by law, to be solemnly, orderly, and reverently performed in their respective ships; and shall take care that prayers and preaching, by the chaplains in holy orders of the respective ships, be

performed diligently; and that the Lord's Day be observed according to law."

The precision with which these injunctions are attended to will depend chiefly on three things:—The personal disposition of the captain; the nature of the service upon which the ship is employed; and the state of the weather. 'When there is a will there is a way,' according to the old saying; so that the question depends ultimately, in most cases, very much on the commander himself. It is always in his power, or nearly always, to make the Sunday a day of rest to the people committed to his charge, or to render it one of extra trouble and irritation to them. Sooner or later, he is sure to reap the fruits of his decision in this matter, and is inevitably made to feel, that if he wishes either to command the respect or to win the regard of his crew, so that their united and strenuous exertions may be reckoned upon at moments of need, he must take care to shew them, on all ordinary occasions, not only that he is himself under the guidance of right principles, but likewise that he is sincerely

concerned in extending their influence over others. In the same spirit, his authority will be strengthened by every touch of consideration with which the inevitable sternness of his rule can be softened; and the more he manages to impart to all such indulgences the character of routine, or matters of course and constant usage, so much the better. We feel obliged to a person who confers almost any favour upon us; but if this favour be one of daily or weekly occurrence, and, at each time of its concession, we are reminded of the weight of our obligation, all kindness is in danger of being removed from it, and we would sometimes rather go without, than hold the advantage by a tenure thus avowedly capricious.

A captain of sense and feeling, therefore, avoids all shew, or palaver, as it is called, when granting such relaxations. He makes it his business, in the first place, to find out what is right and proper, consistently with the rules of the service generally, and then to ascertain how far the peculiar nature of the employment upon which the ship is engaged will admit of

a further extension of indulgences, or requires their abridgment. Having settled with himself what is possible to be done with propriety, he should grant it neither as a matter of personal favour, nor as a matter of right on the part of the people, but simply because it is fitting in itself. It may, perhaps, afterwards suit his views to withdraw, or to intermit these indulgences, either because they prove hurtful to the service, or because he may find it necessary to let his power of punishing be felt in this negative way, when his intentions have been misapprehended and his indulgence turned to bad purpose; but in every case it seems advisable, as I have said, to allow all such things to fall as much as possible into a consistent routine. There can be little doubt that the pain of executing laborious and disagreeable duties is often materially lessened by their strictly periodical recurrence; for in time their nature and duration come to be so correctly measured and allowed for, that the joys of the leisure moments which intervene are always greatly enhanced. By a similar and very beautiful, I had

almost said ingenious arrangement of our nature, it happens that the innocent pleasures of life, so far from palling by regularity, are actually much increased by it. I have frequently remarked with surprise the intense interest with which the sailors, like children, returned day after day exactly to the same amusement. On the other hand, I have seldom failed to observe how exceedingly they were put out of their way by losing indulgences, apparently of the most trivial kind, but to which they had become habituated.

People often fancy that, because the life of a seaman is one of constant change of place and occupation, he cannot fall into any regularity of habits; but on board a man-of-war it is really quite the reverse. He becomes there so much the creature of habit, that, by a little management, he may be moulded to almost any purpose. There is no man more docile than Jack, I might say no child; but then the hand that guides him must be tempered by discretion, by kindness, and, above all, by uniformity, or, as it is called afloat, by system. There may be bad systems as well as good ones;

but I am half inclined to say, that even the worst system, if strictly adhered to, is better than the wretched uncertainty of purpose which clings to ill-regulated and vacillating discipline, though every single act may be dictated by good-will and the sincerest wish to do right.

These observations, which apply generally to the whole course of naval affairs, will, I think, be found to bear with such peculiar force on the arrangements of our Sunday, that if any one wished to learn, from a single day's observation, what was the probable state of discipline on board a particular ship, I should say, let the inquirer ascertain how the first day of the week is got through, and he may guess pretty correctly as to all the rest.

It is not possible, at sea, to comply to the letter with the fourth commandment; but we have no right on that account to dispense with its spirit, which is at all times, and in all places, within every man's reach. The absolute necessity, however, of performing some work, appears a sufficient reason with many people for doing away with the ordinance of Sunday

altogether, and converting it into a day of hard and irksome toil, instead of a season of at least comparative rest. On the other hand, some officers, from a mistaken sense of duty, or from an exaggerated enthusiasm, either allow essential public interests to be neglected which ought to be attended to, or they harass their people by exacting more attention, or, I should rather say, devoting more time to religious observances, than the poor sailors can bestow with any chance of profit. Which of these courses is the worst, I really cannot say. If Sunday be made a working day, and no attention whatever is paid to its appropriate duties, the crew are by no means satisfied, and but too readily contract, by degrees, the habit of neglecting their obligations both to God and man. On the contrary, if the day be entirely taken up with devotional exercises, to the fatigue of their minds and bodies, they are exceedingly apt, after a time, to vote the 'whole concern,' as they call it, a bore, and to make up for this forced attention by the most scandalous indecencies, when

out of sight of their ' psalm-singing captain.'

It will not always answer, merely because a thing is proper in itself, to follow rigorously the most straight-forward course, regardless of what is said or thought to the right and left. If we sincerely desire to do good, we must not only condescend to work with such tools as we have in our hands, but resolve to employ them in a manner suited to the materials we wish to fashion to a certain purpose. Of this, at all events, we may rest assured, that unless we contrive, by some means or other, to gain the sympathy of the people on board our ship, and to carry them along with us, we may preach to them till doomsday, without in the smallest degree influencing their habits, or turning their minds towards the channels we so anxiously desire them to fall into. In what particular way the sailors are to be won to think and feel as we wish them to do, must depend, in every individual case, on its peculiar circumstances; and its management will be modified by the goodwill and sagacity of the commander.

Great care must be taken to overdo nothing, and, as far as may be, to allow all such matters to grow into habits. For, in this way the minds of men are most certainly brought into proper train at the fittest moments for considering any subject we wish to impress upon them. * And although it may be said that too great an attention to an exact order has the effect of substituting mere external observances for the true sentiments of which these ought only to serve as the index, yet we seldom see an instance in which a judicious pastor, whether dressed in a surplice or rigged in a uniform, may not avail himself of his authority (human or divine) to much greater purpose, by the assistance of established formalities.

I would accordingly recommend every officer in command of a ship to bring as many of the arrangements of his Sunday as possible into a jog-trot order, not to be departed from unless there should arise an absolute necessity for such deviation. Nineteen Sundays might, indeed, pass over without any express or apparent advantage being gained from this uniformity, but on

the twentieth some opportunity might occur, of infinite value to all concerned, which opportunity might, in all probability, prove unavailing but for the previous preparation. To borrow a professional illustration of the most familiar kind; it may be asked, how many hundred times do we exercise the great guns and small arms, for once that we fire them in real action? And why should it be supposed that, for the useful application of our mental energies to the most important of all warfare, habitual training is less necessary?

There is, of course, nothing new in all this; but I am not aware that these maxims have been sufficiently attended to as an express point of naval discipline, which certainly is to be regretted; for sailors, with all their faults, are very willing, poor fellows! if duly managed, to submit to legitimate persuasion. The opportunities for engaging their attention to good account are numberless; and their predisposition is, upon the whole, so favourable, that I am convinced, if adequate means of instruction were always at hand and in every ship, the condition of our seamen

in these respects might be changed much for the better, not only for themselves, but for the country they serve.

I must beg, therefore, to repeat once more, that I live in great hopes of some day seeing a regular chaplain on board every one of His Majesty's ships. I do not mean a person who shall come amongst us for a time, and who shall merely make the service a stepping-stone to church preferment on shore. What I hope to see is, a set of clergymen educated with a view to the clerical duties of a ship's ministry, and who shall be ordained expressly and exclusively for the Navy, without the prospect of quitting it for other preferment. That there are formidable practical difficulties in the way of this scheme, I am well aware ; but surely all these might be overcome, as they have been already conquered in the analogous instance of the Colonies. Of course (as I have before endeavoured to explain at length), it would be requisite greatly to improve the present situation of chaplains, in order to induce men of talents, and educated at the universities, to devote their lives to duties involving so many

privations. The retiring salary, in particular, ought to be made considerable, as well as the emoluments for long service ; and if, as I have also endeavoured to explain, to the duty of clergyman that of schoolmaster were united, the benefits conferred on the naval profession could hardly fail to be very great. The character of the man-of-war seaman might thus be gradually improved, under the constant operation of such an addition to the ordinary discipline of the fleet. The change would, I dare say, be very slow, and for a long time almost imperceptible ; but I imagine it would be all the better on that account, and, in due season, a general amelioration in the habits of all the other sailors of the country might follow these improvements in the Navy.

Without going needlessly deep into these speculations, we may observe, in the meantime, that, even in the least-regularly disciplined ships, there is now a marked difference between Sunday and any other day in the week. Although the grand object seems to be, to have every thing as clean as possible, and in

its most apple-pie order, great part of the labour employed to produce this result is over before Sunday arrives. The decks, for instance, receive such a thorough allowance of holy-stoning and scrubbing on Saturday, that a mere washing, with perhaps a slight touch of the brushes and sand, brings them into the milk-white condition which is the delight of every genuine first lieutenant's heart. All this is got over early in the morning, in order that the decks may be swabbed up and the ropes nicely flemished down before seven bells, at which time it is generally thought expedient to go to breakfast, though half an hour sooner than usual, in order to make the forenoon as long as possible. I should have mentioned that the hammocks are always piped up at seven o'clock. If they have been slung overnight, they are as white as any laundress could have made them; and, of course, the hammock-stowers take more than ordinary care to place them neatly in the nettings, with their bright numbers turned inwards, all nicely lashed up with the regulated proportion of turns,

each hammock being of a uniform size from end to end.

While the people are at breakfast, the word is passed to 'clean for muster,' in any dress the commanding officer may think most suitable to the climate or weather. Between the tropics, the order for rigging in frocks and trousers is generally delivered in these words :

“ Do you hear, there ! fore and aft ! Clean for muster at five bells — duck frocks and white trousers ! ”

In colder regions, it is “ Blue jackets and trousers ; ” and in rainy, cold, or blowing weather, the following order is sung out along the lower deck, first by the husky-throated boatswain, and then in a still rougher enunciation by his gruff satellites, the boatswain's mates :

“ D'ye hear there ! Clean shirt and a shave for muster at five bells ! ”

Twice a week, on Thursdays and Sundays, the operation of shaving is held to be necessary. These are called 'clean-shirt days.' Mondays and Fridays are the days appointed for washing the clothes.

It is usual to give the men three quarters, instead of half an hour to breakfast on Sundays, that they may have time to rig themselves in proper trim before coming on deck. The watch, therefore, is called at a quarter-past eight, or it may be one bell, which is half-past. The forenoon watch bring their clothes-bags up with them, in order that they may not be again required to leave the deck before muster. The bags are piled in neat pyramids, or in other forms, sometimes on the booms before the boats, and sometimes in a square mass on the after-part of the quarter-deck of a frigate. It strikes my recollection, that in most ships there is a sort of difficulty in finding a good place on which to stow the bags.

As soon as the forenoon watch is called, the between-decks, on which the men live, is carefully cleaned, generally by what is called dry holy-stoning. This is done by rubbing the deck with small smooth pieces of freestone, after a layer of well-dried sand has been sprinkled over it. This operation throws up a good deal of dust; but it makes the deck white, which is the

grand point aimed at. The wings, the store-rooms, and the cockpits, undergo a similar dose of rubbing and scrubbing; in short, every hole and corner of the decks, both above and below stairs, as folks on shore would say, is swept, and swept, and swept again, on a Sunday morning, till the panting sweepers are half dead; indeed, the rest of the ship's company are worried out of all patience, from eight o'clock to half-past ten, with the eternal cry of 'Pipe the sweepers!' followed by a sharp, interrupted whistle, not unlike the note of a pet canary.

What with cleaning the decks and cleaning themselves, the watch below have fully enough to do to get all ready by five bells. It must be remembered, too, that they have had the morning watch to keep, since four o'clock, and the whole trouble of washing the upper decks, shaking out the reefs, stowing the hammocks, and coiling down the ropes, all easy matters of routine, it is true, but still sufficiently tiresome when multiplied so often.

At the appointed hour of half-past ten, to a single stroke of the bell, the mate of

the watch, directed by the officer on deck, who again acts in obedience to the captain's orders, conveyed to him by the first lieutenant, calls out,

“ Beat to divisions ! ”

It should have been stated, that before this period arrives, the mate of the decks and the mate of the hold, the boatswain, gunner, and carpenter, have all severally received reports from their subordinates that their different departments are in proper order for inspection. Reports to the same effect being then finally made to the first lieutenant by the mates and warrant-officers, he himself goes round the ship to see that all is right and tight, preparatory to the grand inspection. I ought also to have mentioned, that the bags of the watch below are piped up at ten o'clock, so that nothing remains between decks but the mess-tables, stools, and the soup and grog kids. Long before this hour, the greater number of the whole ship's company have dressed themselves and are ready for muster ; but the never-ending sweepers, the fussy warrant-officers' yeomen, the exact purser's steward, the

slovenly midshipmen's boy, the learned loblolly-boy, and the interminable host of officers' servants, who have always fifty extra things to do, are often so sorely pressed for time, that at the first tap of the drum beating to divisions, these idlers, as they are technically much miscalled, may often be seen only then lugging their shirts over their heads, or hitching up their trousers in all the hurry-scurry of a lower-deck toilet. I should have recorded, that in the ship's head, as well as on the fore-part of the main-deck, and likewise between the guns, chiefly those abreast of the fore-hatchway, there have been groups assembled to scrape and polish themselves ever since breakfast-time, and even before it. Some are washing themselves; others cutting, and combing, and trimming their hair; for, now-a-days, there are none of those huge long tails, or club ties, which descended along the back of the sailors who fought with Benbow and Rodney. The dandyism of Jack has now taken another turn, and the knowing thing at present is to have a parcel of ringlets hanging from the tem-

ples almost to the collar-bone. Some of the youngest and best-looking of the fore-top-men would also very fain indulge in the feminine foppery of ear-rings. In the merchant service, many sailors 'disgrace their persons,' as we allege, in this style, and in all foreign services the odious practice exists; but in the British Navy it is absolutely forbidden.

I remember once, on the beach of Madras, witnessing an amusing scene between Sir Samuel Hood, then commander-in-chief in India, and the newly promoted boatswain of a sloop-of-war belonging to the squadron. The Admiral, who was one of the bravest, and kindest, and truest-hearted seamen that ever trod a ship's decks, was a sworn foe to all trickery in dress-work. The eye of the veteran officer was directed earnestly towards the yeast of waves, which in immense double rows of surf fringe and guard the whole of that flat coast. He was watching the progress of a Massullah boat, alternately lost in the foam, and raised in very uncertain balance across the swell, which, though just on the break, brought her swiftly towards the

shore. He felt more anxious than usual about the fate of this particular boat, from having ordered on shore the person alluded to, with whom he wished to have some conversation previous to their parting company. This boatswain was a young man, who had been for some years a follower of the Admiral in different ships, and to whom he had just given a warrant. The poor fellow, unexpectedly promoted from before the mast to the rank of an officer, was trigged up in his newly bought, but marvellously ill-cut uniform, shining like a dollar, and making its wearer, who for the first time in his life had put on a long coat, feel not a little awkward.

As soon as the boat was partly driven up the beach by the surf, and partly dragged beyond the dash of the breakers by the crowd on shore, this happiest of warrant-officers leaped out on the sand, and seeing the Admiral above him, standing on the crest of the natural glacis which lines the shore, he took off his hat, smoothed down the hair on his forehead, sailor fashion, and stood uncovered, in

spite of the roasting sun flaming in the zenith.

The Admiral, of course, made a motion with his hand for the boatswain to put his hat on; but the other, not perceiving the signal, stood stock-still.

“I say, put on your hat!” called the commander-in-chief, in a tone which made the newly created warrant start. In his agitation he shook a bunch of well-trimmed ringlets a little on one side, and betrayed to the flashing eyes of the Admiral a pair of small round silver ear-rings, the parting gift, doubtless, of some favoured and favouring ‘Poll or Bess’ of dear, old, blackguard Point Beach, the very ninth heaven of all light-hearted sailors. Be this as it may, the Admiral, first stepping on one side, and then holding his head forward, as if to re-establish the doubting evidence of his horrified senses, and forcibly keeping down the astonished seaman’s hat with his hand, roared out,

“Who the devil are you?”

“John Marline, sir!” replied the bewildered boatswain, beginning to suspect the scrape he had got himself into.

“Oh!” cried the flag-officer, with a scornful laugh. “Oh! I beg your pardon; I took you for a Portuguese.”

“No, sir!” instinctively faltered out the other, seeing the Admiral expected some reply.

“No! Then, if you are not a foreigner, why do you hoist false colours? What business has an English sailor with these d—d machines in his ears?”

“I don’t know, sir,” said poor Marline. “I put them in only this morning, when I rigged myself in my new togs to answer the signal on shore.”

“Then,” said Sir Samuel, softened by the contrite look of his old shipmate, and having got rid of the greater portion of his bile by the first explosion, “you will now proceed to unrig yourself of this top hamper as fast as you can; pitch them into the surf, if you like; but never, as you respect the warrant in your pocket, let me see you in that disguise again.”

When the drum beats the well-known ‘Générale,’ the ship’s company range themselves in a single line along both sides of the quarter-deck, the gangways,

and all round the fore-castle. In a frigate, the whole crew may be thus spread out on the upper deck alone; but in line-of-battle ships the numbers are so great, that similar ranges, each consisting of a division, are likewise formed on the opposite sides of the main-deck. The marines, under arms, and in full uniform, fall in at the after-part of the quarter-deck; while the ship's boys, under the master-at-arms, with his ratan in hand, muster on the fore-castle.

In some ships the men are sized, as it is called, the tallest being placed at the after-end, and so on down to the most diminutive, who is fixed at the extremity. But this arrangement being more of a military than of a naval cast, is rarely adopted now-a-days. It will seldom happen, indeed, that the biggest and burliest fellows in a ship's company are the leading men. They may chance, indeed, to be poulterers, cook's mates, or fit only to make sweepers of; personages who after a three years' station barely know the stem from the stern, and could no more steer the ship than they could take

a lunar distance. Nothing, therefore, can be more ridiculous than judging of the men by their stature, or putting such lubberly persons as these just alluded to over the heads of thorough-bred able seamen, captains of the tops or forecastle, hardy sailors whose abilities, knowledge, or trustworthy vigilance, and long-tryed experience, in spite of diminutive stature, may very deservedly have placed them in the foremost stations amongst the crew. Officers, however, on first joining a ship, are very apt to be guilty of some injustice towards the people by judging of them too hastily from appearance alone. We are insensibly so much prepossessed in favour of a fine, tall, good-looking sailor-lad, and prejudiced against a grizzled, crooked, little wretch, that if both happen to be brought before us for the same offence, we almost instinctively commit the injustice of condemning the ugly fellow, and acquitting the smart-looking one, before a tithe of the evidence has reached our ears.

This recalls to my recollection how multitudinous are the sore entanglements

in which a captain's judgment may, on these occasions, be caught, and his authority be warped to the side of injustice, when he fancies all the while he is truly executing his duty. I have sometimes suspected, on looking back, that I once decided a disputed case rather unfairly, in which one of the parties spoke the broadest Scotch patois of my native town. I may have been influenced by the unworthy dread of being thought partial to my countrymen, and therefore gave the case more against poor Saunders than he deserved. But let no person who has never been actually placed in the trying situation of a judge, pretend to estimate the difficulties of that most responsible and fearful of all offices. "What will people say?" is pretty nearly always a very shabby question, but one which too many public men ask themselves when hesitating as to how they shall act, forgetting that the only questions ought to be, "What is really and truly right? what will men of experience and virtue think? or, what shall I have eventually to say to my own conscience on the subject?"

Leaving these speculative questions, however, for the present, let us return to the divisions, which are arranged along the deck, not, as formerly, by sizes, but, in the proper way, by the watch-bill. The fore-castle-men, of course, come first; as they stand so in the lists by which they are mustered at night by the mate of the watch; then the fore-top men, and so on to the gunners, after-guard, and waisters. Each division is under charge of a lieutenant, who, as well as the midshipmen of his division, appears in full uniform. The people are first mustered by the young gentlemen, and then carefully inspected by the officer of the division, who sees that every man is dressed according to order, and that he is otherwise in proper trim. It is also usual in hot climates for the surgeon and his assistants to pass along the lines, to ascertain, partly by the men's looks, and partly by an examination of their limbs, that no traces of scurvy have begun to shew themselves. I have often seen illnesses which, had they not been thus taken hold of in the very commencement, and cured at once, might have con-

finer men for weeks or months to their hammocks, or conducted their bodies in no great space of time over the standing part of the fore-sheet.

While the mustering and inspecting of the divisions is going on, the captain paces the quarter-deck, in company with the first lieutenant. No other voices are heard except theirs, and that of the midshipmen calling over the names of the men, or the officers putting some interrogatory about a spot of tar on a pair of duck trousers, or an ill-mended hole in the sleeve of a shirt. In a few minutes even these sounds are hushed, and nothing is distinguishable fore and aft but the tread of the respective officers, on their way aft to report to the captain on the quarter-deck that all are present, properly dressed, and clean, at their different divisions. The marine officer likewise makes a report of his party and their equipments. The first lieutenant now turns to the captain, takes off his hat, and says,

“ All the officers have reported, sir.”

To which the other replies,

“ We'll go round the ship, then, if you

please ;” and off they trudge, after leaving the deck in charge of the second lieutenant, or the master, as may be determined upon at the moment.

A pin might now be heard, if let fall any where on board ; and but for the sound of the wind amongst the cordage, or the stroke of a slack rope against the mast, or the occasional shake in the weather-leach of a lofty sail braced rather too fine ; and except for the rippling sound of the water about the bows, and the creaking caused by her heeling over under the pressure of the wind, the ship might be supposed to be unmanned, and lying dismantled in the basin of Portsmouth dock-yard.

As the captain approaches the first division, he is received by the officer commanding it, who touches his hat, and then falls into the train behind. Of course, the moment the skipper appears, the men along the whole line take off their hats, smooth down their locks, make many clumsy efforts to stand erect, fumble interminably with the waistband of their trousers, and shuffle, to more or

less purpose, according to the motion of the ship, to maintain their toes exactly at the line or seam in the deck along which they have been cautioned twenty times they are to stand. The captain, as he moves slowly past, eyes each man from head to foot, and lets nothing pass of which he disapproves. The officer of the division is ready to explain, or to take a note of what alteration is required ; but supposing all to be right, not a syllable is spoken, and at the end of the division the captain again touches his hat to the officer, who returns the salute, and remains with his people.

He then proceeds to the forecastle, at the break of which he is received by the three warrant-officers, the boatswain, gunner, and carpenter, in their best coats, cut after the fashion of the year one, broad-tailed, musty, and full of creases from bad packing and little use, and blazing from top to bottom with a double-tiered battery of buttons of huge dimensions. Behind these worthy personages, who seldom look much at home in their finery, stands the master-at-arms, in front of his troop of young scamps ; not the young gentlemen,

but the troublesome small fry, known by the name of the ship's boys, destined in good time to be sailors, and perhaps amongst the best and truest that we ever number in our crews. For as these lads are bred up exclusively amongst men-of-war's men, they gradually acquire, naturally and easily, all the habits, as well as the sentiments, of His Majesty's service; besides which, they have nothing to unlearn, as merchant seamen invariably have to do, when, either by impressment or by volunteering, they are brought amongst naval persons.

I may also remark, that it is a great mistake to suppose able seamen cannot be as thoroughly bred on board a man-of-war as in any collier, which is proverbially the best school. We have, to be sure, in the Navy, a far greater number of hands on board, in proportion to the quantity of work to be done; and as there are generally amongst them plenty of men well qualified to execute the duties required by seamen, those who are not yet thoroughly taught are seldom as directly called upon to learn a seaman's trade as

they would be were they in a short-handed merchant-ship. But this state of things furnishes no excuse, I conceive, for those officers who fail to consider it part of their business to see that every man and boy in their ships be trained as fast as possible in all points of a sailor's calling. The opportunities are always at hand, the instructors numerous and competent; and it may readily be made not only the duty but the interest and pleasure of the older seamen, to teach what they themselves know to those who are less informed. In the process of this useful schooling it will almost invariably come out, that many of those hands who hailed for able seamen merely upon their own shewing, had obtained higher ratings on the ship's books than they were entitled to. One person is perhaps a good helmsman, but is ignorant of the marks on the lead-line; while another may be expert as a leadsman, and yet be any thing but trustworthy at the weather-wheel. Or a sailor may steer a ship admirably, and call the soundings correctly from the chains in the darkest night, who might cut but a sorry

figure at the weather-easing in a snow-storm. In short, it is a most important, and almost an imperative duty, on the officers of every man-of-war, to ascertain, by actual investigation, how far their people are entitled to the ratings they claim. If we do not see to this, we are perpetually misapplying the resources of the nation, by mistaking their true quality.

It soon becomes apparent amongst the crew of a man-of-war, as it does in every other situation in the world, that one of the most speedy and certain methods of instructing a person in any art, is to impose on him the duty of a teacher of others. In this useful way the whole of a man-of-war's ship's company may be taught as much of the art of seamanship as they could possibly have learned in the same time in a collier, or in any other ship that swims.

I should have mentioned, that before leaving the upper deck the captain proceeds to inspect the marines, who are drawn up across or along the quarter-deck abaft. Most captains think it both judicious and kind to visit the marines

first, before going round the sailors' divisions ; and I have never seen this practice adopted without manifest advantage. The marines are excellent fellows, well-trained, hardy, cheerful, duly respecting themselves, and proud of their service ; while, from belonging to a fixed corps, and from not being liable (like the seamen) to be perpetually disbanded and scattered, they acquire a permanent interest, or an inherent esprit de corps, as well as a permanent footing in the Navy. In like manner, the marine officers constitute one of the most gentlemanlike bodies of men in the King's service. They are thoroughly imbued with all the high sentiments of honour belonging to the military character ; and they possess, moreover, in a very pleasant degree, the freedom of manner and versatility of habits peculiar to those who go down to the sea in ships, but which cannot be taught by any other method than practice, and pretty long and tough practice too.

The utility of this important body of men on board a man-of-war is so great, that it becomes the duty of every lover of the profession to support all its ranks and

classes, by every means in his power, and especially to render their situation when afloat one of respectability, happiness, and contentment. In speaking of the utility of the jolly marines, as they are kindly enough called by the sailors, who, in spite of all their quizzing, really esteem their pipe-clayed shipmates, I refer less to their services in action, either on board, or in the event of co-operation with the military on terra firma, than to their inestimable value in sustaining the internal discipline of the service. The manner in which this is brought about, forms one of the most interesting peculiarities in the whole range of naval affairs; but it deserves to be treated of separately, and at length.

The two divisions ranged along the main deck, supposing the ship's company so distributed, next engage the captain's attention. I think it is usual to take that first which stands on the starboard side of the deck, with the after-end, or its left, as military men would say, close against the bulk-head of the captain's cabin, while the foremost men of the division extend

under the fore-castle. On arriving at the galley, or kitchen, the captain is received by the cook (or as much as may be left of him, according to the Greenwich Hospital joke), behind whom stands his mate, generally a tall, glossy, powerful negro, who, unlike his chief, has always a full allowance of limbs, with a round and shining face about as moist as one of the tubful of huge suet puddings, tied up in bags alongside of him. The cook, aided by 'Quamino,' lifts the lids off the coppers, that the captain may peer into them, and ascertain whether or not all is clean and nice. With the end of his wooden leg the cook then gives a twist to the cock of the coppers, to let some of the pease-soup in preparation run off and shew itself for the noble commander's inspection. The oven-doors are next opened, the range or large fire stirred up, and every hole and corner exposed to view; the object of the grand visitation being to see that this essential department of the ship is in the most perfect state of cleanliness and good order.

Still further forward, before the galley, in the very nose of her, as the foremost

nook or angle of the ship is called, and a little on one side, lies the sick bay or hospital; at the door of which the surgeon, backed by his assistants, receives the captain and his double the first lieutenant, and his double the mate of the main-deck. In they march, all in a row. The captain takes care not to pass any invalid's hammock without dropping a word of encouragement to its pale inmate, or begging to be informed if any thing further can be done to make him comfortable. Only those men who are very unwell, however, are found in their beds; the rest being generally seated on the chests and boxes placed round the bay, a part of the ship, which, I need scarcely mention, is kept, if possible, more clean, airy, and tidy than any other. If a speck of dirt be found on the deck, or a gallipot or phial out of its place, woe betide the loblolly boy, the assistant-surgeon's assistant, and the constant attendant upon the hospital. This personage is usually a fellow of some small knowledge of reading and writing, who, by overhearing the daily clinical lectures of the doctor, contrives to pick

up a smattering of medical terms, which he loses no opportunity of palming off upon his messmates below as sublime wisdom sucked in at Alma Mater.

Just before leaving the sick-bay, the captain generally turns to the surgeon, and says, as a matter of course, "Doctor, mind you always send aft at dinner-time for any thing and every thing you require for the sick;" and I have frequently remarked, that his whole tone and manner are greatly softened during this part of the rounds, perhaps without his being conscious of any difference. A very small share of attention, on the part of a commanding officer, on such occasions, if kindly and unaffectedly exercised, leaves a wonderfully favourable impression, not only among the invalids, to whom it is more particularly addressed, but seldom fails to extend its salutary influence over the rest of the ship's company, and thus, of course, contributes materially to strengthen and to maintain his authority. Such expressions of sympathy never fail to act like drops of oil on the machinery of discipline, making all its wheels work smoothly and sweetly.

The lower deck is next examined. The bags have been carried on deck, so that, as I mentioned before, nothing remains but the people's mess-tables and mess things, their kids and crockery. As Jack is mighty fond of a bit of show in his way, many of the births or mess-places exhibit goodly ranges of tea-cups and regiments of plates worthy of the celebrated Blue Posts tavern, occasionally flanked by a huge tea-pot, famously emblazoned with yellow dragons, and imitation Chinese. The intervals between the shelves are generally ornamented with a set of pictures of rural innocence, where shepherds are seen wooing shepherdesses, balanced by representations of not quite such innocent Didos weeping at the Sally Port, and waving their lily hands to departing sailor-boys. On the topmost shelf stands, or is tied to the side, a triangular piece of a mirror, three inches perhaps by three, extremely useful in adjusting the curls of our nautical coxcombs, of whom one at least is to be found in every birth.

The mess-tables, which are kept so bright you would suppose them whitewashed, are

hooked to the ship's side at one end, while the other is suspended by small ropes covered with white canvass. Against these lines rest the soup and grog kids, shining in a double row along the deck, which is lighted up, fore and aft, for the captain's visit, by a candle in each birth. In frigates, it is usual, I believe, to let the people have a certain number of chests, besides their bags. These not only form convenient seats for the men at meals, and couches on which to stretch their worn-out limbs during the watch below, but they afford a place in which the sailors may stow away some part of their best attire, deposit their little knick-knacks, and here and there a book, or, mayhap, a love-letter, or some cherished love-token. A chest, in short, or the share of a chest, even though it be only a quarter, or a sixth part, is always so great a comfort, that this indulgence ought to be granted when it can possibly be allowed. In single-decked ships, I conceive it may generally be permitted; in a line-of-battle ship, hardly ever. In a frigate, as there are no guns on the lower deck, where the

people mess and sleep, there is nothing to clear away on coming into action; but in a ship of the line the men pass their whole lives amongst the guns, by night as well as by day, and as it is absolutely necessary to keep every part ready for action at an instant's warning, nothing can be allowed to remain between the guns but such articles as may be carried out of the way in a moment. It is sometimes nonsensical, and even cruel, to carry this system into a frigate, where the same necessity for keeping the space unencumbered does not exist. Doubtless, the mate of the lower deck, and often enough the first lieutenant, and sometimes even the captain, will be anxious to break up all the men's chests, in order to have a clear-looking, open, airy, between-decks, to make a show of. But with proper care it may be kept almost as clear and quite as clean with a couple of chests in each birth as without. Even were it otherwise, we ought, I think, rather to give up a little appearance to secure so great a share of comfort to those who at best are not overburdened with luxuries.

As the captain walks aft, along the lower deck, he comes to the midshipmen's birth, or room, in which the youngsters mess. It is the foremost and largest of a range of cabins built up on each side, and reaching as far aft as the gun-room, or mess-place of the commissioned officers. It is only in line-of-battle ships that the midshipmen mess in the cockpit; while in frigates they not merely mess but sleep in the part of the lower deck called, I know not why, the steerage. I ought to have mentioned, that before the cabins of the officers, and abaft those of the sailors, lie the births of the marines; but, of course, these mess-places of the men are not partitioned off, being merely denoted by the tables and shelves. The boatswain, gunner, and carpenter, have their cabins in the steerage.

The captain peeps into each of these dens as he moves along. In that of the midshipmen he may probably find a youth with the quarantine-flag up; that is, in the sick-list. His cue, we may suppose, is always to look as miserable and woe-begone as possible. If he have had a tussle with a messmate, and one or both his eyes are

bunged up in consequence, it costs him no small trouble to conceal his disorderly misdeeds. It would be just as easy, in fact, to stop the winds as to stop the use of fisty-cuffs amongst a parcel of hot-blooded lads between thirteen and nineteen, although, of course, such rencontres are held to be contrary to the laws and customs used at sea, and are punishable accordingly. The captain, pretending ignorance, however, merely grins; and, without exposing the boy to the necessity of getting up a story, remarks:

“I suppose, Master Peppercorn, you fell down the after-hatchway ladder, and struck your eye against the corner of a chest? Didn't you? And, what is odd enough, I dare say, when I cross to the starboard birth, I shall find Mr. Mustardseed, who has met with exactly the same accident about the same time. What do you think? Eh?”

“I don't know, sir,” answers the badgered youngster; “Mr. Mustardseed and I are not on speaking terms.”

“Very likely not,” chuckles the skipper, as he proceeds to thrust his nose curi-

ously into the warrant-officers' little boxes. On arriving at the gun-room, he merely glances, with a well-bred air of assumed indifference, at the apartment of the officers, with whose habits and arrangements he scarcely ever ventures to meddle. He next dives into the cockpit, which in a frigate is used only for the purser's store-room, leading to the bread-room, both of which he examines carefully. The spirit-room hatchway, too, is lifted up for his inspection, as well as that of the after-hold. He then takes a survey of the cable tiers, which are lighted up for the occasion; as also different store-rooms of the boatswain, gunner, and carpenter; all of which ought to be objects of his particular care, for it is of great consequence that every article they contain should not only have an assigned and well-known place, but that it should actually be kept in that place. It is, indeed, quite wonderful how much may be done in the way of stowage by dint of good management. In a well-regulated ship, there is not a bolt or a bar, nor any kind of tool belonging to the carpenter, nor a

single rope, great or small ; canvass fine as duck, or coarse as No. 1, belonging to the boatswain ; nor any description of war-like store in charge of the gunner, which cannot instantly be laid hold of, and conveyed in half a minute to any part of the ship, low or aloft.

At length, when every square inch of the holds, tiers, sail-rooms, and all the cabins and births below, have been examined, the visitation party return to the quarter-deck, after a full half-hour's ramble. As the captain re-ascends to the different decks in succession, the men, who have never budged from their divisions, again pluck off their hats, the marines carry arms the moment his head shews above the coamings, and all the officers stop instantaneously in the middle of their walk to salute their commander, as he once more treads the quarter-deck.

“And now, sir,” says the captain, turning to the first lieutenant, “if you please we will rig the church.”

CHAPTER II.

THE SHIP CHURCH.

THE carpenters and the watch on deck soon carry aft their benches and mess-stools; but these not being sufficient to afford accommodation for all hands, as many capstan-bars as may be required are likewise brought up and placed athwart the quarter-deck, with their ends resting on match-tubs and fire-buckets, or on the carronade slides. These seats occupy the whole of the space from the break of the quarter-deck and the belaying bits round the mainmast, as far as the companion-hatchway. Chairs from the cabin and gun-room are also placed abaft all, for the captain and officers, and on the lee side for the warrant officers and mids; for, it need scarcely be mentioned that due subordination is made to keep its place even in our church.

The pulpit stands amidships, either on

the after-gratings, or on the deck immediately before the hatchway. In some ships, this part of the nautical church establishment consists of a movable reading-desk, made expressly for the occasion, but brought up from the carpenter's store-room only when wanted; sometimes one of the binnacles is used for this purpose; and I remember a ship in which the prayer-book was regularly laid on a sword-rack, or stand, holding six dozen naked cutlasses. The desk is covered over with a signal-flag, as well as the hassock for the chaplain to kneel upon, which is usually a grape or canister shot-box, surmounted by a cheese of great-gun wads, to make it soft.

All this implies that the weather is fine, the awnings spread overhead, and the curtains stretched fore and aft, to keep out the heat and glare. In rainy or blustering weather, the church is rigged under the half-deck, much in the same way, except that the pulpit is placed between two of the guns, and generally on the larboard side, as nearly abreast of the quarter-deck ladder as may be.

When all is ready, the bell is tolled by one of the quarter-masters; and the crew, quietly clustering aft, occupy the bars, stools, planks, and gun-slides, prepared for their accommodation. The marines range themselves on the front seats; while the officers take their places, of course not avowedly in the order of date in their commissions, but, more or less, they do fall into their respective stations according to seniority. The chaplain is now informed that every one is assembled; or, if there be no clergyman on board, the report is made to the captain, who generally officiates in that case. When the service begins, if there be any other ship in company, a pendant, such as men-of-war carry at their mast-head to distinguish them from merchant-ships, is hoisted at the mizen peak, to shew that the ship's company are at prayers. This signal, which is kept flying during the performance of divine service, is respected by every other ship, whether commanded by a superior officer or not.

Besides the prayers, which, as I have already mentioned, are "according to the

Liturgy of the Church of England, established by law," the chaplain gives a short discourse, not exceeding at most twenty or twenty-five minutes in length. Some captains are in the habit of reading a sermon; but more commonly, when there is no clergyman on board, the prayers are deemed sufficient. These points, as may be supposed, become frequent matters of discussion in the fleet. I shall not enter into them further just now than by observing, that the majority of right-thinking officers appear to agree, that if the church service on board ship be not "solemnly, orderly, and reverently performed," according to the terms and in the spirit of the first article of war, it is either useless or worse than useless. It ought therefore to take place as regularly and habitually as the nature of the ship's duties will allow of. In the next place, it seems clear, that if the service be rendered so long, or be otherwise so conducted, as not to arrest the attention of the crew, or not to maintain it alive when once fixed, it is too long.

I will venture to say, there is rarely to

be met with any where a more orderly or a more attentive congregation, in all respects, than on board a man-of-war.

But, notwithstanding all Jack's decorum and his discipline, to say nothing of his natural inclination, when duly encouraged, to reflect seriously and properly on any subject, as he is made of ordinary flesh and bones, his eyes will sometimes refuse to keep open under the infliction of a dull or ill-delivered discourse ; so that if the person who officiates happens not to read very well, his best chance for securing any useful attention consists in the brevity of his prelections. If the quality, rather than the quantity, of instruction be his object ; or if he measure the good he hopes to do, not so much by what his lips give out, as what the ears of his congregation are willing to take in, he should be exceedingly careful not to fatigue his hearers. The inverse rule of proportion obtains here with such mortifying regularity, that a captain will almost inevitably discover, by some of the thousand and one methods he has of knowing what is felt amongst his crew, that the longer he makes the church service be-

yond the mark of agreeable and easy attention, the more certain will he be of missing his point. The analogy, not to speak it profanely, between overloading a gun and overloading a discourse, applies especially to ship-preaching. Sailors are such odd fellows, that they are nowise moved by noise and smoke; but they well know how to value a good aim, and always love and honour a commanding officer who truly respects their feelings, ministers in a gentlemanlike way to their peculiar tastes and habits, and neither bullies them in the course of their ordinary duty, nor by means of long-winded and ill-timed discourses (or what they irreverently call psalm-singing) interferes too much with their religious concerns.

It would be easy, though perhaps rather invidious, to point out in what other respects many officers are apt, besides the protracted length of the church service on Sunday, to err in excess in these matters. I am very sorry to say, it would be still easier to shew in what respects all of us err in defect. The utility of such exposure, however, is more than questionable;

for it might perhaps irritate to no purpose, or even make bad worse ; and if so, it is surely no compromise of principle to avoid touching on faults in a manner which would aggravate the evil. I should rejoice much more in being able to make officers who have not sufficiently reflected on these things, duly sensible that it is quite as much to their immediate professional advantage, as it is, of course, to their eventual chance of happiness, that the religious duties of their ship should form an essential part of the discipline of the crew, and be considered not less useful in a moral point of view, than rigging the masts properly is to the nautical department of their command.

If, indeed, religion, when applied to the ordinary business of life, should be found inconsistent with those moral obligations which are dictated to us by conscience ; or if its observances were found in practice to impede the progress of duties which it was obviously imperative upon us to execute ; or even were we to discover that the ablest, most virtuous, and most successful persons amongst us were uniformly de-

spisers of religion, then there would certainly be some explanation, not to say excuse, for young and inexperienced men venturing to dispute on such subjects, and claiming the bold privilege of absolutely independent thought and action. But surely there is neither excuse nor explanation, nor indeed any sound justification whatsoever, for the presumption of those who, in the teeth of all experience and authority, not only trust themselves with the open expression of these cavils, but, having settled the whole question in their own way, take the hazardous line of recommending their daring example to those around them. It is also material to recollect, that there is not a single point of duty in the whole range of the naval profession, which, when well understood, may not be enforced with greater efficiency by a strict adherence to the sanctions of religion, than if it were attempted single-handed; so that most of the objections which one hears made to the due performance of the church service on board ship, on the score of its interfering with the discipline, are quite absurd,

and inapplicable to the circumstances of the case.

It cannot be denied, however, that the nature and degree of attention devoted to such things in a man-of-war must be left very much to the individual feelings and discretion of the captain, who will do well to reflect seriously upon the charge on his shoulders, and not allow indolence, or any worse influences, to check the good he has it in his power to accomplish, or to render him careless of the vast evil he may indirectly produce. The mental instruction of his people, and especially of the young gentlemen under his care, ought always to form one of his most anxious duties. It may be easily imagined that, in certain respects, he acts under great disadvantages; but, on the other hand, perhaps he may possess, at all times, a degree of influence over their minds and habits which hardly any parent, certainly few schoolmasters, can be supposed to exercise at any time. The very nature of a ship's discipline disposes, I might almost say compels, a lad to ready acquiescence in the dictates, and even remote sugges-

tions, of those in authority over him; and although a captain should most carefully avoid substituting mere authority for calm and genuine persuasion, in this more than in any other case, there can be no doubt that much of the heartless wear and tear of that presumptuous scepticism which is so rife amongst people not subjected to discipline of any kind, except what originates in their own minds, owes its rise and nurture to habitual disregard for all authority in other matters. Much of this improper spirit a judicious commander may check, if he cannot entirely correct; and he may insensibly turn the thoughts of his young friends into those channels where they will perhaps be astonished to find the authorities they are holding so cheap going cheerfully and usefully hand in hand with every thing that is great or good in the world. They will then discover not only the goodness and justice of that God, whose service, to use the beautiful language of the Liturgy, is perfect freedom; but they will, at the same time, understand how great a mistake it is, to suppose that a due veneration for

authority has any tendency to weaken conscientious habits of independent thought. The very reverse is generally the effect of such reliance; for no men are so likely to strike out original ideas, or to execute public services in a new and vigorous style of their own, as those who have already studied with patient and respectful attention all that has been done before them, and who look up with confidence to those who have attained well-merited distinction in their profession or in the world.

If this be sound doctrine, the responsibility of a commanding officer is very heavy; because, although he certainly ought to be careful not unduly to discourage independent thought amongst the young persons under his care, still less should he prevent their investigating all or any of these subjects for themselves; but, at the same time, he ought, as far as he possibly can, to give their minds a bias towards the side of rational conviction rather than of distrust. I mean, that he should be more anxious to encourage them to search for confirmations of the opinions already supported by

venerable authority, than to discover flaws in their evidence.

Much of the result of almost every inquiry depends upon the key in which we first pitch our minds, and the sincerity of our purpose; or, in other words, the temper in which we begin to screw ourselves up to undertake any difficult investigation. And I am Tory enough to believe that great good may often be effected by commencing with an admission that almost every thing long sanctioned by authority is probably right.

The captain of a man-of-war, therefore, if his influence be as well founded as it ought, may, in this most material of all respects, essentially supply the place of a parent to young persons, who must be considered for the time virtually as orphans. He may very possibly not be learned enough to lay before his large nautical family the historical and other external evidences of Christianity, and, perhaps, may have it still less in his power to make them fully aware of the just force of its internal evidences. But he can seldom have any doubt as to his

duty in this case more than in any other department of the weighty obligations with which he is charged; and if he cannot here, as elsewhere, make the lads under his care see distinctly, in the main, what course it best becomes them to follow, he is hardly fit for his station. I freely own that it is far beyond his power to make them pursue that line, if they choose to be perverse; but he will neglect an important, I might add, a sacred and solemn part of his business, if he leaves their minds more adrift on the score of religion than he can possibly help. Their steering in this ticklish navigation, it is true, depends upon their own prudence; but it is his bounden duty to provide them with both a rudder and a compass, and also, as far as he is able, to instruct them, like a good pilot, in the course they ought to shape. The eventual success of the great voyage of life lies with themselves; the captain's duty as a moral commander-in-chief is done if he sets his juvenile squadron fairly under weigh.

It grieves me heartily to own, that while I speak with so much confidence

of the good which may be effected on the minds of the midshipmen, I feel scarcely any thing but despair on turning to the case of the sailors. They are such a strange set of beings, generally so entirely uneducated, and although, as I have repeatedly mentioned before, by no means naturally irreligious, often so totally destitute of any thing deserving the name of principle, or even of any ground-work of habitual reflection, upon which alone such a superstructure can be raised, that I really cannot venture even to conjecture how people of such very loose habits and dissipated minds are to be turned permanently to right thinking on this matter. Unfortunately, too, at the end of every three or four years, when at length the discipline of a ship has been perfected, and the empire of order so fully established, that the influence of authority might, if ever, be expected to produce something out of these rough materials, the crew are not only paid off, but turned absolutely adrift into the worst holes and corners, the very sinks of society, where every thing good they have been taught, and every

thing good they may have hoped or wished to learn, is speedily taken from them, and all sorts of iniquity poured into their place ! In one moment are rudely swept away all their habitual veneration for authority, their cheerful, unreflecting dependence on others, together with every nascent feeling of self-respect, which during several years had been growing up together, and rather inviting than repelling the final and pervading influence of religion. Thus the unhappy sailor is suddenly left at the close of his long toil in a state of destitution fully worse than at first. In a few days, perhaps hours, after landing, he is pillaged of his money and every rag of clothes, except the jacket on his back ; and after being forced into drunkenness and every kind of debauchery and vice, he finds himself worn out with disease and intemperance, and becomes literally an outcast from society, amidst the most heartless and profligate of his species, helpless, useless, and hopeless !

However melancholy, therefore, the reflection may be, it is in vain to conceal from ourselves, that unless both officers

and men can be embodied more or less as a permanent corps, every ship that is commissioned merely furnishes a sort of fresh experiment in naval discipline. The officers are brought together without any previous acquaintance with one another; and many of them, after a long residence on shore, have lost most of their naval habits. The sailors, being collected how and where we can get hold of them, are too frequently the off-scourings and scum of society. With such a heterogeneous crew, the first year is employed in teaching them habits of cleanliness and common decency; and it is only in the third year of their service that the ship becomes really efficient. Just as that point has been reached, all hands, as I said before, are turned off, to make room for another experiment. If a few active men of the crew have become better sailors, they generally go into the merchant-service for higher wages; while the officers are again laid on the shelf. Something has been done lately to retain the petty officers in the Navy, but perhaps not enough. It has been suggested, that instead of

giving men pensions for long servitude; it might be more useful to allow their wages to increase gradually year by year, at some small rate, and at the end of fourteen years give them half-pay of the rating to which they had reached, if they chose to retire.

There are various other circumstances which I have not touched upon, that, I suspect, will for ever prevent the Navy being rendered a permanent embodied corps; and perhaps, upon the whole, it may be questioned whether this would be advantageous to the country, or quite the contrary. This topic, however, is of far too great extent to be treated incidentally.

I shall have occasion, in another place, to describe more particularly the philanthropic exertions of my friend Captain Robert Elliot, of the Navy, and several other officers on shore, who are not so hopeless as I confess I sometimes am myself upon this matter; and who, with the most disinterested public spirit, devote their whole time and thoughts to the reformation of their unhappy brethren of the blue jacket.

In returning to the subject of the church, it must be remembered that the circumstances of wind and weather will often interfere with the regularity of our Sunday service. To which it may be added, that the public duty upon which the ship is employed must often modify these observances very much, in spite of all our endeavours. In some parts of an Indian voyage, for instance, it may be safely calculated that no interruption will take place; while there occur other stages of the passage when Divine service must of necessity be stopped, to shorten sail or trim the yards. In peace-time, or in harbour, or in fine weather at sea, no such teasing interference is likely to arise; but in war, and on board a cruising ship, the public service frequently calls a ship's company to exchange smartly their Bibles and Prayer-books for the sponges and rammers. The collect in which they have petitioned to be defended from the fear of their enemies, and that their time might be passed in rest and quietness, may hardly have passed their lips, before they are eagerly and joyfully scampering up

the rigging to shake the reefs out in chase of an enemy, with whom, in the next hour, they will perhaps be engaged in hot fight!

I remember once in a frigate, cruising deep in the Bay of Biscay, just as the captain had finished the Litany, and the purser, whose greatest pleasure it was to officiate as clerk, had said Amen, that the man at the main royal-mast head screamed out,

“A strange sail, broad on the lee bow!”

The first effect of this announcement was to make the commander turn round involuntarily to the man at the wheel and exclaim, “Put the helm up!” He then closed the book, with a degree of energy of which he was made somewhat ashamed when the sound was echoed by that of the rapidly closing volumes all around him.

“My lads,” said he quickly, but not without solemnity, “our duty to our King is our duty to God; and if, as I hope, this sail turn out to be the ship we have been so long looking after, you will not give a worse account of her to the country, I am

sure, for having applied in good earnest for assistance from aloft." After which, suddenly changing his tone and manner, he sung out loudly and clearly,

"Hands, make sail! Let go the bow-lines! Round in the weather-braces! Mast-head, there! let me know when the strange sail is right ahead!"

Then leaping on the hammocks, and resting his glass against the after-swifter of the main rigging, he swept the horizon impatiently for the stranger. Meanwhile, the rattling of the chairs, capstan-bars, match-tubs, and shot-boxes, gave token of the rapid demolition of our nautical church. The studding-sail booms shot out like spears from the yard-arms, and the sails which these spars were to expand hung dangling and flapping in the air, as if the canvass had been alive, and joined in the eagerness of the chase; while the gay ship herself, trembling fore and aft under these fresh and spirit-stirring impulses, dashed away at the rate of ten and a half.

Such are the incidents which happen on board single frigates; those rattling,

joyous, fly-along, Salee-rover sort of cruisers, which range at large over the wide ocean, scour every coast, and keep the war famously alive. A much more stately ceremonial is observed on board fleets, whether at sea, blockading a port, or lying in harbour. The ships of the different divisions, or squadrons, wait till the Admiral hoists at his mizen-peak the signal indicating that Divine service has commenced. The bell is then tolled in each of the other ships, the usual pendant is displayed, and the first article of war (already quoted) is complied with, not only to the letter, but often, we may hope and trust, fully up to the spirit. At all events, I have heard many clergymen declare, that they never beheld any congregation in which more attention and decorum prevailed than in our ship churches.

At sea, both in fleets and on board single ships, the afternoon of Sunday is generally a season of rest and quietness; but in harbour it is frequently the most annoying period of the whole week. There is nothing for the men to do, and the time

hangs terribly heavy on their hands ; to which, it must be added, that our ships are too often infested by some of the vilest contaminations of the shore. Bad as these influences are, at any time or place, I believe they may be considered at their worst when they come afloat ; so that, whenever it can possibly be done without injury to the service, portions of the ship's company should be allowed to go on shore in turn, albeit their proceedings when ' on liberty,' as they call it, are none of the most commendable. But we must let that pass. In foreign ports, however, this indulgence is frequently impossible ; and in cases when the people cannot be permitted to land, the different men-of-war in company are sure to send boat-loads of visitors, or what are called ' liberty men,' on board one another's ships, to pass the afternoon of Sunday. This practice is the very bane of good discipline, and ought at all times to be discouraged in every way ; for it almost inevitably leads to drunkenness, rioting, and bitter heart-burnings. It has, moreover, the effect of making the men discontented with their own ship and

their own officers. The sailors are sufficiently sharp criticisers of the conduct of their superiors, even when they have all the facts before them, and the power of observing closely, and from day to day. But when they pass on board other vessels, and interchange exaggerations over an extra pot of grog, the mischievous consequence is certain; for each of the parties is likely enough to break up the visit miserably discontented, and to return under a thorough conviction that, while every thing done in their own ship is wrong, all the officers are either foolish or tyrannical, or both. If there must be ship-visiting (for which, however, I can see no necessity), let it be on week days, and in the morning; but, clearly, the less the better; and most assuredly it ought never to be allowed on Sunday evening.

CHAPTER III.

NAVAL RATINGS, AND SEA PAY.

MUSTERING CLOTHES.

THE dinner-hour on Sunday is noon, the same as on other days; but there is this distinction, which ought to mark the afternoon in every well-regulated ship, the people are never disturbed between twelve o'clock and four, unless some particular service occurs which cannot without impropriety be deferred. It is customary during the rest of the week to turn the watch up at one o'clock; but on Sunday, if possible, the people should be left alone; to be idle, if they choose it, or to read, or otherwise to employ themselves according to their own fancy. This, after all, is but a trifling indulgence, which costs the public service little or no sacrifice, and hardly ever puts the captain or officers to any inconvenience. Even if it did, what would it matter? The interests of the

country will not be worse attended to in the long-run for an occasional relaxation of strict etiquettes and formal observances. It is always such a vast affair to carry with us the kindly feelings of the men, even in trifles, that if the captain, before piping to dinner on Sunday, takes in the royals, hauls down the flying-jib, and otherwise arranges the sails, to lessen the chances of having to call the people on deck, his attention will not go unremarked. Even if the ship be making a passage, and that, in strictness, all sail ought to be carried, no eventual loss will ever attend such very trivial abatement of speed; for the men will probably be far more active in making and shortening sail at other times, when their minor comforts are thus regarded, than when treated as if they have no feelings to be considered.

The circumstance which most distinctly marks the afternoon of Sunday on board a man-of-war, even more than on land, is the absence of all the usual stir caused by the multifarious occupations of the artificers and crew. The fire in the armourer's forge, abreast of the fore-

hatchway, being extinguished, the rattle of his hammer, and the gritting of his rasp, are no more heard. The wearing and tearing of the adzes and axes, planes and saws of the carpenter, cease to torment the ear. The spunyarn-reel of the fore-castlemen is stopped in its revolutions, and stowed away till Monday. The noisy thump-thumping of the cocoa-pounder is laid asleep. The bayonets of the marines, the cutlasses and boarding-pikes of the sailors, and all other weapons of offence, have some respite given to their points and edges. The tailors close their shears, and bundle up their remnants; while the sail-makers draw off their palms, and thrust their stools on one side. Even were it not an affair of duty, sheer weariness would generally enforce the fourth commandment on board a man-of-war, and the delicious day of rest be most fully enjoyed at sea.

It must be owned, indeed, that on the lower deck of a man-of-war on Sunday afternoon, between dinner-time and the hour of tea, or evening grog, a cast of idleness is the most characteristic feature. Groups of men may be seen sitting on the

deck chatting over very old stories, a few are reading, and many are stretched out flat on their backs fast asleep, or dosing with their heads laid on their arms on the mess-table. But the habit of locomotion amongst sailors is so strong, that there are always numerous parties walking on the main deck in pairs, or in threes and fours, along a short space, backwards and forwards, although there seems no reason why their walk should not be twice or thrice as long. Both sides of the fore-castle too, and the lee-gangway, are generally filled with these walking philosophers, as they may in truth be called; for they enjoy the hour that passes, and are ready to take whatever comes in good part. The weather gangway is usually left for the occasional transits of that most restless of mortals, the officer of the watch, who, as in duty bound, is eternally fidgetting about the trim of the sails, and must often step forward to the chestree, from whence, while resting his foot on the tack-block of the mainsail, he may cast his eye aloft to detect something to alter in the position of the head-yards. Or if he hears any noise

in the galley, or even on the lower deck, he can walk forward till he is able to peer down the fore-hatchway, by stooping under the bows of the boat on the booms. Most of this fidget probably arises, not so much from any wish to find fault with what is wrong, as to maintain what is right. The true preventive service of an officer is to interpose his superintending vigilance between the temptation, on the part of the men, to err, and their first motion towards offence. Were this principle fully acted up to in all ships, how rapidly might not our punishments subside!

At four, or half-past four, in the afternoon, the merry pipe to supper awakes the sleepers, arrests the peripatetics, and once more clusters young and old round the mess-table. At sunset the drum beats to quarters, when the men's names are carefully called over, and the sobriety of each ascertained. Other duties may be intermitted on the day of rest, but not that of the guns, which are minutely examined, and all their appendages got ready every evening, with as much earnest care as if the ship were that instant sailing into

action. A moment's reflection, indeed, will shew that there can, of course, be no difference in this respect between Sunday and any other evening. Then come in succession the following routine orders, and their correspondent evolutions: "Reef topsails!" "Stand by the hammocks!" "Pipe down!" "Roll up the cloths!" "Call the watch!" "Pipe the sweepers!" And thus, at last, the first day of the week at sea, in a man-of-war, is at an end.

It is usual, on board most ships, to read the articles of war on the first Sunday in every month; and as the captain is instructed by the Regulations of the Service to make frequent musters of the ship's company, this important ceremony is performed at the same time. The object is to see that every man is rated on the ship's books according to his real qualifications. Instead of beating to divisions, the hands are turned up to muster, when the whole crew assemble on deck.

In old times, I recollect, the fashion was for the men to press aft in a disorganised crowd; but of late years, the following more appropriate and orderly arrangement

has been universally adopted. The men are distributed in a close double row round the quarter-deck gangways and fore-castle, each standing in his place, according to the order of his name on the Open List. A small table is then brought up, on which are spread the muster-books; and the captain's clerk, who is the only person seated, begins calling over the names. Each man, as his turn comes, pulls off his hat, smooths down his hair, and passes over from the lee side of the deck to the weather side, stepping across the gratings just before the binnacle. The captain stands to windward, so that the men advance directly up towards him, and then pass forward in review. By this means, not only the captain, but the officers, who, of course, are all present, become better acquainted with the men, learn their names, and ascertain their respective ratings and merits. The first lieutenant plants himself at the captain's elbow, to furnish such general information as may be required, or to appeal for more minute details to the other lieutenants, warrant-officers, mates, or midshipmen, as the case may be.

The captain avails himself of this public opportunity of telling any of the men that they have been advanced a step on the books since the last muster; and if these intimations be given without parade, and in good taste, they afford great satisfaction to the people, though it may often happen that the changes of rating are almost nominal. It is a great point gained in all discipline, if the persons we wish to influence can be made duly sensible that their merits and exertions are not neglected. It is obvious, too, that if giving a man a higher rating be a source of encouragement, to disrate him may readily be used as a means of punishment. I remember, in the *Lyra*, on my way home from China, in 1817, that the captain of the foretop, a fine active lad from North Shields, got into some scrape, not quite bad enough to bring him within reach of the terrible gangway, but close to it, and I was rather perplexed how to chastise the offender. The first Sunday in the month was close at hand, so I waited till this man's name was called, and then, after a suitable lecture, desired the clerk, in the

hearing of the whole ship's company; to change his rating to that of able seaman from captain of the top. The poor fellow looked bewildered, and, instead of passing on when another name was called, stood stock-still half-way across the deck.

“Don't you hear?” I said; “you are no longer captain of the foretop, you are disrated on the ship's books.”

I then turned to the clerk to see the entry properly made; but on looking again at the disrated seaman, I observed, to my astonishment, that he was all in tears!

I certainly had not reckoned upon such a scene; but it at once flashed upon me, that here was an opportunity of gaining two important points. The first and most obvious of which was, to nail this particular man's future good services by enlisting all that was hearty in his nature at the instant of its strongest expression; and the next, to avail myself of the circumstance to stamp a still higher degree of importance in the eyes of the men than before upon the value of these ratings. I therefore instantly called out to the clerk

to stop his pen ; and then addressing the man, in a voice loud enough to be heard by all the crew, said, I was quite sure any one who felt so sensibly the degradation implied in the loss of rank which he had just incurred, was never likely to expose himself again to such a risk. I should therefore not only give him back his former rating, and replace him in his station as captain of the top, but assure him that all trace both of his offence and its punishment should from that moment be entirely forgotten.

It is hardly within the range of popular explanation to shew in what particulars the different shades of technical merit consist, by which many of these ratings are awarded. The letters A. B., which mean Able Seaman, are placed against the names of those only who are thorough-bred sailors, or who, in sea phrase, can not only 'hand, reef, and steer,' but are likewise capable of heaving the lead in the darkest night, as well as in the day-time ; who can use the palm and needle of a sail-maker ; and who are versed in every part of a ship's rigging, in the stowage of the hold, and

in the exercise of the great guns. Of course, an A.B. must be able to pull an oar, as well as use it in sculling, understand the management of a boat under sail, and know how to cross a surf. He must also learn the art of placing an anchor in a boat, in order to its being laid out; and how to get it in again when weighed. In these, and twenty other things, which might be pointed out, he ought to be examined by the boatswain, and other officers, before his rating of A.B. is fully established on the books.

The higher ratings of quarter-master, gunner's mate, captain of the fore-castle and of the tops, and so on, are given chiefly to men who may not, in fact, know more than every Able Seaman is supposed to be acquainted with, but who have recommended themselves by their superior activity and vigilance, and have not only shewn themselves fit to command others by their decision of character, but evinced a sincere anxiety to see the work of their department well performed. It is of great consequence to assist in every way the authority of these leading hands over the

other men stationed in the same part of the ship; and judicious officers will generally be able to avail themselves to great purpose, in moments of trial, of the energetic co-operation of these persons. Much of the internal, or what may be called domestic, discipline of the crew, depends upon the conduct of these men; for each mess has one of them at its head, who is held more or less responsible for the behaviour of the people in that knot or party. I have, however, known some officers exact a great deal too much from these captains of the messes, and expect them to become spies and informers against their companions; or, which is just as unreasonable, hold them fully answerable for all delinquencies committed in their part of the ship. This is cruel; because, although they undoubtedly may contribute materially towards the maintenance of good order, they cannot, by possibility, do more than act as assistants to the first lieutenant, and chiefly by explaining to the rest of the people what is required of them. Most men, in the long-run, and perhaps in all ranks of society,

but certainly on board a man-of-war, find it so much more agreeable in every respect to do what is right than what is wrong, that when they come distinctly to know what is wanted, they almost invariably set about executing it cheerfully. The first grand point, therefore, in the ship's discipline, after a system has been adopted which shall be consistent in all its parts, is, to let the details of this system be thoroughly understood by every one on board. When a good plan has been once fixed upon, and the officers are vigilant, patient, and exact in their own personal conduct, and the leading men have been made fully acquainted with what is required, the rest of the crew will be but too happy to do their duty manfully and well, without the instrumentality of the lash, except in extreme cases.

In former times, the distinctions amongst ratings of the seamen on the ship's books were so few, that it was impossible to discriminate correctly, or to assign to each man, with any justice, the exact rating which his knowledge of seamanship, his experience in the exercise of that know-

ledge, his general good conduct, and his abilities, might entitle him to. An Order in Council, dated November, 1816, established a new system of Ratings; and by another Order, dated the 23d of June, 1824, "the net sea pay of the flag-officers of His Majesty's fleet" was established, "together with the net sea pay and number of their retinue; the number of commissioned, warrant, petty, and non-commissioned officers, and the ratings of every description both of seamen and marines, allowed to each class of His Majesty's ships, with their rates of net sea pay respectively; and distinguishing the several classes for sharing the produce of seizures."

The tables which follow are so clear that they seem to require no particular explanation. They will, I have no doubt, prove interesting to many persons, from shewing the care taken by Government to afford officers the means of classing every man according to his merits.

CLASSES AND DENOMINATIONS OF HIS MAJESTY'S SHIPS.

1. Rated Ships, viz. :—

First Rate.—All Three-decked Ships.*Second Rate.*—One of His Majesty's Yachts, and all Two-decked Ships of 80 Guns and upwards.*Third Rate.*—His Majesty's other Yachts, and all Ships of 70 Guns, and less than 80.*Fourth Rate.*—Ships of 50 Guns, and less than 70.*Fifth Rate.*—Ships of 36 Guns, and less than 50.*Sixth Rate.*—Ships of 24 Guns, and less than 36.

2. Sloops and Bomb-Vessels.

3. Gun-Brigs, Cutters, Schooners, and other small Vessels.

FLAG PAY.

	£.	s.	d.	
Admiral of the Fleet	6	0	0	} SEA PAY per Day, besides which every Commander-in-Chief shall receive a further Sum of 3 <i>l.</i> per Day, while his Flag shall be flying within the limits of his Station.
Admiral	5	0	0	
Vice-Admiral	4	0	0	
Rear-Admiral, or Commodore of the First Class	3	0	0	
Captain of the Fleet				

SURGEONS.

Surgeons shall be paid in all Rates according to their length of Service (including more than three years' time as an Assistant Surgeon, or Hospital Mate), viz.—

	£.	s.	d.	
Surgeons of less than Six Years' Service	0	10	0	} Per Day.
Surgeons of more than Six and less than Ten Years' Service	0	11	0	
Surgeons of more than Ten and less than Twenty Years' Service	0	14	0	
Surgeons of more than Twenty Years' Service	0	18	0	
Surgeons of Hospital Ships, of whatever length of Service	0	18	0	

In Flag Ships all the Lieutenants (including one extra as Flag Lieutenant) are allowed 6d. per Day in addition to their Pay.

Classes for
distribution of
Bolsures.

		£.	s.	d.		
II.	{	Physician of the Fleet of less than Three Years' Service as such.....	1	1	0	per Day.
		Physician of the Fleet of more than Three, and less than Ten Years' Service..	1	11	6	—
		Physician of the Fleet of more than Ten Years' Service.....	2	2	0	—
		Master of the Fleet	15	7	0	per Month.
III.	{	Secretary to the Admiral of the Fleet	38	7	0	—
		Secretary to an Admiral, Commander-in-Chief	30	13	6	—
		Secretary to a Vice or Rear-Admiral, Commander-in-Chief.....	23	0	4	—
		Secretary to a Junior Flag Officer or Commodore	11	10	0	—
IV.	{	Two Clerks to Secretaries of Commanders-in-Chief, each	4	14	0	—
		One Clerk to Secretaries of Junior Flag Officers or Commodores.....	3	18	8	—
		Admiral's Coxswain	2	11	0	—
VII.	{	Admiral's Steward.....				—
		Admiral's Cook				—
		Admiral's Domestics..	1	14	0	—

* The number of these Ratings to be,

Admiral of the Fleet	12		Rear-Admiral, or Commodore of the First	} 5
Admiral.....	10		Class.....	
Vice-Admiral	7		Captain of the Fleet	

RATES of HALF PAY at present established for the NAVY and MARINES.

(Payable Quarterly.)

FLAG OFFICERS.	Per Day.
Admiral of the Fleet.....	£3 3 0
Admirals.....	2 2 0
Vice-Admirals.....	1 12 6
Rear ditto.....	1 5 0

CAPTAINS.	
To each of the first 100 as they stand on the general List of Officers in Seniority.....	0 14 6
To each of the next 150.....	0 12 6
To the rest.....	0 10 6

COMMANDERS.	
To each of the first 150 on the List.....	0 10 0
To the remainder.....	0 8 6

LIEUTENANTS.	
To each of the first 300 on the List.....	0 7 0
To each of the next 700.....	0 6 0
To the remainder.....	0 5 0

ROYAL MARINES.	
Colonels.....	0 14 6
Lieutenant-Colonels.....	0 11 0
Majors.....	0 9 6
Captains.....	0 7 0
First Lieutenants of Seven Years' standing.....	0 4 6
The rest.....	0 4 0
Second Lieutenants.....	0 3 0

MASTERS.		Per Day.
To the first 100 on the List (being qualified for first or second rates).....	£0 7 0	
To the next 200 (being qualified for third or fourth rates).....	0 6 0	
The remainder, having served 5 Years in the Navy, 3 of which as acting or second Master, or as Master's Mate or Midshipman.....	0 5 0	

MEDICAL OFFICERS.		Per Day.
<i>Physicians</i> —After 10 Years' Service.....	1 1 0	
..... 3 Years.....	0 15 0	
Under that time.....	0 10 6	

SURGEONS.		Per Day.
Six Years' Service.....	0 6 0	
Under that time.....	0 5 0	

ASSISTANT SURGEONS.		Per Day.
Three Years' Service.....	0 3 0	
Two Years.....	0 2 0	
Dispensers.....	0 5 0	

CHAPLAINS.		Per Day.
After 8 Years' Service at Sea, or 10 in Harbour.....	0 5 0	
For each Year's longer Service than 8 at Sea or 10 in Harbour, <i>6d.</i> per day addit. till it reach.....	0 10 0	

PURSERS.		Per Day.
To the first 100 on the List.....	0 5 0	
To the next 200.....	0 4 0	
The remainder.....	0 3 0	

As soon as the ship's company have been mustered, the captain takes off his hat and reads the Articles of War, to which, out of respect to this important act of parliament, the people listen in like manner uncovered. As I shall have occasion at a future time to enter fully into an account of the original intention and spirit, as well as the present acceptation and practical operation of these Articles, I need say nothing of them now, except that almost every one of them assigns the punishment of death to the offence specified. Of course, this degree of severity is not observed in one case out of many thousands. But it is not difficult to shew, at least in naval matters, the great utility, and eventual advantage to all the parties concerned, of possessing in the letter of the law the utmost stretch of power. Indeed, there are few things in the history of moral or judicial discipline more curious, or perhaps more instructive, than the modifications which all penal enactments must of necessity be made to undergo in practice.

On Sunday morning, between breakfast

and divisions, some captains occupy themselves in examining the weekly reports of the expenditure of boatswain's, gunner's, and carpenter's stores; and in going over with the purser the account of the remains of provisions, fuel, and slop-clothing on board. After which he may overhaul the midshipmen's log-books, watch, station, and quarter bills, or take a look at their school-books. If the ship be in harbour, he also glances his eye at their accounts; and he generally takes occasion to indulge in a little kindly gossip about their mess, their love of the sea, and the last letters they received from home.

Thus the gallant skipper, as well as his gallant crew, has seldom much spare time on his hands during the forenoon of Sunday. I should be right glad, indeed, to be informed what day, or hour, or even what half hour, in the whole week, from end to end, the captain can fairly call his own. Not one! Every other person on board has his hour, or his four hours, or his eight hours of rest, and of relief from all anxiety; but the poor captain has not a minute. He is the chief over all, it is

true; but he pays dearly and deeply for this distinction in the shape of heavy responsibilities, and perpetual trials of various kinds. Our poet says, "uneasy lies the head that wears a crown"—I am quite sure that unburdened never lie the shoulders that wear two epaulettes. The captain is at all calls, and must be ready at all seasons with resources, good or bad, to supply the failures or indolence of others; while his own fate, fortunes, and character, as well as the credit of the service, and sometimes that of the country, are made to hang upon the instantaneous nature of his decisions, and upon the vigour and efficiency of his exertions, at moments perhaps when his powers are nearly exhausted, and his spirit all but crushed by sheer fatigue. The simple enumeration of a captain of a man-of-war's ordinary responsibilities, I have often thought, would win for his class a degree of considerate forbearance, and candid allowance for his difficulties, which, perhaps, it has never yet fairly received from the public. If, to such enumeration, a notice respecting the duties of each were

things are wanted, in the way of slops, to supply worn-out and condemned clothes. 'Slops' is the technical name for jackets, trousers, shirts, and other articles of a sailor's wardrobe, before they have been used. They are sent on board in bales and boxes by government, and placed in charge of the purser.

All this is reported in detail to the lieutenant of the division, who continues walking backwards and forwards while the inspection is going on, ready to answer appeals in the event of any difficulties or doubts arising. He carries in his hand a complete list of his division, and of each man's clothes; and when the young gentlemen under his orders have finished their work, and taken down what is wanted, the lieutenant goes along the line to investigate the whole anew. He then collects the different memorandums of slops wanted, and proceeds to make his report to the captain, who either sanctions or disapproves of the decision of the officer, as he pleases. Frequently the captain himself goes along the divisions, to look at the men's clothing; but the glance which

he takes is necessarily of a more cursory nature; his object is, to let the men feel that he is ready to interfere, if need be, but also to shew, that unless there is any special call for the interposition of his authority, he confides in those under him. And it may be observed, as a general principle, that there is nothing more absurd in itself, or in its effects more mischievous to the cause of good discipline, than the silly propensity some officers have to shew distrust of their inferiors in rank, even on occasions when, in point of fact, they have confidence in them. This can arise only from a petty feeling of jealousy, as if the captain was afraid honestly to repose in the skill and discretion of his officers, lest it should be imagined by the men that he himself was ignorant of his duty. In this spirit I have not infrequently seen captains interfere quite wantonly, and actually put things wrong which they knew to be right, for no purpose but to establish their independence in a case where their authority was unquestionable, and where their knowledge was never called in question, up to these moments when their own perversity

of temper chose to cast a doubt over it. A commander should recollect, that whether it be he himself, or chiefly his officers and crew, who perform any useful public service, he invariably reaps at least his full share of the credit. His real interest, therefore, must always be, not merely to draw about him the ablest men he can induce to follow him, but to allow them the utmost latitude of independent action and responsibility, and as much of the merit of success as possible. If he persevere sincerely in this course, he will soon discover, that, by a very curious principle in our nature, the more he endeavours to remove the credit from himself, or, rather, to divide it handsomely along with those who are acting with him, the more will he generally find the merit given back to himself.

The converse, it is hardly less useful to observe, holds with singular force, and even more immediate effect; for whenever a person in authority wishes to monopolise all the credit of what has been done, even though he may be fairly entitled to a large portion of it, the claim

is exceedingly apt to be disallowed altogether.

In short, this matter of allotting credit, whenever it is viewed in any way but one, is perplexed beyond extrication; and many a wretched commanding officer have I seen floundering and torturing himself, and all hands besides, in the vain search for a little trashy grain or two of popularity: all which, and much more, would have been freely awarded him, and in twenty times the measure, had he only let things alone, and been more truly disinterested.

I suspect few people have the smallest notion of what a sailor's wardrobe consists. Every one has, indeed, a vague idea that he must have a blue jacket and trousers, and a low, canvass, shining sort of affair, stuck on one side of his head, and called by him a hat. But of any further particulars, the shore-going world really knows about as little as they do respecting the dresses of the Emperor of China. Honest Jack, it is very true, is not much encumbered with clothes; and too often his wardrobe sadly resembles

that of the Honourable Mr. Dowlas, which was so easily transportable in the Honourable Mr. Dowlas's pocket handkerchief. Yet if he have the opportunity, poor fellow, and be duly encouraged, he is not a little of a dandy in his way.

In a well-regulated ship, a sailor's kit consists generally of at least two blue jackets, and one pea jacket, which is a sort of lumbering shaggy surtout, or curtailed great-coat, capable of being wrapped round the body, so as to cover the thighs. Why it is called a pea jacket, I should be glad to be informed by any knowing person; and I beg leave accordingly to refer the question to that corner of the United Service Journal reserved for technical queries, a valuable niche in that ably conducted periodical. A seaman must also have two pair of blue trousers, two pair of shoes, six shirts, four pair of stockings, two Guernsey frocks, made of a sort of worsted stocking-work, without any opening in front; two hats, two black handkerchiefs, and a comforter to wrap round the throat; together with several pair of flannel drawers and waistcoats;

for in hot, as well as in cold climates, and at all times of the year, the men are now encouraged, as much as possible, to wear flannel next the skin.

The above forms the kit of a sailor in a ship stationed in high latitudes. On the Mediterranean station, or on that of North America, there is such a mixture of severe and mild weather, that a larger stock is necessary than when the ship is employed exclusively in a cold, or in a hot climate. On the Indian, South American, and West Indian stations, which lie almost entirely between the tropics, woollen clothing gradually disappears, and the men are apt to suffer a good deal on returning to colder regions; it being hardly to be expected that folks of such improvident habits as sailors will be able to take care of articles of dress, for several years together, for which they have no immediate use.

I remember a captain, whose ship had been often exposed to these alternations, amusing his people very much on entering the tropics, by directing them to roll up all their blue clothes, worsted stockings,

and so on, in neat bundles, each having the name and number of the person it belonged to written on a wooden tally, and fastened to it. These being all collected, and packed carefully in well-dried, water-tight casks, were stowed away in the hold, and forgotten, till the pinching blasts off Cape Horn made the unpacking of the casks a scene of as great joy as ever attended the opening of a box of finery from Madame Carson's, at a boarding-school gala.

In warm climates, the stock of a man-of-war sailor consists of four duck frocks, which are more like shirts than any thing else, with sundry strings, and touches of blue binding about the breast and collar, which is generally lined with blue, and allowed to fall over the shoulders. It is totally contrary to Jack's habits to have any thing tight about his throat; and one of the chief causes of his invincible estrangement from the royal marine corps is their stiff-necked custom of wearing polished leather stocks. I hardly suppose there could be found any motive strong enough to induce a genuine sailor to buckle

a permanent collar round his neck with any tolerable grace; the alternative of the yard-rope would almost be preferable! His delight is to place a black or coloured silk handkerchief lightly over his neck, and to confine its ends across his breast by means of one of the small bones or vertebræ of a shark, which forms a neat, white, perforated cylinder. Some very prime dandies of the mizen-top fold a part of their handkerchief over the shoulders and back; but it requires the aid of a handsome person, and a good deal of modest assurance, to make this tolerable.

They must also provide themselves with four pair of duck trousers, a straw hat for fine weather, and a canvass or beaver one for squalls, though this need not be insisted on. Shoes are not much used, except by those whose work lies aloft; and prudent hands generally keep a blue jacket by them, in case of rain or night-work. It is not a bad rule to muster the crew occasionally with blue jackets, even in hot weather, to see that such things are really in existence. Each man has, of course, a bed, a pillow, and two blankets;

sheets are never heard of. He has also two hammocks, one of which is slung and in use, the other scrubbed, dry, and stowed away, ready to be exchanged for the dirty one. The hammocks, at the time I first went to sea (1802), were made of a coarse brown stuff, which it was difficult, if not impossible, to make white by any amount of scrubbing; and, what was worse, so thick that it was by no means easily dried. Now-a-days, they are generally made either of canvass, or of a twilled sacking, and, when spread out, measure $4\frac{1}{2}$ feet by $3\frac{1}{2}$; but when lashed up, and ready for stowing away in the netting, they form long sacks, about as big as a man's body, but not tapering to the ends.

In ships where much pains is taken to have the hammocks stowed properly, they are lashed up, so as to preserve the same width all along, and with neither more nor fewer than seven turns with a well-blacked small lashing, carefully passed round at equal intervals. When the hammocks are prepared in this way, and all made of the same size, (which condition may be secured by putting

them through a ring of given dimensions,) they are laid in symmetrical order all round the ship, above the bulwark, on the quarter-deck and forecastle, and in the waist nettings along the gangways. Each hammock, it may be mentioned, has a separate number painted neatly upon it on a small, white, oval patch, near one of the corners; so that, when they are all stowed in the nettings, a uniform line of numbers extends round the ship, and the hammock of any man who may be taken ill can be found by his messmates in a moment. The bags, in like manner, of which each person has two, are numbered separately. In rainy weather the hammocks are securely covered by painted cloths.

As a seaman's kit generally forms his whole property, it ought to be carefully preserved, and every possible facility given that the service will allow of for his keeping it in good order. A captain of any consideration will naturally bear in mind, that as the comfort and health of the men under his command depend most materially upon the manner in which they are clad,

and especially upon the damp or dry state of their dress, it becomes an important branch of his duty to see that their things are taken care of with as much exactness as the spare sails, cordage, or provisions. It much too frequently happens, however, that the unfortunate sailors' clothes are more torment to them than advantage, and they may think themselves lucky if they can catch hold of a jacket or trousers to shift withal, so eternally are they interfered with by some inconsiderate officers. "Pipe the bags up!" "Pipe the bags down!" "Stow the bags afresh!" "Pipe to scrub the bags!" and twenty such orders are given in a day in some ships, to the endless misery of the people. It is, no doubt, necessary that the bags should be scrubbed and stowed properly, and be piped up and down at the proper times and seasons. But there are two ways of doing these things: one, which gives the men no more trouble than is absolutely unavoidable; the other, which harasses and justly provokes them. It is not enough to say that they must submit, whether they like it or not. They

will submit, it is true; but in what temper? and how will these men work when called upon to exert themselves, if they are habitually treated with disrespect, and exposed to needless, and what I really must be allowed to call impertinent worry? I have even heard of some crack ships, as they are termed, where the poor devils were obliged to pipe-clay their bags, to make them look white, forsooth! Why, the very idea of pipe-clay (though dear to the soul of a royal and loyal marine) is gall and wormwood to the taste of the Johnnies. Of late years I understand there have been introduced black painted water-proof bags, which are a great comfort to the men. Besides keeping out wet, they require no trouble to scrub and dry, and, after all, are fully as clean, and far more useful in every respect.

On occasions of such absurd ultra discipline as that just alluded to, when no man could rest for a moment, or get at his bag to take out a jacket that wanted mending, or a stocking to darn, the fellows used sometimes to give it up in despair, keep their clothes in their ham-

mocks, and, in order to deceive the hawk's eye of the first lieutenant, would stuff their quintuply cursed bags with shavings and shakings, and stow them in uninterrupted peace in the nettings, or wherever else it pleased the caprice of the premier to have them piled.

Upon all these proceedings I have only one remark to make, which, I am sure, will be considered reasonable by every officer who has sincerely at heart the good of the service, as the ultimate aim of all his exertions on board. The less the men are tormented the better; and although it be essential to their health and strength that their clothing should be kept in good order, and the stock maintained at a certain quantity; yet great pains, I think, ought to be taken to accomplish these purposes at the least cost of interference with what may be termed the domestic habits of the sailors. Heaven knows, they have few enough comforts which, by any effort of ingenuity in the use of language, can be called domestic; but such as they have ought to be respected, or in some sense guaranteed to them.

The strait-laced habits of our discipline forbid any rights or privileges, properly so called, to be claimed by the men; and there can be no question that this, in the long-run, is equally to their own advantage and to the good of the service, as it is to the convenience of the officers. Still, there are many points of indulgence which a right-minded captain will permanently grant to his people, but without binding himself not to interfere with, or change his plans, if he find them not to answer, or if he suspect that improper advantage is taken of the relaxation allowed.

So many circumstances occur to distinguish one ship from another, that it is not easy to lay down general rules for their internal arrangement in these matters. What may be judicious in war may be hurtful in peace; what might be irksome in the highest degree on a solitary passage to India, may become absolutely necessary in a fleet, or on board ships cruising together. A perfectly new ship's company, suddenly collected from all the winds of heaven, some of them

with a capital stock of clothes, others with scarcely a rag to shake in the breeze, will require a very different style of management for the first six or eight months, in the matter of their wardrobes, from what may gradually have become necessary with a crew, the members of which have been acting together for three or four years, and who have fallen into regular habits.

To shew the various sorts of outfit which the men composing a man-of-war's crew may be furnished with on first coming on board, I shall describe a scene which took place on the Leander's quarter-deck, off the port of New York, in 1804. We were rather short-handed in those days; and being in the presence of a blockaded enemy, and liable, at half an hour's warning, to be in action, we could not afford to be very scrupulous as to the ways and means by which our numbers were completed, so that able-bodied men were secured to handle the gun-tackle falls. It chanced one day that we fell in with a ship filled with emigrants; a description of vessel called, in the classical dictionary

of the cockpit, an 'Irish guinea man.' Out of her we pressed twenty Irishmen, besides two strapping fellows from Yorkshire, and one canny Scot.

Each of this score of Pats was rigged merely in a great-coat, and a pair of something which might be called an apology for inexpressibles; while the rest of their united wardrobe could have been stowed away in the crown of any one of their hats. Their motives for emigrating to a country where mere health and strength of body are sure to gain an independent provision, were obvious enough; and I must say, that to this hour I have not been able to forget the melancholy cry or howl with which the separation of these hardy settlers from their families was effected by the strong arm of power. It was a case of necessity, it is true; but still it was a cruel case, and one for the exercise of which the officer who put it in force deserves almost as much pity as the poor wretches whose feelings and interests it became his bounden duty to disregard.

In most admired contrast to this be-

wildered drove of half-starved Paddies stood the two immense, broad-shouldered, high-fed Yorkshiremen, dressed in long-tailed coats, corduroy breeches, and yellow-topped boots, each accompanied by a chest of clothes not much less than a piano-forte, and a huge pile of spades, pick-axes, and other implements of husbandry. They possessed money also, and letters of credit, and described themselves as being persons of some substance at home. Why they emigrated they would not tell; but such were their prospects, that it was difficult to say whether they or the wild Irishers were the most to be commiserated for so untoward an interruption. Be this as it may, it cost the clerk half an hour to write down a list of their multifarious goods and chattels, while a single scratch of the pen sufficed for that of all the Irishmen.

At last honest Saunders came under review. He was a tall, raw-boned, grave-looking personage, much pitted with the small-pox, and wearing a good deal of that harassed and melancholy air, which, sooner or later, settles on the brow of an

assistant to a village pedagogue. He was startled, but not abashed, when drawn to the middle of the deck, and asked, in the presence of fifty persons, what clothes and other things he possessed? Not choosing at first to betray his poverty, he made no answer, but looked round, as if to discover where his chest had been placed. He then glanced at his thread-bare sleeve and tattered shoon, with a slight touch of dry and bitter humour playing about the corners of his mouth, and a faint sparkle lighting up his gray and sunken eye, as he returned the impatient official stare of the clerk, who stood, pen in hand, ready to note down the items.

“Don’t be frightened, man,” said the captain; “no one is going to hurt you, your things are quite safe. What does your property consist of?”

“A trifle, sir, a trifle,” quoth poor Sawney; “fourpence ha’penny and an auld knife!”

Before concluding this subject, it may perhaps be useful to remark, that unless in those cases where such a measure is absolutely necessary, (and I admit there

are some); the actual examination and minute recording of the men's clothes might, in general, be advantageously dispensed with. Let any gentleman ask himself how he would like to have his drawers, boxes, and writing-desks, rummaged once a month, and a list taken of all his odds and ends? The cases are not strictly parallel, to be sure; still, we must allow some human feelings to old Jack, who, with all the roughness of his exterior, is acutely sensible to kindness. At all events, I never could persuade myself that there was not more harm than good done by the act of tumbling out, and taking a detailed list of every shirt, trousers, and pair of shoes. These clothes' musterings often looked to me like a sort of inquisitorial spying and prying into matters with which, although we certainly have some concern, we have not quite so much as we now and then are apt to take upon us. I have, indeed, occasionally fancied I saw traces of irritation and wounded pride amongst the men, when all their little knic-knacs, every hat, hose, and handkerchief, or old shoe, was examined into

and noted down, to be reproduced that day month, or its absence accounted for.

I tried a middle sort of course in my own ship, which appeared to answer all the purposes required. From time to time the men were ordered to bring their bags to divisions, and to spread out their clothes to air on the deck, over the guns, along the hammock-nettings, or in the rigging. In this way the officers and midshipmen, who passed repeatedly up and down the line, had opportunities enough, if they did their duty, to see that all the clothes were clean, dry, and in good order. When any man's things were observed not to be in the condition demanded by the regulations of the ship, or he was found ragged in his clothes, or not properly dressed, then such delinquent was no longer indulged with the exemption, but had his kit subjected to a daily, or weekly, or monthly scrutiny, as the case might be. As long as he was in this predicament, he was obliged to exhibit every article in proper condition, and was not at liberty, without asking leave, to destroy even such worn-out things as an old Jew

clothesman would turn up his beard at. I took care that no part of this surveillance should be talked of as a punishment, although, unquestionably, it was intended, and felt as such; but studied rather to give it the character of a necessary duty in the instance of individuals who, if not so watched, would, by their misconduct, hurt the general discipline of the ship. It was very seldom that any one exposed to such drilling for a month or six weeks ever brought himself within the range of its humiliation a second time.

Although it is going a little out of the way, I may remark, that in these, and indeed in all other cases, it is never wise to convert any necessary task into a punishment; for no duty, however disagreeable, should be rendered disgraceful; because the time may come when the work in question must be done, though there may happen to be no offender ready to employ upon it. We must then either cast about to discover faults to fit the duty required, which is always a very bad practice; or if we do not adopt this unworthy line, we must call upon

good men to turn their hands to duties rendered despicable by having been previously allotted as appropriate tasks to culprits.

In concluding these remarks on a department of the service which is hardly dreamed of by shore-going folks, it may be observed, that in mustering clothes, stowing hammocks, cleaning decks, and in sundry other internal operations, although the attention of a thorough-bred, right-headed, and right-hearted officer, ought to be directed to the most complete accomplishment of purposes which the usage of the service requires; yet, in the execution of these objects, he should never cease to recollect, that the less he worries the men, and the less trouble he gives them beyond what experience has shewn to be absolutely inevitable, the better will the work be done. He will also find, that when he acts on such considerate principles, the happier and more contented his people will become, and the more certainly he may reckon upon their future exertions on those momentous and trying occasions which fall beyond the limits of mere

routine ; such as actions, shipwrecks, and long-continued privations ; when the hearty co-operation of the ship's company and officers becomes indispensable to success, perhaps to the very existence of the ship, and all hands on board of her.

CHAPTER IV.

SAILORS' PETS.

A DOG is the most obvious and natural pet for a gentleman ; but still, a dog, with all his familiarity, is a selfish sort of companion, for he generally bestows his whole sociability either upon his master, or his master's servant who feeds him, or upon his master's friend who accompanies him to the fields. To all others he is not only cold, but often surly and impertinent. This, indeed, would matter little, if there were not unfortunately a proverb extant, which has led perhaps to more squabbles, duels, and other uncharitableness, than most other causes of dispute. This pugnacious proverb, "Love me, love my dog," being interpreted, signifies, "If you kick my dog, I kick you." Then follows, if not the kick, words which hurt honour quite as much, and in the end too often draw away the life-blood of warriors who,

but for some mangy cur, might have fought themselves into companionship in public usefulness and fame with 'Duncan, Howe, or Jarvis.'

No dog, therefore, can ever become a very general favourite of the crew; for it is so completely his nature to be exclusive in his regards, that were a whole pack of hounds on board, they would not be enough, nor afford a tenth part of the amusement, I may almost call it occupation, which a single monkey serves out to a ship's company. I take good care, accordingly, never to be without one in any ship I command, on the sheer principle of keeping the men employed, in a good-humoured way, when they chance to have no specific duty to attend to. It must be recollected, that we are often exposed to long periods of inaction, during which mischief is very apt to be brewed amongst the people.

But if a good monkey be allowed to run about the ship, I defy any one to continue long in a bad humour. Jacko is an overmatch for the demon of idleness, at least if light hearts and innocent diver-

sions be weapons against which he cannot long contend. Be this as it may, I make a rule of entering a monkey as speedily as possible after hoisting my pendant; and if a reform takes place in the table of ratings, I would recommend a corner for the 'ship's monkey,' which should be borne on the books for 'full allowance of victuals,' excepting only the grog; for I have observed that a small quantity of tiple very soon upsets him; and although there are few things in nature more ridiculous than a monkey half-seas over, yet the reasons against permitting such pranks are obvious and numerous.

It requires some decision on the part of the captain to carry through a point of this importance, and fairly to establish Jacko on board. The first lieutenant, who is, or ought to be, a sort of demi-god afloat, generally sets his face against all pets, and swears vengeance upon the whole tribe of parrots, squirrels, rabbits, pigeons, mongooses, dogs, monkeys, cats, and, I am ashamed to say, he occasionally extends his anathemas even to lady passengers! Supposing, however, that the

captain has authority and strength of mind enough to establish a monkey on board, the rogue will not have been ten minutes 'entered' before he sets to work at some mischief; for he is the only true known instance of perpetual motion.

When Lord Melville, then First Lord of the Admiralty, to my great surprise and delight, put into my hands a commission for a ship going to the South American station, a quarter of the world I had long desired to visit, my first thought was, "Where now shall I manage to find a merry rascal of a monkey?" Of course, I did not give audible expression to this thought in the First Lord's room; but, on coming down stairs, had a talk about it in the hall with my friend, Mr. Nutland, who laughed, and said,

"Why, sir, you may buy a wilderness of monkeys at Exeter 'Change."

"True! true!" and off I hurried in a cab, or more probably in a chariot, for this was some years before the glorious era of cabs. Mr. Cross not only agreed to spare me one of his choicest and funniest animals, but readily offered his help

to convey him to the ship, and thus removed a difficulty which had troubled me not a little as I rattled along the Strand. The idea of taking a monkey in a post-chaise, even had I been travelling in that magnificent style, was not very agreeable; and it was quite clear, that either as an outside or an inside passenger in a stage-coach, the tricks of master Jacko would soon have got himself and his owner into a scrape with the other passengers. I mentioned my dilemma to Mr. Cross.

“Lord, sir!” said he, “there is not an animal in the whole world so wild or fierce that we can’t carry about as innocent as a lamb; only trust to me, sir, and your monkey shall be delivered on board your ship in Portsmouth Harbour as safely as if he were your best chronometer going down by mail in charge of the master.”

I had some curiosity to see how this purpose was to be accomplished, and returned again some days afterwards to be present at the ceremony of removal. My chattering purchase was thrust, not without many violent struggles and horrible grins, fairly into a deal box, and nailed

down. A number of holes had been bored in the top and sides, not large enough for our gentleman to poke his paw through, but sufficient to furnish him with air, and enable him to discover what was going on in the external world. In this predicament he looked about as miserable as possible, even at home amongst his kith and kindred of the ancient menagerie at Exeter 'Change, now, alas! demolished. When his box or cage was hoisted on the top of the Rocket, that fastest and safest of stage coaches, poor St. Jago, as the sailors called him afterwards, was in such an agony of terror, that I half repented of my cruelty in forcing him to emigrate.

Off he went, however, for the coast; and being left without provisions or water, except a few nuts, he was in a famous condition for his breakfast next morning, when the waterman ferried him off from Common Hard to the hulk, on board which the officers had just assembled. As the ship had been only two or three days in commission, few seamen had as yet entered; but shortly afterwards they came on board in sufficient numbers; and I

have sometimes ascribed the facility with which we got the ship manned, not a little to the attractive agency of the diverting vagabond recently come from town, the fame of whose tricks soon extended over Portsea. He certainly was the most amusing fellow on board, but also the most mischievous; and, I fairly grant, as such he became at times a real nuisance.

I need not dwell on the common-place tricks of a nautical monkey, as they must be well known to every one; such as catching hold of the end of the sail-maker's ball of twine, and paying the whole overboard, hand over hand, from a secure station in the rigging; or his stealing the boatswain's silver call, and letting it drop from the end of the cat-head; or his getting into one of the cabin ports, and tearing up the captain's letters, a trick at which even the stately skipper is obliged to laugh.

One of our monkey's grand amusements was to watch some one arranging his clothes in his bag. After the stowage was completed, and every thing put care-

fully away, he would steal round, untie the strings, and, having opened the mouth of the bag, draw forth in succession every article of dress, first smell to it, then turn it over and over, and lastly fling it away on the wet deck. It was amusing enough to observe, that all the while he was committing any piece of mischief, he appeared not only to be under the fullest consciousness of guilt, but living in the perfect certainty that he was earning a good sound drubbing for his pains. Still, the pleasure of doing wrong was so strong and habitual within him, that he seemed utterly incapable of resisting the temptation whenever it fell in his way. While occupied in these misdeeds, he continued alternately chattering with terror, and screaming with delight at his own ingenuity, till the enraged owner of the property burst in upon him, hardly more angry with Jacko than with his malicious messmates, who, instead of preventing, rather encouraged the pillage.

All this was innocent, however, compared to the tricks which the blue jackets

taught him to play upon the jolly marines. How they set about this laudable piece of instruction, I know not; but the antipathy which they established in Jacko's breast against the red coats was something far beyond ordinary prejudice, and, in its consequences, partook more of the interminable war between cat and dog.

The monkey, who entered with all the zeal of a hot partisan into the designs of the blues, shewed no mercy to the red faction, against whom he had not, in fact, the slightest shadow of a real quarrel. That trifling circumstance, however, seemed, as in graver cases of dispute, only to aggravate the hostility, and every new day brought a new mode of attack upon the unhappy soldiers, who were never safe. At first he merely chattered, or grinned contemptuously at them; or, at worst, snapped at their heels, soiled their fine pipe-clayed trousers, or pulled the cartridges out of their cartouch-boxes, and scattered the powder over the decks; feats for which his rump was sure to smart under the ratan of the indignant sergeant, to whom the 'party' made their com-

plaint. Upon these occasions the sailors laughed so heartily at their friend Jacko, as he placed his hands behind him, and, in an agony of rage and pain, rubbed the seat of honour, tingling under the sergeant's chastisement, that, if he could only have reasoned the matter like a statesman, he would soon have distrusted his advantage in this offensive but not defensive alliance with the Johnnies against the Jollies. Sometimes, indeed, he appeared to be quite sensible of his absurd position, caned by his enemy, and ridiculed by his friends, in whose cause he was suffering. On these occasions he often made a run, open-mouthed, at the sailors; in return for which mutinous proceeding, he was sure to get a smart rap over the nose from his own party, which more than counterpoised the anguish at the other extremity of his person, giving ludicrous occupation to both his hands, and redoubling the shouts of laughter at his expense. In short, poor St. Jago literally got what is currently called monkey's allowance, viz. "more kicks than halfpence."

In process of time, as Mr. Monkey, by

dint of that bitter monitor, experience, gained higher knowledge in the art of marine warfare and ship diplomacy, he became much more formidable in his attacks on the 'corps,' and generally contrived to keep himself well beyond the reach of the sergeant's merciless ratan. One of the favourite pranks of the sailors was to place him near the break of the forecastle, with a handspike, taken from the bow-chaser gun, in his paws. It was quite as much as he could carry, and far more than he could use as a missile against the royals; but he was soon instructed in a method of employing it, which always grievously annoyed the enemy. Theoretically speaking, I presume poor Jacko knew no more of the laws of gravitation, when applying it to the annoyance of the marines, than his friends the seamen did of centrifugal action, when swinging round the hand-lead to gain soundings, by pitching it far forward into the water; but without such scientific knowledge, both the monkey and his wicked associates knew very well, that if a handspike were held across the top of the forecastle ladder, and let go when

a person was about half-way down it, the heels of the said individual would be sure to bring up, or stop the bar. The unhappy marine, therefore, who happened to be descending the steps when Jacko let his handspike fall, generally got the skin taken off his heels, or his instep, according as his rear or his front was turned towards the foe. The instant Jacko let go his hold, and the law of gravitation began to act, so that the handspike was heard to rattle down the ladder, off he jumped to the bow of the barge, overlooking the spot, and there sat, with his neck stretched out, his eyes starting from his head, and his lips drawn back, till his teeth, displayed from ear to ear, rapped against one another like a pair of castanets in a bolero, under the influence of the most ecstatic alarm, curiously mixed up with the joy of complete success. The poor wounded Gulpin, in the meantime, rubbed his ankles, as he fired off a volley of imprecations, the only effect of which was to increase the number of his audience, grinning and laughing in chorus with the terrified mischief-monger.

I remember seeing a marine, of more than usual activity, and who had before been served this trick, catch hold of the end of the weather middle stay-sail sheet, hanging from the booms, and, before Jacko knew what he was about, succeed in giving him such a cut across his scone as the animal never forgot or forgave. Next morning the monkey stowed himself away behind the pumps, till the same marine passed; he then sprung out, and laid hold of him by the calf of the leg; and, in spite of sundry kicks and cuffs, never once relaxed his jaws till the teeth met amongst what the loblolly boy, in the pride of his anatomical knowledge, called the 'gastrocnemii muscles' of his enemy's leg. The cries of 'murder!' from the soldier, brought the marines, and many of the sailors, under the half-deck to the poor fellow's rescue; while the author of the mischief scuttled off amongst the men's feet, chattering and screaming all the way. He was not again seen during two or three days; at the end of which, as the wounded 'troop' was not much hurt, a sort of truce was proclaimed between the

red and the blue factions of the ship. Doubtless, the armistice was all the better kept in consequence of some tolerably intelligible hints from the higher powers, that the peace of the ship was no longer to be invaded to make sport for those who were evidently more idle than they ought to be, and for whom, therefore, a little additional work might possibly be found.

Old Jacko, however, like one of the weaker states of Europe, whose fate and fortunes are settled by the Protocols of the surrounding political giants, was no party to these treaties; and having once tasted the joys of revenge, he could not keep his teeth quiet, but must needs have another bite. Upon this occasion, however, he kept clear of the corps, and attacked one of his oldest and dearest friends, no less a personage than the captain of the foretop. It was in warm weather, and the men, as usual, were dining on the main deck; the grog had been served out, and the happy Johnnies were just beginning to sip their darling beverage, when Mr. Mischievous, incessantly occupied in his vocation of doing wrong, and utterly incapable of

resisting any good opening to get himself into a scrape, saw the grog-kid of the captain of the top's mess standing by the fore-hatchway. So he paced round, as if seeking for a bit of bread, but all the while keeping his face turned just so far from the fated grog-vessel, that no one suspected his design. On reaching the spot his heart began to fail him, but not his wickedness ; indeed, his was the very beau ideal of that character described in the satire of Junius, which, " without courage enough to resist doing a bad action, has yet virtue enough to be ashamed of it." Whether or not these mixed motives influenced old Jacko, I cannot pretend to say ; but there he sat, chattering, screaming, and trembling, as if the sergeant's cane had been within an inch of his hide.

" What ails you, my dear Mr. Saint James ?" said the captain of the top, playfully addressing the monkey. " What are you afraid of ? Nobody is going to hurt you ; we are all sailors and friends here, man. Not a royal marine is within hail of you !"

At this stage of the colloquy the sly rogue

having mustered all his energies, fairly grasped the grog-kid in his arms, and, making a clean spring from the deck, placed himself, at the first bound, beyond the reach of the horror-stricken seaman. This exploit was not so adroitly performed as it might have been if Jacko had been less agitated, and one half of the delicious nectar in the sailor's cup was jerked out.

"You bloody thundering rascal of a monkey!" bellowed the astounded top-man; "let go the kid, or I'll shy this knife at your head!"

The threat was no sooner uttered than executed; for the sailor, without waiting to see the effect of his summons, threw the knife; and had not his saintship ducked his head, there would have been an end of monkey tricks for that cruise. As the glittering steel passed before the wicked scamp's eyes, the flash deprived him of all recollection of the mischief in hand: with a loud yell, he leaped on the booms, and in his terror let the prize slip from his grasp. It fell on the coaming of the hatchway, hung for one instant, and then

dashed right down into the fore-cockpit, to the infinite astonishment of the boatswain's yeoman, a thirsty soul, and familiar with drink in all its shapes, but who declared he never before had tried grog in a shower-bath.

Up started the enraged party of seamen on their feet. "All hands catch monkey!" was the cry; and in ten seconds the whole crew, including the cook with his ladle, and his mate with the Tormentors in his hand, were seen scrambling on deck. Jacko scampered like lightning up the mainstay, and reached the top before any of the men, who had mounted the rigging, were half-a-dozen ratlines above the hammocks. The officers rushed to the quarter-deck, naturally fancying from the bustling sounds that a man was overboard; but they were soon undeceived by the shouts of laughter which resounded from every part of the ship, low and aloft.

For a few moments Jacko sat on the main-cap, chattering at such a rate that, had it been dark, one of the men said, you could have seen the sparks of fire from his teeth. I do not quite believe this; but

certainly I never witnessed such an expression of fear. A dozen men were pouring into the top, while two others were stealing up the stay, and four or five had got into the topmast-shrouds, to cut off his retreat in that direction; finally, an active fellow leaped from the rigging to the topmast, and sliding down the well-greased spar, almost plumped on the devoted head of this master of the revels. It was now absolutely necessary for Jacko to do something; so he made a clear run down the main lift to the lower yard-arm. The gunner's mate, foreseeing this manœuvre, had sprung to guard his department, and had already lain out as far as the inner boom iron, with a gasket in his hand, and quite certain of catching the chase. Not a bit! "A gunner's mate catch a monkey?" The fable of the Tortoise and the Hare affords but a feeble simile to characterise such a match; and before old hard-a-weather and his gasket had reached the yard-arm, our nimble Mono had trotted half way up the leech of the topsail, and was seated as familiarly on the bridle of the maintop-

bowline, as if he had been perched on the feathery branch of a cocoa-nut tree, enjoying the sea-breeze, in his native island, amongst the beautiful Cape de Verdes.

The sailors were now fairly baffled, and still more so when the expert rogue chose to climb a little higher, and then to walk deliberately along the standing part of the main-topsail brace to the mizen-topmast head ; whence, as if to divert himself, or force his pursuers to mingle admiration with their rage, he made a flying leap downwards to the peak haulyards, scamp-ering along the single part till he reached the end of the gaff. There he sat laughing at a hundred and fifty men and boys, employed in the vain attempt to catch one monkey !

Sailors are certainly not men to give up a pursuit lightly ; but after an hour of as hard labour as I ever witnessed, they were all obliged to relinquish the chase from sheer fatigue, and poor Jacko was pardoned by acclamation. The captain of the foretop, however, a couple of days afterwards, more out of fun than from any ill-will on the old grog score, gave the

monkey's ear a pinch, upon which the animal snapped at his thumb, and bit it so seriously that the man was obliged to apply to the doctor. When this was reported to me by the surgeon, I began to think my four-footed friend was either getting rather too much license, or that too many liberties were taken with him, so I gave orders that in future he should be let alone. Nevertheless, Jacko contrived to bite two more of the people, one of whom was the sergeant, the other the midshipmen's boy. These were all wounded in one day; and when the surgeon came to me next morning, as usual, with the sick-list in his hand, he was rather in dudgeon.

"Really, sir," said he, "this does seem rather too much of the monkey. Here are no fewer than three persons in my list from bites of this infernal beast."

"Three!" I exclaimed, and straightway got angry, partly at my own folly, partly at the perversity of my pet, and also somewhat nettled by the tone not very unreasonably assumed by the doctor. "Send Black, the quarter-master, here directly!" He soon came.

“ Don't you take care of the monkey ?”
I asked.

“ Yes, sir, I do. You gave me charge of him.”

“ Well ! and why don't you prevent his biting the people ?”

“ I can't prevent him, sir.”

“ No ! Then throw him overboard !”
I cried—“ Over with him at once ! There he stands, in charge of the corporal and two marines ; pitch him right over the lee gangway. I will not have the ship's company killed and wounded at this rate. Over with him, I say !”

The quarter-master moved off to the lee gangway, and took the terrified animal in his arms ; while, on its part, the poor creature seemed conscious of its approaching fate, and spread out its arms over the seaman's bare breast, as if to supplicate his mercy. The old sailor, who looked mightily as if he were going to melt upon the occasion, cast a petitioning glance to windward every now and then from under the edge of his straw hat, as I paced up and down the deck, still fuming away at the doctor's demi-official reproach. As

I saw the fellow wished to say something, I at length asked him whether he had any proposal to make respecting his wicked and troublesome pet. The old man's face brightened up with this prospect of a respite for his favourite; and, after humming and hawing for a minute, he said,

“ It is all owing to these two great teeth, sir; if they were out, he would be as harmless as any lamb.”

“ I tell you what it is,” I replied, catching at this suggestion, “ I positively will not have the whole ship's company driven one after another into the sick-list by your confounded monkey; but if you choose to draw those wild-boar tusks of his, you may let him live.”

Few reprieves were ever hailed at the foot of the gallows with more joy by the friends of a felon than this announcement of a commutation of Mr. St. Jago's sentence was received by his affectionate companions. Even the marines, though constitutionally predisposed against him, were glad of the change; and I heard the sentry at the cabin-door say, “ I knew

the captain had too much regard for the animal to do him an injury."

Injury, indeed! I question whether poor Jacko thought the alternative any favour. At all events, his friends seemed grievously puzzled how to fulfil the conditions of his exemption from a watery grave; for I could perceive a council of war going on upon the lee side of the main deck, as to the best method of proceeding in the affair of the tusks.

"Who'll hold the monkey?" said one.

No answer was made to this. It was like the old story of belling the cat; but there was no Douglas so bold as to try the experiment on Master Jacko, who at any time was a powerful animal, and would, it was naturally inferred, make a tenfold effort when his teeth were the objects of attack.

"Even suppose we could tie the poor unfortunate victim," said the quartermaster, "who knows how to pull out these great big teeth? We might break his jaw in the operation."

There was a long pause.

“ I dare say,” at length cried one of the party, “ that the doctor’s mate, who is a good-natured gentleman, would be so kind as to tell us how we can manage this affair.”

A deputation of the monkey’s friends was accordingly despatched to present a humble petition to the surgeon’s assistant, praying that he would be graciously pleased to lend his professional aid in saving the jaw, and perhaps the life, of one of the most diverting vagabonds in His Majesty’s service.

Fortunately, the assistant medico was not one of those priggish puppies who, having little professional knowledge to balance their own inherent stupidity, fancy it necessary to support their dignity by the agency of etiquettes alone. He was, on the contrary, a young man of skill, good sense, and right feelings, who cared nothing at all about his dignity when he could be of any use; or rather, who left it to take care of itself, without thinking of any thing but his business. To tell the truth, he was so much a lover of his art, that he felt secretly tickled with the idea

of a new operation, and experienced on the occasion that peculiar pleasure, known, it is said, only to the faculty, when a complicated and difficult case falls into their hands. He had just mixed a glass of grog, after the day's work was done, and was eyeing the beverage with that sort of serene anticipation which the sober certainty of waking bliss is sure to produce; when the deputation made their appearance, having first sent in the boy, whose arm was still in a sling from the bite of the monkey.

“Are you in a hurry?” said the doctor, on hearing the novel petition; for he had nestled himself into the corner of the birth, with one foot on the bench, the other on the table, and his glass of ‘half-and-half’ glowing like amber between his eye and the solitary glim of those profound regions, those diamond mines from which the Hoods and the Hardys of times past and times present have been drawn up to the very tip-top of their profession.

“Yes, sir,” replied the spokesman of the party. “There is no time to be lost;

for the captain, who is in a great rage, says, if we don't extricate the monkey's grinders, overboard he goes to a certainty."

"Extricate is not the word, you block-head; extract, I suppose you mean. Besides, I fancy it is not his grinders which the captain has ordered to be removed, but his eye-teeth, or tusks, as they may fairly be called."

"Well, sir," said the impatient seaman, "just as you please, tushes or high teeth, if you'll only be kind enough to come and help us out of this plaguy mess, and save the poor dumb animal's life."

The quick clatter of feet up the ladders gave the signal that the successful deputation were returning to the anxious party assembled between the two guns just abaft the gangway-ladder; and nearly abreast the after-hatchway.

"Stop a little, my men!" exclaimed the assistant-surgeon. "How the deuce am I to operate on that beast unless he be held? and who is to hold him?"

"Oh, I'll lend a hand!" cried one.
"And I, and I!" said a dozen voices.

But when the attempt was made, and Jacko began to learn that mischief was brewing against him, he struggled, and snapped, and squealed at such a rate, that all chance of a successful result was out of the question; while the doctor stood by, laughing, and declaring that he was quite ready, as soon as the patient was willing to submit to the operation; but of this there seemed to be very little chance.

It happened that, the day before, we had split the jib in a squall, and the sail-makers were at that moment in the act of putting in a fresh cloth. Their usual working place, under the half-deck, was close to the scene of the monkey's intended extrication, as the sailors persisted in calling it, in spite of the doctor's repeated corrections of their technology. The sail-maker had just sent for more canvass; and as the boatswain's yeoman, the very individual on whom the monkey had bestowed a shower-bath of grog, delivered the roll of sail-cloth, one of the men said,

“Why should not we parcel him up in a strip of canvass, and so make a regular-

built mummy of him; just as I have heard tell the old Egyptians, in the times of Moses and the Plagues, used to serve their favourite cats?"

This valuable piece of historical lore was instantly acted upon; and the sail-maker having lent the bolt of canvass, poor unfortunate Saint Jago del Cabo Verde was enveloped in the folds, which were passed round and round his body, legs, and neck, till nothing appeared beyond the package but his rueful countenance. He was now laid on the deck, quite helpless, and more like a log of wood than a living thing.

While these preparations were going on, the learned doctor had leisure to consider the case more attentively; and it occurred to him that it would be needless cruelty to draw the poor beast's tusks, and therefore he exchanged that too well-known instrument, the dentist's key, for a pair of bone-nippers, with which he proposed merely to break off the points.

"I don't exactly know about that," said the perplexed quarter-master, when the assistant-surgeon explained his views

of the matter. "The captain said to me, 'Draw those wild bear's tushes out of him;' and I am afraid, if they are only broken, the monkey may still have a chance for going astern."

"Nonsense, nonsense!" interrupted the judicious doctor. "Can you suppose the captain wished that any thing should be done to the animal but just enough to prevent his biting the people?"

And, suiting the action to the word, he closed the fatal pincers, and nipped away the ends of the offending tusks, it is to be hoped without causing him any great pain. But although poor Jacko probably did not suffer much, his rage knew no bounds; and no sooner was the canvass unfolded, than he sprung towards the after-hatchway, and catching the sergeant's hand in his mouth, closed his jaws with all his force. Instinctively the soldier's cane was in the air; but a dozen voices roared out, "He can't bite! He has got no tushes left! Don't hit him!" And, sure enough, although Mr. St. Jago knawed and struggled, he could make no impression on the well-tanned fist of the veteran;

but, at length, slunk off quite abashed, amidst the shouts and laughter of the crew.

When the ship came to England, and was paid off, I turned over the monkey to the boatswain, who always remains in the ship, along with the two other warrant officers, the gunner and carpenter. This worthy personage used to place his pet in the bow of his little punt, as a boat-keeper, when he himself went on shore at Common Hard. So exhibited, the animal soon attracted notice; and a J'ew took such a fancy to him, that the golden bribe which he offered in exchange was too strong for the boatswain, and Master Jacko once more touched terra firma. But the Israelite, as may be supposed, having no other purpose in this transaction beyond the limits of gain, Saint Jago was not long in finding his way back to his old haunts in Exeter 'Change, after an absence of nearly three years. The keeper did not recognise him; nor was it likely that Jacko should claim acquaintance with his former master. I happened, however, one day, not long after the ship was paid off,

to be in attendance upon a party seeing the wild beasts, when one of the monkeys set up such a chattering in his cage, that he attracted the attention of every person present, and, amongst the rest, of the keeper of the establishment.

“That animal seems to know you, sir,” said he to me; and upon going nearer, I discovered my old and mischievous friend grinning with delight. I must own, indeed, that my heart smote me a little as I looked at the broken teeth, while the poor fellow held out his paw to catch my hand, in the spirit of perfect kindness and forgiveness.

A far different fate, I am sorry to record, befell another monkey of mine, in another ship, and in a very different quarter of the globe. I was then in command of the *Lyra*, on the homeward voyage from China, after the embassy under Lord Amherst had been concluded. We touched on our way to Calcutta at the Philippine Islands, and, amongst other live stock, laid in a monkey which had seen the world. He was born, they assured us, at Teneriffe, bred at Cadiz,

and had afterwards made the voyage across the Pacific Ocean, viâ Lima and Acapulco, to Manilla. This splendid bay is the chief station of the Spaniards in the eastern world, and has long formed one of those links in the vast colonial chain which enabled that once powerful nation to boast with truth that the sun never set on their dominions. Our extensive traveller had made good use of his time and opportunities, and was destined to see a good deal more of men and manners, indeed almost to make out the circuit of the globe. We brought him with us through the Straits of Malacca to Poolo Penang, and from thence carried him across the Bay of Bengal to Calcutta and Madras. We next visited together the Isle of France; the Cape; and, lastly, St. Helena, at the very time the Ex-emperor of the world resided there.

This distinguished monkey differed in one important point from the last, whose adventures have just been related; for he had a particular liking for the marines, who caressed and fed him, and sometimes even ventured to teach him to play off

tricks on Jack, which the sailors promised one day to pay back with interest on the soldiers. In so diminutive a vessel as a ten-gun brig, there is but a small party of marines, merely a sergeant's guard, and no commissioned officer, otherwise I hardly think the following trick would have been attempted.

It has been already mentioned, that on Sundays the ship's company are mustered at divisions, ranged on either side of the deck. Every man is then dressed in his very best togs, shaved, and trimmed up as gaily as possible. The marines, of course, sparkle abaft as brightly as polished metal, scarlet cloth, and the eternal pipe-clay, can make them. When all are reported present, the captain walks slowly and solemnly round, eyeing each man from head to foot, to detect a spot of dirt, or a thread opening at a seam, and peering under the breast of every gun to discover some neglected delta of unwashed-away sand; in short, to see that all is right and tight, or 'ship-shape and Bristol fashion;' a term, by the way, of which I know not the origin.

One day, while going these formal rounds, I came to a figure which at first sight puzzled me not a little. This was no other than our great traveller the monkey, rigged out as a marine, and planted like a sentry on the middle step of the short ladder, which, in deep-waisted vessels, is placed at the gangway, and reaches from the deck to the top of the bulwark. The animal was dressed up in a complete suit of miniature uniform, made chiefly of the coloured buntin used for flags, with sundry bits of red baise purloined from the carpenters. His regimental cap was constructed out of painted canvass; and under his lower jaw had been forced a stock of pump-leather, so stiff in itself, and so tightly drawn back, that his head was rendered totally immovable. His chin, and great part of the cheeks, had been shaved with so much care, that only two small curled mustachios and a respectable pair of whiskers remained. His hair behind being tied back tightly into a queue, the poor devil's eyes were almost starting from his head; while the corners of his mouth being likewise tugged towards the

ears by the hair-dresser's operations, the expression of his countenance became irresistibly ludicrous. The astonished recruit's elbows were then brought in contact and fastened behind by a lashing, passed round and secured to the middle step of the ladder, so that he could not budge an inch from his position. One of the ship's pistols, fashioned like a musket, and strapped to his shoulder, was tied to his left hand, which again had been sewed by the sail-maker to the waistband of his beautifully pipe-clayed trousers; in short, he was rigged up as a complete sea-soldier in full uniform.

As the captain and his train approached, the monkey began to tremble and chatter; but the men, not knowing how their chief might relish the joke, looked rather grave, while, I own, it cost me no small official struggle to keep down a laugh. I did succeed, however, and merely said, in passing, "You should not play these tricks upon travellers; cast him loose immediately." One of the men pulled his knife from his breast, and cutting the cord which fastened the poor

Spaniard to the ladder, let him scamper off. Unluckily for the gravity of the officers, however, and that of the crew, Jacko did not run below, or jump into one of the boats out of sight, but made straight for his dear friends the marines, drawn up in line across our little hurricane-house of a poop. Unconscious of the ridicule he was bringing on his military patrons, he took up a position in front of the corps, not unlike a fugleman; and I need hardly say, that even the royals themselves, provoked though they were, now joined in the laugh which soon passed along the decks, and was with difficulty suppressed during the remainder of the muster.

A day or two afterwards, and while the monkey was still puzzled to think what was the matter with his chin, he happened to observe the doctor engaged in some chemical process. As his curiosity and desire for information were just such as ought to characterise a traveller of his intelligence, he crept gradually from chest to chest, and from bag to bag, till he arrived within about a yard of Apothe-

caries' Hall, as that part of the steerage was named by the midshipmen. Poor Mono's delight was very great as he observed the process of pill-making, which he watched attentively while the ingredients were successively weighed, pounded, and formed into a long roll of paste. All these proceedings excited his deepest interest. The doctor then took his spreader, and cut the roll into five pieces, each of which he intended to divide into a dozen pills. At this stage of the process, some one called the pharmacopolist's attention to the hatchway. The instant his back was turned, the monkey darted on the top of the medicine-chest, snapped up all the five masses of pill stuff, stowed them hastily away in his pouch, or bag, at the side of his mouth, scampered on deck, and leaped into the main rigging, preparatory to a leisurely feast upon his pilfered treasures.

The doctor's first feeling was that of anger at the abstraction of his medicines; but in the next instant, recollecting that unless immediate steps were taken, the poor animal must inevitably be poisoned,

he rushed on deck, without coat or hat, and knife in hand, to the great surprise and scandal of the officer of the watch.

“ Lay hold of the monkey, some of you !” roared the doctor to the people. “ Jump up in the rigging, and try to get out of his pouch a whole mess of my stuff he has run off with !”

The men only laughed, as they fancied the doctor must be cracked.

“ For any sake,” cried the good-natured physician, “ don’t make a joke of this matter. The monkey has now in his jaws more than a hundred grains of calomel, and unless you get it from him, he will die to a certainty !”

Literally, the quantity Jacko had purloined, had it been prescribed, would have been ordered in these terms :

R Hydrargyri submuriatis, ʒij. (Take of calomel 120 grains !)

This appeal, which was quite intelligible, caused an immediate rush of the men aloft ; but the monkey, after gulping down one of the lumps, or twenty-four grains, shot upwards to the top, over the

rail of which he displayed his shaven countenance, and, as if in scorn of their impotent efforts to catch him, plucked another lump from his cheek, and swallowed it likewise, making four dozen grains to begin with. The news spread over the ship; and all hands, marines inclusive, most of whom had never been farther in the rigging than was necessary to hang up a wet shirt to dry, were seen struggling aloft to rescue the poor monkey from his sad fate. All their exertions were fruitless; for just as the captain of the maintop seized him by the tail, at the starboard royal yard-arm, he was cramming the last batch of calomel down his throat!

It would give needless pain to describe the effects of swallowing the whole of this enormous prescription. Every art was resorted to within our reach in the shape of antidotes, but all in vain. The stomach-pump was then, unfortunately, not invented. Poor Jacko's sufferings, of course, were great: first, he lost the use of his limbs, then he became blind, next paralytic; and, in short, he presented, at the end of the week, such a dreadful spectacle

of pain, distortion, and rigidity of limb, that I felt absolutely obliged to desire that he might be released from his misery, by being thrown into the sea. This was accordingly done when the ship was going along, for the British Channel, at the rate of seven or eight knots, with a fine fair wind. Very shortly afterwards it fell calm, and next day the wind drew round to the eastward. It continued at that point till we were blown fifty leagues back, and kept at sea so much longer than we had reckoned upon, that we were obliged to reduce our daily allowance of provisions and water to a most painfully small quantity. The sailors unanimously ascribed the whole of our bad luck to the circumstance of the monkey being thrown overboard. I had all my nautical life been well aware that a cat ought never to be so treated; but never knew, till the fate of this poor animal acquainted me with the fact, that a monkey is included in Jack's superstition.

In the same vessel, and on the same voyage to China, the sailors had another pet, of a very singular description; viz. a

pig—literally a grunter: nor do I believe there ever was a favourite more deeply cherished, or more sincerely lamented after her singular exit. On our sailing from England, six little sows, of a peculiarly fine breed, had been laid in by my steward. In the course of the voyage, five of these fell under the relentless hands of the butcher; but one of the six, being possessed of a more graceful form than belonged to her sister swine, and kept as clean as any lap-dog, was permitted to run about the decks, amongst the goats, sheep, dogs, and monkeys of our little ark. The occurrence of two or three smart gales of wind off the Cape of Good Hope, and the unceremonious entrance of sundry large seas, swept the decks of most of our live stock, excepting only this one pig, known amongst the crew by the pet name of Jean. During the bad weather off the Bank of Aguilhas, her sowship was stowed in the launch on the booms, and never seen, though often enough heard; but when we hauled up to the northward, and once more entered the trade-winds, on our course to the Straits

of Sunda, by which entrance we proposed to gain the Java Sea, Miss Jean was again allowed to range about the decks at large, and right happy she seemed, poor lady, to exchange the odious confinement of the long-boat for the freedom of the open waist.

In warm latitudes, the men, as I have mentioned before, generally take their meals on deck, and it was Jean's grand amusement, as well as business, to cruise along amongst the messes, poking her snout into every bread-bag, and very often she scalded her tongue in the soup-kids. Occasionally, the sailors, to shew the extent of their regard, amused themselves by pouring a drop of grog down her throat. I never saw her fairly drunk, however, but twice; upon which occasions, as was to be expected, she acted pretty much like a human being in the same hoggish predicament. Whether it was owing to this high feeding, or to the constant scrubbing which her hide received from sand, brushes, and holystones, I know not, but she certainly grew and flourished at a most astonishing rate, and every day

waxed more and more impudent and importunate at the dinner-hour. I saw a good deal of this familiarity going on, but had no idea of the estimation Jean was held in, till one day, when we were about half-way across the China Sea, and all our stock of sheep, fowls, and ducks, was expended, I said to the steward, "You had better kill the pig, which, if properly managed, will last till we reach Macao."

The servant stood for some time fumbling with his hair, and shuffling with his feet, mumbling something to himself.

"Don't you hear?" I asked. "Kill the pig; and let us have the fry to-day; the head, with plenty of Port wine, as mock-turtle soup, to-morrow; and get one of the legs roasted for dinner on Saturday."

Off he went; but in half an hour returned, on some pretence or other, when he took occasion to ask,

"Did you say Jean was to be killed, sir?"

"Jean! Who is Jean?—Oh, now, I remember; the pig. Yes, certainly. Why do you bother and boggle so about killing a pig?"

“The ship’s company, sir—”

“Well; what have the ship’s company to say to my pig?”

“They are very fond of Jean, sir.”

“The devil they are! Well; what then?”

“Why, sir, they would take it as a great kindness if you would not order her to be killed. She is a great pet, sir, and comes to them when they call her by name, like a dog. They have taught her not to venture abaft the mainmast; but if you only call her, you’ll see that what I say is true.”

“Indeed! I’ll soon try that experiment;” and seized my hat to go on deck.

“Shall I tell the butcher to hold fast?” asked Capewell.

“Of course!” I exclaimed. “Of course!”

Off shot the steward like an arrow; and I could soon distinguish the effect of the announcement, by the intermission of those horrible screams which ever attend the execution of the pig tribe, all which sounds were instantly terminated on the seizings being cut that tied poor Jean’s legs.

On reaching the quarter-deck, I told what had passed to the officer of the watch, who questioned its propriety a little, I thought, by the tone of his answer. I, however, called out "Jean! Jean!" and in a moment the delighted pig came prancing along. So great, in fact, was her anxiety to answer the call, as if to shew her sense of the trifling favour I had just conferred upon her, that she dashed towards us, tripped up the officer's heels, and had I not caught him, he would have come souse on the deck. Even as it was, he indulged in a growl, and muttered out,

"You see, sir, what your yielding to such whims brings upon us."

I said nothing, and only took care in future to caution my friends to mind their footing when Jean was summoned aft, which, I allow, was very often; for there was no resisting the exhibition to all strangers of such a patent pet as this. To the Chinese in particular our comical favourite became an object of the highest admiration, for the natives of the celestial empire soon recognised in this happiest of swine the celebrated breed of their own

country. Many a broad hint I got as to the acceptable nature of such a present, but I was deaf to them all ; for I felt that Jean now belonged more to the ship's company than to myself, and that there was a sort of obligation upon me neither to eat her nor to give her away.

Under this tacit guarantee she gained so rapidly in size, fat, and other accomplishments, that, on our return to China, after visiting Loo Choo and other islands of the Japan Sea, the gentlemen of the factory would hardly credit me that this huge monster was the same animal. In talking of Jean's accomplishments, I must not be understood to describe her as a learned pig ; for she could neither play cards, solve quadratic equations, nor perform any of those feats which enchant and astonish the eyes of the citizens of London and elsewhere, where many dogs and hogs are devoutly believed to be vested with a degree of intelligence rather above than below the average range of human intellect. Far from this, honest Jean could do little or nothing more than eat, drink, sleep, and grunt ; in which

respects she was totally unrivalled, and the effect of her proficiency in these characteristic qualities became daily more manifest. At first, as I have mentioned, when her name was called from any part of the ship, she would caper along, and dash impetuously up to the group by whom she was summoned. But after a time she became so excessively fat and lazy, that it required many a call to get her to move, and the offer of a slice of pineapple, or a handful of lychees, or even the delicious mangosteen, was now hardly enough to make her open her eyes, though in the early stages of the voyage she had been but too thankful for a potato, or the skin of an apple. As she advanced in fatness, she lost altogether the power of walking, and expected the men to bring the good things of their tables to her, instead of allowing her to come for them. This was cheerfully done; and though the only shew of gratitude was a grunt, it was taken as a full recompense for all trouble on her account.

At the time of Sir Murray Maxwell's attack on the batteries of Canton, the

Lyra, under my command, was lying at Macao, and during our stay the brig was visited by many of the Chinese authorities. We were also watched by a fleet of men-of-war junks, and had some reason to suppose that we might have a brush with them. In that event, I think our worst chance would have consisted in the enthusiasm with which the Chinese admiral, captains, and crews, would have fought to have put themselves in possession of such a prize as Jean, an object of infinitely greater attraction to them than any thing else we had on board, though by this time sundry of the good dame's faculties had failed her. Both her eyes were bunged up by huge bolsters of fat, which admitted only a slender chink of light between them. As she had long lost the power of locomotion, she generally lay flat on her side all day long, giving out a low sort of grunt for more food about once every hour. At this stage of her happiness, two of her legs only touched the deck, the others being rigged out horizontally; but as she became fatter and fatter, the upper pair of legs gradually formed an

angle with the horizon, and eventually assumed the position of 45° . The lower legs next began to leave the deck, as the rotundity of her corporation became greater; till, at length, all four legs were erected towards the heavens, and it became a source of discussion amongst the curious, as to which side she was actually lying upon.

While things were in this interesting position, I received orders to get under weigh, and run up the Canton river to Wampoa. Off we set, escorted by the Chinese fleet of a dozen sail of junks. The wind was against us, but we soon beat up to the Bogue, and passed, unharmed, the batteries, which, to use Lord Nelson's expression, Captain Maxwell had made to look very like a plum-pudding. The water in the enormous river of Canton was as smooth as that in the Pool abreast Rotherhithe. The country on both sides being a dead flat, with the sun bright and hot, though it was mid-winter, we appeared to be navigating amongst rice-fields and cane-brakes, and almost as if we had been towed along a huge canal in

a wild and swampy country. There was no wind, so that our sails could avail nothing; but the tide was draining upwards, and, as a number of the Indiamen's boats assisted in towing us, we reached our anchorage before night. During this gentlest of all navigations, even the slight motion caused by bracing the yards about, as the faint puffs of wind came to us over the paddy-fields, seemed to disturb the rest (very nearly being eternal) of poor old Jeany. A hollow, difficult, feeble moan, hardly a grunt, gave token of her impatience when a rope came too near her, or when a party of the sailors, running away with the jib-haulyards, tripped over her huge carcass.

We had scarcely anchored at Second Bar, in the midst of the grand fleet of Tea ships, when we were boarded by a host of Chinese mandarins and Hong merchants, wearing all the variety of buttons by which ranks are distinguished in that well-classified land. This was not to compliment us, or to offer us assistance, or even to inquire our business. One single object seemed to engage all their thoughts and

animate the curiosity of half the province of Quantung. The fame of our fat sow Jean, in short, had far outrun the speed of the Lyra, and nothing was heard on every hand but the wondering exclamations of the natives, screaming out in admiration, "High-yaw! High-yaw!"

We had enough to do to clear the ship at night of these our visitors, but we were by no means left in solitude; for the Lyra's anchorage was completely crowded with native boats. The motive of all this attention on the part of the Chinese was not merely pure admiration of Jean, as we at first suspected; for when the decks came to be washed next morning, and two or three dead ducks were thrown overboard, a rush of a dozen boats took place towards the spot, and there was a battle royal on the river for the precious property. Upon inquiry, we found that foreign ships were always surrounded by the boats from Canton, where the state of want appears to be so great, that the people eagerly seek after the smallest morsels of food, and struggle with the keenest avidity to catch dead stock of any kind thrown overboard.

This at once explained the marvellous degree of attention with which we had been honoured; for the acute Chinese, skilled especially in hog's flesh, saw very well that our pet pig was not long for this world, and knowing that if she died a natural death, we should no more think of eating her than one of our own crew; and having guessed also that we had no intention of 'killing her to save her life,' they very reasonably inferred, that ere long this glorious *bonne bouche* would be at their disposal.

Our men, who soon got wind of this design on the part of the Chinese, became quite outrageous against Fukee, as the natives are called, and would hardly permit any visitors to come near their favourite, lest they should accelerate her inevitable fate by poison. At length poor dear Jean gave token of approaching dissolution; she could neither eat, nor drink, nor even grunt; and her breathing was like that of a broken bellows: in short, she died! Every art was taken to conceal the melancholy event from the Chinese; but somehow or other it got abroad, for

the other English ships were deserted, and long before sunset a dense mass of boats, like a floating town, was formed astern and on both quarters of the Lyra.

The sailors now held a grand consultation as to what was to be done ; and after much discussion, and many neat and appropriate speeches, it was unanimously resolved, that the mortal remains of the great sow now no more should be deposited in the mud of the river of Canton, in such a way that the most dexterous and hungry inhabitant of the celestial empire should not be able to fish her up again.

As soon as it was quite dark, and all the Chinese boats sent, as usual, beyond the circle limited by the ship's buoys, the defunct pig's friends set to work to prepare for her obsequies. The chief object was to guard against the ravenous natives hearing the splash as she went overboard ; and next, that she should not afterwards float to the surface. The first point was easily accomplished, as will be seen presently ; but there was a long debate, in whispers, amongst the men, as to the most expedient plan of keeping the body of their

late pet from once more shewing her snout above the stream. At length it was suggested by the coxswain of one of the boats which had been sent during the morning to sound the passage, that as the bed of the river where the brig lay consisted of a deep layer of mud, it would be a good thing if Jean's remains could be driven so far into this soft stratum as to lie below the drags and hooks of the Chinese.

This advice was much applauded, and at once acted upon with that happy facility of resource which it is the pride of the profession to have always in store for small as well as for great occasions. The dead sow was first laid on its back, and then two masses of iron ballast, being placed one on each side of the cheek, were lashed securely to the neck and shoulders in such a manner that the ends of the kentlage met across her nose, and formed, as it was very properly called, an extra snout for piercing the mud.

When all was ready, the midship caronade was silently dismounted, the slide unbolted, and the whole removed out of

the way. Jean's enormous corporation being then elevated, by means of capstan bars and handspikes, was brought on a level with the port-sill. A slip-rope was next passed between her hind legs, which had been tied together at the feet; and poor Miss Piggy, being gradually pushed over the ship's side, was lowered slowly into the water. When fairly under the surface, and there were no fears of any splash being caused by letting her go, one end of the rope was cast off, upon which the well-loaded carcass shot down perpendicularly at such a rate that there could be no question of its being immersed a fathom deep, at least, in the mud, and, of course, far beyond the reach of the disappointed Chinese!

CHAPTER V.

DOUBLING THE CAPE.

As our merry little ship approached the far-famed Cape of Good Hope, I often remained on deck after the watch was out, feasting my eyes on the sight of constellations known to me before only by name, and as yet scarcely anchored in my imagination. In looking either at maps of the heavens, or at celestial globes, as we take upon us to call those playthings, we learn to distrust the tales which they tell us of a Centaur with two bright stars at his fetlocks; of a Peacock with a forehead glowing like Aldebaran, the magnificent south eye of the Bull; or of the huge ship Argo ranging across the southern heavens, with a star of the first magnitude flaming in the blade of one of her oars. Of course, all sense and experience are, in most instances, set at defiance in reducing these grand conceptions to terres-

trial shapes : forms, indeed, are held at nought, for the whole nomenclature of the stars is expressly one of mere practical utility, sprinkled over with that air of mystery in which the early voyagers delighted to indulge. No one, I suppose, seriously expects to see the actual figures of centaurs, and ships, and peacocks ; yet every person must feel some curiosity to get sight of the combinations of stars which had set a-going the active imaginations of those enviable fellows their first observers. Although few only of these groups or clusters can be tortured into any thing like definite shapes, the fancy is soon worked upon, and easily lends itself to the graceful illusion. Each succeeding night, as the various clusters rose, crossed the meridian, and sunk again into the western waves, we came more and more into the way, not only of speaking, but thinking of them, under their conventional titles of hydras, doves, toucans, phoenixes, and flying-fish, not forgetting the enormous southern whale, whose beautiful eye, called Fomalhaut, while it flames in the zenith of the Cape, is hardly known to the astro-

nomers of this country, from its greatest altitude, as seen by them, not being ten degrees.

But of all the Antarctic constellations, the celebrated Southern Cross is by far the most remarkable, and must, in every age, continue to arrest the attention of all voyagers and travellers who are fortunate enough to see it. I think it would strike the imagination even of a person who had never heard of the Christian religion; but of this it is difficult to judge, seeing how inextricably our own ideas are mingled up with associations linking this sacred symbol with almost every thought, word, and deed of our lives. The three great stars which form the Cross, one at the top, one at the left arm, and one, which is the chief star, called Alpha, at the foot, are so placed as to suggest the idea of a crucifix, even without the help of a small star, which completes the horizontal beam. When on the meridian, it stands nearly upright; and as it sets, we observe it lean over to the westward. I am not sure whether, upon the whole, this is not more striking than its gradually becoming

more and more erect as it rises from the east. In every position, however, it is beautiful to look at, and well calculated, with a little prompting from the fancy, to stir up our thoughts to solemn purpose. I know not how others are affected by such things; but, for myself, I can say with truth, that during the many nights I have watched the Southern Cross, I remember no two occasions when the spectacle interested me exactly in the same way, nor any one upon which I did not discover the result to be somewhat different, and always more impressive, than what I had looked for.

This constellation being about thirty degrees from the south pole, is seen in its whole revolution, and, accordingly, when off the Cape, I have observed it in every stage, from its triumphant erect position, between sixty and seventy degrees above the horizon, to that of complete inversion, with the top beneath, and almost touching the water. This position, by the way, always reminded me of the death of St. Peter, who is said to have deemed it too great an honour to be crucified with

his head upwards. In short, I defy the stupidest mortal that ever lived to watch these changes in the aspect of this splendid constellation, and not to be in some degree struck by them.

These speculations recall to me one of the most frequent and painful drawbacks to the unspeakable delights of travelling in remote regions. I allude to the feeling of despair which so often comes over the mind at such moments, when we consider how hopeless it is to impart to our distant friends, by any description, a just share of the pleasure we are receiving, or even to give them a very satisfactory notion of what we ourselves are enjoying. We have no scale in common use whereby we can measure such evanescent feelings. Indeed, as even the observer's sensations change from night to night, or, I might well say, from moment to moment, like the flashes of the aurora, no description could prove adequate, and, I fear, we must remain content to take these good things, like every thing else, with their grains of allowance.

These airy visions are sometimes curiously broken in upon by the most common-

place incidents, which force us back upon ordinary life. On the 28th of May we overtook a packet on her way to the Brazils from England, which had sailed more than a month after us, but she had not a single newspaper, army list, navy list, or review on board. The mate was totally ignorant of all the interesting topics of that most interesting moment of the war (1812); and in reply to all our questions, merely observed, that every thing was just the same as when we left England. The captain was ill in bed, and could not be spoken to, so that this intelligent gentleman, his chief officer, had been lugged on deck to tell the news. He honestly confessed, after being sufficiently baited and badgered by our interrogatories, that even when in England he had no time to look at the newspapers, but that he left public affairs to the management of those whose business it was to look after them, while he found enough to do in looking after the packet.

“ I dare say,” added the fellow, with rather more dryness of humour than we had imagined was in his doughy compo-

sition, " I dare say the whole story you are asking about, of Buonaparte and the Russians, is told very exactly in these bags (pointing to the mail), and if I deliver them safe at Rio, it will be wrong to say I bring no news."

On the 4th of June we had a jollification in honour of good old King George the Third's birth-day. In how many different parts of the world, and with what deep and affectionate sincerity, were cups quaffed and cheers rung out in the same loyal cause! Goldsmith's idea of the lengthening chain which the traveller drags after him, as he moves away from home, has often occurred to me upon these occasions. But the poet uses the figure, if I mistake not, in rather a querulous tone; whereas I would adopt it in a cheerful sense, and suggest, that well-grounded friendships, like well-grounded principles of any sort, are only the more firmly knit by such trials of distance and absence. If sailors would tell the truth, we should find that when abroad and far away, they generally use their distant friends as the captain, mentioned some time ago, did

his ship's company's European clothing—stow them away for a future occasion. I do not say that they forget or neglect their friends; they merely put them by in safety for a time. In fact, as the song says, a sailor's heart and soul have plenty to do 'in every port,' to keep fully up to the companionships which are present, without moping and moaning over the remembrance of friends at a distance, who, in like manner, no doubt, unship us also, more or less, from their thoughts, if not from their memory, for the time being; and it is all right and proper that it should be so.

On the 5th of June we parted from our convoy, the China ships; and, alas! many a good dinner we lost by that separation. Our course lay more to the left, or eastward, as we wished to look in at the Cape of Good Hope, while those great towering castles, the tea ships, could not afford time for play, but struck right down to the southward, in search of the westerly winds which were to sweep them half round the globe, and enable them to fetch the entrance of the China seas in time to

save the monsoon to Canton. Each ship sent a boat to us with letters for England, to be forwarded from the Cape. This was probably their last chance for writing home; so that, after the accounts contained in these despatches reached England, their friends would hear nothing of them, till they presented themselves, eighteen months afterwards. Neither did they expect to know what was passing at home till they should touch at St. Helena, on the return voyage, in the latter end of the following year. "

I remember looking over the lee-gangway next day, at the first blush of the dawn, during the morning watch, and I could barely distinguish the fleet far to leeward, with their royals just shewing above the horizon. There was no haze, hardly any swell on the sea; not a cloud was to be seen, and the nipping air seemed as clear and transparent as if the firmament had been a globe of rock-crystal cut across. The dark blue horizon, which looked almost black against the cold silvery sky, appeared as sharp as if it had been an edge of ground metal. On the spy-glass

being directed to the distant ships, depressed by the curvature of the earth more than a hundred feet, we could make out not only their masts and sails, but even some of their ropes. When the sun reached a degree or two of altitude, and shed a bright ray of yellowish light on the canvass, we could almost fancy that we saw the seams in the cloths of their sails, so beautifully clear and well-defined was every thing. I know not what it is about such a sunrise at sea that produces so wonderful a freshness of spirits, with a degree of animation as to the present and confidence for the future, rarely to be found at other moments of the day. On taking leave of our convoy, we were reminded that there is always something about the last, the very last look of any object, which brings with it a feeling of melancholy. If there shall happen to be at the bottom of our cup any touch of remorse, it will then be sure to come to the surface, and often, though the admixture be but a drop, it may contaminate the whole. On this occasion, however, we had nothing more serious to reproach

ourselves with than sundry impatient execrations with which we had honoured some of our slow-moving, heavy-sterned friends, when we were compelled to shorten sail in a fair wind, in order to keep them company. A smart frigate making a voyage with a dull-sailing convoy, reminds one of the child's story of the provoking journey made by the hare with a drove of oxen.

Our merry attendants, the flying-fish, and others which swarmed about us in the torrid zone, refused to see us across the tropic, and the only aquatics we fell in with afterwards were clumsy whales and grampuses, and occasionally a shoal of white porpoises. Of birds there were plenty, especially albatrosses. The captain, being a good shot with a ball, brought down one of these, which measured seven feet between the tips of the wings. I have several times seen them twelve feet; and I heard a well-authenticated account of one measuring sixteen feet from tip to tip. On the 22d of June we came in sight of the high land on the northern part of the peninsula of

the Cape of Good Hope, the far-famed table mountain, which looked its character very well, and really did not disappoint us, though, in general, its height, like that of most high lands, is most outrageously exaggerated in pictures. The wind failed us during the day, and left us rolling about till the evening, when the breeze came too late to be of much use. Next day we rounded the pitch of the Cape, but it blew so strong from the northward, right out of False Bay, accompanied by rain and a high sea, that we found it no easy job to hold our own, much less to gain the anchorage. But on the 24th of June, the day after, the wind moderated and became fair, the weather cleared up, and we sailed almost into Simon's Bay, a snug little nook at the north-western angle of False Bay. It then fell calm, but the boats of the men-of-war at anchor, His Majesty's ships *Lion*, *Nisus*, and *Galatea*, soon towed us into our berth. During the winter of that hemisphere, which corresponds to our northern summer, the only safe quarters for ships is in Simon's Bay, on the south side of the Cape peninsula.

Table Bay, so called from the well-known mountain of that name almost overhanging it, is not safe in winter, when the north-westerly gales blow right in, and often cast those ships on the beach which have the temerity to try the experiment of anchoring there.

I have a perfect recollection of the feelings with which I leaped out of the boat, and first set foot on the continent of Africa, but am prevented from describing these poetical emotions by the remembrance, equally distinct, of the more engrossing anxiety which both my companion and myself experienced about our linen, then on its way to the laundress in two goodly bundles. For the life of me, I cannot separate the grand ideas suitable to the occasion, from the base interests connected with cotton shirts and duck trousers. And such is the tormenting effect of associations, that when I wish to dwell upon the strange feelings, partly professional and partly historical, caused by actually gazing on the identical Cape of Good Hope, a spot completely hammered into the memory of all sailors, straightway I

remember the bitter battling with the washerfolks of Simon's Town touching the rate of bleaching shirts; and both the sublime and the beautiful are lost in the useful and ridiculous. For this, and some other reasons, I feel unwilling at present to dwell long upon so well-known a place as the Cape, which, as I visited it three times afterwards, under more advantageous circumstances, I may find better opportunities of doing.

The 3d of July was named for sailing; but the wind, which first came foul, soon lulled into a calm, then breezed up again; and so on alternately, baffling us in all our attempts to get to sea. Nor was it till the 5th that we succeeded in forcing our way out against a smart south-easter, with a couple of reefs in the topsails, and as much as we could do to carry the mainsail. A westerly current (that is, a current running towards the west from the east) sweeps at all seasons of the year round the Cape of Good Hope, and sometimes proves troublesome enough to outward-bound ships. This stream, which deposits a huge bank or spit of sand off

Cape Aguilhas, is evidently caused by the trade-wind in the southern parts of the Indian ocean. For three days we were bamboozled with light south-easterly airs and calms, which we had little expected; but on the 8th of July, which is the depth of winter in that hemisphere, there came on a spanking snuffler from the north-west, before which we spun two hundred and forty miles, clean off the reel, in twenty-four hours.

Nothing is more delightful than the commencement of such a fair wind. The sea is then smooth, and the ship seems literally to fly along; the masts and yards bend forwards, as if they would drop over the bows, while the studding-sail booms crack and twist, and unless great care be taken, sometimes break across; but still, so long as the surface of the sea is plane, it is astonishing what a vast expanse of canvass may be spread to the rising gale. By and by, however, it becomes prudent to take in the royals, flying-jib, and top-gallant studding-sails. The boatswain takes a look at the gripes and other fastenings of the boats and booms; the

carpenter instinctively examines the port-lashings, and draws up the pump-boxes to look at the leathers; while the gunner sees that all the breechings and tackles of the guns are well secured before the ship begins to roll. The different minor heads of departments, also, to use their own phrase, smell the gale coming on, and each in his respective walk gets things ready to meet it. The captain's and gun-room steward beg the carpenter's mate to drive down a few more cleats and staples, and, having got a cod line or two from the boatswain's yeoman, or a hank of marline stuff, they commence double lashing all the tables and chairs. The marines' muskets are more securely packed in the arm-chest. The rolling tackles are got ready for the lower yards, and the master, accompanied by the gunner's mate, inspects the lanyards of the lower rigging. All these, and twenty other precautions, are taken in a manner so slow and deliberate that they would hardly catch the observation of a passenger. It might almost seem as if the different parties were afraid to let out the secret of

their own lurking apprehension, but yet were resolved not to be caught unprepared!

Of these forerunners of a gale none is more striking than the repeated looks of anxiety which the captain casts to windward, as if his glance could penetrate the black sky lowering in the north-west, in order to discover what was behind, and how long with safety he might carry sail. Ever and anon he shifts his look from the wind's eye, and rests it on the writhing spars aloft, viewing with much uneasiness the stretching canvass all but torn from the yards. Perhaps he takes hold of a backstay, or a weather-brace, now as tight as a harp-string, and mutters to himself, "Hold on, good rope!" He then steps below, and for the fortieth time reads off the barometer, and with an anxious sigh acknowledges to himself that the mercury is falling rapidly. Before remounting the ladder he probably takes another look at "Horsburgh's General Remarks on the Winds and Weather," and half makes up his mind to shorten sail before something goes.

On returning to the deck he finds that

during the few minutes he has been below, the breeze has freshened considerably, or, it may be, that coming suddenly upon it again, he views it differently. At all events, he feels the necessity of getting the sails in while he yet can, or before "God Almighty takes them in for him," as the sailors say when matters have been so long deferred, that not only canvass and yards, but even masts, are at times suddenly wrenched out of the ship, and sent in one confused mass far off to leeward, whirling in the gale!

People may be startled, and not unreasonably, at the profane levity of the above expression, which I shall not, of course, dream of excusing. But I may take occasion to remark, that this expression, and several others, carry with them little or none of the impious spirit of common oaths and execrations. On the contrary, they are indicative, in a coarse way, of very solemn and almost devout feelings. It is but doing justice to poor Jack to add, that although he is much more free than he ought to be in the use of those rugged and vituperative figures of speech indigenous

to the ocean, there is, upon the whole, less indelicacy in his slang than in that of any other dialect of low life which it has been my misfortune to hear. Amongst the officers, such things have gradually died away, and much swearing in a gentleman is now considered almost as great a piece of blackguardism as story-telling.

The men, who are generally well aware of the necessity of shortening sail long before the captain has made up his mind to call the hands for that purpose, have probably been collected in groups for some time in different parts of the upper deck, talking low to one another, and looking aloft with a start, every now and then, as the masts or yards give an extra crack.

“ Well ! this is packing on her,” says one, laying an emphasis on the word ‘is.’

“ Yes !” replies another ; “ and if our skipper don’t mind, it will be packing off her presently,” with an emphasis on the word ‘off.’ “ Right well do I know these Cape gales,” adds an ancient mariner of the South Seas ; “ they snuffle up in a minute ; and, I’ll answer for it, the captain will not carry sail so long off Cape Aguilhas

when he has gone round that breezy point as often as old Bill has."

At this moment the tardy voice of the commander, long unwilling to lose any part of the fair wind, is at length heard, giving the reluctant order, "Turn the hands up, shorten sail!" The ready clatter of feet, and the show of many heads at all the hatchways, and perhaps the sound of a suppressed laugh amongst the men who have been gossiping and wagering about the gale, give sufficient indication that this evolution has been expected for some time.

"All hands shorten sail!" calls out the boatswain, after a louder and sharper note than usual from his pipe, winded not half the ordinary length of time, though twice as shrilly; for his object is to mark on the ears of the people the necessity of unusual expedition and exertion. A clever and experienced person filling this important situation will soon teach the men to distinguish between the various notes of his call, though, to unpractised ears, the sounds might appear unvaried.

"Shorten sail! that's easier said than

done," growls forth some hard-up old cock, as he steps on the forecastle, and glances his weather-wise eye towards the clouds in the black and bleak north-west, and then measures the many thousand yards of bonnie Dundee canvass still unfurled aloft, and stretched out to catch the wind, tugging and struggling to get free from the masts and yards.

"No! not a bit easier said than done," unexpectedly observes the captain, but quite good-humouredly, having accidentally heard the seaman's remark, on going forward to the spot where the main-tack is almost tearing away the chestree; "Not a bit easier, provided you, my old fellow, and the young hands about you, will only work as smartly and cheerfully as I know you can do when you have a mind. Come, my lads, are you all ready forward?"

It is a trying moment both for the sails and yards, when the order is actually given to commence shortening sail, if the pressure from the wind be considerable. At ordinary times, all that is necessary is to have men stationed to lower away the haulyards and ease off the tacks

at the proper moment, while others gather in the sails as they come down, fluttering a little perhaps, if not carefully managed, but still quietly and easily, as well as quickly. When, however, the wind has risen to a pitch beyond its due proportion to the canvass spread, and the captain's anxiety to make the most of a fair wind has tempted him to carry on too long, the case becomes very different. This will be easily understood, when I mention that several of the very same ropes which keep the sails in their places, contribute also an important share to the support of those spars to which the sails are bent, or to which they may be hauled out. Consequently, the moment the ropes alluded to, which are technically named the haul-yards and tacks, are slackened, the yards and booms being suddenly deprived of these material supports, are very apt to be sprung, that is, cracked across, or even carried away, which means being snapped right in two as short as a carrot, to use Jack's very appropriate simile.

It is quite true, that lowering away the sail and easing off the tack (I am speak-

ing now of a studding-sail), does diminish the tug or pressure of the sail on the spar, and, of course, both the yard and the boom have less duty to perform. Still, however, as the loss of support is generally greater, and always more instantaneous, than the diminution of strain, the moment which succeeds the order to "Lower away!" is especially trying to the nerves of the officer who is carrying on the duty. If, indeed, he be an experienced and skilful man, or one who, besides the facility and confidence which come with long habit, possesses a well-grounded knowledge of the principles of his profession, and thence feels himself able to estimate the value of new combinations, he will delight in the opportunity of bringing such theoretical considerations to bear on the practice of seamanship. Such an officer will smile in the very teeth of the gale whose violence he defies, confident in his capacity to gather in every foot of canvass without even a seam-rip in any one sail. I have not infrequently seen comparatively young officers handle the sails and yards of a ship

with perfect ease, at times when the oldest sailors on board were puzzled how to get things out of the mess into which the winds had blown them, or when the still more unruly and perplexing perturbations (as the astronomers call them) of ignorance had left them. One officer, for instance, may direct the preparations for shortening sail to be made, according to the most orthodox rules laid down in Hamilton Moore's 'Examination of a Young Sea Officer;' and yet when he comes to give the fatal word "Lower away! haul down!" every thing shall go wrong. The tack being eased off too soon, the spar breaks in the middle, and the poor topmast studding-sail is spitted like a lark on the broken stump of the boom, while the lower studding-sail, driven furiously forward by the squall, is pierced by the sprit-sail yard-arm, the cat-head, and the bumpkin, or it may be wrapped round the bowsprit, like so much wet drapery in the inimitable Chantrey's studio over the clay figure of an Indian bishop.

"What the blue blazes shall I do next?" moans the poor puzzled devil of an officer

of the watch, who sees the confusion caused entirely by his own bad management, ten times worse confounded by his ignorant and, of course, ill-directed further endeavours to put things right. On such an occasion, a kind and considerate captain will perhaps fairly walk below, and so leave the mortified youth to get himself out of the scrape as he best can, and rather lose a small spar, or a bolt of canvass, than expose one of his officers to the humiliation of having the task transferred to another. If this forbearance be not over-done, the public service, in the long-run, will probably be far less harmed by the expenditure of a few stores than it might be by an injury done to the credit, and consequently to the authority of its executive. Sometimes, however, the captain will edge himself near the embarrassed officer, and, without the action being detected by any one else, whisper a few magical words of instruction in the young man's ear, by which the proper train of directions are set a-going, and the whole confusion of ropes, sails, and yards, speedily brought into

order. If this fails, the hands are called, upon which the captain himself, or more generally the first lieutenant, takes the trumpet; and the men, hearing the well-known, confident voice of skill, fly to the proper points, 'monkey paw' the split sails, clear the ropes, which an instant before seemed inextricably foul, and in a very few minutes reduce the whole disaster to the dimensions of a common occurrence.

"Now, you may call the watch," says the captain, and the reprovèd officer again takes charge of the deck. I need hardly say, that any young man who possesses a spirit above that of an animal the name of which must not appear in print, ought rather to wear his hands to the bone in learning his duty, than to expose himself to such mortifications as this. And yet, after all, which of us shall say that we may not be subjected to trials almost as humiliating, when we come, as we often must come, to engage in professional matters with which we happen to have had little or no previous experience?

For my own part, if I were suddenly

placed in command of a ship in the Grecian archipelago, and told to go on to Smyrna, or back to Malta, I should have no more idea of which way to steer, in order to take advantage of the prevalent winds and currents, than if my knowledge of navigation had been limited, during the last thirty years, to my father's horse-pond, on which I first ventured to trust myself afloat. In the same way, perhaps, the most knowing of my officers, who, if experienced in the navigation of the Levant, would, no doubt, on such an occasion, secretly divert himself at his captain's expense, might be a little less disposed to grin at the local ignorance of others, were the ship popped down between the Rabbit and Coney, off Tonjong Boloos, in the Straits of Singapore, and he was told to shape a course for Poolo Penang through the Straits of Malacca, or to return to the China Sea.

Let us, however, suppose all the extra sails taken in without accident, and rolled up with as much haste as may be consistent with that good order which ought never to be relaxed under any degree of

urgency. In fine weather it is usual to place the studding-sails in the rigging, with all their gear bent, in readiness to be whipped up to the yard-arm at a moment's warning; but when a breeze, such as we are now considering, is on the rise, it is thought best to unbend the tacks and haul-yards, and to stow the sails in some convenient place, either on the booms, between the boats, or in the hammock-nettings. For the same reason, the small sails are sent on deck, together with as much top hamper as can readily be moved. These things are scarcely bundled up and lifted out of the way, before the long-expected order to reef topsails is smartly given out, and crowds of men are seen skipping up the tight weather-rigging, with a merry kind of alacrity, which always makes a captain feel grateful to the fellows. I do not well know why; for, as there is then no real danger, there seems nothing particularly praiseworthy in this common-place exertion. Perhaps the consciousness that a storm is coming on, during which every nerve on board may be strained, makes the captain see with plea-

sure a shew of activity, which, under other circumstances, may be turned to trials of the utmost hardihood and daring.

Be this as it may, the yards come sliding down the well-greased masts; the men lie out to the right and left, grasp the tumultuous canvass, drag out the earings, and tie the points, with as perfect deliberation as if it were a calm, only taking double pains to see that all is right and tight, and the reef-band straight along the yard. The order has been given to take in the second and third reefs only; but the men linger at their posts, expecting the further work which they know is necessary. The captain of the top, instead of moving in, continues to sit astride the spar, dangling his legs under the weather yard-arm, with the end of the close reef-earing in his hand, quite as much at his ease as any well-washed sea-bird that ever screamed defiance to a pitiless south-wester.

Johnny's anticipations prove right; for the anxious commander, after gazing twice or thrice to windward, again consulting his barometer, looking six or eight times

at his watch in as many minutes, to learn how many hours of daylight are yet above the horizon, and perhaps also stealing a professional opinion from his first lieutenant, an officer probably of much more technical experience than himself, decides upon close-reefing. If he be a man of sense, and wishes the work to be done quickly and well, he must not now hesitate about starting the topsail-sheets, and it will certainly be all the better if one or both the clewlines be likewise hauled close up.

The mainsail is now to be taken in; and, as the method of performing this evolution has long been a subject of hot controversy at sea, I take the opportunity of saying that Falconer's couplet,

“ For he who strives the tempest to disarm
Will never first embrail the lee yard-arm,”

has, in my opinion, done a world of mischief, and split many thousands of sails.

I at least plead guilty to having been sadly misled by this authority for many years, since it was only in the last ship I commanded that I learned the true way to take in the mainsail when it blows hard

The best practice certainly is, to man both buntlines and the lee leechline well, and then to haul the LEE clew-garnet close up, before starting the tack or slacking the bowline. By attending to these directions, the spar is not only instantaneously relieved, but the leeward half of the sail walks sweetly and quietly up to the yard without giving a single flap. After which the weather clew comes up almost of itself, and without risk or trouble.

Meanwhile the ship is spinning along very nearly at the same rate as at first, though two-thirds of the canvass have been taken off her. These variations in speed are odd enough, and, at times, not easily accounted for. When the breeze first comes on, all sail set, and the water quite smooth, the ship can be steered on a straight course without any difficulty, and she really seems to fly. When the log is hove, it is discovered, we shall suppose, that she is going eleven knots. Well, the wind increases, and in come the studding-sails; but as the water is still smooth, the single-reefed topsails and topgallant-sails may be carried, though it is evident the ship

is rather overpressed, or, at all events, not another stitch of sail could be set.

“ Heave the log again, and see what she goes now !” says the officer. “ How much ?”

“ Eleven knots and a half, sir,” replies the middy of the watch.

Presently the sea rises, the masts bend, the ship begins to stagger along, groaning and creaking in every joint, under the severe pressure. The topsails are close-reefed to meet the increased wind ; but still, as before, she is under quite as much canvass as she can possibly bear.

“ Heave the log now !” again says the officer. “ Ten knots !” reports the middy.

By and by the courses are reefed, and, before dark, the mainsail is rolled up, the fore and mizen-topsails handed, and the topgallant yards sent on deck. The sea has now risen to a disagreeable height ; the steering, in spite of every care, becomes wilder and much more difficult ; and as the ship forges into the breast of the waves, or rises with a surge not much less startling, her way seems deadened for the moment, till she bounds up again on

the top of the sea, to woo, as it were, the embraces of the rattling gale. The storm is not slow to meet this rude invitation; while, if the ropes, sails, and masts be all wet, as they generally are in such a breeze, it is difficult to conceive any tones more gruff and unsentimental than the sounds of this boisterous courtship.

In line-of-battle ships, and even in frigates, the close-reefed main-topsail and foresail may be carried, for a very long time, when going nearly before the wind; and, indeed, it is the best seamanship to crack on her; for when the gale rises to its highest pitch, and the seas follow in great height, they are apt to curl fairly on board, and play fine pranks along the decks, even if the violence of the blow on the quarter do not broach the ship to, that is, twist her head round towards the wind, in such a way, that the next sea shall break over her gangway, and in all probability sweep away the masts. In small vessels it becomes a most anxious period of the gale, when the sea has got up so much that it is difficult to steer steadily, and when the wind blows so

strong that enough sail cannot be carried to keep the ship sufficiently ahead of the waves, except at the risk of tearing the masts away. When the requisite degree of speed cannot be secured, the inevitable consequence, sooner or later, is, that a monstrous pea-green solid sea walks most unceremoniously on board, over the taff-rail, and dashes along the decks like those huge debacles, of which some geologists so confidently point out the traces on the earth's surface.

I never happened actually to witness a catastrophe of this kind on the great scale, though I have seen one or two smartish gales in my time. Indeed, the most serious evils I recollect to have been present at occurred on board the *Volage*, on the very passage to India which I am now describing. The following are the words in which these incidents are noticed in my journal :

“ On the 13th of July, off the Cape of Good Hope, in the midst of a heavy winter's gale, our worthy passenger, Sir Evan Nepean, governor of Bombay, was thrown down the ladder by the violent rolling of

the ship; and another gentleman, the Baron Tuyll, the best-natured and deservedly popular passenger I ever saw afloat, was very nearly washed out of his cot by a sea which broke into the stern windows of the captain's cabin."

I have often enough been close to wars and rumours of wars, but was never in a regular sea-fight; and though I have also witnessed a few shipwrecks and disasters, I never was myself in much danger of what might be honestly called a lee shore; neither is it my good fortune to be able to recount, from personal knowledge, any scenes of hardship or suffering from hunger, cold, or any other misery. My whole professional life, in short, has been one of such comparative ease and security, that I cannot now remember ever going far beyond twenty-four hours without a good bellyful. Still, I have often been forced to take a high degree of interest in formidable adventures of this kind, from their happening in fleets of which my own ship formed a part, or from these incidents including among the sufferers persons to whom I was attached.

In the year 1815, I accompanied a convoy of homeward-bound Indiamen from Ceylon, and a right merry part of the voyage it was while we ran down a couple of thousand miles of the south-east trade-wind ; for these hospitable floating nabobs, the East India captains, seldom let a day pass without feasting one another ; and we, their naval protectors, came in for no small share of the good things, for which we could make but a poor return. Along with our fleet there sailed from Ceylon a large ship hired as a transport by government to bring home invalid soldiers. There were about 500 souls in her ; of these a hundred were women, and more than a hundred children. I was accidentally led to take a particular interest in this ill-fated vessel, from the circumstance of there being four fine boys on board, sons of a military friend of mine at Point de Galle. I had become so well acquainted with the parents of these poor little fellows during my frequent visits to Ceylon, that one day, before sailing, I playfully offered to take a couple of the boys in my brig, the Victor, an 18-gun sloop

of war; but as I could not accommodate the whole family, the parents, who were obliged to remain abroad, felt unwilling to separate the children, their only children, alas! and my offer was declined.

Off we all sailed, and reached the neighbourhood of the Cape without encountering any thing in the way of an adventure; there, however, commenced the disasters of the unfortunate *Arniston*, as this transport was called. She had no chronometer on board; a most culpable and preposterous omission in the outfit of a ship destined for such a voyage. The master told me that he himself was not in circumstances to purchase so expensive an instrument, the cost of a good chronometer being at least fifty or sixty guineas, and that the owners considered the expense needless. He also stated, that on his remonstrating still more, and urging upon these gentlemen that their property would be ten times more secure if he were furnished with the most approved means of taking good care of it, he was given to understand, that if he did not choose to take the ship to sea without a

chronometer, another captain could easily be found who would make no such new-fangled scruples. The poor master shrugged his shoulders, and said he would do his best; but having often rounded the Cape, he knew the difficulties of the navigation, when there was nothing but the dead reckoning to trust to.

During our passage from Ceylon, it was the practice every day, at one o'clock, for the Indiamen, as well as the men-of-war, to make signals shewing the longitude of each ship by chronometer. Thus we had all an opportunity of comparing the going of our respective time-keepers, and thus, too, the master of the *Arniston* was enabled to learn his place so accurately, that if he had only kept company with his friends the Indiamen, each of whom was provided with at least four or five chronometers, the deficiency in his equipment might never have led to the dreadful catastrophe which speedily followed the loss of this assistance.

It was late in the month of May when we reached the tempestuous regions of the Cape; and we were not long there

before a furious gale of wind from the westward dispersed the fleet, and set every one adrift upon his own resources. The poor Arniston was seen at sunset, on the day the gale commenced, with most of her sails split, but not otherwise in danger, for she had a good offing, and the wind was not blowing on shore. Three heavy gales followed in such quick succession during the next week, that not only the ordinary course, but the velocity of the current was changed, and instead of running, as it almost always does, to the westward, it set, on the days in question, to the south-eastward. According to the most moderate allowance for the current, all circumstances being taken into consideration, any navigator might fairly have supposed that, in the five days which elapsed from the 24th of May to the 28th inclusive, his ship would have been drifted to the westward by the current at least a hundred miles. Our chronometers, however, distinctly shewed us that we had been carried, not, as usual, to the westward, but actually to the eastward, a distance of more than a hundred miles;

so that, in less than a week, there occurred upwards of two hundred miles of error in the dead reckoning.

The master of the *Arniston*, doubtless, after making every allowance, according to the best authorities, and working by the most exact rules of navigation of which he could avail himself, naturally inferred that his ship was more than a hundred miles to the westward of the Cape, and he incautiously considered himself justified in bearing up before a south-easterly gale, and steering, as he had so much reason to suppose he was doing, straight for St. Helena.

It is very important to remark, in passing, to professional men, that no ship off the Cape, and under any circumstances, ought ever to bear up, without first heaving the deep-sea lead. If soundings are obtained on the Bank, it is a sure symptom that the ship is not sufficiently advanced to the westward to enable her to steer with safety to the north-north-westward for St. Helena. It is clear the ship in question must have omitted this precaution.

' All that is known of this fatal ship-

wreck is simply, that the *Arniston*, with a flowing sheet, and going nine knots, ran amongst the breakers in Struy's Bay, nearly a hundred miles to the eastward of the Cape. The masts went instantly by the board, and the sea, which broke completely over all, tore the ship to pieces in a few minutes; and out of her whole crew, passengers, women, children, (my four poor little friends inclusive!) only half a dozen seamen reached the coast alive.

The people saved were illiterate sailors; and all they could tell was, that they bore up and made all sail for St. Helena, judging themselves well round the Cape. This scanty information, however, taken along with the correct knowledge of the currents afforded by our dead reckoning when compared with the chronometer, was quite enough to establish the important fact, that this valuable ship, and all the lives on board of her, were actually sacrificed to a piece of short-sighted economy. That they might have been saved had she been supplied with the worst chronometer that was ever sent to sea, is also quite obvious. Supposing the *Arniston* to have

been navigated by a watch so bad as not to be depended upon within sixty seconds, or one whole minute of time, per day, still, her accumulated error in longitude, at the end of our stormy week off the Cape, would not have exceeded one degree and three quarters. Now, even with this enormous error in the vessel's position, as determined by such a chronometer, this melancholy shipwreck might have been prevented. Yet I am sure practical men will agree with me, that in assuming sixty seconds a-day as the limit of the uncertainty of a watch's rate, I have taken a quantity four or five times greater than there was need for. Surely no time-keeper that was ever sold as such by any respectable watch-maker for more than thirty or forty guineas, has been found to go so outrageously ill as not to be depended upon, for one week, within less than ten or fifteen seconds a-day. And as I have shewn that a chronometer whose rate was uncertain, even to an extent five or six times as great as this, would have saved the Arniston, any further comment on such precious economy is needless.

CHAPTER VI.

ISLAND OF JOHANNA.

It was not till about ten days after we had rounded the Cape of Good Hope, and struggled hard against baffling easterly winds, that we at length reached the tail of the south-west monsoon, in latitude $27\frac{1}{2}^{\circ}$ S. and longitude 37° E. This was on the 21st of July, off Delagoa Bay, near the southern entrance of the great Mozambique Channel, which lies between the island of Madagascar and the coast of Africa. It was delightful to feel ourselves spinning along at the rate of nine and a half, with the ship's head at last fairly looking towards our port, Bombay; especially after having been detained more than a fortnight off the Cape, during which period we had advanced hardly so much as we might have done in four days with a favourable breeze. But nothing passes more quickly off the cheerful mind than

the recollection of adverse winds and bad weather. As we hoist away the studding-sails, ease off the sheets, and luxuriate in the prospect of the clear blue sky, we fancy we shall have a fair wind and pleasant weather all the rest of the voyage. On this occasion it proved pretty much as we had anticipated; for on the 25th of July we came in sight of Johanna, one of the Comoro Islands, and anchored next day, without having seen either Africa on the left, or Madagascar on the right. The narrowest part of the Mozambique Channel is not much short of two hundred miles across, and at most places is more than twice as wide; consequently, as we kept near the middle, we had no chance of seeing the land on either side, and to all appearance we were still on the wide ocean.

The well-known massacre of Madagascar in Robinson Crusoe, fable though it be, and fifty other stories from the same source, rivet themselves on the imagination with such tenacity, that I have never found myself near the imaginary scenes of that celebrated voyager's adventures

VOYAGES AND TRAVELS.

without longing to have a scuffle with his savages, or to try my own hand at some of his thousand and one resources. This charming facility in combining difficulties, backed by unwearied ingenuity in devising remedies for evils which cannot be altogether avoided, that, I suspect, gives De Foe's work its chief interest in the eyes of sailors. In fact, I have often, in the course of my professional life, had occasion to know the value, not exactly of those very resources, but of similar devices, suggested by Robinson's successful example. He also teaches most admirably, that there is a consolation, if not a complete remedy, for almost every thing; and that by honourable means and manly exertions there are few difficulties which may not be surmounted.

We anchored in Johanna Bay, within a few hundred yards of the shore, abreast of a long grove of tall cocoa-nut trees, forming a fringe, as it were, to a narrow belt of snow-white beach, composed apparently of bits of broken coral. This beautiful little roadstead, or cove, lies on the north side of the island; and the best

situation in which to moor a ship is just off a little rivulet, bearing about south, with the high volcanic-looking peak south by east half east, the Mahometan mosque east, and not more than a quarter of a mile from the shore. It was the first time I had ever beheld the gorgeous scenery of the eastern hemisphere; for although I had seen cocoa-nuts and other trees of the palm tribe at Antigua and St. Christopher's, the Caribee islands seemed much less striking than those of the Mozambique, chiefly, perhaps, from the West Indian landscape being disturbed by images not quite in character with the tropics. I allude to the European sort of houses of the planters, to the English-looking boats, the numerous white people, and even to the style of agriculture in the West. But at the Comoro Islands, where all is primitive and oriental, the eye of the traveller is not provoked with sights it has ever rested on before; all that he sees is new, and as thoroughly tropical as heart can desire. The natives, though not jet black, like negroes, are sable enough, being of a very deep bronze colour; and the

climate being tolerably hot, neither they nor their African slaves are much encumbered with dress. Most of them can chatter a little English, picked up from the Indiamen which call for fruit and vegetables; and what is particularly comical, these islanders have appropriated the titles of English noblemen, or other distinguished personages, which names they retain and are known by amongst themselves, as well as by visitors.

On steering towards the anchorage, a pilot came off who announced himself as Lord Gibbon. We knew the way perfectly, but accepted his services for the fun of the thing, on his producing a handful of certificates of his qualifications. We were even more interested with his canoe than with himself, for we had never before seen such a thing. Had he rowed off in a boat, instead of paddling off in a canoe, the disappointment must have been considerable; for nothing, perhaps, is more teasing, on coming to a new place, than to find things not different enough from those we have left. No boat, however, could well be more characteristic of

the region we had got into than this picturesque little vessel, which was rudely fashioned out of the trunk of a tree, thirty or forty feet long and only one and a half wide, sharp like a wedge at both ends, and, being without a keel or bearings of any kind, it would have upset with the smallest load, or even without a load, had there not been a couple of very long outriggers placed across, and extending both ways. To the extremities of these spars was attached, by means of short uprights, a plank, or rather beam, one on each side, which just touched the water, and by their floating at the end of these long levers, or outriggers, kept this most ticklish of barks from turning over.

It is obvious, that a canoe so fitted could not come alongside of a ship, at least in the usual way; so our friend Lord Gibbon was obliged to run stem on, when, by planting himself in the bow, he hoped to catch hold of the side-ropes, and so scramble up. The ship was stealing through the water at the rate of a couple of knots only; nevertheless, although the surface of the bay was as smooth as oil,

the six black paddlers bungled their operation, and missed the gangway. The leadsman in the main-chains seeing the pilot adrift, called in at one of the quarter-deck ports for a rope, and the end of the cross-jack brace being handed to him, he threw it to the natives. Lord Gibbon was standing in the bow of his canoe, in a long flowing white robe and a Turkish-like turban, altogether an amusing contrast to his crew, whose united wardrobe would scarcely have made a couple of pocket-handkerchiefs. His lordship caught hold of the line, and made a flying leap towards the ship, but, alas! without the desired effect. Either the rope was slack, or the unwonted entanglement of his robes bamboozled his feet, for souse he went over head and ears into the water, out of which he was dragged by our laughing rogues, who planted him, apparently in a woful condition, on the quarter-deck. He seemed very indifferent, however, to appearances, and presented his dripping certificates with a good grace, adding, in tolerable English, the King of Johanna's compliments, and offers of all that his

island afforded. The ambassador was without shoes or stockings, and we thought he must have lost them in the scramble; but our inquiries on this head were diverted to the state of his mouth, which we feared had been cut by the fall, for it seemed to be bleeding. He soon relieved us from this anxiety, by shewing that what we took for blood was the effect of chewing the betel-nut, another consequence of which was the jet black colour of his teeth.

We had expected to have been surrounded by the natives in their canoes the moment the anchor was down; but not one appeared besides the pilot, who told us that the king, having the most entire want of confidence in the honesty of his subjects, and being extremely desirous of keeping the peace, had given orders for no one to come near us. We, of course, begged this interdict might be removed, assuring the messenger that we should take good care of our property, and not fail to preserve the peace likewise. As soon as the ship was secured, all the officers except one or two were kindly allowed by

the captain to have a run on shore. One of the passengers, two of the mids, and I, made a party, and set off in quest of adventures, towards the town, which lay at the distance of a mile and a half from the ship, and rather up the hill. On landing, we found ourselves in a delightful cocoa-nut grove, of which the underwood consisted of plantains, bananas, oranges, lime-trees, and, I believe, mangoes. The cocoa-nuts shot up to the height of seventy and sometimes eighty feet: we were told that a hundred feet is not uncommon, but I think we saw none so high. The fruit grows in immense clusters at the top of the stem, close up to the branches. The tree from top to bottom is surrounded by a series of rings, doubtless the traces of former circles of branches which have successively flourished, decayed, and fallen off. These rings are very distinct near the top; but lower down, the trunk becomes so smooth that the natives are obliged to cut notches to assist them in getting up, either to pull the fruit, or to tap the tree of its juice, which is called toddy by the English.

The method used by the natives of the East in performing this feat of climbing, which is really a curious one, may be easily described. In the first place, they unite their feet, either at the great toes or the ankles, by a thong or strap about ten or twelve inches in length. This lies across the steps or notches cut in the tree, and is strong enough to support the whole weight of the body. A flat broad-belt is then made to pass round the tree, and also round the man's middle, enclosing both in one ring, as it were, the body being at the distance of a foot or so from the tree. The climber commences by placing the strap which ties his feet together across the first or lowest step, while he adjusts the belt embracing him and the tree so as to be horizontal. He then plants his hands firmly against the stem, and a foot, or a foot and a half, below the belt. By now leaning back and tightening the body-belt, he divides his weight between it and his arms, so as entirely to relieve the foot-strap of all strain. The legs are next drawn up quickly, till the foot-strap lies across the second notch. The climber

now removes his hands from the tree, and grasps the body-belt, which becomes quite slack on his throwing his body forward till it almost touches the stem—his whole weight meanwhile resting on the foot-strap. By a sudden movement he then jerks the slackened belt about a foot and a half further up the tree. After this he once more rests his hands on the stem, relieves his feet of the weight, and draws them up as before till the next notch receives the foot-strap; and so on till he reaches the top. He carries along with him an earthen pot slung round his neck, and a huge knife at his girdle. With this he cuts away the young sprouts, and draws off the toddy, which appears to be the sap intended by nature to form the fruit. When freshly taken from the tree, in the cool of the morning, it forms a delicious drink, not unlike whey in appearance, with a slightly acid taste, and a pleasant sweetness, as well as a sharpness or briskness not very dissimilar to that of ginger-beer, only more racy and peculiar in its flavour. When allowed to stand for some hours, it ferments, and resolves

itself into a liquor somewhat intoxicating, as I had often occasion to discover afterwards in India to my sorrow, not precisely in my own case, but in that of many a boat's crew, who (plague take them!) when once they get the fascinating toddy-pot to their heads seldom let it down while a drop remains.

I cannot describe the capital of Johanna with any hope of conveying a just notion of its burlesque fortifications, which a jolly-boat's crew could readily escalate and take possession of, with no better arms than their stretchers. The houses are built of rude lumps of lava; and the streets run so narrow, that three persons find it rather inconvenient to walk side by side. The dwellings, as we could easily discover by standing on tip-toe, are all flat-topped, and not a single one did we see with a window in it. The entrance is by a small door leading from the street to a square court, on one side of which is a broad rude portico conducting to the lower rooms, which are as dark and gloomy as need be. The floors are of mud, with appropriate walls of naked masonry, and here and

there a bamboo sofa. Over some of these huts are rigged light, open balconies, or galleries, which must be agreeable enough in the cooler periods of the day. These are the mansions of the upper classes; the titled aristocracy of Johanna. The democracy, that is, the slaves, arrange matters with more convenience, taste, and comfort than their masters, although their huts, or hovels, are much smaller. These unpretending abodes are disposed in neat little squares round the stone buildings, and made chiefly of branches of the cocoa-nut tree, after the following fashion. Several stakes are first driven into the ground, at the distance of five or six feet from one another, and of the height to which it is intended to carry the walls, say six or eight feet. Between each pair of these posts there are then placed two or three of the long, feather-like branches of the cocoa-nut, with their centre parts, or that from which the leaves spring, upright. These leaves, which grow at right angles from the centre of the branch to the length of four or five feet, are then wattled, or, more properly speaking,

plaited together into a kind of mat. As this is done with considerable care, the appearance of these walls is remarkably striking, perhaps from being so perfectly symmetrical, a circumstance almost invariably productive of a pleasing effect in architecture, whatever be the materials out of which the combination is formed. The texture of these verdant walls, of course, is not quite close, openings being purposely left sufficiently wide to admit both light and air, although, it is said, the natives can weave their materials so closely as even to exclude wet. The roofs of these simple dwelling-places are thatched with plantain-leaves intermixed with reeds, and fastened down by a very long kind of grass, growing every where on the island in great luxuriance. The entrance is by a space left blank in the work, generally about three feet high by two wide; and in lieu of a door, a prickly pear-bush answers the purpose not amiss. Two or three of the principal inhabitants, however, did sport a door of basket-work; but this was evidently a luxury beyond the taste or the means of the society at

large. The interior of these huts is divided into two compartments; the inner one, being the chief room, contains a sofa made of bamboo, with cocoa-nut leaves laced tightly across it. In the outer chamber the natives cook their calavances and wild-peas. The principal squares in the fashionable part of the town measured from seven to eight paces across; and as we entered two or three of them, one after the other, we were received by such uproarious squallings and bawlings of multitudes of children, that we were fain to back out again more speedily than we entered. I need scarcely mention, that while the grown-up portion of the community at Johanna content themselves with less than a square yard of clothing a-piece on an average, the small fry are left pretty much as they came into the world. Generally speaking, these urchins are hugely pot-bellied, and not very pretty, nor are any of them so graceful or well-formed as most of their seniors.

I fell into conversation at one place with a half-blind little body of a granny, nursing, or pretending to nurse, a very

piazza. Objections were made to our entrance; but the glitter of a small silver coin broke down the laws of the Prophet, if indeed there be any law against the entrance of Christians, which I believe there is not. At all events, we entered the mosque, after pulling off our shoes, at the desire of the priest; for while the English uncover their heads on entering a church, the Mahometans bare their feet. But we suffered no inconvenience, for the floor was laid with soft and clean mats. At the inner end stood the altar, or what we took to be such, a low sort of open box, rudely fashioned into Gothic cuspings at top. Various oriental manuscripts lay about, and I observed, with great interest, some of the identical inscriptions in Arabic characters described by Sir William Jones, in his account of Johanna, as extracts, I think, from the Alcoran. The pleasure which this great Eastern scholar experienced, and has so well described, on first meeting with these writings, and being able to interpret them on their native spot, must have been very great. I remember feeling something more or less akin to

this, in a small way, on first seeing the St. Michael orange actually growing at the Azores; and still more when, long afterwards, a set of genuine tea-bushes were pointed out to me by a native Chinese in a field near Canton.

We next proceeded to our guide's house, where he introduced us, not indeed to his wives, for all these ladies were stowed away behind a screen of mats, but to some of the males of his family, and, amongst others, to a queer copper-coloured gentleman, who styled himself, in his communications with us, 'the Duke of Devonshire,' and begged very hard to be allowed the honour of having our linen to wash. His Grace was a little dumpy fellow, who stooped considerably, wore neither shoes nor stockings, and exhibited so little of a nose, that when you caught his countenance in profile, the facial line, as the physiognomists call it, suffered no interruption on being drawn from the brow to the lips. The poor duke little knew the cause of the laughter which his occupation, title, and the contrast of looks, excited in those of our party who had seen

his grace's noble namesake in the opposite hemisphere.

Our host presented us with some cool toddy fresh from the tree, and mantling in a large pot, rudely fashioned from the shell of a cocoa-nut; after which, pretending to become a little bolder in our cups, we made an attempt to peep behind the envious screen which divided us from the ladies, whose loud tittering we heard from time to time. Our impertinence, however, was repaid, as it deserved, only by a glance at a most severe old hag, wisely placed in the front ranks, as a sort of Gorgon shield to defend the more youthful damsels behind. The Mussulmen did not appear to relish our curiosity; but they were readily appeased by our ascribing the liberty we had taken to the effects of the potent beverage with which we had been entertained, and still more by our insisting upon paying a monopoly price for the toddy. Our host pocketed the affront and the cash with a glance towards the screen, and a laugh which seemed to imply, that for half the money we might have carried off the old lady herself.

It was now time to return to the palace ; so we rose and stooped our way out of the door, glad indeed to get again into the clear and beautiful air of that celestial climate, and to behold, all round and above us, one of the richest, the most gorgeous landscapes that human eyes could wish to rest upon. It now appeared even more contrasted than before with man and all his works ; indeed, our attention was often most painfully excited during the day's ramble to this sad want of keeping between the occupants and the scenery,

“ Where all save the spirit of man is divine.”

The foliage, which, of course, varies in tint as the mountain rises, and as different kinds of vegetation succeed one another, extends in those latitudes, nearly in all its luxuriance, to the very top of the highest peaks, which are not less completely clad than the most sheltered glades or shelves of the low grounds, quite down to the water's edge. This feature of tropical islands, perhaps the most characteristic of any, is certainly amongst the most grateful to the eye of a stranger. At Madeira

and the Azores, the vegetation is confined to a rich broad belt round the base; and even in the West Indies, the summits of the mountains are mostly barren.

The Island of Johanna, like Madeira and all other volcanic islands I am acquainted with, is indented, or cut downwards nearly from top to bottom by deep ravines, which are sharp, ridgy, and distinctly marked by lines of sunshine at the sides, but are generally lost in darkness in the middle parts, along which, in the rainy season, the torrents must dash in grand style. At the time of our visit to Johanna, we discovered only one stream, which aspired to none of the hurly-burly attributes of a mountain cataract, but tripped its sparkling and scarcely audible way pleasantly enough from ledge to ledge, from the distance, I dare say, of half a mile of perpendicular altitude, where its source was occasionally visited by a passing cloud. The lower end of this pretty stream was at length lost in silence in a winding flat shelf of ground, through which it gained the bay, after re-appearing and crossing a white sandy platform, or

strip of level beach, at the base of the hill. This flat belt forming the shore was thickly covered by a picturesque grove of cocoa-nut trees, growing quite close to one another.

After sauntering about the streets for some time, we fell in with the governor of the place, a fine-looking tall Arab, of a deep olive colour, unmixed with any touch of the fatal African hue—that melancholy and almost hopeless stain which is the cause of so much crime and so much misery in the world! His excellency had planted on his head, for the occasion, a huge white turban, and cast over his shoulders, not without grace, a splendid robe of scarlet, matching, as the ladies would say, rather comically with his worship's naked legs and feet. Our colloquy with this worthy functionary was cut short by a summons from the King; and as our desire to see his majesty had been rather increased than diminished by an acquaintance with his subjects, we lost not a moment in presenting ourselves.

The palace, which might have been retowed away in a moderate-sized break-

fast-parlour, was built as nearly in the form of a ship as stones and mortar could be made to assume such unwonted shapes. The architects of the government, it seems, had vehemently resisted this strange whim, but the royal taste was not to be disputed; and strange work the poor builders of Johanna had made of it. The king, I suppose, was not quite satisfied with the result; for, in order to secure his point as to the imitation intended, which the masonry but feebly supplied, his majesty inserted a bowsprit at that end of the building which he meant for the head, and underneath ingeniously blocked out two round spaces as for hawse-holes for the cables; devices which, as good courtiers, we failed not to applaud as extremely natural and proper.

The court of Johanna, in spite of these fancies, has its etiquettes as well as that of palaces in other parts of the globe; and instead of our being ushered at once into the royal presence, we were told that the king, fatigued by the long audience he had given to the captain of the Volage and to our passenger Sir Evan Nepean;

the governor of Bombay, had lain down, and was not, on any account, to be disturbed for twenty minutes. We held ourselves in some luck to get off so well; and, after a good deal of squeezing, we made our way, by the help of the lord chamberlain, whose paucity of dress we envied with all our souls, to a sort of antechamber up stairs, or rather up a ladder; for the room, had it belonged to any thing but a palace, might have passed for an honest cockloft. In a few minutes the great officers of state filled up the apartment to the edge of the trap-door by which we had entered; and it soon became so hot and close, that the black hole at Calcutta occurred frequently to our thoughts. A remonstrance to our friend the red stick in waiting produced a slight relaxation, at the cost of much of our popularity; for the parties sent down the grand staircase, could not, or would not, understand that we were likely to be suffocated.

These Orientals, however, like the Spaniards, even in their least courteous moments, seem never to forget the externals of good breeding; and we saw upon this

occasion, some of us for the first time, the graceful salam of the East. It is performed by bringing the fingers of the open right hand to the forehead, while in the act of bowing. I have observed in India, when a peculiar degree of respect is to be shewn, that the person making the salam first touches the ground with his hand, and then brings it to his brow; thereby intimating, as I conceive, that he has virtually performed an act of prostration. And surely no one who has witnessed that humiliating ceremony, without any such conventional qualification, will deny that this substitute is better than the genuine Cotow, as the Chinese call it, where the head is actually knocked on the ground.

Most of the natives of Johanna, even the negro slaves, talk a little English; but the best examples of persons possessed of such acquirements were found, where they ought to be, amongst the grandees of the island. The following is a fair specimen of the conversation of the dukes and earls at the capital of the Comoros.

“ How do you do, sir? Very glad see you. D—n your eyes! Johanna man

like English very much. "God d—nd! That very good? Eh? Devilish hot, sir! What news? Hope your ship stay too long while, very. D—n my eye! Very fine day."

After which, in a sort of whisper, accompanied by a most insinuating smile, his lordship, or his grace, as the rank of the party might be, would add:

"You want orange? You want goat? Cheap! I got good, very. You send me your clothes; I wash with my own hand—clean! fine! very! I got every thing, plenty, great, much! God d—n!" And then, as if to clench the favourable opinion which these eloquent appeals had made, the speaker was sure to produce a handful of certificates from mates of Indiamen, masters of Yankee brigs, and middies of men-of-war; some written in solemn earnest, some quizzically, though all declaring his lordship, the bearer, to be a pretty good washerman, but the sort of person not to be trusted far out of sight, as he would certainly walk off with your clothes-bag if he could safely do so.

We had exhausted most of the topics,

and all the English words of our friends of the fashionable world of Johanna, excepting the oaths, which their profligate visitors appear to have been particularly successful in sowing amongst them, when the king was graciously pleased to rise from his bamboo couch, and summon us to his presence. The audience-chamber might have measured twelve feet long and eight wide, with a window at one end, made to slope like the stern-post of a ship. Under the light sat the king, with his crown on his head; an appendage which, I must say, seems quite proper; and if it were always observed elsewhere, it would save many a bitter disappointment to children and nurses, as I can answer from actual experience in my own family, at the Tuileries, and elsewhere. But, in place of a sceptre in one hand, and a globe in the other, which he ought by rights also to have wielded, his majesty leaned both his hands on the hilt of a monstrous rusty sabre, or ship's cutlass, stuck perpendicularly between his legs, while his elbows rested on the sides of a clumsy, wooden arm-chair, exchanged probably with some

master of a merchant-ship for a bullock or two. The crown was amazingly grand, being stuck round with stones, precious enough, I dare swear; and over all was thrown, not inelegantly, an Indian shawl, which dropped on either side nearly to the elastic bamboo floor, covered with ratan mats. Under the shawl we could observe a cumbersome black velvet robe, strangely ill cut, streaked across with gold lace, and garnished with a whole regiment of huge buttons. The folds of the robe concealed from our view the cut and quality of his majesty's small clothes; but certes he wore no covering below the knee, nor any thing on his feet, except a pair of sandals, consisting of a slip of deal, half an inch thick, tied to the great toe, and laced over the instep by small bands, made of the long grass of the island. This load of finery well nigh concealed a round, fat, good-humoured, elderly personage, whose countenance gave no great promise of intellect beyond what we had found amongst his subjects below stairs. With the instinctive readiness of high station, however, he gave the conversation a turn which inte-

rested his company, by asking us if we had ever seen an Arabic almanac. Upon our replying in the negative, and expressing the expected degree of curiosity, he drew forth a roll of papers from his chair, and read us the names of the months, giving to each what he doubtless considered an English translation. While I was enacting the good courtier by wondering at his majesty's knowledge of these subjects, he suddenly asked me in what constellation the sun then was? I had not the least idea, and felt rather put out to be asked such a question in full court; but his majesty kindly supplied my ignorance, by saying, with a triumphant air, "Sun now in Leo." Indeed, I suspect that I gratified him far more by leaving this exploit to him than if I had answered the question myself.

However this may be, his sable majesty followed up his question by asking me to make him a dial, saying that the only instrument of the kind he possessed gave him very little satisfactory information as to the hour of the day. I began to think I was in a second scrape; for, although I

had some faint idea of the principles of dialling, I felt by no means up to the task of constructing such a thing on the spot, and without reference to books. A dial, however, was produced, and the poor king's inability to make it work was sufficiently explained by a note engraved on the plate, " Lat. $51\frac{1}{2}$ N.;" whereas Johanna lies in $12\frac{1}{2}$ S.! On my trying to explain this to him, he remarked, that when the question related to sun-dials, the discussion ought to be in the open air; so, after giving each of us a glass of cocoonut toddy, he adjourned the audience to the street. I suspect, however, that the king's chief object in making this move was to call our attention to the beauty of his palace, and to expatiate on his own taste and skill in giving it a form as unlike any house in his dominions, or any where else, as it was possible to accomplish by means of such materials.

The truth is, that the Island of Johanna lies directly in the track of ships proceeding to India by the Mozambique Channel, and being rich in supplies of fruit, vegetables, and fresh meat, becomes an im-

portant place of call for ships on a long voyage. Almost every vessel passing that way gives the king something to keep him in a good humour. This precaution is quite necessary; for his authority is said to be so absolute, that he fixes the price of every article the moment a ship anchors in the bay. In general he goes on board to market for himself, when he is propitiated with a present of gunpowder, muskets, and pistols; or possibly he may be indulged in his fancy for an old coat, or a pair of tarnished epaulettes. In short, nothing comes amiss to his majesty.

When we returned to the beach, after a famous scramble along the steep sides of the mountain, the bay exhibited a much more busy scene than when we left it in the morning. The ship was by this time completely clustered round with canoes, and her sides, hammock-nettings, and rigging, studded over with the natives, who clung to her as shell-fish fasten themselves to the roots of the mangrove in the rivers of India. Meanwhile, many hundreds of the negroes, accompanied by their wives and swarms of little round things,

more like beetles and blackberries than children, were assembled in numerous chattering groups under the trees, by the side of great pyramids of all sorts of fruits, vegetables, eggs, and fish, which they were willing to sell for money, or to barter for knives, needles, looking-glasses, or trinkets of any kind. For a quarter of a mile along the shore there was such a jabbering, paddling, squalling, laughing, and bargaining, that we had trouble enough to force our way through the market to the beach. Even when we got afloat, there was scarcely room for the oars of our boat, so great was the crowd of native canoes. The ship, as we expected, was pretty nearly in possession of these merry folks, amongst whom we found some on the quarter-deck arrayed in tawdry finery almost as grandly as their king, being togged out with old gorgets and epaulettes, remnants of lace, heaps of buttons, and all kinds of odds and ends which they had purchased from the ships sweeping through their channel on the way to India.

As long as it was daylight, nothing short

of force would have cleared our decks; but as the night fell, the natives gradually paddled away. Many of them, indeed, having lost sight of the canoes which brought them from the shore, made their salam to us, and tumbled themselves overboard, with as much unconcern as if they had been natives of the sea, and never touched the firm land all their lives. By the time it was quite dark, every native had left us; and, though we could still hear a slight murmur along the beach, and discover a fire here and there under the trees, it was evident the great mass of the population, which had been assembled during the day from all parts of the island, had returned to sleep in their own villages.

As soon as the first air of the damp land-wind breathed faintly off to us from the side of the mountain, we quietly tripped our anchor, sheeted home the sails, and glided, probably quite unperceived, out of the bay. Long before the next morning dawned, we were twenty leagues to the northward of the island, spinning away towards India before a fresh south-wester.

On Sunday, the 2d of August, we recrossed the equator, and once more entered the northern hemisphere. On the 11th we made the coast of India; and next day, the 12th of August, 1812, anchored in the magnificent harbour of Bombay.

CHAPTER VII.

SUGGESTIONS TOWARDS DIMINISHING THE
NUMBER AND SEVERITY OF NAVAL PU-
NISHMENTS.

I TRUST that most of my brother-officers who have commanded ships can lay their hands upon their hearts and conscientiously declare they have never inflicted an unjust punishment. I can only confess, with much sorrow, that I, unfortunately, am not of that number. But as mere regret on such occasions contributes nothing towards remedying the evils committed, I have long employed my thoughts in devising some plan which might lessen the number of punishments at sea, and thus, perhaps, save others from the remorse I have felt, while it might tend to relieve the service from the discredit of an improper degree of severity in its penal administration.

I have already discussed at length, in another work, the nature of military and

naval punishments, and endeavoured to establish one or two leading points in this ungracious but very important question.* It is not my purpose at present to resume that branch of the inquiry which relates to the fittest description of punishment, or that which, under all the varied circumstances of each case, produces the necessary degree of order at the smallest expense of human suffering. This, unquestionably, must be the problem which every right-minded officer will employ his best exertions to solve; and I shall be truly happy if the attention I have bestowed upon the subject is found to assist these laudable endeavours to lessen an evil which, as long as human nature continues the same, cannot be altogether removed.

Before proceeding to the main point under consideration, the diminution of the number and the degree of punishments on board ship, I must entreat officers not to mislead themselves, or to allow themselves to be misled by others, into the very mischievous fallacy of supposing that

* Travels in the United States, vol. iii. chap. 5.

any one of all the various substitutes which have yet been proposed for corporal punishment are one whit less severe, or in point of fact less deserving of that character, than the method which has been so long established. It is well known to officers of most experience, that this powerful engine of discipline may, under proper regulations, be rendered not only the most effective, but essentially the most lenient, and when duly reported and checked, far more likely to contribute to the peace and comfort of the men themselves, than any of the specious but flimsy substitutes alluded to. This, however, will hold good only when the present system is brought under a course of rigid arrangements, calculated to correct the evils that, in former times, were but too justly complained of, every one of which, it is of the greatest importance to remark, is much more likely to occur in the proposed substitutes than under the present method of chastisement. Solitary confinement, for example, I take to be one of the most cruel, and, generally speaking, one of the most unjust of all punishments; for it is

incapable of being correctly measured, and it almost always renders the offender worse. It is apt, also, to protract his sufferings far beyond all required bounds, while it not only prompts him, and gives him time to brood over his most revengeful purposes, but irritates him against his officers and his duty, degrades him in his own eyes, and, if long continued, almost inevitably leads to insanity and suicide. Even if it be not extended so far as to bring his mind to this pitch of despair, every hour of such confinement is so far a step towards that dreadful consummation. All the beneficial effects of example, likewise, are necessarily lost; because the solitary culprit's sufferings, horrible though they no doubt are, never meet the eye of the rest of the crew, nor, indeed, can they ever be truly made known to them; and if the wretch himself have any vigour of mind left when he quits his cell, he will naturally, when speaking to his companions, make light of his confinement. But not one man in a thousand, even of our hardiest spirits, can maintain this air of indifference at the gangway. And

although it must be admitted that a man, at such moments, can feel no great kindness to his officer; the transient nature of the punishment, compared to the prolonged misery of solitary confinement, leaves no time for discontent to rankle. I never once knew, nor ever heard of an instance in which a corporal punishment, administered calmly and with strict regard to justice and established usage, was followed by any permanent ill-will resting on the mind of a sailor, either towards his captain or towards the service.

It happened to me once, when in command of a ship in the Pacific ocean, to have occasion to punish a very good seaman. The offence was in some degree a doubtful one, but, upon the whole, I felt it my duty to correct it rather sharply. On mature reflection, however, I began to suspect I had done wrong; and on joining the commander-in-chief, some weeks afterwards, I laid all the circumstances of the case before him, and begged him to tell me fairly what he thought. He examined the details minutely, cross-questioned me about them, and, after some

deliberation, said, that although I had the letter of the law with me, I had acted hastily, which in this instance was acting unjustly ; for had I waited a little, the true bearings of the case must, he thought, have made themselves apparent. This judgment of my commodore (one of the soundest-headed and best-hearted men in the whole Navy) squared but too well with my own feelings upon the matter, and doubled the shame I was already suffering under. From that hour to this, I have never ceased to catch with eagerness at any suggestion which I thought might contribute to save deserving men from a similar misfortune, and well-disposed officers from the fatal errors of precipitancy. A little incident has perhaps had its effect in quickening these speculative ideas into a practical shape.

Several years after the period alluded to, I happened to be sailing about Spit-head in a gentleman's yacht, when a man-of-war's cutter came alongside. As no officer had been sent in the boat, the message was delivered by the coxswain, whom I did not recognise as an old ship-

mate till he came to me aft, took off his hat, and held out his hand. I then recollected the face of the seaman I had unjustly punished! To all appearance he had entirely forgotten the circumstance: but the commodore's words, "You ought to have let that man off," rang in my ears, and my heart smote me as I felt the honest fellow's grasp. "I shall never rest," I afterwards vowed to myself, "till I have succeeded in suggesting some regulations which, as far as possible, shall prevent other officers from falling into the same error."

It seems to be now generally admitted by all who have attended to the subject, that ever since the period when it became the duty of captains to make periodical reports to the Admiralty of the corporal punishments inflicted, those punishments have gradually decreased. Meanwhile the discipline has gone on improving; and therefore it becomes a matter of much practical importance to investigate the true bearings of a measure by which such invaluable results have been brought about. This is not a question of mere curiosity;

but has for its object to discover whether some further extension of the same principles may not produce results equally satisfactory. It should never be forgotten, however, that there is an absolute necessity for maintaining the present strictness of our discipline, which is one of the most essential sources of naval success; and, next to the spirit of honour and patriotism which pervades the profession, it may be considered the very life-blood of that branch of our national strength. But there are two very different methods by which this vital object of exact discipline may be accomplished; one is the prevention, the other the punishment, of offences. Some officers have endeavoured to do away with corporal punishment altogether; and some, on the other hand, have had recourse to hardly any thing else. The just union of the two systems will, I believe, in the end, perform the greatest public service, at the least cost of human suffering. Unfortunately, there exists at first sight (but only at first sight) so great a degree of simplicity, promptitude, and practical efficiency, in the method of actual punish-

ment, compared with the patient and almost unseen method of prevention, that too many officers, especially amongst those who are inexperienced, prefer the more severe and energetic, to the less obvious, but eventually far more effectual resource of vigilance beforehand.

In his cooler moments, it is very true, almost every officer, of whatever age or standing in the service, is ready to admit the truth of the common-place maxim, that it is better to prevent crimes than to punish them. But this verbal sort of admission will generally go for nothing at the moment of need, unless there be some practical, I had almost said mechanical, check interposed between the excitement of passion, and the dangerous facility of giving vent to that excitement, in the irrevocable and always too ready shape of bodily chastisement. Accordingly, it is, perhaps, not too much to say, that there are few much-employed officers who can look back to the punishments they have ordered, without feeling that, in some instances, it might possibly have been better for all parties concerned, had there

existed in those days some official warning which they could not disregard, of such a nature as to produce deliberate reflection, before it was too late.

Antecedent to June 1811, the date of the order by which officers in command of ships were required to send quarterly returns of punishments to the Admiralty, there was little or no restraint upon the despotic authority of the captain, as far, at least, as corporal punishments were concerned. And it must be in the recollection of every one who served in those days, that captains, not really cruel by nature, nor more intemperate than the ordinary run of men, were sometimes led, by the mere indulgence of unlimited and unscrutinised authority, to use a degree of severity not only out of proper measure with the crime, but, by reason of its questionable justice, hurtful to the discipline of the ships, and to the general character of the service.

Such things may also possibly have happened even of late years; but, certainly, in practice they have been much less frequent. The reason is twofold: in the

first place, no person, whatever be his nature or his station in life, can be indifferent to the character he holds, either in the eyes of his employers, or in those of the public; and this is peculiarly the case when the question turns upon human suffering. In the next place, the proper authorities to whom the quarterly reports are made, if they see any thing in these returns which looks like undue severity, may, and actually do, take immediate measures to prevent its recurrence. It has thus become the professional interest, and, in point of fact, also the sincere desire of most officers in command of ships, to keep down their list of punishments as much as possible.

No Admiralty regulations, nor any other artificial device that ever was thought of, can convert a hot-headed captain into a cool, experienced, or reflecting person. Nevertheless, it does seem to be quite within the legitimate range of official power, to compel all intemperate officers, whether young or old, to behave, as far as their nature will allow, in the same manner as men of sense, feeling, and

thorough knowledge of the service, would act in like circumstances.

It is a rule, now very generally observed by the best authorities in the Navy, never to punish a man on the day the offence has been committed. And experience having shewn the wisdom of this delay, there seems no reason why so simple a rule, one which the most experienced, sober-minded, and intelligent officers have discovered to be highly beneficial in practice, and have voluntarily imposed on themselves, should not be established imperatively upon every captain without exception.

It is important, in discussing the subject of naval discipline, to recollect under what peculiar and trying circumstances the captain of a man-of-war is placed, and how much he stands in need not only of every assistance that can possibly be afforded to guide his judgment, but of every artificial check that can be devised to control his temper.

As he is charged with the sole executive government of the community over which he presides, he is called upon to

exercise many of the legislative, as well as the judicial functions of his little kingdom. Having made laws in the first instance, he has to act the part of a judge in the interpretation of those laws; while, in the very next instant, he may stand in the place of a jury to determine the facts of the case, and of a counsel to cross-question the witnesses. To this strange jumble of offices is finally added the fearful tasks of allotting the punishment, and seeing it carried into effect! If ever there was a situation in the world, therefore, requiring all the aids of deliberation, and especially of that sobriety of thought which a night's rest can alone bestow, it is surely in the case of a captain of a man-of-war. And if this rule has been found a good one, even by prudent and experienced officers, who, it appears, never trust themselves to punish a man without twenty-four hours' delay at least, how much more important might not such a regulation prove, if less discreet persons were compelled to adopt invariably a similar course of deliberation? Nor does it appear probable, that, in the whole complicated range

of the service, cases will often occur when its true interests may not be better answered by punishments inflicted after such delay, than if the reality or the semblance of passion, or even the slightest suspicion of anger, were allowed to interfere with the purity of naval justice. It is so difficult, indeed, to detach the appearance of vindictive warmth from punishments which are made to follow quickly after the offence, that in all such cases there is great danger incurred of inflicting much pain to little or no purpose.

In the first place, therefore, I consider it might be very advantageously established, by a positive order from the Admiralty, that one whole day, or twenty-four hours complete, should, in every instance, be allowed to elapse between the investigation of an offence, and the infliction of the punishment which it may be thought to deserve. It ought by no means to be reckoned enough that twenty-four hours have passed since the offence has been committed; the interval in question, to be of much use, should take its date from the time the circumstances of the case

have been inquired into by the captain himself. The reason of this limitation will be apparent, if it be recollected that the moment at which the officer's anger, indignation, excitement (call it by what name we will), is likely to be the greatest, is when he first becomes acquainted with the details of the offender's misconduct. Unfortunately, however, it is generally at that instant, when of all others he is least in a condition to pronounce a cool judgment, that the captain's decision is made as to what shall be the amount of punishment. And if the execution of the sentence follows close upon the heels of the investigation, the injustice, if there happen to be any, may be irrevocably committed, long before the case can have received adequate consideration.

In order still further to circumscribe the chances of passion interfering with the judgment, not only of the captain, but of the officer who makes the complaint, as well as the witnesses and other parties concerned, I think it should be directed, that all offences whatsoever are to be inquired into between nine o'clock

in the morning and noon. This is perhaps the only period in the whole day perfectly free from suspicion as to the influence of those exciting causes which, as we all know, tend materially to warp the judgment, even of the wisest and best men. The ship's company, it must be recollected, take their dinner and grog at mid-day, and the officers dine soon after. To those who have witnessed in old times the investigation and punishment of offences immediately after the cabin dinner, the importance of this regulation will require no further argument. At any other period of the day, except that above specified (between nine o'clock and noon), the irritation caused by fatigue, hunger, or repletion, is so apt to interfere with the temper, and consequently with the judgment, that it should never be chosen for so delicate an affair as an inquiry into details which may be followed by so dreadful a consequence as corporal punishment.

It is undoubtedly true, that the essential characteristics of naval discipline are now, and ought always to be, promptitude of action, and that vigorous kind of deci-

sion which leads to certainty of purpose at all times, and under all circumstances that can possibly arise. But these very qualities, which constitute the sinews of strict discipline, are manifestly of no permanent value, and cannot be calculated upon at moments of difficulty and danger, unless they are regulated by justice, and made to form parts of an established system of usage at once uniform in itself, and intelligible to every one on board.

In civil life, no man of sense or discretion thinks of adopting any measure of consequence without first consulting his pillow; and there seems no good reason, that I can see, for supposing that what is proverbially useful in one situation should be less true to our nature, under similar circumstances, in another.

If, indeed, it be thought by any one that the punishment of a seaman at the gangway is not an affair of such consequence as to require all this systematic deliberation, the whole of the present discussion falls to the ground. But by most persons it will certainly continue to be considered a matter of high importance,

both to the character and to the real efficiency of the naval service, that not one single lash should be given in the course of a year more than is absolutely necessary for the maintenance of strict discipline. Without this, a man-of-war would very soon become worse than useless to the country, besides being what a 'slack ship' has been emphatically termed, 'a perfect hell afloat!'

Independently of every such consideration, it is assuredly most desirable to establish throughout the fleet the conviction, that, although the punishment of flogging, which has prevailed for so long a time, cannot possibly be discontinued, it shall be exercised with the least possible severity. It is difficult to estimate how essentially this conviction, if once fixed in the minds of the seamen, and guaranteed, as I think it might be, in a great measure, by a very simple Admiralty regulation, would contribute to extend the popularity of the naval service throughout the country.

There are some minor details, in addition to the above suggestions, which it may be useful to consider in connexion

with them. All punishments should take place between the hours of nine in the morning and noon, for the reasons hinted at above, in the recommendation to select that period of the day for the investigation of offences. If possible also, not more than one day should be allowed to elapse after the inquiry; for, although there is always something like passion in a punishment which is too prompt, there may, on the other hand, frequently appear something akin to vindictiveness in one which has been delayed until the details of the offence are well nigh forgotten.

It seems likewise very material that the captain should avoid pronouncing, either during, or immediately after the investigation of an offence, any declaration whatever of his intentions as to the measure of punishment he means to order. It is, indeed, the very object of the proposed regulations to afford time for cool reflection; and much of their benefit would be destroyed, if the captain were to commit himself by threats made in the moment of greatest irritation. If he were a weak man, he might be apt (merely to

preserve an appearance of consistency) to follow up, when cool, a threat made in anger, but of the propriety of which he was no longer convinced. Or even admitting that he possessed great strength of character, or that his sense of justice overcame his fears of any such imputation, still, in such cases of vacillation, there must inevitably be more or less injury done to good discipline, by a public display of infirmity of purpose on the part of the highest authority on board.

I could relate many instances of injustice arising from precipitancy in awarding punishment, and of the beneficial effects of systematically deferring to pronounce sentence till the heat of the moment had passed; but the following anecdotes, for the accuracy of which I can vouch, seem sufficient to arrest the attention to good purpose.

Two men-of-war happened to be cruising in company; one of them, a line-of-battle ship, bearing an admiral's flag; the other, a small frigate. One day, when they were sailing quite close to each other, the signal was made from the large to the small

ship to chase in a particular direction, implying that a strange sail was seen in that quarter. The look-out man at the maintop-mast-head of the frigate was instantly called down by the captain, and severely punished on the spot, for not having discovered and reported the stranger before the flag-ship had made the signal to chase.

The unhappy sufferer, who was a very young hand, unaccustomed to be aloft, had merely taken his turn at the mast-head with the rest of the ship's company, and could give no explanation of his apparent neglect. Before it was too late, however, the officer of the watch ventured to suggest to the captain, that possibly the difference of height between the masts of the two ships might have enabled the look-out man on board the admiral to discover the stranger, when it was physically impossible, owing to the curvature of the earth, that she could have been seen on board the frigate. No attention, however, was paid to this remark, and a punishment due only to crime, or to a manifest breach of discipline, was inflicted.

The very next day the same officer,

whose remonstrance had proved so ineffectual, saw the look-out man at the flag-ship's mast-head again pointing out a strange sail. The frigate chanced to be placed nearly in the direction indicated; consequently she must have been somewhat nearer to the stranger than the line-of-battle ship was. But the man stationed at the frigate's mast-head declared he could distinguish nothing of any stranger. Upon which the officer of the watch sent up the captain of the main-top, an experienced and quick-sighted seaman, who, having for some minutes looked in vain in every direction, asserted positively that there was nothing in sight from that elevation. It was thus rendered certain, or, at all events, highly probable, that the precipitate sentence of the day before had been unjust; for, under circumstances precisely similar (or even less favourable), it appeared that the poor fellow could not by possibility have seen the stranger, for not first detecting which he was punished!

I must give the conclusion of this painful story in the words of my informant,

the officer of the deck, one of the kindest, and bravest, and best of men: "I reported all this to the captain of the ship, and watched the effect. He seemed on the point of acknowledging that his heart smote him; but pride prevailed, and it was barely an ejaculation that escaped. So much for angry feelings getting the better of judgment!"

I have seldom related this anecdote in any company, without observing that it drew forth from those who listened to it a marked and unqualified expression of censure. And the case, I admit, is a very strong one. But before we condemn without mercy the object of our indignation, I would venture to ask, which man amongst us all, whether at sea in the command of a ship, or on shore at the head of a regiment, or in the sober management of a mercantile house, or even in the tranquil jog-trot of a family in the most private station of life, can honestly and fearlessly say that he has never, in moments of haste, been guilty of acts, if not quite so severe, at least as unjust? I have already admitted that I myself am

not of this fortunate number; and I may therefore be permitted to urge upon others the necessity of interposing as many artificial checks as possible upon the excitements of passion.

In the mean time, the following anecdote will help to relieve the disagreeable impression caused by the incident just related, without obliterating the salutary reflections which it seems calculated to trace on the mind of every well-disposed officer.

Three sailors, belonging to the watering party of a man-of-war on a foreign station, were discovered by their officer to have strayed from the well at which the casks had been filled. These men, it appears, instead of assisting in rolling the heavy butts and puncheons across the sand, preferred indulging themselves in a glass of a most insidious tippie, called *Mistela* in Spanish, but very naturally 'transmogrified' by the Jacks into *Miss Taylor*. The offenders being dragged out of the *pulperia*, were consigned, without inquiry, to the launch, though they had been absent only a few minutes, and were still fit enough for work. The officer of the boat, how-

ever, happening to be an iron-hearted disciplinarian, who overlooked nothing, and forgave no one, would not permit the men to rejoin the working party, or to touch a single cask ; but when the boat returned to the ship, had the three offenders put in irons.

When these circumstances were reported to the captain, in the course of the day, so much acrimony was imparted to his account by the officer, that the captain merely said, " I shall be glad if you will defer stating this matter more fully till to-morrow morning, after breakfast : take the night to think of it." To-morrow came, and the particulars being again detailed, even more strongly and pointedly, by the officer, the captain likewise became irritated, and, under the influence of feelings highly excited, had almost ordered the men up for immediate punishment. Acting, however, upon a rule which he had for some time laid down, never to chastise any one against whom he felt particularly displeased, without at least twenty-four hours' delay, he desired the matter to stand over till the following morning.

In the mean time, the men in confinement, knowing that their offence was a very slight one, and feeling that it had been caused very much by the neglect of the petty officers of the watering party, laid their heads together, and contrived, by the aid of the purser's steward, to pen a supplicatory epistle to the captain. This document was conveyed to its destination by his servant, a judicious fellow, who happened to have heard amongst the people on the lower deck that the case was really a hard one. Though it proved no easy matter to decipher the hieroglyphics written by the prisoners under the dingy light of a purser's tallow glim, it appeared evident that there must have occurred several extenuating circumstances in their history, which had not been brought forward before. The only remark, however, which the captain made, was, that the letter ought not to have been brought to him; and that his servant was quite out of order, in being accessory to any proceeding so irregular.

The steward took the hint, and recommended the prisoners to appeal to the

complaining officer. Accordingly, next day, when the captain went on deck, that person came up and said,

“ I have received a strange letter, sir, from these three fellows whom I complained of yesterday ; but what they say does not alter my opinion in the least.”

“ It does mine, however,” observed the captain, after he had spelled through it, as if for the first time.

“ Indeed, sir !” exclaimed the other ; adding, “ I hope you won’t let them off on this account.”

“ I tell you what it is,” quietly remarked the captain, “ I would much rather you let them off than that I should ; for it strikes me, that all the useful ends of discipline will be much better served, and your hands, as well as mine, more essentially strengthened, by your taking the initiative in this business instead of me. My advice to you therefore is, that when I go below, you send for the men, and say to them you have read their statement, and that, although it does by no means excuse, it certainly explains, and so far extenuates their offence, that you feel dis-

posed to try what your influence with the captain can do to get them off altogether."

"I do not see the force of your reasoning," answered the offended officer; "nor can I conscientiously trifle with the service in the manner proposed. I thought at first, and I still think, that these men ought to be punished; and as far as I am concerned, they shall certainly not escape."

"Well, well," cried the captain, "you will not, I hope, deny that I am the best judge of what is right and fitting to be done on board this ship; and I tell you again, that I consider the discipline will be better served by your being the mover in this case, than by my taking the affair, as you wish me to do, entirely out of your hands. Will you do as I suggest?"

"I beg your pardon, sir, but really I cannot, consistently with my sense of duty, adopt the course you propose. I think it right to insist, as far as I can with propriety, on these men being punished."

"Turn the hands up for punishment, then!" said the captain to the first lieutenant, who had been walking on the

other side of the deck during this colloquy; "and let the three prisoners be brought on deck."

The gratings were soon rigged under the mizen-stay—the quarter-masters placed with their seizings on either side—the boatswain and his mates (with the terrible weapons of naval law barely concealed under their jackets) arranged themselves in a group round the mast—while the marines, with fixed bayonets and shouldered arms, formed across the quarter-deck; and the ship's company, standing in two double rows, lined the sides of the deck. Not the slightest sound could be heard; and a person coming on deck blindfolded might have thought the ship lay in dock, without a soul on board.

In the middle of the open space before the hatchway stood the three wretched culprits, with their hats off, and their eyes cast down in hopeless despair, but, to all outward appearance, firm and unmoved, as became men whose duty and habit it is to face every danger, sorrow, and hardship, without flinching.

When all was declared ready, the first

lieutenant descended to the cabin, but returned again almost immediately, followed closely by the captain, in his cocked hat and sword, grasping in one hand the well-known roll of paper containing the articles of war, and in the other the master-at-arms' report of prisoners. Every head was uncovered at his appearance; and as he lifted his hat in answer to this salute, he laid it on the capstan, against which he leaned while reading the article under which the delinquents had fallen.

“ Now,” said he, addressing the three prisoners, “ you have been found guilty of an offence against the good order and discipline of this ship, which cannot be permitted, and which must positively be put a stop to. Heretofore it has not occurred, and I trust this will be the last case. Do you admit that you deserve punishment?”

No answer.

“ Have you any thing to advance why you should not be punished?”

The fellows noded one another, scraped the deck with their feet, fumbled with

their hats and waistbands, and muttered something about "a letter they had written to the officer what reported them."

"Letter!" exclaimed the captain; "let me see it."

The epistle being handed to the captain, he read it aloud to the assembled ship's company, who listened with all their ears. At the conclusion, he folded it up, and turning to the officer, asked,

"What have you to say to this?"

"Nothing, sir; nothing," was the obdurate reply.

"Well now, my lads," observed the captain to the crew, after a pause of several minutes, "I shall give you a chance. These fellows appear, by their own confession, to have done what they knew to be wrong; and accordingly, as you perceive, they have brought themselves close aboard of the gangway. It would serve them all perfectly right to give each of them a good sound punishment. But I am willing to hope, that if I forgive them on your account—that is to say, if I let them off in consideration of the good conduct of the ship's company,

and in confidence of your all behaving well in future—they will be quite as much disposed to exert themselves to recover their characters, as if they had tasted the bitterness of the gangway: at all events, I'll try them and you for once. Pipe down!"

It is only necessary to state further, that for nearly a year afterwards there occurred no instance of drunkenness or neglect at the watering-parties.

Nothing is more hopeless, of course, than to expect that impetuous or unreasonable officers, whether old or young, will be brought, by any system of rules, to impose at all times the proper degree of restraint upon these expressions of their feelings, or that they will relinquish, without reluctance, any uncontrolled and prompt exercise of authority which they have been in the habit of wielding. But it is precisely this class of men whom it is most important to bring, by the sheer force of official power, into those habits of routine which the experience of wiser and better men has shewn to be attended with real benefit to the service.

And here it may not be useless to remark, that these suggestions would scarcely, if at all, interfere with the regulations already established in ships commanded by officers of discretion and a right knowledge of their duty ; while the restraints imposed could hardly fail to work a wholesome change in other ships not so fortunately circumstanced.

In order to prevent officers escaping from these obligations, there might be several additional columns added to the old printed form of Quarterly Returns of Punishments. One of these should give the day and hour of the investigation, followed by another shewing the exact interval which had elapsed between the investigation and the punishment, to enable the commander-in-chief, or the Admiralty, to judge how far their orders, in this respect, had been duly attended to. It likewise might be well, perhaps, to insert in another column the name of the officer making the complaint. It has been found that no captain likes to send a long list of punishments ; and, for similar reasons, no officer subordinate to him would wish to

have his name fixed to a numerous string of complaints. In both cases, the motive for making exertions to prevent offences would be encouraged. But every practical man knows, that when the sailors are well looked after, they always find it for their own interest and comfort to do their duty properly, and by falling into the ways of the ship avoid getting into scrapes. When once this desirable state of things comes about, punishments are always so rare, that every art should be resorted to which shall have the effect of substituting a well-regulated, hearty superintendence on the part of the officers, in place of the painful alternative of the lash. If we can only make it the interest and pleasure of their superiors to set seriously about preventing offences, the seamen will be sure to meet the invitation more than half-way; and thus, while the whole system of discipline is improved, the punishments will become fewer and further between, the ships actually more efficient, the men and officers happier, and the whole service more popular.

There is one other point of import-

ance in this discussion, and as it seems to possess a considerable analogy in its bearing to the suggestions already thrown out, it may possibly have greater weight in conjunction with them than if it were brought forward alone.

In every system of penal jurisprudence, whether civil or military, it seems to be of the first importance to let it be felt that the true degradation lies more in the crime itself, than in the expiatory punishment by which it is followed. Whenever this principle is not duly understood, punishments lose half their value, while they are often virtually augmented in severity. This is too well known to be further commented upon; but there is an extension of the principle, which, although not so generally recognised, appears to be fraught with much utility in its practical application to the intricate science of discipline.

The object of all punishments is evidently to prevent the recurrence of offences, either by others or by the offender himself. But it is not, by any means, duly considered, that in order to prevent the same person from repeating his crime, he

ought to have a full and fair chance allowed him for virtue. If this be true (and it seems almost self-evident), a little further reflection will shew, that on every principle of justice, as well as of sound policy, the offender should be allowed to start afresh for his character from the very instant his punishment is over. If a man is never to have his offence or its chastisement forgotten, he can hardly be expected to set seriously about the re-establishment of his damaged reputation. For in time it must come about, that both he and his companions will naturally ascribe all the misfortunes of his situation rather to the nature of the punishment which is past, than to their true cause, the degrading nature of the crimes he commits. If, while he is in this frame of mind, either the old offence or its punishment be cast in his teeth, the unhappy man cannot but feel that his officers are in a sort of league against him, and are determined to deny him a fair chance. He will next fancy, and not without reason, that every action of his life, however innocent or even meritorious, is liable to misconstruc-

tion from this eternal recollection of his past errors ; and he will certainly be far less likely to draw proper distinctions between good and bad conduct, than if he were allowed to feel that all his actions were judged, as they ought in reason to be, exclusively upon their own proper merits.

Neither ought it to be forgotten, that a man so circumstanced has really stronger claims on our sympathy, and is more entitled to our protection, than if he had never fallen under censure. He has, in some sort, if not entirely, expiated his offence by the severity of its consequences ; and every generous-minded officer must feel, that a poor seaman whom he has been compelled, by a sense of duty, to punish at the gangway, instead of being kept down, has need of some extra assistance to place him even on the footing he occupied before he committed any offence. If this be not granted him, it is a mere mockery to say that he has any fair chance for virtue.

It might, therefore, I think, be very usefully made imperative upon the captain, at some short period after a punishment

has taken place, (say on the next muster-day,) and when the immediate irritation shall have gone off, to call the offender publicly forward, and in the presence of the whole ship's company give him to understand that, as he had now received the punishment which, according to the rules of the service, his offence merited, both the one and the other were, from that time forward, to be entirely forgotten; and that he was now fully at liberty to begin his course anew. I can assert, from ample experience, that the beneficial effects of this practice are very great.

The propriety of extending this assurance of oblivion to those cases in which offences have been pardoned, is not quite so obvious at first sight. But when it is recollected, that the end of all discipline is to get the public work permanently well done, and that, in order to have it so performed, the men must be induced to set about their duty heartily, it will be seen, that the gracious rule of letting offences drop into oblivion applies with nearly equal force to this case as to one in which the crime has actually been

punished. If a man have committed an offence which has brought him to the verge of such a formidable danger, it is far more likely that the lesson will be effectually engraven on his mind, if he be permitted to labour freely in a course of amendment, than if his redeeming exertions are eternally clogged by the ungenerous and unceasing recapitulation of his past errors. Some persons may call this not quite fair; but there seems little doubt, not only of the efficacy, but also of the popularity of such a regulation: for since it would certainly be received as a boon by the men, it might contribute materially to produce that habitual cheerfulness of spirits, which, after all, is probably the officer's best ally in the difficult and delicate task of disciplining his ship.

The following table is the form I should wish to propose for the quarterly returns of punishment. The columns marked with asterisks are new, the others belong to the form which was in use from June 1811 to November 1830, when a total change was made in the Admiralty regulations on this head.

A Return of Offences and Punishments on board H. M. S. ———, A. B. Captain, between the 1st of January, 183 , and the 31st of March, 183 .

No. on the Ship's Books.	Man's Name.	Quality.	Date of the						* Interval between the Investigation and the Punishment.		Particulars of the Offence.	Particulars of the Punishment.			* Name of the Officer making the complaint.	Remarks.
			* Offence.		* Investigation.		* Punishment.		Days.	Hours.		* *	* *	Corporal		
			Day.	Hour.	Day.	Hour.	Day.	Hour.				Confinement.	Dis-rating.			

* * This Form of the Quarterly Return of Punishments (with the exception of the columns marked with an asterisk (*), which it is proposed to add) was in force from 1811 to 1830.

By the orders in force subsequent to the 13th of November, 1830, no man can be punished without a regular warrant, under the captain's hand, detailing the offence, the nature of the evidence, and all the other circumstances which are necessary to form a judgment of the case. The good which has already followed the establishment of these regulations, I understand, is considerable ; and I should certainly not have intruded these remarks on the notice of professional men, did there not appear to be room for improvements, tending, as I firmly believe, to ameliorate still further the discipline of His Majesty's ships.

I live in confident hopes of seeing these suggestions enforced by the Admiralty ; but in the mean time, there does not appear the smallest practical difficulty in adapting them to the regulations now in force. Any captain who agrees with me on this subject may advantageously, as I conceive, establish it as a rule in his ship, that the investigation of offences shall take place between nine o'clock and noon. He may likewise defer filling up and

signing the required warrant till the day following that on which the case was examined into. He would thus be compelled to allow himself time to become cool, if, unfortunately, he were irritated at the period of the investigation; and if, happily, he were not so excited, or disturbed in his equanimity, on that most trying occasion, there would surely be no harm done by the delay. He would thus not only adhere closely to the letter of his instructions, but he would comply most decidedly with their spirit, which has for its express object the diminution of punishment, without risking the vigorous strictness of naval discipline.

Before dismissing a subject which possesses an uncommon degree of interest not only on board ship, but amongst all classes of the community on shore, I take leave respectfully but resolutely to claim for my brother-officers and for myself a title to be heard on such a point, in a spirit which is very seldom conceded to us.

When the general question of naval discipline is discussed in company, I have

observed that most people are willing to admit that men who have been regularly brought up in the service, and have made the whole subject their study, may fairly be supposed to understand something respecting its details. They are listened to accordingly with attention, as long as the conversation keeps clear of corporal punishment. From the instant, however, that branch of the topic is touched upon, every thing we say is treated with a degree of slight approaching to contempt, and we are often placed in the humiliating position of being considered persons who are so much parties concerned as to have a personal interest, or leaning towards the ungenerous and arbitrary side of the question. But I would appeal to any candid mind whether this be fair? and would ask, first, who of all men in the world have so direct an interest in lessening the severity of punishments, or in removing from them whatever is revolting to the best feelings of our nature, as the captains of His Majesty's ships? Who is there, in short, in the whole country that can possibly have a more anxious

desire to see the public duty carried on by mild instead of harsh measures than the officers of the Navy? And in the next place, I ask whether it be fair that, with such immediate and strong motives constantly prompting us to investigate this matter fairly, we should be held up as the men least qualified to give a sound practical opinion upon a discussion so peculiarly technical?

CHAPTER VIII.

THE DUTY OF CHEERFULNESS.

IN the preceding chapter I have considered the advantages of establishing, by official authority, some direct and absolute check on the possible abuses in the exercise of one of the most difficult and delicate of an officer's duties. And although I conceive much good may be effected by the precautions suggested, I cannot doubt that the same grand object might be still more effectually advanced by the due exercise of those moral checks which exist within every man's breast; and, above all, by the influence of habitual cheerfulness considered as a duty. So strongly, indeed, am I impressed with its importance as a branch of naval instruction, that I have taken some pains to arrange the views which have suggested themselves on this topic, and cast them into the shape of a lecture or discourse.

This address was never actually delivered; but as I should certainly not scruple, in the absence of a clergyman, to read such a discourse on board my own ship, I do not feel much hesitation in giving it a place in a work intended chiefly for the use of young nautical folks.

Most captains, I may remark in passing, merely read prayers to their ship's company on Sunday, while others complete their church service by a discourse borrowed from some standard authority. It is not very easy, indeed, to select one which shall be quite suitable to a congregation compounded of such curious materials as a man-of-war's crew; but it will hardly serve as an answer to this difficulty in selection, to say that seamen are too thoughtless to be seriously influenced by any sermon. This might prove rather too much, for in that case it were better altogether to avoid the mockery, which it would be. We must surely reason upon the supposition of the discourse having some effect; while it is obvious, that unless its meaning be clear to the apprehension of its hearers, and not unsuited to the

peculiar circumstances in which they are placed, its tendency will often be to produce more harm than good. No congregation, either afloat or on land, ever come to church to make allowances for their preacher. On the contrary, they feel entitled to have large allowances made for their own deficiencies of knowledge, and to have the rough places of doctrine made plain, so that they may travel over them with safety to their conscience when the question is one of duty to God, and without offence to their earthly masters when it relates to the obligations of civil society. To make these two lines of spiritual and political obligation meet in the same point, is a problem which has exercised the talents of the wise and the good in all ages; but it may be pretty confidently asserted, that in every case where success has attended these beneficial efforts, the result has been brought about chiefly by a judicious adaptation of the appropriate machinery to the exact work of persuasion it was required to perform.

I have heard of commanders who ventured occasionally to compose a sermon

for the edification of their crew. But this, it must be confessed, is very dangerous; for it is manifest, that no one who has not been regularly trained in theological studies, and made himself familiar with the difficult and complicated questions of Christian doctrine and evidences, can be sure of avoiding the innumerable risks always attendant upon partial knowledge. Were an officer, therefore, in the absence of a chaplain, frequently to venture upon the composition of discourses for the religious instruction of his crew, he would probably very soon bring the understanding of his congregation into about as great a state of confusion as that in which a clergyman would involve the ropes and sails were he to think of navigating the ship, without having gone through a course of nautical education. The difference, however, would lie in this; the ignorance of the clerical sailor might produce blunders only to be laughed at; or even if his ignorance and rashness sent the topmasts over the side, still the evil might not be irremediable, for the hull being still safe, fresh spars could soon be pointed,

and all be again put in order. But in the case of the sailor assuming the temporary office of chaplain, his errors would afford no such laughing matter. The promulgation of erroneous doctrines and imperfectly explained principles, however good the intention, might slacken the shrouds of his hearers' faith; and thus they might lose not only their masts, but the whole ship, on the lee-shore of life, or founder in the wide ocean of doubt, before they suspected they had sprung a leak.

It was mainly in consequence of these and other misgivings, that the following fragments of a nautical discourse were never actually read on board ship. In its original state, it was intended as the first of a series of professional lectures, adapted to the capacity of naval seamen, in which moral obligations, official duties, and Christian principles, might be exhibited as identical in their origin, and all tending in their respective ways to insure the permanence and national utility of the wooden walls of Old England; those barriers of which it has been well remarked,

that but for the inherent virtues which give them solidity, their physical strength would go for nothing.

It may, perhaps, be right to state, that what follows is merely the conclusion of the discourse. In the first portion, I attempted to explain some useful doctrinal points by the help of such nautical and scientific illustrations as seemed calculated to engage the attention of the different classes composing a sea congregation. But this, I was afraid, might be thought too presumptuous to publish, and I cancelled the sheets after they were printed.

Without, however, at present diving into such inquiries, it may be asserted that there are numberless symptoms, or practical tests, by which a true and hearty faith may be known; and there is perhaps none which is more unquestionable than the existence of that uniform sunshine of the breast which reflects the light of a good conscience upon all it turns to; I therefore made it the principal object of the address, to shew in what manner the duty of cheerfulness might be

rendered effectual in the practice of virtue, and the advancement of true piety.

“The great Apostle St. Paul, as we have read in the lesson of this day, when in the most imminent danger of shipwreck, and at a moment when every other man on board appears to have lost heart, says boldly, ‘And now I exhort you to be of good cheer, for there shall be no loss of any man’s life among you, but of the ship;’ for he saw that the dangers by which they were menaced had not only daunted the crew, but driven some of them into actual mutiny, or, which is the same thing, had induced them to think of deserting with the boat, under pretence of wishing to lay out an anchor. The Apostle knew very well, by means of a supernatural communication during the night, that the ship would eventually be cast away, but that there would be no loss of any man’s life amongst the crew or passengers. Although, of course, he had perfect reliance on this assurance of Divine assistance, and might hope to

impart a similar confidence to the others; he was likewise well aware, that unless there should be an active exertion on his part, and the most energetic co-operation on that of the men, to give effect to their faith, the assistance would be withheld. When the cowardly shipmen, therefore, were about to quit the vessel (and here it may be remarked, that all deserters are mutineers and cowards), St. Paul ordered the centurion and the soldiers to 'let the boat fall off,' or, as we should now express it, to cut her adrift, after which there could be no further attempts to run away. But the Apostle also knew that much more was still to be done, or their lives would not be saved; and, accordingly, he very judiciously desired them to take meat, 'as it was for their health.' 'And when he had thus spoken, he took bread, and gave thanks to God in presence of them all; and when he had broken it, he began to eat.' He was a man of sufficient experience to know that it is not enough merely to tell men to be cheerful; he knew that it is always necessary in a leader to set an example; and this he

appears to have done in a very considerate, and what, without any disrespect to this great Apostle, may be called an officer-like style. Nor was such conduct lost upon the other two hundred and seventy-five souls on board ; for the interesting narrative goes on to say, ' Then they were all of good cheer, and they also took some meat.' I beg you to take notice, that by the influence of St. Paul's example and precepts, even the dastardly fellows who had proposed to run off with the boat, and leave the rest to their fate, were won back to the execution of their duty ; for the words are, ' they were ALL of good cheer.' And so great appears to have been the influence of their inspired leader's sagacity, that ever afterwards, the crew, as well as his own people, worked under him with that hearty faith in his knowledge, and in his power to extricate them from their perils, which every practical man will perfectly understand was indispensable to their safety.

We may learn two lessons of importance from this narrative of holy writ. The doctrine of dependence, and its efficacy

in quickening our faith into useful practice, are beautifully typified in St. Paul's conduct, and in the consequences which followed; while, on the other hand, we are taught to reflect upon the inestimable value of cheerfulness considered in the light of a duty. To this particular view of a subject so copious that I hardly know where to begin or where to leave off, I shall now endeavour more particularly to draw your attention.

Cheerfulness may be considered in the threefold light of a duty to God, to our fellow-creatures, and to ourselves. These three obligations are not only consistent, but in many respects identical. In the last sense, or with peculiar reference to ourselves, cheerfulness, to speak quite correctly, is not so much a duty in itself, as the resulting impression left upon us by the right performance of our other duties. But when it is remembered that all these take their lively or their sombre character from our own conduct, and also that almost every thing we do, or say, or think, or even feel, depends very much on the particular manner in which

we choose to exercise our faculties, we shall return, by an easy circle, to the profitable conclusion, that all, or nearly all, our cheerfulness likewise depends essentially upon ourselves. Nothing stimulates men to useful action more effectually than being speedily rewarded ; and if cheerfulness be the sure consequence of virtue, that alone is a high and certain recommendation for its habitual exercise. Nor, indeed, does it stop there ; for this test may be said to give us an insight into the breast of others, and often to afford us practical means of discovering who are deserving of our confidence, and who are less worthy to be trusted. No one, indeed, can be permanently cheerful who does not otherwise discharge his duties ; and I believe that few who do what they can to discharge all their duties will fail to be cheerful. A truly virtuous man may be distracted with doubts and difficulties, or his heart be wrung by domestic sorrow, or his body lacerated by pain, and yet, for all these woes, the spirit of cheerfulness may still pervade his whole character ; and although it be not able, like the Spirit

of God, to subdue all things to itself, it may essentially assuage the anguish of wounds far beyond the reach of physical relief, or indeed of any moral alleviation; but that which is derived from the fountain-head of all cheerfulness.

It is needless, however, to reason further in this abstract manner, when the topic is one which admits of the closest application to daily, I may say to hourly, practice. For it may be remarked, that the duty alluded to consists in the habitual observance of those obligations which experience has shewn will make us cheerful, and chiefly in the vigorous subjection of all bad passions and emotions calculated to disturb our own serenity, or that of others. If avarice and selfish ambition, if animosity against our antagonists, envy towards our competitors, together with luxury and extravagance, be not kept in severe check, what chance have we for that peace of mind of which this enviable disposition is the indubitable symptom? If we have few desires, and these simple, moderate, and well within our means; if we are content with a con-

sciousness of performing our own part in the scene of life to the best of our ability, without being solicitous over-much for the consequences ; if we possess within us the spirit of true religion and genuine philosophy, which enables us to look on every reverse of fortune, or any other calamity, as a beneficial trial, and, as it were, an exercise of our virtue, we can hardly fail to be cheerful in almost all the contingencies of life.

I speak not now of mirth, which, as one of the most useful of writers, and most cheerful of men, well remarks, is ' like a flash of lightning that breaks through a gloom of clouds, and glitters for a moment ; but of that cheerfulness which keeps up a kind of daylight in the mind, and fills it with a steady and perpetual serenity.'* It is of great consequence not to confound two qualities which may happen to be separated very far from one another. Transient mirth may arise from the intoxication of good fortune, as it often does from the wild indulgence of intem-

* Addison, Spectator, No. 381.

perance. But the cheerfulness for which I am trying to claim your respect, is not an affair of a moment, or a mere laugh, or a shout ; but a predominant expression of satisfaction with every thing around.

If it be a virtue and a duty to have our minds so regulated, that, when occasions arise, we may cultivate all the innocent tastes and refined sensibilities of our nature, it follows that we must be habitually cheerful, otherwise many of the opportunities which the benevolent providence of God puts so constantly within our reach are carried past us. All men are sufficiently open to those higher excitements of mirth and joy which occur only occasionally ; but these great emotions cannot often be produced, still less can they become a permanent part of our disposition. The professed jester is an intellectual drunkard, and his society not much less disagreeable than if intoxicating drugs had inspired his merriment. The instant such a man is deprived of his gaping audience, his flaming lamp goes out, and he is left in all the native dulness and darkness of his own shallow mind.

On the other hand, true cheerfulness is suitable for every day and every hour, for company or for solitude, for labour or relaxation, for sickness or for health. It possesses also the important and distinguishing characteristic of being so admirably adapted to all occupations and to all times, that the transition from the gayest to the gravest avocations of life may be made by the happy man who enjoys it, not only without any abrupt shock, but with eminent advantage to his different pursuits.

If joy consist in the perception of those high objects of gratification which occur seldom, cheerfulness seems to be kept up or fed by a steady, abiding participation in the lesser, but more numerous and everyday causes of satisfaction, always at hand. As the power and goodness of Heaven are infinite in their extent, and infinite in their minuteness, to the mind cultivated as nature meant it to be, there is not only delight in contemplating the sublimity of the endless sea, or everlasting mountains, or the beauty of wide-extended landscapes; but there is a pleasure in looking at every

flower and every little shell that God has made. Nature has scattered around us, on every side, and for every sense, an inexhaustible profusion of beauty and sweetness, if we will but perceive it. The pleasures we derive from flowers, from forms, from musical sounds, are surely not given us in vain; and if we are constantly alive to these, we can never be in want of subjects of agreeable contemplation, and must be habitually cheerful. All that is required, in order that we should duly estimate these things, is that we should not have blunted or exhausted our minds by excessive indulgence of gross appetites and passions. In that fatal case, all those delicious fruits turn to ashes. Indeed, the man who looks at the gifts of nature without pleasure, or who hopes to enjoy the delights and blessings of life without feeling that gratitude to God forms their highest charms, and without becoming in consequence habitually cheerful, is surely much to be pitied.

If this be true of one who is merely insensible to the charms of the physical world, how much more strongly does it

apply to those who are not duly sensible of the far higher blessings and advantages of the moral world in which we are placed, and in the concerns of which we are called upon to take an active part, not merely as a matter of choice or taste, but as a solemn duty! We have to thank Providence not only for the gifts of light, and life, and liberty, and love, and a thousand subordinate enjoyments; but we possess the consolations, the hopes, and other high privileges of religion, added to the advantages of those intellectual treasures so bounteously scattered at our feet. To every well-constituted mind, therefore, and to every heart strongly impressed with a sense of its duties, the world teems with occasions for practising the virtue of cheerfulness. The right employment of opportunities of leisure, in the advancement of moral and literary improvement, and the extension of sound principles amongst our fellow-men less fortunately circumstanced in life; the agreeable and useful intercourse of friendship, the tender ties of relationship in all their varied knots, and links, and bands; the affections and sym-

pathies of true charity towards the whole family of mankind, offer solid foundations on which every description of talents, taste, knowledge, or industry, may securely build up for itself a temple to the honour of the God of mercy, who has given faculties to his creatures, to use, and not to abuse; to enjoy in sincerity and with cheerfulness, and not to fling away in churlish insensibility. Indeed, it appears to be little short of irreligion to withhold this natural and easy homage, so eminently due to such a beneficent power; and there is probably no piety more pure, or which seems more likely to be acceptable to our Maker, than to taste in moderation, and to acknowledge with thankfulness, the blessings he has sent us.

Such, in a few words, is an imperfect sketch of what may be called the selfish, or rather the personal, view of this subject. Considered, again, as an obligation we owe to others, the duty of cheerfulness is, if possible, still more clear; but as it is of greater importance and difficulty in the execution, it is not always exercised in the imperative way it ought to be. Many

persons of good principles and virtuous minds are content to practise only the higher and more solemn virtues. When great occasions arise, they are willing to make great sacrifices, and are seldom insensible to the call of duty when earnestly and loudly, and, above all, publicly made upon them. To do a signal service to a friend or relation, they scruple not to risk their fortune; and for their country's service they will risk, or even freely sacrifice, both life and fortune. Yet these very persons are often indifferent to the much more frequent, and, upon the whole, possibly more useful, calls of humbler but equally essential obligations. They too often forget that true charity ought always to begin at home, where every man's duties to society necessarily take their start; and they court, in the publicity of worldly distinction, a praise which, if all were known, might often prove the bitterest satire on their neglect of domestic claims, ten times more important and binding upon them. They consider it beneath them to do good on the small scale, or, to speak more correctly, they seldom think on the subject

at all, unless the claim, whether reasonable or unreasonable, be very importunate. It does not occur to them how much may be done by mere manner alone, to sweeten and enliven the ordinary hours of common-place life, both at home and abroad. They satisfy themselves with looking out for those great occasions when they may pay up the whole debt of negligence of the feelings and wants of others by a round sacrifice of their money or their time; while they let the current business of the day pass without contributing, by a single smile of approbation, or a word of encouragement, to augment the smaller enjoyments of their fellow-creatures. They seem to make a rule of conferring no favours without imposing obligation, and thus destroy their own handiwork by the irritating reaction of wounded pride; instead of inspiring gratitude and regard, they produce nothing but ill-will.

There are few secrets more important, indeed, than the art of bestowing favours so gracefully as not to ruffle the feelings of the receiver, or not to awaken that sense of humiliation in his breast which

the very act of implied inferiority must have a tendency to create. Here it is that the practice of cheerfulness, in its genuine sense, comes so fully into play. How sensible are not all of us naval men, who have been brought up in a course of strict discipline, to the very different manner in which the usual indulgences of the service are granted to us by different persons! Have we not all felt, again and again, that a favour from an officer of sense and consideration, has been more than doubled, in our apprehension, by the kindly manner in which it was bestowed; and how cordially we felt obliged to him, not so much for the mere favour itself, as for the cheerfulness with which the gift was sweetened, and the friendly interest he took in granting what we wished, in the very manner we wished? Even a refusal from such a person may often prove a source of increased cordiality and mutual good understanding. The art lies far less in merely giving or merely denying what is solicited, than in shewing that a generous and hearty sentiment of good-will is at the bottom in either case.

But have we not all too often seen favours bestowed, or rather flung at us, in such a manner as to mortify far more than oblige us; to irritate and humiliate instead of conciliating? Yet, in these instances, it is by no means improbable that the ungracious giver had no intention of offending; but either was not aware, or did not recollect, that a small sprinkling of cheerfulness, which costs nothing in the shape of effort, provided it be habitually the rule of conduct, would have put all right. If this strikes us as being true in our own case, when we are made to suffer, I must takè leave to remark, that there is no person afloat or on land, whatever be his rank or station in the fleet or in the world, who may not have it in his power, probably many times in every day, to exercise to pleasing and useful purpose the very principle to which we have been alluding—I mean the art of doing favours in a kindly instead of a gruff way.

Every hour, indeed every place, and every occupation in life, presents us with opportunities of contributing to the smaller enjoyments of our fellow-men, provided

we are sincerely on the watch for them ; or, which is the same thing in other words, provided we have acquired the habit, on principle, of acting in a kind and generous temper. But in a world like this, in which, with many resources of happiness, there exist also much pain, sorrow, misfortunes, and innumerable vexations and crosses, worn-out hopes, bruised spirits, and blasted affections, such a task is not always an easy one. But it is not the less our duty because it is difficult ; and there can be no question that all these evils will be much more readily lightened by a steady and express course of cheerful exertion, than by occasional great efforts. We ought not, therefore, to let one hour pass away in apathy, still less in unhappiness or gloom, if by any effort on our part we can throw a light of serenity over it. If we cannot render our less fortunate brethren any more essential service, we can at least cheer them by every means that kind words and looks, and cordial demeanour, are capable of affording. It is not every body that needs, or every body that has it in his power to confer, what is termed a

substantial favour. But all of us are the better for the sympathy and converse of our friends and neighbours, and all of us have it in our power, more or less, to confer this description of favour on others. If we are in the habit of fostering right feelings in our breast, and if, on principle, we give them practical exercise at all times, we shall come at last to be fully alive to the inestimable blessings of friendship and society, and feel bound to express our sense of these advantages by imparting a share of them to those around us. ”

It is not easy, when our own hearts are wrung with anguish, to speak of comfort to a brother in similar affliction ; but still it becomes us, even then, for the purposes of future happiness, to give our sympathy the cheerful character which is not without hope, and, instead of making the worst of bad things, always to make the best we can of them. It is surely one of the most imperative of our Christian duties to recollect at such moments, that the visitations which well nigh crush us to the ground are dispensations of mercy much more than sentences of justice ; and

also that, as they are sent to try and to purify us, it becomes us to meet the Divine intention by a hearty co-operation, and not to provoke further displeasure by querulous discontent, or a presumptuous doubt as to the fitness of the time and measure of the lesson.

But it is not only on these serious and trying occasions that the virtue to which I am endeavouring to draw your notice is of value in alleviating the inevitable sorrows of our lot on earth : for there is not a transaction in life, not a professional duty to be executed, not a company we go into, where a cheerful and animated manner may not carry with it some essential benefit to the persons around us, to ourselves, and the cause we serve, be that what it may. No man is without duties of some kind to society, and no man can pretend to execute these with negligence, without the chance of doing some mischief ; in fact, there are perhaps few more decided symptoms of negligence in character than the absence of cheerfulness. The best conversation which one meets with in the world is not always that in which wit,

or wisdom, or learning, or genius, or great knowledge of any kind, is displayed ; but that in which, however unimportant the subject may be, the company shew, by the hearty interest they take in what is said, that they are not only pleased themselves, but sincerely desirous of making others equally happy. It is, therefore, a clear duty to cultivate every habit and every sentiment, and to bind ourselves by every principle, that may contribute, within the limits of reason and moderation, to enliven and relieve, as well as to improve, the time which we pass with those about us. All this applies with peculiar force to our most intimate and most habitual associate—with our families, if we be at home—with our shipmates, if we are sailing on the wide ocean.

‘Cheerfulness,’ says the amiable and accomplished writer of the last century, whose words I have already quoted, ‘is the best promoter of health. Repinings and secret murmurings give imperceptible strokes to those delicate fibres of which the vital parts are composed, and wear out the machine insensibly ; not to men-

tion those violent ferments which they stir up in the blood, and those irregular disturbed motions which they raise in the animal spirits.' 'The truth of it is,' he continues, 'health and cheerfulness mutually beget each other; with this difference, that we seldom meet with a great degree of health which is not attended with a certain cheerfulness, but very often see cheerfulness where there is no great degree of health.'*

To this I shall merely add, that as nothing tends more to keep us in health than this delightful frame of mind, so few things contribute more to assist our recovery when we fall into sickness. It aids the renovating powers of the body, between which and the attributes of the mind there exists a mysterious influence; and although we cannot explain how it acts, we may safely profit by its agency to advance our return to health. It is, in truth, the best medicine, and this the physician well knows, when he says to his patient, 'Keep your mind easy.' Alas,

* Addison, Spectator, No. 387.

how seldom is it in our power to obey this injunction! And why is it so difficult? Not, I fully believe, so much from the pain of the disease, or any dread of its consequences, as from our having omitted, in seasons of health and strength, both of body and mind, to acquire the habit of cheerfulness. We cannot muster up this degree of tranquillity all at once, though we are assured it is necessary to the right action of the remedies applied; on the contrary, it will often happen to a person who has not in health exercised the virtues of patience and composure, that a knowledge of their urgent necessity, now he is weakened by sickness, excites and alarms him to such a degree, that the doctor's injunctions to be calm only augment in place of diminishing the evil.

This leads me to remark, that of all persons, perhaps the one who has it most in his power to do good, by the uniform practice of cheerfulness, is a conscientious and skilful medical man. With him the acquisition of this habit is a duty of the most sacred kind; and a very little ac-

quaintance with its practice, in the true spirit of Christian charity and genuine self-control, will shew him that there is no hypocrisy in its exercise almost to any extent. But it certainly requires some clearness of mind to see this, and still more vigour of character to carry it into execution. Nor do I believe that any powers of the understanding, or any tenderness of feeling, could enable a medical man to preserve his composure throughout the varied and dreadful scenes to which he is drawn, unless he made it his uniform study to acquire the habit of thinking and feeling and looking cheerfully at all times.

Most naval men can bear witness to the beneficial effects of such conduct in the medical attendance on board ship; but I am anxious to impress upon every mind, that as the obligations of all duties are reciprocal, the kindness of the doctor loses half its efficacy, if not met by a correspondent feeling on the part of the patient. There can, of course, be no doubt that a sick man requires to be treated with indulgence, or that he has a right to expect

considerable sacrifices at our hands to alleviate his sufferings. But he has no right whatever to be over-querulous or unreasonably exacting ; and it is his interest to recollect, even in his most despondent or agonising moments, that his surest safeguard against inattention, and one of his most irresistible appeals to the sympathies and hearty assistance of his friends in health, will consist in the placidity of temper with which he bears his sufferings.

With regard to the advantages of cheerfulness in the performance of professional duties, a great deal might be said. It is sufficiently familiar to every one's experience, indeed, that the man who goes through his labour with a light heart, not only bears it better, but performs it better, than one whose feelings are morose, and his disposition churlish and discontented. In no walk of life, perhaps, is this truth more apparent than on board ship, where we are jammed so close together, and where, in spite of all our discipline and distinctions, we are compelled to act in companionship, in all weathers and under all circumstances. We are boarded and

lodged pretty much alike; we travel together and fight together; we enjoy in company the luxuries as well as endure the hardships of remote and varied climates; we sink or swim under one course of fortune, and are alike exposed to sickness and other disasters: why, then, should we not be, in truth and sincerity, one family, linked together by a common set of interests, duties, and hopes? As the advantages of our situation afloat certainly far overbalance the inconveniences, it would surely be a great step in nautical morals if we could teach our young men, and, indeed, teach ourselves, old as well as young, to consider uniform cheerfulness so much in the light of a positive duty, that its sunshiny influence should never leave our minds, but permanently regulate and temper the whole of our mutual intercourse.

In a most particular manner we ought, in kindness to the rising generation alluded to, and in furtherance of our own schemes for their future welfare, to recollect, that one of the chief reasons for young folks being unwilling to adopt strict principles as rules of action, is the dread

they naturally feel of being called upon to sacrifice all the enjoyments of life; a consequence which appears quite unnatural, and certainly is most unacceptable. In all kinds of education, it must lead to much virtue, and prevent the occurrence of much vice, to give our pupils habits of good humour, and to encourage the growth of these habits by constant exercise. When a child is taught to cultivate every social and exhilarating propensity, to find in every little incident and employment a subject of innocent pleasure, and perhaps instructive enjoyment, there is not much chance of bad passions or vicious indulgences finding admission to its breast. The seeds of future piety, and the most productive and firmest principle, may then be most advantageously sown. But if, on the contrary, the susceptibilities of the mind for pleasure are too roughly frustrated, or unreasonably checked by a morose and gloomy system of instruction, the consequences are, first, a peevish temper, then a misanthropical discontent, very fatal to the exercise of Christian charity. Or it may happen, that a young person thus

sternly brought up, will, by a violent reaction, burst through all control, and plunge so deep into the stream of licentiousness, that all chance of recovery is gone. Many a lad, who is denied the every-day calm and moderate cheerfulness of a happy home, or a happy ship, seeks to avenge himself for hours of dull and useless restraint by fits of wild and sensual dissipation. The mind of man is, more or less, the same at all ages, and in all professions; being made for enjoyments, if it does not receive them in moderation, and from the legitimate quarters, whence they may reasonably be looked for, it will grasp at pleasures, and share in them to excess, either to its own total ruin, or to the destruction of all healthful tone and cheerfulness of temper.

I have adverted to this point in the education of young persons, not only to fix the attention of my brother-officers generally to the subject, but also for the purpose of remarking to the officers and leading men of particular ships, that, although the persons under their control are not children in years, or in ignorance of the

world, they are still members of the same family, who look up to their superiors for guidance and instruction, and who are entitled to expect at their hands a constant example of patience, forbearance, and a manifestation of that inherent elasticity of mind, which is one of the surest evidences that the genuine spirit of piety is working within them.

The most sacred and solemn engagements of any man's life, his most disagreeable and arduous duties, as well as those which are trivial or monotonous, may all be performed in the spirit recommended, not only without interruption, but with great advantage to the public service. In nothing does the truth of this appear more forcibly than in the discipline of a ship of war, where orders and counter-orders, in endless complication, must frequently be given; where the temper of the officer and the patience of his people are so severely tried; where the sources of mortification and disappointment are so numerous; where fatigue, hunger, and disease, so often combine to disturb both the animal and the intellectual economy.

of our nature ; where all our habits are broken up, and our own private wishes frequently obliterated in those of the public service ; where punishments must sometimes be inflicted ; where favours may either be granted or refused ; where resolutions require to be formed on the instant, and carried into execution with promptitude and certainty of purpose, otherwise all may be lost ; and where, finally, on occasions when vigorous action is required at our hands, unless there be a firm and hearty cohesion of all the different powers which the ship includes, the whole scheme of our boasted discipline may fall to pieces, and the best expectations of our country be cruelly thwarted. At such times, the transcendent advantages of cheerfulness become apparent. With what renewed vigour have not all of us been made to spring to our stations, and labour with unflinching spirits, when called upon by the animated voice of an officer whom habit had taught us to know was always ' of good cheer ' himself, and always considerate of others. Every one, likewise, must have remarked the stimulating effects

of these qualities even on those indolent growlers and skulkers, who, in all ships, hang about the decks like drones. Constant good spirits, indeed, in an officer, are far more effectual in seasons of protracted hard work than splicing the main-brace every half hour. His very look and tone impart fresh vigour to the well-disposed, give new energy to the languid and wearied, and hold out intelligible and manly motives even to the discontented.

In conclusion, it may be useful to remember, that "there are, in fact," but two circumstances which can reasonably deprive us of this cheerfulness of heart. The first of these is a sense of guilt. A man who lives in a state of vice and impenitence can have no title to that evenness and tranquillity of mind which is the health of the soul and the natural effect of virtue and innocence.* The other circumstance is irreligion, or that desolate and dreary state in which the soul, capable of such great things, when duly associated with its Maker and its Saviour,

* Addison. Spectator, No. 381.

is left to drift about on the wide and shoreless ocean of infidelity, not only without the breath of hope to fill its sails, but without needle or pole-star to point out its course, and give useful direction to its own feeble, unassisted, wavering impulses.

Let us then avoid this miserable condition by being true not only to our earthly, but to our heavenly King, a double allegiance in name, but single in purpose. For we may rest assured, that a well-understood religion stands in the way of nothing that is right, never fails to give warning when dangers are ahead, cheers and animates every enterprise; while most truly it is written, **HER WAYS ARE WAYS OF PLEASANTNESS, AND ALL HER PATHS ARE PEACE.**"

END OF THE SECOND VOLUME.

LONDON:

J. MOYES, CASTLE STREET, LEICESTER SQUARE.