

*III Voyage to Halifax*

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*Notices*  
*of*  
*A Voyage from Falmouth*  
*to Halifax and back*

*L.<sup>t</sup> W.<sup>m</sup> James Commander*

*Sailed 5<sup>th</sup> July 1834*

*Returned 1<sup>st</sup> September 1834.* } *8 weeks & 3 days*

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*List of the Ships Company*

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*Lt. W.<sup>m</sup> James Com.<sup>r</sup>.*

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<i>John Pascoe</i>	<i>Master</i>
<i>James Williamson</i>	<i>Surgeon</i>
<i>James Evenet</i>	<i>Mate</i>
<i>James Edwards</i>	<i>Steward</i>
<i>Philip Westcott *</i>	<i>Steward's Mate</i>
<i>John Woon **</i>	<i>Carpenter</i>
<i>William Stevens</i>	<i>Sail Maker</i>
<i>James Quintral ~*~</i>	<i>Cook.</i>
<i>George Kenaway</i>	<i>Boatswain</i>
<i>Dyonisius Williams</i>	<i>A.B.</i>
<i>Alexander Webb</i>	<i>A.B.</i>
<i>Joseph Stevens</i>	<i>A.B.</i>
<i>John Sedgeman</i>	<i>A.B.</i>
<i>Charles Richards } alias</i>	
<i>    Quintral</i>	<i>A.B.</i>
<i>William Hunkin #</i>	<i>A.B. in the room of Philip Westcott</i>
<i>William Hockin #</i>	<i>A.B.</i>
<i>John Pascoe #</i>	<i>young lad</i>
<i>Thomas Pascoe #</i>	<i>young lad</i>
<i>John Jenkins #</i>	<i>young lad</i>
<i>John Harvey #</i>	<i>young lad</i>

*Besides*

*3 boys ~ John Evenet ~ John Sedgeman & Rich.<sup>d</sup> Pascoe.*

*\* Pashbee is gone Captain's Cook on board the **Pike** Schooner.*

*\*\* Gustavius Glasson was shipped on board the **Flamer** steamer.*

*~\*~ William Burton has got a birth in another Packet*

*# Henry Sandow & Peter James ~ both gone on board the same Merchantman.*

*# James Lewis discharged.*

*# Edward Oke discharged.*

*# Thomas Knight discharged.*

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*Notices  
of  
A Voyage to Halifax*

*and back*

*absence*

*Sailed 5<sup>th</sup> July 1834*

*} 8 weeks and 3 days*

*Returned 1<sup>st</sup> September 1834.*

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I Hebdomade

On Saturday 5<sup>th</sup> July 1834 - we left Falmouth Harbour at 12.30 P.M. The weather in the morning and during the day was fine ~ but at night became cloudy attended with rain. The wind favoured us till 8 P.M. ~ at which time it changed to a foul quarter.

Sunday 6<sup>th</sup> - cloudy morning – fine day. Foul wind. At 1 P.M. spoke the *Plover* Packet from Mexico.

Monday 7<sup>th</sup> – very variable weather – foul wind during the day – More favourable at night.

Tuesday 8<sup>th</sup> – fine weather. Wind foul during the forenoon – favourable in the afternoon. Calm at night.

Wednesday 9<sup>th</sup> – cloudy but fair weather with very fresh and favourable breeze, during the day – Cloudy weather with drizzling rain and foul wind at night.

Thursday 10<sup>th</sup> July – very fine weather. Foul wind.

Friday 11<sup>th</sup> – very strong breezes, blowing half a gale, with very heavy sea from the SW. Thick cloudy weather but fair. At 3 P.M. a smart shower suddenly shifted the wind to NW accompanied with clear weather.

Saturday 12 – fine weather – fresh but foul wind – heavy sea.

I Hebdomidial Period. Behold me then, once more afloat in the Old *Duke* to which, by the bye I feel an attachment which I never expected to experience to any thing inanimate, simply because you know such objects are incapable of understanding sympathy for sympathy or feeling for feeling. I was not aware of the existence within me of the *Amor Navis*, till the probability was held out of quitting her for ever. Then I used to be very sorrowful, and the memory of past days so pleasantly spent in her rose to my view. Every thing within her – her ropes – her spars & sails suddenly became dear to me. They had been so long within my sight – I had gazed & meditated secured by them from storms & tempests – in short they were associated inseparably with a host of feelings and emotions, that to part with them for ever seemed such a cruel pang to bear. In proportion to my regret at the probability of such an event, so was my

joy when I found that yet for a little time more, I should still be born to foreign shores in the much loved ship.

No doubt it was a great drawback upon my satisfaction that my old Commander and fellow Officers were not to accompany me – and to these I was bound by the ties of long companionship and daily intercourse. But if any thing could make amends for this serious loss, it was the appointment of a New Commander, whom all united to praise, as the possessor of every pleasing quality, calculated to make the Officers under him comfortable and happy – and likewise of a Master, whom I felt very much disposed to like, even upon the short acquaintance I had with him, previous to our sailing on this voyage.

From the various causes, to which in my Journal of last voyage, our stay in Falmouth, instead of being limited to a fortnight, was extended to nine weeks. During that period I lived very comfortably and was beginning to like the shore more than one ought, who has the prospect of soon proceeding to sea. However by the end of that time, I was quite prepared, and on our sailing day Saturday 5<sup>th</sup> July, all my traps were on board except a few trifling articles, which I was obliged to have with me to the last moment.

I had proposed to be on board by 8 A.M. – but having some indispensable business to transact at the Cornish Naval Bank, which did not open till 10 A.M., I was unable to start for our Packet, until half an hour beyond that time.

When I came on board, I found myself in very good time, as we did not leave the Harbour, until 12.30 P.M. Every thing was in nice order – there was no bustle – no hurry scurry – but all were able to attend to manoeuvring the ship. The weather at this time was very fine, and after one or two tacks, we clear the Harbour, & bodily stretched out in to the Channel with a favouring breeze. We had every prospect during the day, of leaving Scilly behind us ere next morn – but at 8 P.M. with cloudy weather, the wind blew strong & foul.

It is to be observed that in proceeding to Halifax at this season of the year, experience has lead us to expect a long passage out, from the prevalence of light breezes – calms - & foul winds. The wind nine months out of the 12 blows from the Westward – consequently if you have prospect of a tedious outward bound passage, you have contrariwise the probability of a speedy return home, both being from the same causes.

At the end of this our first week we cannot complain. The foul wind we have had we anticipated, & really the tolerable proportion of fair winds might well be considered a boon to us. In general the winds have been more than moderate in force and on two days in particular, we have had it blowing half a gale from SW with heavy sea – indeed quite a summers gale. We have only had one calm, of a few hours continuance – so that in summing up the amount of our progress in miles in our weekly account, we are credited with a larger proportion, than we could have reasonably expected.

As has been our wind, so has been our weather viz. very variable. A day or two of really fine weather have fallen to our lot – but in general the weather has been cloudy, with occasional slight rain. What you will be rather surprised at in this very hot month, - the hottest of the year – all of us have actually been frequently complaining of the cold, & have again been obliged to have recourse to great coats – boots - & worsted stockings.

Commencement of 2.<sup>d</sup> week

Sunday 13<sup>th</sup> July – fine weather – Wind fresh and dead-on-end.

Monday 14<sup>th</sup> – fine weather. Very light and foul wind. In the afternoon nearly a calm.

Tuesday 15<sup>th</sup> – nearly a calm all last night, and to day till 2 P.M. when a light and favourable breeze sprung up. Fine weather.

Wednesday 16<sup>th</sup> July – very fine weather. Moderate and favourable breeze – sometimes inclined to draw forwards a little but again coming aft.

Thursday 17<sup>th</sup> – cloudy weather. Fresh and favourable breeze.

Friday 18<sup>th</sup> – glorious weather p Moderate and favourable breeze.

Saturday 19<sup>th</sup> – delightful weather. Very light and favourable breeze – fell calm at night. Today exchanged colours with a Dutch ship and caught a porpoise.

II Hebdomidial Period. This week has been all we could wish and more that we could have expected. With the exception of Sunday and Monday, when the wind was foul, on all the other days we have had a favourable breeze, variable in strength – sometimes fresh – sometimes light and at other times nearly a calm. To our surprise and unexpected gratification – the wind, after hovering from NW to SW & from SW to NW, at last settled into NE – afterwards coming round – gradually blew at East, and finally at SE. Now, when every mile of a fair wind is a mile gained, we have benefited largely by our good fortune, and at the termination of this our second Hebdomade, we have featly accomplished one half of our distance to Halifax, being enabled to pursue our course, nearly in a straight line. We cannot expect this to last long – it is too good and may be considered a reverse of the established order of things. Even now while I write the wind seems on the eve of change by inclining to the Southward, with every appearance of a Westerly wind. Should the wind hang on to the SW we shall be all right.

If we have had reason to rejoice at the unlooked for circumstance of a fair wind, much more have we to rejoice and be glad in the enjoyment of fine weather. A single day excepted (& even that was not bad), we have been visited with a wonderful succession of fine weather. To apply the term of fine weather to the three last days of this week would but faintly convey an idea of the glorious, the heavenly weather which then prevailed – so cool – so sun-shiny – the heavens clear as a bell, without a cloud & the sea smooth and equable as the surface of a mill pond, which is gently rippled by the mild Zephyrs.

Every thing and every body on board are in the most comfortable order. The work of the ship has been carried in the utmost harmony, and when the labours of the day are gone by, all hands come upon deck, to recreate themselves with a little harmless amusement, and many a hearty laugh betokens a heart at ease and ready disposition to be pleased.

Much business has been done this week – both useful and ornamental. Our present Master keeps all alive and attentive to their duties – and that in such a way, that altho' he is sufficiently peremptory, the men set about whatever they are ordered to do, with alacrity and spirit. I have said that ornament has been studied as well as utility – and so it has been. One who knew our old craft well before, would hardly recognise her as the same now. The Gig has been painted and dandified in Capital

style – flags and pendants have been neatly painted on ... [space left blank] and by this means an air of smartness has been imparted, where before nothing but dull uniformity & sameness prevailed before. Other attentions and improvements are contemplated – for alteration & change or transmogrification is the order of the day – and when all that is intended is completed, the Old *Duke* will look better by far than ever she did, since she became a unit of the Post Office establishment.

Now all this has and will be accomplished, simply thro' the good understanding which subsists between the Master and Commander and the liberal spirits which actuates the latter in every point that relates to the safety, comfort and improvement of the ship. It is not here meant by hectoring such high praise on the present administration to cast reflections on the late one – especially on the late Master. He it was known could not possibly have acted as M.<sup>r</sup> Pasko has done – for the very plain and simple reason that he had not the power to do it. M.<sup>r</sup> Snell, from various causes, could not be so liberal in his expenditure on the ship, as probably he would have wished – and consequently as all alterations would have been attended with expense, which he could ill afford, the necessary alterations remained unaffected. To do only what was absolutely called for, by considerations involving the safety of the ship, seemed to be the only things to be done. Whatever was connected with ornament or might be attended with effect was left undone. Hence the difference, and since I am very well pleased to see my old ship titivated up a little, and looking youthful and smart, as if she had just come off the stocks & was preparing for her maiden voyage.

#### Commencement of III Week

Sunday 20<sup>th</sup> July – fine weather. Fresh and favourable breeze.

Monday 21<sup>st</sup> July – cloudy weather. At 7 this morning a shower of heavy rain having fallen, the wind shifted from S & Westward to N & Eastward – of course still favourable.

Tuesday 22<sup>d</sup> – glorious weather. Moderate and variable breeze – always favourable, being from NE to SE and South.

Wednesday 23<sup>d</sup> July – moderate and favourable wind. Cloudy but pleasant weather – and fair with the exception of one smart shower.

Thursday 24<sup>th</sup> – fresh and favourable breeze all last night – same to day. Weather fine with a slight haze on the horizon.

Friday 25<sup>th</sup> – very thick foggy weather - Fresh and favourable breeze. At 6.30 P.M. sounded on the Banks of Newfoundland – 25 fathoms – Cold, very cold.

Saturday 26<sup>th</sup> – fine clear weather – still on the Banks – Moderate but foul wind – saw a vessel at anchor fishing – sounded at 11 A.M. – found 40 fathoms.

Remarks of III Hebdomadal Period. Our fears that at the commencement of this week we should have a change of wind against us, were happily vain. The wind indeed has been unusually steady – more so in respect to particular quarters than during last week. Saturday is the sole exception to our having a fair wind. We have never been so fortunate in any previous Halifax voyage – and we hope to arrive at our port of

destination in 28 or 30 days if not in less – whereas the average length of the passage out from England is 35 or 40 days.

The weather too has been very satisfactory. Throughout the week it has been in general fine. We had one day of glorious brilliance and delightfulness – as a contrast we have been visited for 24 hours, with thick dense fog, which wetted you in 10 minutes thro' and thro, and circumsailed [sic] your view to a few yards in advance of your bows. The cold then was not so intense as it was penetrating and I was obliged to upship my light summer toggery and to bend on my winter gear – not I felt the latter too warm – say rather hardly warm enough. This was on Friday 25<sup>th</sup> – and at 6.30 of that day, we lay to and sounded – finding ground at 25 fathoms, and thereby knowing that we were now on the Great Banks of Newfoundland.

Late as the hour was when we sounded, the men were all activity in taking advantage of the opportunity afforded them by the heaving the lead, for letting down their lines. For some little time no success rewarded them. At last one got a pull and another had a pull, till we had 7 very fine Cod fish on deck – when finding that the vessel drifted much & no more were caught, the order was given to haul in the lines and to fill the foretopsail & topgallantsail. Which being done we wended on our way.

Next day, the weather was what we had not at all anticipated, very fine for in general a dense foggy atmosphere always hovers over these Banks. Hence we were enabled to look far around us, & observe the light blue colour of the water, which plainly indicated that we were in soundings.

Some way ahead of us is a vessel at anchor engaged in fishing. I pity those much who follow such an occupation here. Here they are for a considerable period amidst almost perpetual fog – almost always wet & cold – exposed to the fury of such gales as may arise, and to the danger of being run over and capsized by a vessel even in the day time, and still more during the night. The fishing vessels are generally small – of the class of Schooners – many of them French. I believe their men seldom are kept in pay – but receive each a share proportionate to his rank – so that their gains depend entirely on their success and the state of markets, that is whether the demand be dull or lively.

#### Commencement of 4<sup>th</sup> Week

Sunday 27<sup>th</sup> July – spoke three fishing vessels yesterday, all French and saw many others around us. Much rain during last night. To day thick foggy weather and foul wind. Nearly a calm at night, with wind inclinable to draw aft.

Monday 28<sup>th</sup> – fresh and favourable breeze last night – very fresh from same quarter to day. Cloudy weather with drizzling rain.

Tuesday 29<sup>th</sup> – cloudy weather with nearly foul wind in the morning and forenoon. In the afternoon fine weather with calms and light airs. At 9 P.M. cloudy weather. Moderate and favourable breezes.

Wednesday 30<sup>th</sup> – fine weather and favourable breeze in the morning. ~~Spoke the Brig John Potter, from Halifax and bound to England – also the Vestal frigate bound to Halifax.~~<sup>1</sup>

<sup>1</sup> These deletions, with the corresponding entries for Thursday 31<sup>st</sup>, are one of the few indications that James did not always write up his journal every day.

At noon the weather became thick and cloudy with sharp rain – but afterwards cleared up when we had a fresh and foul wind.

Thursday 31<sup>st</sup> July – beautiful weather. Foul wind. Spoke the Merchant Brig *John Potter*, out 2 days from Halifax, bound to England – also H.M. Frigate *Vestal* bound to the same port as ourselves.<sup>2</sup> Land came in sight this morning to the Eastward of Halifax and we beheld it during the whole day – very uninteresting, with no mountains or grand features: Tacking off and on all the afternoon & evening.

Friday 1<sup>st</sup> August – fine weather. Foul wind. Employed beating to windward all day. At 5 P.M. took a pilot on board, and at 2 A.M. came to anchor behind S.<sup>t</sup> George's Island.

Saturday 2<sup>nd</sup> – thick drizzling rain in the morning – soon cleared up. Calm nearly all night. At 9 A.M. wind came up from Southward – up anchor & with a fair wind moved well up the Harbour to our Moorings opposite Marshall's Wharf. Shortly afterwards our passenger Capt. James Scott R.N. left us for the shore.<sup>3</sup>

IV<sup>th</sup> Hebdomadal Period. This week has been very variable both in respect of wind and of weather. If we had to complain of either one day – the next, and the next would more than make amends. Tho' we were constantly in the dread of foul winds, still we made good progress. We got well clear of the Banks of Newfoundland with its fogs and cold, without coming once in contact with any one of the many vessels which are anchored within its limits. On occasion indeed it was touch and go with us. A dense fog prevailed around us and we could descry no vessels within the very circumscribed circle of our vision. The wind blew fresh and favourable, and we were dancing cheerfully along, when as if by magic, the watery curtain was uplifted, and displayed to our view a *Johnny Crapeau* at anchor, not more than a mile ahead of us, and as right in our way as could possibly be, for getting a very awkward clout from our bows in passing – and here and there were others so that we had hardly a chance of escape from so many lying in our path.

We also got well clear of Sable Island, the principal danger you have to guard against as you approach the coast of Nova Scotia – and we made the land with fine weather and light winds, on so far to the East.<sup>d</sup> & Northward, that we were two days in beating to our port in consequence of the prevalence of Southerly and Westerly winds. On the very day we made the land, we descried the *Vestal* Frigate, astern and to leeward of us about 2 miles. We tried all we could to keep the vantage we had of her – but in vain – she came up hand over hand with [us] and by night was almost out of sight to windward of us.

On Saturday 2<sup>nd</sup> August in the morning we were anchored behind S.<sup>t</sup> George's Island, but at 9 A.M. we moved up the Harbour to the proper moorings for the Packets.

Our arrival excited some surprise at Halifax – not being expected for a week to come, and the last packet having left for England only 4 days before us. 35 days are

<sup>2</sup> H.M.S. *Vestal*, Captain William Jones, was a 26 gun 6<sup>th</sup> rate frigate, on the North American and West Indies station. [J.J. Colledge 'Ships of the Royal Navy,' & contemporary *Navy Lists*.]

<sup>3</sup> Captain James Scott, R.N., had been appointed captain of H.M.S. *President*, on June 26<sup>th</sup> 1834, and was on passage to join his ship. H.M.S. *President*, being a 52 gun 5<sup>th</sup> rate, ship, on the North American and West Indies station. [ibid.]



generally allowed for the passage out and we have been only 27. You may remember that on my two former trips to Halifax, the one occupied 7 and the other 10 weeks.

Sure [sic but 'Soon'] after we were moored, our sole passenger Captain Scott landed. A few words will suffice to describe him. Capt.<sup>n</sup> James Scott was a very fine looking man, and what is more very pleasant, agreeable, and well informed. He is the author of a work, lately published, entitled "*Recollections of a Naval life.*" And there you will find material enough to enable you to judge better of him than from any thing I can say of him. He has come out to be Flag Capt.<sup>n</sup> of Sir George Cockburn, in the *President* 52. He has our best wishes for his health & prosperity.

#### Commencement of 5<sup>th</sup> Week

Sunday 3<sup>rd</sup> August – dull gloomy weather with rain. Spent the day ashore at Dartmouth.

Monday 4<sup>th</sup> – fine weather. On shore at Halifax in the forenoon – on board in the afternoon.

Tuesday 5<sup>th</sup> – fine weather. Spent the forenoon on board. After dinner went over with Captain to Dartmouth - & visited the Canal & the Indian camp.

Wednesday 6<sup>th</sup> – very fine weather. Remained on board all day, employed in sundry little jobs.

Thursday 7<sup>th</sup> August – fine weather – dined at M.<sup>r</sup> Binnie's.

Friday 8<sup>th</sup> – fine weather – on board all day.

Saturday 9<sup>th</sup> – very cold and variable weather – on board & on shore several times during the day.

Remarks of V Hebdomade. Formerly when we came to Halifax, we made only 24 hours stay and then started off for Bermuda. But since that time a material change has taken place – and one in my opinion infinitely for the better. In stead of hurrying off for that miserable hole Bermuda, and enduring the extremes of heat and cold, the Packets now conclude their voyage at Halifax, while their mails are carried to Bermuda by two Schooners. Eight days then are usually spent in Halifax to allow time for the overland & Boston Mails – but more frequently the Packets are detained 10, 12, or 14 days. Hence the Halifax voyage is now generally performed in 8 or 9 weeks instead of 12 as before.

Altho we have been so long in Harbour, and have visited both Halifax and Dartmouth, which you may remember are on opposite sides of the Harbour, I can say very little in addition to what I have said in my former journals. I like them both very well, and have never spent a week so comfortably in any foreign port as in this. The weather has been in general very fine – sometimes very cold from change of wind – the country looked charming – the roads were excellent, and on the Dartmouth side wended thro' woods. The only novelties to me were the Indians and the canals, & to these I shall draw your attention.

The Indians are here in considerable numbers. They have several scattered encampments along the sea shore and in the woods. Visited one of these situated on a

point of land opposite the Dock yards. Nothing could be more simple or inartificial than their dwellings. They were in the form of a cone – constructed of long sticks resting against each other at the top, & these again covered with the bark of trees. I question whether they are either wind tight or water tight. A small space is left for a doorway – I mean for an entrance, for door they have none. In general this is open entirely – but some have the decency to stick up some old rag, [such] as a petticoat or coat to preclude the gratification of impertinent curiosity. In the centre the fire is usually placed – and this is always lighted. Around this, the Indians sit or lie on some dry ferns and at night always sleep in a circle with their feet to the fire. When the entrance is shut, the smoke escapes thro' the interstices between the stakes at the top – nay some purposely leave a small opening there.

The Indians are a miserable set of beings – completely degraded from the rank they once held as a brave & noble people. At least such is the case with respect to those I saw. They had no peculiar dress. Their habiliments were truly heberagenious – composed of scraps of different shapes and colours. Many of the women wore (the) breeches under their petticoats – and all of them had their heads enveloped in cloth caps of a very ugly unseemly figure.



Both men and women wore their hair long and loose, which together with their flat noses, high cheek bones and copper complexion, rendered their *tout ensemble* anything but handsome or prepossessing. The Indians chiefly employ themselves in making baskets and various ornaments of porcupine quills, which they carry over in their canoes to Halifax in the morning to dispose of and return in the evening to their habitations.

As a matter likely to interest me I was taken to see a portion of a canal, by which it was proposed to connect the Bay of Fundy with Halifax, and by which wood might be brought with facility from the interior. Great expense has been already incurred, and the undertaking is far from being completed. The work is at present at a stand still from want of funds. I saw several locks, which seemed well built and well adapted for the purpose. The whole length is about 50 miles but it is not all excavation –but merely several lakes are connected together thereby greatly facilitating the work. One of the lakes (a small one) is near Dartmouth. It is a beautiful piece of water & there is a delightful walk along its margin. It lies in a hollow and around it the country is elevated and woody. I was therefore much pleased with our excursion in that direction, as it was certainly the most beautiful I had seen.

#### Commencement of 6<sup>th</sup> Week

Sunday 10<sup>th</sup> August – I spent the day at Dartmouth – cloudy weather with smart showers in the afternoon.

Monday 11<sup>th</sup> – strong breezes & cold. Cloudy weather. On shore part of the day.

Tuesday 12<sup>th</sup> – fine weather – on shore at Halifax and went over to Dartmouth by the Steamer.

Wednesday 13<sup>th</sup> – fine weather. On shore greatest part of the day, completing my purchases.

Thursday 14<sup>th</sup> – at 8 this morning got under weigh for England. Fine weather. Moderate and favourable breeze.

Friday 15<sup>th</sup> – miserable dull cloudy w.<sup>r</sup> in the morning. At 10 A.M. we had a perfect down pour of rain, accompanied with thunder & lightening and a gale of foul wind. In the afternoon the gale moderated. In the evening the rain gave place to a thick fog, which was followed by a favourable change in the direction of the wind.

Saturday 16<sup>th</sup> - fine pleasant weather. Fresh and favourable breeze.

VI<sup>th</sup> Hebdomadal Period. We had expected to have sailed at the commencement of this week, having already exceeded our allotted stay, but in consequence of the arrival of the Admiral from Bermuda, we were detained until Wednesday 13. On that day the Captain went on shore at 5 P.M. to receive the Mail, and we on board prepared for starting. The Captain returned at 6 and told us that as the Mail Boat from Bermuda was off the mouth of the Harbour, we should not receive our Mail till next day. Accordingly on Thursday 14<sup>th</sup> Aug.<sup>st</sup> at 8 A.M. we left Halifax harbour with a moderate & favourable breeze. At the entrance we met the Bermuda Boat, on board of which our Captain went with the Post Master M.<sup>r</sup> Howe, and shortly afterwards returned with the Mail for England, which she had brought.

I always like to leave a foreign port with a fair wind. So far we were lucky – but next day we were not so fortunate for we had to encounter a gale of foul wind, rendering it necessary to take in all sail. At the same time the rain fell in torrents, the lightening flashed & the thunder rallied. Such a state of things did not last long, for ere the evening closed in, a thick fog superseded the rain and brought a favourable change of wind, which continued all next day, with the additional advantage of fine weather.

#### Commencement of 7<sup>th</sup> Week

Sunday 17<sup>th</sup> August – fine weather. Moderate and favourable breeze.

Monday 18<sup>th</sup> – cloudy weather – foul winds. Three vessels in sight, steering to the Westward.

Tuesday 19<sup>th</sup> – wind nearly favourable – very fine weather.

Wednesday 20<sup>th</sup> – miserable foggy weather – wind same as yesterday. Passed the edge of the Banks this morning.

Thursday 21<sup>st</sup> August – wind continues the same at SSE – still thick foggy weather.

Friday 22<sup>d</sup> – foggy morning – fine day. Moderate and favourable wind.

Saturday 23<sup>d</sup> – very fine weather. Fresh and favourable breeze.

VII Hebdomedal Period – Summary of. Our intention was, if possible to pass the Banks of Newfoundland well to the Southward, and thereby avoid the dense foggy weather which constantly prevails there during the summer. At first we had good hopes of succeeding in our intentions, as the wind was fair. But in a day or two we got the wind from the Southward – Eastward, which forced us to run to the Northward. On Wednesday 21<sup>st</sup> we just passed the outer edges of the Banks, with the wind still in the same quarter. On Friday 22 & succeeding day, the [wind] became quite in our favour & we are in hopes it will accompany us, till we reach Falmouth.

In consequence of our making so much more Northing than we intended & approaching so close to the Banks, we have had some very foggy weather, the most disagreeable to me - & worse than rain, snow or sleet. It penetrates every where, and makes you quite uncomfortable. We had three days of it & that was more than enough. Afterwards we had fine clear weather.

Commencement of 8<sup>th</sup> Week.

Sunday 24<sup>th</sup> August – foggy weather and favourable breeze. Spoke the Brig *Zephyr* from S.<sup>t</sup> Andrew's in the Bay of Fundy, out 28 days, bound to Cork. We heard her bell striking long before we saw, nor did we see, until she was close aboard of us.

Monday 25<sup>th</sup> August – thick foggy weather. Moderate and favourable breeze 0 much rain at night.

Tuesday 26<sup>th</sup> – cloudy weather. Fresh and favourable breeze.

Wednesday 27<sup>th</sup> – cloudy weather with occasional showers, & slight. Fresh and favourable breeze.

Thursday 28<sup>th</sup> – cloudy but fair weather – very fresh and favourable breeze.

Friday 29<sup>th</sup> – very variable weather – with frequent squalls, accompanied with slight rain, high tumbling sea – Smart gale of wind from WNW.

Saturday 30<sup>th</sup> – variable squally weather – breeze still very fresh and favourable – not so violent as yesterday.

Summary of VIII Hebdomade. Who says we are not lucky fellows? What could we wish for more than the fresh and favouring breezes, which have followed us during the whole week, and shortened out distance from England by 1,100 miles. Our good fortune, as often happens came quite unexpected. 'Tis true we anticipated favourable winds, but we judged that at this season of the year, they would [be] light and moderate. Instead of that for the last three or four days the wind has blown a gale from the NNW, and kicked up such a bobbery in the sea, that I could get no rest and worse still occasioned such a strain in the ship, that her old timbers opened, and admitted the briny sea in sundry places in my little domicile, concurring, as much as the motion itself to murder sleeps. I faicks I must confess, I would much rather be a day or two longer on the passage, than gain our port so soon as we are likely to, as

under such cruel auspices. But remember however I say this, because our voyage has been so short, only 8 weeks out at the end of this week. Had we been returning from a 29 weeks voyage from Buenos Ayres my sentiments would have been very different.

You will judge perhaps that, if we had strong gales, we had fine weather, to counterbalance them. No such thing. The two first days were thick foggy & murky ~ the best of the others very cloudy and the worst, squally with frequent showers.

On Sunday we spoke the Brig *Zephyr* from S.<sup>l</sup> Andrews in the Bay of Fundy, out 28 days and bound to Cork. I have said we had thick foggy weather. We were all at divine service, and were drawing near the conclusion of the service, when the clear sound of a ships bell struck upon our ear, as if close at hand. A pause took place in the service. One hand was ordered forward to sound our bell in answer, and see if he could rout where the vessel has. He tolled the bell, which was repeated again by the stranger - but the man could discern nothing, so impenetrable was the mist beyond a very short distance.

The Commander, under these circumstances hastily concluded the service and left us all free, each to exercise to the utmost his powers of seeing. For some time in vain - altho the vessel could not be far off from the distinctness with which we heard her bell. At last on called out there she is, there she is. I looked in the direction pointed and believed that the man was mistaken. After regarding the place attentively I then thought he was correct. But what he directed our attention to was not at all like a ship. It seemed a spot, of rather indefinite dimensions, rather darker than the surrounding mist. Regarding this very attentively, the dark appearance became more & more precise – still no sign of a ship. And one could hardly credit that this could be a ship even of the largest class. It appeared to us very very high and in circumference to exceed half a dozen ordinary sized vessels. And yet this was a very small brig ~ much less than our own. In a very [short] time her size appeared to diminish and so continually, until when with[in] a few yards of us, she was seen in her natural dimensions. I thought then if such a small craft loomed so large in the fog, how tremendous and terrific must be the sight of a line-of-battle ship, advancing towards you, like a vast spectre towering to the heavens, and embracing a span in circuit which would seem to leave you no space to escape from being reduced to atoms. As one we had been late in seeing, so we soon lost sight of our short acquaintance the *Zephyr*.

#### Commencing the 9<sup>th</sup> Week

Sunday 31<sup>st</sup> August - very fine weather. Fresh and favourable breeze. At 2.30 P.M. made the Island of Scilly. At 10 made the Lizard.

Monday 1<sup>st</sup> Sept.<sup>r</sup> - at 1 a.m. came to anchor in Falmouth Harbour. At 8 a.m. the Steamer *Sir Francis Drake* came alongside of our vessel and received on board Capt.<sup>n</sup> Marshall's luggage for Plymouth. As soon as all was on board she left us carrying with her Capt.<sup>n</sup> Marshall & family consisting of his wife, 2 very young children (Anthony aged 5 years and Gregory two years) and a servant called Anne.

Captain Marshall belonged to the Royal Engineers. He was six [feet] high with a military air. He had served 3 years in the Peninsular and had been twice wounded, once very severely thro' the thigh. I found him a very pleasant sensible fellow, with a strong religious tendency, but which he never unnecessarily intruded to common notice.

His lady M.<sup>rs</sup> Marshall was a very agreeable woman, with no great pretensions to beauty. She was very short sighted and always wore glasses. She also was a strict follower of the Baptist persuasion ~ but she was not sad or severe like some who considered religion calculated to make one sad and downhearted. The only fault which I could perceive her liable to be charged with, was overindulgence to her children. These she never chastised or ever reprov'd and the consequence was that they were the most disagreeable, noisy, yelling brats which it has yet been my fortune to sail with.

~~ Finis ~

Account of Expences  
incurred  
at Halifax from 2<sup>nd</sup> to 14 August 1834

Halifax  
1834

From 2 <sup>nd</sup> to 14 August		
	Pens -	£00 01 00
	Fruit -	00 00 06
	Personal Expences -	00 04 00
	Tea &. <sup>c</sup> -	00 02 00
	Mackerel – 4 dozen -	00 02 06
	Cegars – 600 -	00 10 00
	Plank of wood -	00 02 00
	New York Whisks – 6 – Miss Wilson - <sup>4</sup>	00 03 00
	2 New York brooms -	00 02 06
	6 Salmon -	00 10 06
	Hiccory wood -	00 03 00
	Arrow Root – 8 lbs -	00 08 00
paid -	Quil box for M. <sup>r</sup> Nott -	00 04 00
	2 Canoes for d. <sup>o</sup> -	00 04 00
	Quil cegar case -	00 02 06
	100 Cegars -	00 02 07 ½
	Exhibition of wild beasts -	00 01 00
	3 Gallons Rum from Steward at 3/6 -	00 10 06
	1 Gallon Brandy at 6/- -	00 06 00
	2 Gallons Halifax Rum -	00 06 06
	3 lbs Negro head Tobacco -	00 02 00
	½ lb Gunpowder tea -	00 02 06
	½ lb Souchong -	00 01 06
	3 bottles Cherry Brandy -	00 04 08
	3 bottles shrub -	00 04 00
	3 ¼ lb Bologna Sausage -	<u>00 03 04</u>
		£5 3 1 ½

<sup>4</sup> We don't know who Miss Wilson was, but James appears to have been undertaking a little private trading. All above board 'of course,' as the duty was paid at Falmouth.

Account of Expences  
at Falmouth  
from  
1<sup>st</sup> Sept.<sup>r</sup> to 18 Oct.<sup>r</sup> 1834

1 <sup>st</sup> Sept. <sup>r</sup>	Month at Library -	£0	2	6
	Boy or [ <i>Steward</i> ] -	0	0	6
4	Silk Purse -	0	2	0
	Sealing Wax -	0	0	6
	Share of carrying coals for ship -	0	1	0
	Boy -	0	0	6
	1 dozen metal buttons for vest -	0	0	9
5	Liquorice -	0	0	6
	Medecine -	0	0	7
	Small funnel -	0	0	2
8	duty on N. York brooms -	0	0	5
9	Bought M. <sup>r</sup> Knotts Portmanteau -	0	12	0
	d. <sup>o</sup> d. <sup>o</sup> dressing case -	0	5	0
10	repairing Portmanteau -	0	1	0
12	letter from Mother -	0	1	3½
	Boy -	0	0	6
	Boat since I have been in -	0	3	0
	Tooth powder &. <sup>c</sup> -	0	1	5
15 <sup>th</sup>	Repairing shoes -	0	1	8
	Pencil (silver Mordaunt) -	0	6	6
	Thermometer -	0	3	0
16 <sup>th</sup>	Medecine -	0	1	0
	Boat -	0	0	6
17 <sup>th</sup>	Fruit -	0	0	6
	Slippers -	0	2	0
18	Fruit -	0	0	8
19	Medecine -	0	0	6
	Seeing lighthouse - <sup>5</sup>	0	2	6
23 <sup>rd</sup>	Mechi razor paste &. <sup>c</sup> -	0	1	0
24	Trip to Constantine -	0	2	0
26	Boat -	0	0	6
27	Bill for repairing, dressing case & mak. <sup>s</sup> new chest -	1	3	0
28	Milk at sundry times -	0	1	0
1 Oct. <sup>r</sup>	Tea party -	0	2	0
9	Penryn fair -	0	1	0
10	[ <i>Charing</i> ] -	0	1	0
	Letter from home -	0	1	3½
	Pincushions -	0	0	6
	Fruit -	0	1	0
	Hat -	1	5	0
11	Week at Library -	0	1	0
12	Pair of shoes -	0	8	6
16	Snow's Bill for spirits taken out of Bond -	1	3	0

<sup>5</sup> St. Anthony's lighthouse was then under construction, being brought into commission on April 20<sup>th</sup> 1835.

17	Clothiers Bill -	1	10	0
	Washing -	1	5	7
	Board & lodgings for 7 weeks with other charges -	8	3	3
	Servants -	0	14	6
	Boat hire, portage &. <sup>c</sup> -	0	7	0
	Paper, pens, &. <sup>c</sup> -	0	4	1
	Tooth powder -	0	0	7½
	Soap &. <sup>c</sup> -	0	1	6
18	Apples -	0	1	6
		£19	11	9
1 <sup>st</sup> Sept. <sup>r</sup>	Sent to Mother -	<u>10</u>	<u>00</u>	<u>0</u>
	Total -	<u>29</u>	<u>11</u>	<u>9</u>