

1/3 Halifax & Bermuda : April-July 1829

*James Williamson*  
**Falmouth Packet Surgeon, 1828-1835.**

*Journal*  
*of a*  
*Voyage from Falmouth to Halifax & Bermuda*  
*And Back.*

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*Sailed 8<sup>th</sup> April - Returned 14 July 1829*

Wednesday 8<sup>th</sup> April 1829 - at ½ past 10 o'clock A.M. Lieutenant Sullivan, whom Captain Snell, as he intended to remain one voyage at home, had appointed in his own stead, came on board with the Mail, when we started from Falmouth immediately. The wind blew from the SW, as foul as could possibly be, and during the whole day, the weather was very variable and cold. At 9 P.M. we had got on no further than a few miles from the Lizard Point.

Thursday 9<sup>th</sup> - wind in the same quarter. During most of the night a calm prevailed, so that this morning, we were nearly in the same Situation as yesterday, near the Lizard. Weather cloudy but fair, with occasional gleams of sunshine. At 2 P.M. we stretched out to sea and in the evening, tacked again to land.

Friday 10<sup>th</sup> - fine day - wind unfavourable. Course S 148° W distance 47 miles. Lat 49° 11' N. Long. 5° 31'. Chronom.<sup>r</sup> 5° 20'.

Saturday 11<sup>th</sup> - weather wet & disagreeable with very strong but unfavourable breeze. Course S. 73° W. Distance 31 . Latitude 49° 01' N. Longit. 6° W.

Sunday 12<sup>th</sup> April - weather changeable - wind unfavourable. Course N. 72° W. Distance 61 . Latitude 49° 15' N. Longit. 7° 48' Chronometer 8° 16' W.

Monday 13<sup>th</sup> - fine day - wind rather more favourable. At 5 P.M. spoke with H.M. Cutter *Bramble*<sup>1</sup> bound with the Mail for Lisbon, left Falmouth on the 10<sup>th</sup> April. Course S 6° E. Distance 53 . Latitude 48° 22' N. Longit. 7° 40' W. Chronometer 8° 8' 30".

Tuesday 14<sup>th</sup> - morning & forenoon changeable. At ½ past 12 P.M. a furious gale of wind came on, which obliged us to take in every stitch of sail, and lay to. The wind continued the whole day with abated and then [un]abated violence. Course S. 52° W. Distance 96 . Latitude 47° 23' N. Longit. 9° 22' Chronometer 9° 45' W.

Wednesday 15<sup>th</sup> - weather squally - In the evening a calm. Course S 45° E. Dist.<sup>cc</sup> 33. Lat.<sup>e</sup> 47.1 N. Long 8.50 W. Chronom: 9° 14' W.

Thursday 16<sup>th</sup> - fine weather - wind unfavourable, with sudden squalls. C.<sup>rsc</sup> S 22° W. Dist.<sup>cc</sup> 65 Latitude 46° 1' N. Long. 9° 26' W. Chronom: 9° 58'.

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<sup>1</sup> *Bramble*, 10 gun Cutter, Plymouth station, Lt. W, H, Haswell - *Navy List*, April 1829.

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Friday 17<sup>th</sup> – weather fine nearly a calm the whole day. Course S 12° E. Dist.<sup>ce</sup> 66 miles. Lat.<sup>e</sup> 44° 56' N. Long. 9° 10'. Chronom: 9° 23'.

Saturday 18<sup>th</sup> April – most beautiful weather. In the morning a favourable breeze sprung up, which soon lulled into a calm. At 4 the breeze again freshened and continued so during the night. Course S 44° W. Dist.<sup>ce</sup> 48. Latitude 44° 24' N. Longitude 9° 59' W. Chron: 10° 16' W.

Sunday 19<sup>th</sup> – fine weather favourable and fresh breeze. C.<sup>rse</sup> S 53° W. Dist.<sup>ce</sup> 149 miles. Lat.<sup>e</sup> 42° 58' N. Longit.<sup>e</sup> 12° 44'. Chron: 12° 55' W.

Monday 20<sup>th</sup> – fine weather in the forenoon – afternoon cloudy, with occasional slight showers of rain. Wind again changed against us. C.<sup>rse</sup> S 42° W. Dist.<sup>ce</sup> 136. Latitude 41° 16' N. Long.<sup>tdc</sup> 14° 46'. Chronom: 14° 56' W.

Tuesday 21<sup>st</sup> – weather fair but cloudy, wind strong & unfavourable. Course S 6° N. Dist.<sup>ce</sup> 125. Latitude 39° 20' N. Long. 15° 15' W. Chronom: 15° 18' 4" W.

Wednesday 22<sup>nd</sup> – weather cloudy – breeze very strong but unfavourable. Course S 5° W. Dist.<sup>ce</sup> 114. Latitude 37° 26' N. Longitude 15° 30' W. Chronom: 15° 36' W. Terceira bore N 79° 39' W. distance 400 miles.

Thursday 23<sup>rd</sup> – wind favourable and we are on our proper course, but there is a very heavy swell. Weather changeable. Course S 8° E. distance 99 miles. Latitude 35° 47' N. Longitude 15° 13' W. Chronom: 15° 9' W. Bearings and distance from S.<sup>l</sup> Mary's island, one of the Azores N 79° 43' W. 478 miles.

Friday 24<sup>th</sup> April – beautiful weather – wind again unfavourable, so that we cannot make any Westing. In the evening it became more favourable. C.<sup>rse</sup> S 65° W. Distance 59. Lat.<sup>e</sup> 35° 41' N. Longit 15° 28' W.

Saturday 25<sup>th</sup> – wind again unfavourable – fine weather – breeze more favourable in the evening. Course S 30° W. Dist.<sup>ce</sup> 32. Latitude 35° 14' W. Long.<sup>e</sup> 15° 47' W. Chron. 15° 37'.

Sunday 26<sup>th</sup> – Fine weather, with occasional showers & squalls – Wind sometimes changeable but generally quite favourable. Course S 41° W. Dist. 81. Lat. 35° 59' N. Longit. 16° 36' W.

Monday 27<sup>th</sup> – fine weather with passing showers & squalls. Wind fresh & favourable. Course N 81° W. Dist. 83. Lat: 36° 12' N. Long. 18° 15'. Chron. 18° 6'.

Tuesday 28<sup>th</sup> – weather in the forenoon fine with nearly a calm. In the evening the wind freshened, & frequent squalls & showers accompanied it. Course S 71° W. Distance 111. Latitude 35° 45' N. Long. 20° 28' W. Chronom: 20° 19' W.

Wednesday 29 – beautiful weather – heat excessive – a calm the whole of the day. Course S 71° W. Distance 59. Latitude 35° 26' N. Longitude 21° 29' W.

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Thursday 30<sup>th</sup> April – light airs but favourable – caught a porpoise this morning – fine weather. Course S 62° W. Dist: 57 – Latitude 34° 59' N. Longi 22° 31' W. Chron: 22° 18' W.

Friday 1<sup>st</sup> May - morning cloudy with light winds. In the forenoon a violent shower of rain fell, during which the wind lulled – but it became very strong and favourable, as soon as the rain cleared – fine weather in the afternoon. 3 sails in sight. Course N 89° W. Dist. 84. Lat. 35° 0' N. Longit. 24° 14'. Chrona. 24° 1' W.

Saturday 2<sup>nd</sup> - in the morning breeze much abated but still fresh, weather cloudy. At noon nearly a calm – with fine weather. Today the Men were exercised in firing, which beguiled the time very pleasantly. In the evening light airs springing up, but from an unfavourable quarter. Course S 86° W. Dist.<sup>ce</sup> 154. Latitude 35° 50' N. Long, 27° 22' W. Chron: 27° 12' W. Sable Island bore N 69° 56' W. Distance 1615.

Sunday 3<sup>rd</sup> – weather variable – wind changeable, but against us. Course S 69° W. Dist.<sup>ce</sup> 48. Lat.<sup>e</sup> 34° 34' N. Long. 28° 25' W. Chron: 27° 56' W. Sambro light N 70° W. Distance 1746.

Monday 4<sup>th</sup> – weather variable – wind nearly favourable. Course N 68° W. Dist. 98. Lat. 34° 53' N. Long, 29° 11' W. Chron. 28° 53' W.

Tuesday 5<sup>th</sup> May – fine weather – calm all the day, till about 4 P.M., when a breeze sprung up quite favourable & continued to encrease. Course N 68° W. Dist.<sup>ce</sup> 43. Lat. 35° 9' N. Long: 29° 59' W. Chron: 29° 51' 30" W. Sable Island N 69° W. 1511 miles.

Wednesday 6<sup>th</sup> - the fifth week of our voyage has been auspiciously marked at its commencement by fine weather & a strong favourable breeze. Hitherto we have got no further than Corvo, the westernmost of the Azores – but if the breeze lasts we shall soon make up for our tardiness. Course N 69° 30' W. Distance 104. Lat.<sup>e</sup> 35° 45' N. Long. 32° 2' W. Chron 31° 39' 30" W.

Thursday 7<sup>th</sup> – weather cloudy – wind strong & favourable. Evening very rainy. At 10 o'Clock P.M. owing to the darkness & drizzling rain, an American bark from New York approached so near without being perceived, that she had almost run us down. Fortunately M.<sup>r</sup> Geach saw her – hailed her & just in time she passed close to us. Course N 76° W. Dist. 166. Lat. 36° 26' N. Long. 35° 21' W. Chron: 34° 46' 30".

Friday 8<sup>th</sup> – weather cloudy – wind changeable but generally favourable. C. N 69° W. Dist. 112. Lat: 37° 6' N. Long. 37° 32' W.

Saturday 9<sup>th</sup> May – weather cloudy but fair – wind favourable, but sometimes variable in Strength. Course N 82° W. Dist.<sup>ce</sup> 151. Latitude 37° 27' N. Long: 40° 37' W. Chronom: 40° 25' W.

Sunday 10<sup>th</sup> – beautiful weather – favourable wind. Course N 76° W. Distance 123. Lat.<sup>e</sup> 37° 55' N. Longit: 43° 8' W. Chron: 42° 56' W.

Monday 11<sup>th</sup> – Weather fine but cloudy – breeze favourable. Course N 76° W. Dist.<sup>ce</sup> 113. Latitude 38° 23' N. Longit: 43° 8' W. Chronom: 45° 15' W.

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Tuesday 12<sup>th</sup> – cloudy weather with occasional slight showers – Wind favourable but variable in strength. Course N 65° W. Distance 140. Latitude 39° 23' N. Long: 48° 8' W. Chronon: 47° 46'. Evening wet and foggy.

Wednesday 13<sup>th</sup> – in the morning very little wind which has also shifted its direction. Very dense fog, accompanied by a heavy drizzling rain, which soon drenches to the skin. During whole of the afternoon and night nearly a calm. Towards evening the fog cleared up. Course N 69° W. Dist.<sup>ce</sup> 75 miles. Latitude 39° 45' N. Longit: 49° 27' W. Chronom: 49° 10' W.

Thursday 14<sup>th</sup> – in the morning light and favourable breezes – during the rest of the day and night a calm or nearly so. Fine weather. Course South. Dist.<sup>ce</sup> 54. Latit.<sup>e</sup> 38° 51' N. Long 49° 22' W. Chron: 49° 10' W.

Friday 15<sup>th</sup> – weather changeable – In the morning a breeze sprung up favourable to us, but which became a little contrary to us in the afternoon. Course S 85° W. Dist. 23 miles. Latitude 39° 51' N. Longitude 49° 51' W. Chronom: 49° 39' 15" W.

Saturday 16<sup>th</sup> May – in the morning a fine strong and favourable breeze prevailed, which continued all day but fell off at night. Weather cloudy in the first part of the day but very fine in the latter part. Course N 44° W. Distance 87. Latitude 39° 51' N. Long. 51° 10'. Chronom: 50° 47' W.

Sunday 17<sup>th</sup> – delightful weather. In the morning very light breeze, which in the course of the day increased so much as to carry on at the rate of 9 knots. Course N 62° W. Distance 137. Latitude 40° 55' N. Long. 53° 51' W. Chronom: 53° 43' W.

Monday 18<sup>th</sup> – at 2 o'Clock this morning a sudden & violent squall came on – the wind immediately became contrary, with a heavy swell of the sea - & it also rained "cats and dogs" – At day break weather cloudy and wind continued contrary thro much less strong, till at night it lulled to a calm – Course N 53° W. Dist.<sup>ce</sup> 118 miles. Latitude 41° 57'. Longit. 56° 7' W. Chronom: 55° 59' W.

Tuesday 19<sup>th</sup> – fine Weather – Light breezes in the morning, which became strong during the day, and were nearly favourable. Course S 5° W. Dist.<sup>ce</sup> 10. Latitude 41° 42' N. Longit. 56° 8' W. Chron: 55° 58' W.

Wednesday 20<sup>th</sup> - strong breeze but unfavourable. Weather cold and attended with frequent heavy showers of rain, during which the wind died away. At night very little wind. Course N 36° W. Dist. 129 Lat. 43° 0' N. Long.<sup>e</sup> 58° 3' W. Chron: 58° 25' 30" W.

Thursday 21<sup>st</sup> - weather cloudy & disagreeable. The wind changed from the South to the North, which occasioned a degree of cold such as I have not experienced the preceding winter. Breeze partly fresh but great swell of the sea. At 6 P.M. the wind fell off and a stark calm prevailed till 4 oClock A.M. Course N 70° W. Dist.<sup>ce</sup> 41. Lat. 42° 56' N. longitude 59° 36' N. Chron: 59° 23' W.

Friday 22<sup>nd</sup> - weather wet and foggy with alternate calms & light breezes. We are abreast of Sable Island about 130 miles from Halifax. At Midnight we were on Sable Bank in 47 fathoms water Course N.78° W. Dist.<sup>ce</sup> 43. Latitude 43° 5' N. Long 60° 30' W. Chron. 60° 20' W.

Saturday 23<sup>rd</sup> - weather cloudy in the morning but soon cleared up. In the forenoon fresh breezes & rather favourable but will oblige us to make Shelburne light instead of Sambro. Saw a schooner anchored on Sable Bank and employed in fishing. In the afternoon the wind changed direction in our favour Extreme cold to day. At Midnight I came upon deck Saw the Sambro light house, and we came abreast of it about 2 o'clock A.M. its placed on a small island, surrounded by breakers, against which the *Duke of York*, in her last Halifax voyage, nearly struck, owing to the distance from it having been mistaken, in consequence of foggy weather. Very few Packets enter Halifax by night as besides Sambro (15 miles distant) there are other small but dangerous rocks, which when the atmosphere is hazy, are often fatal to mariners. The moon rose at 12 to night, but was soon totally obscured by cloud, which discharged partial showers of rain.

#### Arrive at Halifax

Sunday 24<sup>th</sup> May - altho' the wind nearly died when close to Halifax, it again sprung up & we succeeded in reaching our destination at ½ past 5 A.M. As we shall return to Halifax from Bermuda and (as I hope) make a stay of a few days there, I shall defer any particulars respecting that place till then in order to preserve more order and connection in my Journal. I may mention, however, that upon our arrival, we learnt that several vessels, sailing both by the Northern & Southern passages, that had short passages – one in particular had left Falmouth several days after us & had performed her voyage in 28 days.<sup>2</sup> From all this, it was thought at Halifax, that we had been lost, as had been the fate of two Packets this year (*Ariel* & *Myrtle*).<sup>3</sup> With respect to the latter, we were told, that when about 90 miles from Halifax, with a fair & moderate breeze, such was the dense haziness of the weather, that she went right between two portions of rock, got jammed and went to pieces. Fortunately this disaster was attended with no loss of lives – all succeeded in getting on shore where they erected a sort of tent, collected what provisions they could, and finally managed to reach Halifax.

With respect to the *Ariel*, about which no intelligence could be gained hitherto, it seems that there is a vessel here which went under the stern of the *Ariel*, while she was lying to in a gale of wind & spoke her. This was 12 days after she had left England, and not one hundred miles off.

The weather today is excessively hot and oppressive, while only yesterday we were shivering with cold.

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<sup>2</sup> Certainly not one of the packets as the next reported sailing was by HMP *Badger*, which sailed 9<sup>th</sup> May, when a 28 day passage would have made her arrival at Halifax on 7<sup>th</sup> June. Possibly the 229 tons Sunderland brig *Ovington*, Walker, which sailed on April 21<sup>st</sup> for Halifax – but no report of her arrival has been found in *Lloyd's List*.

<sup>3</sup> *Ariel* sailed from Falmouth on November 10<sup>th</sup> 1828 – supposed wrecked on Sable Island. *Myrtle* returning to Falmouth from St. Domingo, was wrecked on coast of Nova Scotia, April 3<sup>rd</sup> 1829.

*[Miss Powell our Passenger landed]*

We [landed here the only two passengers whom we carried out with us] viz. a [lady and gentleman. The lady was call'd Miss Powell] and [had come out to Halifax as Governess to Sir Peregrine Marsland the Governor's children. She seemed to be a very pleasant and agreeable lady "of a certain age," from] whose [manners a residence of four years in Normandy has served] to rub off [that reserve and irracability] which is so often cast up to us as the characteristic of our nation. [She was also an excellent sailor – as after the three first days she suffered little] or nothing from sea sickness. [If I were asked] what was the extent of [her accomplishments] I could give a correct [answer- for as many points of History, & useful information, she showed either real or affected ignorance] - but as to the more elegant [accomplishments of languages, Music and drawing in these she showed herself an excellent proficient.] Upon the whole I believe [she] was as the world and education now go fully qualified to give the most complete satisfaction [to her fashionable employer.]

*[Senhor Young our Passenger – Leave Halifax]*

I shall now say a few words regarding [our gentleman passenger Senhor Young.] I found that [he had] been 6 years at [Liverpool] and that during the two last [he] was [in the] same [office as Andrew Maclean, who] of course, will ~~probably~~ know [much about him. He appeared] to be a very [informed] young [man] & [one who had mixed] a good deal [in good society. His manners however were so me\_mes unequal – and he betrayed occasional traits of impatience & rudeness which] may be attributed to the circumstance that, during the whole voyage [he] was [seldom free from indisposition a single day – and on] this ground alone [could an excuse] be found. But I may say generally that [He contributed his share to the common] amusement & information.

At 2 oClock we received the Mail on board, and started immediately for Bermuda, with a fine fresh breeze, nearly favourable, leaving in harbour H.M.S.<sup>s</sup> the **Hussar - Tyne - Rose**,<sup>4</sup> the same we met on our return from Rio in Nov.<sup>r</sup> & the **Manly**<sup>5</sup> - Rear Admiral Sir Charles Oyle. Evening very cold

Monday 25<sup>th</sup> May – fine weather but cold - wind strong and nearly favourable. Course S 28° E. Distance 83. Latitude 43° 16' N. Longitude 62° 39' W. Chronom.<sup>r</sup> 62° 50' W.

Tuesday 26<sup>th</sup> – morning cold and foggy. In the afternoon the weather was beautiful, warm & clear. Wind pretty fresh all day & nearly favourable. Course S 9° 30' E. Distance 83. Latitude 41° 6' N. Longitude 62° 11' W. Chronom.<sup>r</sup> 62° 29' W.

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<sup>4</sup> **Hussar**, 46 gun 5<sup>th</sup> Rate Ship, Capt. Edward Boxer; **Tyne**, 28 gun 6<sup>th</sup> Rate Ship, Capt. Sir Richard Grant, Kt.; **Rose**, 18 gun Sloop, Com. Eaton Travers. *Navy List*, April 1829.

<sup>5</sup> **Manly**, 12 gun Brig, Lt. Com. Henry W. Bishop. Rear Admiral Sir Charles Oyle, *Bart.* Flag Officer Halifax. *Navy List*, April 1829.

Wednesday 27<sup>th</sup> – beautiful and very warm weather. Moderate breeze all day but unfavourable. Course S 16° E. Dist.<sup>cc</sup> 92. Lat.<sup>e</sup> 39° 35' N. Long. 61° 38' W. Chron. 61° 56' 45" W.

Thursday 28<sup>th</sup> – weather very variable – much rain. In the forenoon fresh breeze but unfavourable. In the afternoon the wind became favourable and continued fresh all night. Spoke an American Bark, called the *Charles Drew*, from Havannah, bound to some port in America. Course S 39° E. Distance 99 miles. Lat.<sup>e</sup> 38° 23' N. Long: 60° 19' W. Chron: 60° 9' 30" W.

### Gulph Weed and Spars of Wood

Friday 29<sup>th</sup> - beautiful weather – fresh and favourable wind all day, till evening when it lulled to a calm. I forgot to mention a circumstance which has been of very frequent occurrence. Ever since we left the Azores, scarcely a day passed without our seeing large quantities of Gulph Weed, & large logs and spars of wood. Till we reached Halifax, what we saw resembled our common sea weed – but between Halifax & Bermuda it was of a different appearance & was far more beautiful. It consisted either of detached pieces or conglomerate masses, innumerable stems of which was incrustated with an elegant network of a whitish colour, which we supposed to be formed of coral. It was of course a great amusement to us to angle for these weeds, and to examine what they might chance to contain. Nor was our trouble unproductive of reward & instruction. We dislodged from their floating houses hundreds of small crabs – shrimps – several peculiar and curious fish, of a small size - & could easily imagine that this weed, when the sea presents as it were one great field, will give shelter & food to innumerable fish, and various birds – the latter of whom are said often to seize the advantage of such an occurrence and take a passage from one place to another, in this frail vehicle.

Another, but rarer incident, than our meeting with this Gulph Weed, was the passage of large & small spars of wood. Several of these we laid hold of – and when examined, we found them, more or less covered with barnacles, according to the greater or longer time they had been in the water (& some of them had probably been for years there). By the direction of Providence, these barnacles procured food for themselves on the wood, while they in their turn became food for shoals of small fished, which swam and moved only as the wood went along. Hence to get hold of a large piece, was a good prize to us, as we could thus have several dishes of fresh fish, which tasted very well. Course S 42° W. Distance 132 miles. Lat.<sup>e</sup> 36° 47' N. Long. 62° 1' W. Chron: 62° 10' 30" W.

Saturday 30<sup>th</sup> May – beautiful weather – wind strong but foul. Course S 6° W. Dist.<sup>cc</sup> 64. Lat.<sup>e</sup> 35° 39' N. Long. 62° 8' W. Chron. 62° 22' 15" W.

Sunday 31<sup>st</sup> – weather in the morning dull and cloudy with occasional slight showers, but during the remainder of the day fine. Wind strong & still contrary to us, so that, altho' we shall be able to make our latitude, we shall encrease our Longitude. Course S 24° E. Dist.<sup>cc</sup> 108. Lat. 34° 0' N. Longitude 61° 14'. Chron. 61° 28' 15" W.

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Monday 1<sup>st</sup> June – weather changeable but generally fine. Wind strong & fresh but still blowing us dead on end as yesterday. Course S 26° E. Distance 106. Lat. 32° 25' N. Long. 60° 20' W. Chron: 60° 45' 15" W.

Tuesday 2<sup>nd</sup> – in the morning weather cloudy & squally, with frequent & violent rains - & wind blowing half a gale but foul. In the evening the weather improved & the wind lulled nearly to a calm. Course S 26° E. Distance 92. Lat.° 31° 3' N. Long. 59° 33' W. Chron. 59° 52'.

### Arrive at Bermuda

Wednesday 3<sup>rd</sup> June – beautiful weather but very warm. In the morning moderate & more favourable breezes, which however died away at 12 o'clock, & we had nearly a calm all day & night. Course S 54° W. Distance 50. Lat.° 30° 34' N. Long. 60° 20' W. Long [but 'Chron'] 60° 41' 30" W.

Thursday 4<sup>th</sup> – delightful weather. Breeze sprung up a 8 this morning quite in our favour & continued all day. Evening rather squally with partial rain. Course N 63° W. Dist.<sup>ce</sup> 31. Lat.° 30° 49' W. Long. 61° 15' W. Chron: 61° 38' 30" W. Bermuda Island 192 miles.

Friday 5<sup>th</sup> - weather [fine] and pleasant but cloudy. Fresh and favourable breeze all day. At 7 P.M. saw the island of Bermuda, but faintly, and as it was very dangerous to risk an entrance by night, M.<sup>r</sup> Geach shortened sail, and went upon another tack.

Saturday 6<sup>th</sup> - came upon deck at 5 this morning at which time no land could be discovered. About ½ past 6 A.M. land was seen, but could not be very accurately defined. The wind being still in our favour, we gradually neared the Islands, received on board a Black Pilot, and then advanced with confidence. At a short distance, the range of islands visible looked like so many naked rocks, but a closer approach shewed them to be very generally covered with trees which, however, were dwarfish and but sparsely planted, so much so as to appear rather bare. By a very narrow passage we entered the Harbour of S.<sup>t</sup> George's and cast anchor off a small island named *Packet Island* at ½ past 9 A.M. when the Capt.<sup>n</sup> went immediately ashore with the Mail. Of the town of S.<sup>t</sup> George's and various other particulars I shall [say] nothing here - but reserve them for another opportunity when I shall endeavour to throw any remarks which may occur to me into one general description.

### Scenery in Bermuda

In the afternoon of this day I went ashore with our Master and Captain on a bit of a cruise. We soon left the town far behind us and by tolerably good roads, whose sides were rather formed by the sea shore or by rocky eminences covered with stunted trees and various plants & shrubs, & from which we had several pleasant views. At last we ascended the highest of the numerous little hills, which were everywhere to be seen, a-had from the summit of it a very delightful prospect. On the one side of us lay the unruffled calm of the North Atlantic ocean, stretching out into immeasurable distance, while on the other the whole *Bermudas*, which do, I believe, extend beyond 17 or 20



miles. Here the prospect was beautifully diversified. I dare say we beheld 20 different small islands, with and without names, which divide, what may, but for them be called one immense still water lake into several small bays. Groups of cedar trees crowned their tops, and lined their sides - and on some of them houses of the purest white helped to add still more to the interest of the scene by their contrast to the green inverditure of nature. When attentively surveying these objects I was strongly reminded of several of my native lakes and islands, and particularly of Lach Lomond, with this material difference, that there is a-wanting here those majestic closely planted trees with which the latter abounds - and I am sure that you will never accuse me of preferring the abortive productions of this barren tho' beautiful spot, to the full maturity and luxuriance of nature's leafy children to be found in the hardly more fertile hills of my own native Isle. It was only as I felt, to the inmost core of my heart, the strong resemblance which fond recollecting & reminiscence of former times tended to heighten that I enjoyed the prospect - so much and also because as yet I have no where abroad seen such peculiar and beautiful scenery. After a long & satisfactory walk we returned on board for the night.

Cannot at first find out the direction of D.<sup>r</sup> Thomas

Sunday 7<sup>th</sup> June - you will remember my dear Mother, that in your last letter to me, you mentioned that D.<sup>r</sup> Thomas of Linlithgow was attached to one of the convict ships in Bermuda, and it would [be] an easy matter to find him out. So thought I too when I was told of the small extent of the Islands, which I imagined would naturally presuppose that every body was generally known there - but in this I reckoned greatly beyond my hosts. For, after making inquiry at several persons who from their situation might well be supposed to have a general knowledge of those living here, I could gain no information of their being any such person. Of course I gave up all further hope of being able to call upon the gentleman till happening to be in the Post Office with the Captain, I saw a Bermuda Calendar in which I found the name of D.<sup>r</sup> Thomas as the Surgeon of the *Dromedary* Hulk <sup>6</sup> & now stationed at the island of Ireland. Still, with this knowledge and information I was as little likely as ever to accomplish my first object of seeing him, since Ireland lay 12 or 13 miles off, which distance had to be gone over by water, and there were no regular passage boats on Sunday. Fortunately for me, the Captain, having attempted to go there yesterday in our Gig, but being obliged to put back in consequence of the freshness of the wind & the swell of the sea, determined to go today and pay his respects, as in duty bound and according to his written instructions, to the Governor - Sir H. Turner, and the Naval Commissioner M.<sup>r</sup> Briggs. He might have gone in the Government passage boat & thus saved the boat's crew much fagging, and indeed this is the common mode of proceeding - but he was not aware of this and the stupid Postmaster either was ignorant or neglectful to inform him.

Appearances on the way to Isl.<sup>d</sup> of Ireland - Dangerous Rocks - Hulks at Ireland

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<sup>6</sup> *Dromedary*, 2 gun Convict Ship, Bermuda, Master Richard Skinner. *Navy List*, April 1829. Ex-*Kaikusroo*, East Indiaman, 1799-1805; *Howe*, Frigate, 1805-1808; re-named *Dromedary*.

As it was, the Captain having kindly granted M.<sup>r</sup> Geach and myself a passage, we started in the 2<sup>nd</sup> Gig at ½ past 5 in the morning, whilst the breeze was moderate, and the weather delightful. In our passage we passed along several of the islands, which presented a considerable diversity of prospect. Some parts of them were bare & naked, with hardly any traces of vegetation, while others were ornamented with numerous trees. Generally speaking the sea coast was of the former character and the more inland parts of the latter. For the last 9 miles we were outside of all the islands, and had the open sea on our Starboard side. We passed close to or over those dreadful coral rocks, which are at once the best bulwark of these islands, and the cause of its dangerous navigation, so that, without a pilot no vessel could escape being dashed in pieces. These rocks are distinctly visible, such is the clearness of the water, and extend an immense way out into the Sea. Not later ago than last winter, 3 men of war were lost, as they were coming to Bermuda.

About 8 oClock A.M. we reached Ireland, the island where most of the ships of war on this station winter – where the principal dock yard is, and where the large Hulks full of convicts are stationed. Here there is no pretensions to a town – as the whole consists of a few buildings for those engaged in the Public Employment. When we were there, there was only one Brig of war called the *Columbine*,<sup>7</sup> Captain Townsend, and 5 or 6 Hulks,<sup>8</sup> the convicts in which were compelled to labour in the Dock Yard, or wherever Government works were carried on. These Hulks were the first I have yet seen and I viewed them with curiosity. They consist of old line of battle ships, dismasted, and which are found unfit for any other purpose. They are roofed in like houses, and the port holes or windows are furnished with iron bars like a prison. I regretted much that it was out of my power to have a full inspection of the interior of them, owing to circumstances which I shall mention.

Disappointed at not being able to spend a day in Irel.<sup>d</sup> – see D.<sup>r</sup> Thomas

When we reached the shore, the Captain walked on to Commissioner Briggs, while M.<sup>r</sup> Geach and myself strolled about. It had been our intention to have spent the day in Ireland, and, if possible, to have returned in the Evening by a passage boat, which we had been led to believe started regularly every night from Ireland to S.<sup>t</sup> George's Island. Upon inquiry, however, we were told that we would have no opportunity that evening, but might probably have one in the Morning. This was quite beyond our plan – as the Mail would be ready for us at ten oClock of that day. We had, therefore, no other alternative than to return with the Captain, in the Gig, and give up our projected plan.

In about half an hour our Commander returned from the Commissioner's, and went on board the *Columbine* to Breakfast, while I took the advantage of this to go to the *Dromedary* Hulk, and see D.<sup>r</sup> Thomas. There I found him & his lady (both very pleasant people) in a handsome furnished Cabin – breakfasted with them, and at ½ past 9 left them desiring me to say when I wrote home, that they were in good health.

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<sup>7</sup> *Columbine*, 18 gun Sloop, Halifax station, Com. John Townshend. *Navy List*, April 1829.

<sup>8</sup> Many hundreds (if not thousands) of convicts at Bermuda, were 'employed' in building Naval Dock Yard facilities. When not at work they were confined in hulks - redundant warships – the *Antelope*, *Dromedary*, *Coromandel*, *Royal Oak*, & *Weymouth*, being on station in 1828. *Navy List*, April 1829; & *The English Prison Hulks*, W. Branch-Johnson, London, 1959.

Visit Bermuda or Somer's Island

On our return to the *Columbine*, we received the Captain on board, and pulled away for Bermuda, or Somer's Island, next to Ireland, where the Governor is resident, and to whom Lieut.<sup>t</sup> Sullivan proposed to pay his *devoirs*. As we passed along the island, we discovered its sides to be full of excavations of a greater or less depth, formed by the continued wash.<sup>g</sup> and Arituration of the Sea, which communicated to it rather a peculiar appearance.

Not far from the Western extremity rose Sir. H. Turner's Residence situated about one mile from Hamilton, which is by far the most populous and largest town in the island. Here we landed and remained till the Captain had spoken with the Governor, when we again started on our return. - but as the men were tired with pulling us so far, it was agreed, *nem: cont:* that the Captain, Master and myself should walk on a little, in order to lighten the boat, and save the Crew much fatigue.

Well we soon prosecuted our walking match under a broiling Sun, which did not fail to brown our hands and dry up the skin of our faces. The Captain, in particular suffered so much, that in a day or two his whole facial skin peeled off, and he got a new one in its stead. At the time of our peregrinations, however, we were not so alive to these slight inconveniences as afterwards, and on we went chatting very comfortably, and wishing to spy out the nakedness or richness of the land. By far the greatest proportion of country which we saw only shewed us its nakedness, and the more cultivated and sheltered spots, were like oases in the desert, rather few and far between. This remark is indeed accurate only in so far as regards that part traversed by us, which extended nearly to one third, but we saw more favoured spots at a considerable distance from us. In the course of our walks objects animate as well as inanimate enjoyed our attention.

Decent Appearance of Blacks – ignorant of miles

How pleasing a subject of contemplation was it, to see numerous blacks, dressed in the Sunday '*braws*,' so clean and so neat – and exhibiting as much vanity and love of finery in their external adornment as the vainest of their European Brethren. In addition to their being completely and handsomely rigged out, and most of them sported gold earrings, fingers rings, and elegant brooches, of the same precious material, and made after the old fashion, viz. of a most preposterous size. These Blacks appeared very quiet and devout, and always paid the usual tokens of respect, as all well bred people ought to do.

One peculiarity we remarked respecting them was, that when we had occasion to enquire what our distance from a certain point was, in miles, they either declared their ignorance at once, or, not wishing to seem ignorant of any thing, they have told us what was immeasurably wide of the truth. This you will no doubt think very strange, as I did at first, but the circumstance admits of a very easy and natural explanation. As far as I could ever observe, there are no miles-stones to point out the Distances from one place to another and consequently, the idea or notion of a mile, of which perhaps they often hear, is not very distinctly or rather not at all defined in their minds – and hence the wide deviation of their guesses from the truth. If you wish to obtain information as to how far you may be from such a place or point, you will obtain

information an intelligible answer and a correct notion of it at once, by enquiring how long time will be occupied in going over the ground. In this way it was that when putting a question about miles, and receiving for answer that we had only half a mile to go, we were more correctly told by another that our destination was half an hour's walk.

Left in the lurch by Boats crew & obliged to walk farther than we intended

We had full time and opportunity to find out the true mode of ascertaining our distance from a given point. After walking for 3 miles, we waited for the coming up of the boat, when to our utter astonishment we beheld them making sail and seemingly forgetful of our being on shore. We shouted aloud – waved our hats, and displayed our handkerchiefs in order to draw their attention to us. But vain were all our efforts and we were reluctantly compelled to trudge on for 5 or 6 miles more with very unpleasant feelings, until we reached the Point of land, where our Boat lay. Of course and naturally the Captain felt angry – but they all declared that they had not observed us – and the matter ended with our entering the boat and being conveyed to S.<sup>t</sup> George's where we arrived at 4 o'clock P.M. At 6 o'clock we went on board for the night.

Receive Mail on board, but cannot sail in consequence of the wind

Monday 8<sup>th</sup> June - at 10 o'clock A.M. the Captain went on shore for the Mail, accompanied by M.<sup>r</sup> Geach and myself. We were in expectation that an order for our further detention would have been sent by the Governor, as, from a conversation with him, M.<sup>r</sup> Sullivan had been let to believe would be the case. But all were mistaken, and nothing prevented our departure after the closing of the Mail, but the state of the wind which blew right into the harbour - and the entrance being narrow, and moreover, full of dangerous rocks, it was considered to be an act of madness to endeavour [to] attempt to warp out. That we would likely in the attempt strike against a rock, and be considerably damaged was no idle or conjectural fear - for this misfortune had actually happened to several vessels - and in particular the *Redpole*<sup>9</sup> Packet, whose disastrous fate cannot now be doubted, undertook the hazardous plan, and in consequence received so much injury, as to be obliged to go into the Dock yard for the 3 weeks to repair.

Meet an old acquaintance D.<sup>r</sup> Clarke at S.<sup>t</sup> George's Bermuda

Whilst the Captain was engaged in listening to the opinions of all the experienced persons respecting the practicality of warping out, I went to call upon a D.<sup>r</sup> John Clarke, who had attended the New Town Dispensary along with me two years ago. I was not, when I first came, aware of his being here, and can hardly account for it, why I should have imagined that the name of John Clarke M.D. which I observed in the

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<sup>9</sup> *Redpole*, 6 gun Brig, Mast.Com. John Bullock. *Navy List*, Sept. 1828. Was one of the Admiralty packets dubbed 'coffin brigs.' She was lost with all hands and without trace, homeward bound from Rio, having sailed on August 10<sup>th</sup> 1828. There was an unsubstantiated claim that she had been sunk by an insurgent privateer working out of Buenos Ayres.

Bermuda Calendar, belonged to him - but so it was, that the moment my eye caught the name I had a presentiment that this was the same gentleman, whom I had known, and upon farther enquiry I was confirmed in my supposition. Accordingly, under the guidance of Black Boy, I went to his lodgings (for by privilege, he was excused from living in barracks) and at the first glance recognised him. He professed himself very happy to see me – we chatted together about old stories, and I left him, with a promise to make use of him as our Cicerone in visiting a celebrated Cave, provided we did not sail today. I found him established here as Hospital Assist.<sup>t</sup> Surgeon, and apparently well contented with his situation, altho' I believe, that, but for his books, he would be dull enough, as here there is little or no society & no sociality.

#### Attacked with *Cholera Morbus*

During the whole of the day, the weather had been exceedingly hot, the heat and the walking about all day had rendered me very thirsty, and in order to allay the uneasy feeling produced I drank wine and water – rum and water – spruce Beer &.<sup>c</sup> and took little or no solid food. Towards evening I began to feel very sick, that I vomited several times with temporary relief. Still I thought that this nausea and vomiting arose merely from the Stomach being affected, and would cease as soon as the contents of it were completely discharged. I soon, however, began to be convinced, that there was something more serious when the vomiting again and again returned at shorter and shorter intervals – and by 10 oClock P.M. I had all the symptoms of a violent attack of *Cholera Morbus*. Throughout the whole night the bilious evacuations were – incessant, and none, I am sure, ever longed more for the morning light than I did. By 8 oClock, A.M. I felt excessively weak, and hardly expected to have struggled thro' the disease, but (thanks be to God) I succeeded, almost contrary to expectation, in stopping the vomiting and purging, and thereby, I believe, saved my life.

Tuesday 9<sup>th</sup> June - confined myself all day, and felt wonderfully recovered by night. The wind was still from the same quarter, and totally precluded all chance of our moving. Weather fine but very warm.

#### Attack of Diarrhea – Amusement of Shooting

Wednesday 10<sup>th</sup> June - this day being fine and a proposal being made to go to the woods and shoot, I very imprudently considering my recent illness, went, thinking with myself that as the distance was only a few yards, no harm could ensue. While under the excitement of shooting, I was not sensible of any bad consequences, and rather thought that I would be all the better for the exercise. At night I was seized with a most ferocious attack of Diarrhea, which reduced me very considerably, and lasted in all its violence till Saturday 13<sup>th</sup>, at which time we were still in Harbour, owing to the state of the wind.

Had it not been for this double attack of illness, I would not have regretted our protracted stay at Bermuda, as we had an inexhaustible source of amusement in visiting the shore on both sides, to which we were quite close, and where we always met with something to attract our attention. We had also abundant sport in shooting – but all we could aim at were birds – for, I am told, there is little or [no] game to be

found in the islands. We shot birds all of a beautifully blue colour, or of a bright red, such as I had never before seen, with many other of a less gay plumage.

### Haunted House

If proprietors were as strict here as in England we would not have had an opportunity of enjoying ourselves in this way – but thro' the kindness of a M.<sup>r</sup> Haig, possessor of the island opposite to us, we had free and unlimited liberty of shooting. This gentleman showed us many other attentions, and we were frequent visitors at his house, which was of a handsome structure, and on which by the bye, hangs a tale.

Many years ago, when M.<sup>r</sup> Geach was at Bermuda, the house was reported to be haunted, and after dark, none, but persons of little faith, would venture near it. Some daring spirits in the Packet, who feared nor man nor Devil, resolved to encounter the utmost vengeance of the ghost, and to see what might be in the house. One night away they went – easily procured admittance, as all the windows were broken – rummaged the different rooms - & carried off without obstruction a very large quantity of books, which, as no one claimed them, they very profitably disposed of, without being troubled with unnecessary scruples. I was in hopes that the house was still haunted, and that the Ghost would be inclined to make us a similar present. But, as you now know, M.<sup>r</sup> Haig, a gentleman, of real flesh and blood, lived there, and thus our hopes were blown.

### Account of the Bermudas

Now, *mia cara Madre*, I shall proceed to give you some account of the Bermudas which I have hitherto purposely deferred doing till I should be able to throw all the observations I made during our eight days stay, into one connected whole.

These Cluster of Islands which we have been visiting is known by the general name of the Bermudas. They are in number about 20 or 30 comprehending all those small islands which are covered with vegetation, altho' uninhabited. The names of the principal and largest islands are S.<sup>t</sup> George's (off which we lay) - Ireland – Somerset – S.<sup>t</sup> David's - and above all Bermuda or Somers Island, where the Governor resides. The whole circumference of these Islands is rendered unsafe to mariners by numerous and extensive coral rocks, which at the same time prove an ample & efficient barrier against any external enemy without putting our Government to the labour and expense of erecting artificial fortifications – for where nature has done so much the precautions of art are supererogatory. As you will afterwards see, the possession of the Bermudas is not a gain, but an actual & heavy loss to our revenues – and nothing but the circumstance that they are, as it were, the keys to our West Indian Colonies, would be sufficient to justify our retention of them. In this light alone they acquire a factitious value, which will continue to be solid so long as we are Masters of the West Indies.

### Roofs of Houses at S.<sup>t</sup> George's Whitewashed – reasons why

The Capital or Metropolis of the whole is Hamilton, situated on Somers Island, where the House of Assembly sit – and next to it in point of size and importance is S.<sup>t</sup>

George's Town, with which, from several visits, I am better acquainted. S.<sup>t</sup> George's Town is built on an island of the same name, and lies close to the waters edge. One first peculiarity, which struck me as different from any thing, which I have yet seen, was that the sloping roofs of the houses were as carefully white washed as the walls themselves, so that with one glaring red exception, the eye met with nothing everywhere around but white – white – everlasting white. But it is wrong to condemn a practice, before we know the reason of its adoption, and a little delay before deciding our judgement and passing a sweeping censure, would serve to convince us that all is for the best. In this very case, two excellent purposes are accomplished by this universal white washing. 1<sup>st</sup> it is known that a white colour will absorb less heat than any other and will, consequently, contribute very remarkably to coolness, and what is synonymous with that in a hot climate, to comfort. 2<sup>ndly</sup> as the only water used here is the rain water, diligently collected, and carefully preserved the component parts of the white-wash are conducive to the better purification of the water. Altho', however, a white colour contributes much to the coolness and comforts of the Inhabitants within, it must be confessed that it is equally productive of inconvenience and discomfort to the passers by, since nothing is more unpleasant & injurious to the eyes, than when they have to encounter on all sides, the furried rays of broiling Sun, reflected intensely from a white surface – owing to this circumstance I should imagine, that strangers coming here in the Summer would be peculiarly liable to attacks of *Ophthalmia* & that of the worst kind.

#### Town of S.<sup>t</sup> George's – Storehouses &.<sup>c</sup>

Such being the appearance of S.<sup>t</sup> George's at a distance, which has led me to digress, allow me to bring you to a closer view.

The Town of S.<sup>t</sup> George's is a very confined place, and in respect of size does not much exceed many of our large villages, which appellation might more appropriately be applied to it, were it not that the buildings are of a character superior to that, and besides it would offend the pride of the Bermudans to call it by so humble a name. The only large building, which I observed, was a very respectable Church, with an excellent four-face Clock. The common houses are either of wood made to imitate slates &.<sup>c</sup> or of stone, and in the interior are not destitute of comfort. There are no open shops, as with us, but you have every chance of finding what you may require in any part of the Town, as they are all Storehouses, and every Storekeeper is a Jamaican or a Geordie a' things. Here, under the same roof, you will find wine – cards – iron tools – crockery wares – silks & Satins – medicines, and every other article of finery or utility, which are to be procured among us, only at the shops of those who deal exclusively in a certain line. This as the Irishman would say, is "*mighty convanient*," but then you can seldom purchase any thing under less than double or treble the sum at which you could procure it at home – and the reason of this is that every thing here is imported, and as the islands lie considerably out of the general track of ships, the trade carried on is proportionally trifling. Thus tending to enhance greatly the price of whatever is imported.

#### Bad Markets

It is also a matter of considerable difficulty to procure provisions, even at an exorbitant rate. There is here no market place, and almost the only article obtainable is fish. Beef or Mutton, or any other meat we got none – altho' there certainly must be some, as we saw a few miserable cows grazing in the fields. Some poultry & a small number of eggs we were obliged to be content with. The only persons, perhaps, who suffer least from the privation of animal food are soldiers, and soldiers with their officers. To supply them there are certain Government Contractors, who being bound by a written agreement, under a heavy penalty, are interested in cultivating the variety of cattle, and, as I was told by a midy, these men furnish very excellent beef to the Naval Establishment. But for all merchant vessels &.<sup>c</sup> no such advantages are provided and they will stand a poor chance, should they be short of meat, and lay their account with replenishing their stores at Bermuda, and in particular at S.<sup>t</sup> George's, which is incomparably the dullest place I have visited.

#### Population character of, at Bermuda

The Population of S.<sup>t</sup> George's consists of Mulattoes, Blacks & Whites. The character of the natives is that of persons very proud & very ignorant – their whole ideas of Geography are confined to the narrow extent of the Bermuda islands, and their conversation is limited to the state of the weather, of the crops and of the whale fishing &.<sup>c</sup> They are also said to be insufferably lazy, and from a desire to avoid trouble they neglect to improve the land to the extent of which it is capable. Instead they don't wish to be wiser than their forefathers, who, as they say, did very well, without "*fashing*" themselves about Improvements, which were no improvements at all. This character of the Bermudans may be correct or not, but I have heard it ascribed to them by different persons.

#### Blacks at Bermuda

Of the Blacks some are slaves, but most are free. They present a very different appearance from their fellow Brethren of Brazil, for all of them are fully clothed and many of them most respectably. In particular, I met with several young Black women, whose dress for elegance and expensive materials might well vie with those of our fashionable belles. It is somewhat particular that so many of them should wear a perfectly white dress in preference to one of any other colour, and perhaps their objects is to contract the jetty black of their skins, with the pure white of these garments.

As Ireland is the chief naval Establishment, so S.<sup>t</sup> George's is the headquarters of the military, upon whom in a great measure its prosperity depends.

#### All Tank Water used at Bermuda

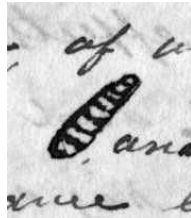
I shall now conclude with a few remarks on the islands in general. In them there are no springs of water, but all that is used is rain water, collected in tanks. It is therefore easy to conceive how grateful and necessary heavy showers will prove, and what calamitous effects would arise from a long general and long continued drowth. Every person has a tank or place prepared for the reception of the water, which is allowed to



remain there for an indefinite time and only drawn when required. Some of these I have seen and the sight has been sufficient to put all my thirst to flight. There was the water looking as green as grass, with a dead animal or two floating about in it – and yet, the Black, at least, drew a quantity of this water, and quaffed it off with great apparent zest. I am inclined to believe that I owe both my attacks of illness to my drinking this tank water, while on shore, as we know that unwholesome water is a frequent cause of disease.

#### Productions of Bermuda – Arrowroot – Cedar

The productions of the Bermudas are, from the cause I have just mentioned, viz. their laziness, extremely few. I shall enumerate the principal. The best arrowroot is grown here, and in very large quantities. The plant does not grow to any great height, and consists of several long leaves, like the blades of very long grass. This part is thrown away and as the name implies, only the root is made use of. I procured a specimen, of which this will give you some idea -



- and here you see it is divided at short distance by a sort of ring-like band, or rather indenture. This part is mown down by a peculiar apparatus, is then thoroughly washed, & under goes certain processes, before it comes to the state in which you see it. Arrowroot is one of the Staple articles of export here, and more attention is paid to the cultivation of it than to any thing else.

Another production of importance is cedar wood. Nearly the whole of the island is covered with the trees which are small in size and very thinly planted. Of course, from the superabundance of it is it very cheap and used for every purpose. I am told however, that it is only the common white cedar, that grows here, and not the red kind which is infinitely more valuable.

#### Palmetta Tree

The only other and valuable object of cultivation, that I know of, is the tree called the Palmetta, which has a solid trunk, its top is crowned with a sort of long & rather [thin] leaves, of which a superior species of straw is made. Those trees require no care, and as I was told, will bring in a profit of three or four Palmetta shillings each to the proprietor.



[sketch of a palmetta tree]

Straw hats and other articles made of this are in great request in the West Indies & America, on account of their durability and lightness.

#### Whale Fishery at Bermuda

Besides these different articles of consequence the Bermudans dabble a little in the whale fishery – but their success is comparatively trifling. During the present year, so many whales, called hump-backs, appeared, that their whole attention was drawn to them, while the arrowroot crops were completely neglected. In consequence of this we found that it bore a much higher price than we had expected, being 1/8 p.<sup>r</sup> lb.

From all that I have seen of the Bermudas, I consider them the dullest places in the world, & the last to which I would think of retiring for pleasure.

#### Leave Bermuda

Sunday 14<sup>th</sup> June - after being detained by an adverse wind 8 days in Bermuda, we, at length, the wind having changed, succeeded in getting the Packet towed out, early in the morning. In the forenoon the breeze was moderate but unfavourable. In the afternoon it fell a calm. Weather fine.

Monday 15<sup>th</sup> – fine weather – strong and favourable breeze. Course N 9° W. Distance 88. Lat.<sup>e</sup> 33° 42' N. Long. 64° 48' W. Chron. 64° 47' 45" W.

Tuesday 16<sup>th</sup> – weather cold and squally – Wind blowing half a gale but favourable. In the afternoon sky cleared up & the wind changed against us. Course N 13° W. Dist. 146. Lat.<sup>e</sup> 36° 4' N. Long. 65° 20' W. Chron: 65° 35' 15" W.

Wednesday 17<sup>th</sup> – fine weather – wind unfavourable all day. In the evening inclinable to calm & much thunder & lightning. Course N 38° E. Dist. 93. Lat. 37° 17'. Long. 64° 7' W. Chron: 64° 11' 45".

Thursday 18 – nearly a calm all night & forenoon today. At noon the breeze sprung up, but was variable. Saw a bark & brig. Much thunder & lightning. Caught 16 dolphins.

Course	Dist	Lat.	Long.	Chron.
N 14° E.	28	34° 44'	64° 16' W	63° 29'

### 1/3 Halifax & Bermuda : April-July 1829

Friday 19<sup>th</sup> June - forenoon cloudy – much rain – fine fair wind, which however, changed against us at 6 oClock. Nearly all of wind at night foul.

Course	Dist	Lat.	Long.	Chron.
N 21° W	96	39° 39'	64° 46'	62° 50'

Saturday 20<sup>th</sup> – fine weather. Strong & favourable breeze.

Course	Dist	Lat.	Long.	Chron.
N 20° E	80	40° 54' N	64° 12' W	62° 50' W.

#### Arrive at Halifax

Sunday 21<sup>st</sup> - strong and favourable breeze. Weather cloudy in the forenoon but cleared up afterwards. At 5 oClock made Sambro Light house, to the leeward of which, owing to the haziness of the atmosphere, we had gone, before we were aware. At 10 oClock P.M. we came to anchor in Halifax Harbour at which time also the Capt. went on shore with the mail.

Monday 22<sup>nd</sup> - I was much pleased to learn this morning that we are to be detained till Wednesday at 5 P.M. Had we arrived tomorrow our sailing would have been Saturday. The cause of our being detained, when we had expected to be packed off immediately since we had exceeded the three weeks allowed us from the time of our first touching at and finally leaving Halifax, was that the Mail for the Interior of the country started this night, & would not return till Wednesday, and besides that the Governor was out of town - at Windsor about 45 miles distant.

Altho' sorry that we had not had a quick passage to and from Bermudas, and thus have been enabled to spend a longer time at Halifax, we determined to make the best use of the spare time, which we had. The Captain, M.<sup>r</sup> Geach and myself went ashore partly on duty and partly to see the sights. I shall not enter into the minutiae of what we saw day after day, but put the very little I have to say into one general account.

#### Theatre at Halifax

As we were passing along the Streets, we by chance perceived a play Bill, in which it was announced that a M.<sup>r</sup> Young was to enact the part of Scilius, in the Tragedy of Virginius. From various circumstances I was induced to believe that this was our late passenger – and upon enquiry I found that I was not mistaken. As soon as we were assured of this we all felt anxious to witness his performance, and that of the rest of the actors, who were almost all Amateurs, & chiefly Gentlemen, belonging to the military service. It was at length agreed that we should each take a Box ticket, and give up a sort of engagement, which had been made, that we should go about 2 miles to M.<sup>r</sup> Howe's the Post Master here. The tickets were accordingly purchased – an Card of apology sent to M.<sup>r</sup> Howe, - and at ½ past 7 P.M. we were in front of the only Theatre in Halifax, which required no objection of its external appearance. It was simply made of wood, perfectly unadorned but rather distinguished by its extreme plainness. It was built at the expense of the Officers of the army, with some little aid & cooperation from the Inhabitants of the Town. At each door of the Pit and Boxes, for these are the only two divisions of the house, soldiers are posted for the purpose of

receiving tickets or money. To reach the Boxes, we had to ascend a flight of wooden steps which led us to the Interior of the House. Of course it is of an extremely small size, but very acceptable. The boxes were nothing more or less than benches running in a semi-circular form, with boards traversing it at suitable spaces, so as to entitle the place to the name it box. The pit seemed small and '*cosie*', but in its arrangements like most other Pits. In the Orchestra, the numerous band of the regiment played most delightfully and indeed contributed in a very considerable measure to the pleasure of the Evening.

[*Ladies*] at Halifax

When we entered we beheld rather an unusual sight, viz. all the ladies crowded together by themselves in the centre of the Boxes, with hardly a sprinkling of Gentlemen, 2 or 3 being the amount of those, who were interspersed among them You will easily conceive that we had thus a most favourable opportunity of seeing the fair ones of Nova Scotia to perfection. The opinion to be formed as to their beauty might be doubtful, but as to their general good looks, there could hardly be one dissentient voice. Here and there you would find a very handsome and pretty girl, and every where you saw those who would be entitled to high commendation even among us!!

Performance at Halifax – M.<sup>r</sup> Young our late passenger

By 8 oClock the Boxes and Pit were filled nearly to overflowing with a well dressed assemblage of favourably disposed auditors – for many of them were the personal friends and acquaintances, whilst all know the names of the Actors. In a short time the curtain rose and the play commenced. And, really, considering that the Actors, with one single exception, all amateurs, the manner in which they played their parts was highly creditable to their Histrionic talents, and would not have disgraced the metropolitan boards. The chief characters were very well sustained, - the voices – the action – and the expression of feeling, seldom exceeded (out stepped) or fell short of the modesty of nature. I was rather disappointed at the display made by M.<sup>r</sup> Young, who, however, was repeatedly applauded by his well wishers. His recitation was very good – his enunciation distinct and open – but there prevailed throughout his whole acting, such a degree of stiffness, absence of feeling and passion – such an inanimation of countenance, when his situation as a lover and a patriot, might be expected to call forth the liveliest expression of his tender feelings of affection for his mistress or of devoted ardour to his country – that all his excellencies in other parts could not counterbalance. As a piece of recitation his attempt would certainly have merited great praise – in that light it might be perfection itself – but when all go to see acting, we naturally expect something more, that the illusion of the situation and the characters may be kept up, by the excellent & apparently natural representation of the actors, and it was exactly in this something, that M.<sup>r</sup> Young entirely failed. Much certainly was to be conceded to him from the peculiar circumstance, under which he appeared – for the gentleman who had originally studied the part of Scilius, had been obliged to decline, and M.<sup>r</sup> Young had kindly undertaken it at only 2 or 3 days notice. And I have no doubt, that had he been allowed a longer time for study & preparation he would have acquitted himself in as superior a style as any other of the performers.

Short Account of After-Piece at Halifax

The Tragedy of Voiginius was followed by some tolerable singing from a Miss George and a M.<sup>rs</sup> Gill, neither of whom have any great pretensions to good acting. The whole concluded with a piece called 'Three and the Deuce, or which is he?'

Three Brothers, so much alike in form, in feature, and in dress, that which is which t'will puzzle you to guess. The story is founded upon a wonderful similarity existing between three Brothers, of widely dissimilar characters, which renders it impossible even for their servants and friends to tell which is which. The Eldest Brother is named Pertinax Single and his soul is wrapped up in the stiff dogmas of the School. His language is pompous, inflated, and marked by an affected attempt at logical precision – and to all this the severe strictness of his dress fully corresponds. The second Brother, Peregrine Single, is a complete fop whose attention is wholly engrossed by his tailor, his perfumier and his Goldsmith – who cannot rest for a moment but is continually lacking occasion for giving vent to his lively animal spirits. The Youngest Brother is an idiot, and is known by the name of Percival Single. At the commencement of the piece, few or none are acquainted with the circumstance of all the Brothers living in the same neighbourhood – and hence arises the short laughable mistakes. These principal characters were sustained by a M.<sup>r</sup> H Brown a professed Actor and Brother in law to Charles Kemble. His acting was rich and admirable – the various points of each were pertinently represented, and accurately set up – and the illusion was kept up to the end of the Chapter, which was concluded at ½ past 8 oClock at which time we retired to the Packet much pleased with our evening's amusement.

Tuesday 23<sup>rd</sup> June - this day proved very disagreeable, being cloudy and attended with much rain, so as to compel us to leave the Town, where we were and go on board.

Drive out to M.<sup>r</sup> Young's Country House - Scenery

Wednesday 24<sup>th</sup> - this morning a thick fog prevailed, which soon cleared up. At 12 oClock the day was fine, and the Captain, M.<sup>r</sup> Geach and myself went on shore to the Post Office, where we learned that we were further detained, till tomorrow at noon. On our return we were received by M.<sup>r</sup> Young, at whose non appearance hitherto we had wondered – not a little and were inclined to give him but small credit for shewing civility to those who has shewn civility to him. After making an apology for his dilatoriness, he remained to dinner, and afterwards we accompanied him to his house, and had some refreshments there. About 5 oClock M.<sup>r</sup> Young having procured the loan of a large gig, drove us out to his country house, distant 6 miles from Halifax. I was much delighted with the ride. We found the roads pretty good, and the country presenting very diversified features. Here some enclosed fields – here were immense quantities of trees, thro' which the roads were formed, and there again an open space perfectly bare. In our progress we had a fine view of the termination of the Harbour – which being narrow at one point appeared as if it were one vast lake of sheet of water, surrounded by pretty elevated land covered with wood. Commanding an excellent prospect of this really beautiful scene rose the rustic cottage of M.<sup>r</sup> Young, for the absolute possession of which, together with 35 acres of wood, he had given only £200. It was of wood, and seemed to have been erected some years back. By M.<sup>r</sup>

Young's directions, alterations were about to be made, which as far as we understood them, would improve it very much internally, and add to its internal comfort.

Unpleasant conclusion of our Excursion - Overturn of the Gig

After inspecting what had already been done in the way of improvements we again mounted our vehicle and wended our way back to Halifax. When about 2 miles on, the horse became rather restive, and we all got out for a short distance, when we once again resumed our seats & all went on well. We were comfortably chatting together & thought no more of any darkening clouds, which were to close in the heavens of the day, than the Man in the Moon. And here we had another instance to prove, that, in the midst of life there is (danger of death). On we went, till we came to a steep descent which led to the Town. M.<sup>r</sup> Young proceeded with all due caution but in vain. The horse, it appears, had not been completely broken in – in the descent, the gig pressed upon him from behind – this rendered him restive, & he started. Such was the velocity with which we hurried on that, had we been carried to the bottom of the steep [descent], or even to any distance, we must either have been dashed in pieces against the walls of the houses, or by the fall of the horse, have been thrown with such violence on the Streets as to have left no chance of escaping with out fractured limbs, if even without loss of life itself. But most providentially the horse turned to a side Street, where lay a large quantity of bricks, against which the Gig upset. All this was the work of a moment – the descending the Steep – the almost immediate unruliness of the horse and our final overturn were events which followed each other in such rapid succession, that I was hardly sensible of the time elapsed between the first and the last. The side of the Gig on which I sat, came to be the under one at the time of our accident – and I instinctively rose up, and succeeded in my attempt to catch hold of the superior side of the Gig by which means not only was my fall broken, but I was also able to save myself from the kicking of the horse. In a few seconds afterwards I found myself (praise be to God) safe and sound, under the ample covering of the overturned Gig, in the midst of a soft bed of dirt & filth! When I recovered my recollection [I] endeavoured to discover the situation of the rest. M.<sup>r</sup> Geach was lying with the whole weight of the vehicle lying upon his breast – the Captain had escaped nearly in the same way as myself, with a few bruises, whilst M.<sup>r</sup> Young, our driver, had been thrown from his seat, when in the act of jumping out, and had received a severe contusion on the inside of the thigh, with the additional misfortune of having his New London Frock Coat torn to rags, and his trowsers completely spoiled,

After we had all been rescued from our dangerous situation, it was found that M.<sup>r</sup> Geach was the greatest sufferer, having received a severe internal bruise in the lower part of the chest. We immediately went on board, having left M.<sup>r</sup> Young to the care of his brother, and I took the necessary steps to prevent the expected occasion of inflammation & fever. And now, when I consider all the circumstances, I feel astonished at our almost miraculous preservation & hope that this event will never be forgotten, but that the recollection of it will prove an incentive to be [*grateful and obedient to GOD who has - Thus mercifully spared us*]

Thursday 25<sup>th</sup> June - this morning the Captain went for the Mail, and whilst he is on shore, I shall take the opportunity of spinning my yarn respecting Halifax. The aspect of Halifax is rather long drawn & narrow, but picturesque. If you come to the right hand side on enter.<sup>g</sup> you incur great danger, but the opposite one is remarkably bold even close to the shore. The Town itself extends a considerable way along the water side, where it presents numerous small piers for the convenience of discharging the cargoes of vessels at the different warehouses. The appearance of the upper part of town, when seen from on board, is very good, and the effect is greatly heightened by the spires of the numerous neat and in a few instances, elegant Churches observable in every part. When you go on tho' the look of every thing is new and strange to a European who has been accustomed to see so much stone and brick used in the erection of buildings. Almost all the houses are of wood, and are either in imitation of slates or like boards overlapping each other. At first sight you would not like them, but a very short time soon reconciles you to their outré appearance -



[rough sketches of two simple buildings – one shingle covered the other of lapboard construction]

– and I am told that they are beyond comparison, more comfortable in the winter season than those of any other material, and that they are much warmer. I said almost all the houses were of wood – but in a town like Halifax, which is a pretty considerable large! There are not a few which are built of excellent stone and brick, and there are several elegant & beautiful public buildings.

#### Streets of Halifax.

I can't say much in praise of the Streets, which are without any foot pavement and are most of them furnished with convenient external excavations, or rather depressions, by falling into which unawares you have a good chance of breaking your leg or neck. All of the Streets which cross the breadth of the Town are very steep, and I think you will have some idea of them, if you imagine our High Street, as the upper part of Halifax town, where there are numerous off Streets, leading to the Cowgate, (which may be supposed to form the lower part of the Capitol of Nova Scotia.) By making this comparison, however I do it only for the sake of conveying to you some notion of Halifax - & by no means wish you to imagine, that the streets in it are as narrow, [or] as dirty – but only as steep, by the closes &.<sup>c</sup> leading down to the Cowgate. Far from [it] – the Streets are of considerable width – and both the shops & inhabitants of the most respectable description.

Taking all in all there is no place, which I have yet seen, which appears so much like home. The language, the dress, the food, the shape – vary in little of nothing in Nova Scotia from those in 'Auld Scotland,' & that this circumstance would have made

me feel little or no regrets had we remained three weeks instead of three days in the Harbour.

#### Chief Exports of Halifax – Wood & Fish

Halifax, within these few years has risen to be a place of considerable influence, and no small trade is carried on with the West and East Indies. Here you may [have] obtained foreign productions, at a very reasonable rate, but there is little except wood and fish, which it has to export, and such is the plenty of the former, that if you chose to go and cut it down, you may have whatever quantity you require for your pains – nay in the interior of the country, the roads are formed entirely thro' immense forests which the labour of centuries would hardly suffice to clear away.

Halifax is also a great mart for fish of every description, but chiefly Cod, Salmon &.<sup>c</sup> The quantities that are exported are almost incredible – but such is their excellence, that the supply is not greater than the demand. Of course to one who was fond of such fare and yet wished to stock himself cheaply, no better opportunity could be offered than to make a purchase of them here. The whole coast abounds with fish – and many vessels are sent to the various banks to fish, as Sable Island, but distant about 60 miles, Newfoundland Bank &.<sup>c</sup> – and I have mentioned in other parts of my journal that we saw several small craft at anchor, engaged in fishing.

#### Indian Canoes at Halifax

All vegetable productions are very late, & very scarce here, but the Beef and mutton are both good & cheap. For the first time in my life I saw Indians while in Halifax. Their appearance completely upset all the previous notions as to dress &.<sup>c</sup> which in my mind I had been accustomed to attach to Indians. Instead of finding them half naked, with greasy bodies, and armed only with their quiver and arrows, those I saw were decently clothed after our fashion, and carried no offensive or defensive weapons. Their colour is what might be termed tawny, and is far from being so unpleasing as I had been led to suppose. Both men and women had long black hair, which communicated to the former an air of wildness – certainly not of effeminacy. Several of the ladies were very gaily decked out (i.e. tricked out) in dashing ribbons and a dress of the brightest colours – on their head they wore a masculine hat apparently of an excellent quality, which in their taste for shew, they had encircled at its upper and under edges with a broad band of gold lace, between which were placed three or four knots of gay ribbons.

I saw also several of their canoes which are made of the bark of trees artificially yet securely joined in its several pieces, and are so light as to be easily transports on the shoulders from one place to another. In smooth water, they can be paddled along with amazing rapidity, but the slightest accident will capsize them.

#### Left Halifax

Thursday 25<sup>th</sup> - at 1 o'clock we received the mail on board and immediately weighed anchor. Delightful weather and favourable breeze.



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Friday 26<sup>th</sup> - fine weather and fair wind.

Course	Dist	Lat.	Long.	Chron.
N 66° E	150	43° 32' N	60° 33' W	60° 53' W.

Saturday 27<sup>th</sup> - very fine weather. Wind fair but much slacker than yesterday.

Course	Dist	Lat.	Long.	Chron.
N 81° E	136	43° 52' N	57° 23' W	57° 41' W.

Sunday 28<sup>th</sup> – in the forenoon fine W.<sup>r</sup> with nearly a calm. In the afternoon a dense fog came on & brought with it an unfavourable wind.

Course	Dist	Lat.	Long.	Chron.
N 73° E	84	44° 16' N	55° 31' W	55° 46' W.

Monday 29<sup>th</sup> – weather foggy and very cold. Wind foul.

Course	Dist	Lat.	Long.	Chron.
N 37° E	112	45° 45'	54° 1' W	54° 23' W.

Tuesday 30<sup>th</sup> – in the forenoon wind right ahead, with cloudy weather. At 2 oClock P.M. the wind changed in our favour, and the weather cleared up a little, but soon a thick fog came on.

Course	Dist	Lat.	Long.	Chron.
S 52° W.	21	45° 33' N	54° 24' W	54° 54' W.

Wednesday 1<sup>st</sup> July - to day we are on the Bank of Newfoundland, where we saw several small craft a anchor fishing. We had expected to have caught lots of fish, and had accordingly provided all the necessary apparatus – but the breeze being strong & favourable, the Captain wished to take advantage of it, and would not listen to any proposal to lay to for an hour. Weather rather hazy and cold.

Course	Dist	Lat.	Long.	Chron.
S 81° E	123	45° 31' N	51° 40' W	52° 24' W.

Thursday 2<sup>nd</sup> July - fine weather – breeze favourable. Evening cold.

Course	Dist	Lat.	Long.	Chron.
S 76° E	157	45° 17' N	48° 13' W	48° 58' W.

Friday 3<sup>rd</sup> – dull cloudy weather – fair wind.

Course	Dist	Lat.	Long.	Chron.
N 84° E	160	45° 32' N	44° 30' W	45° 23' W.

Saturday 4<sup>th</sup> – weather dull and cloudy – wind unfavourable but came round again in the evening.

Course	Dist	Lat.	Long.	Chron.
S 83° E	85	45° 22'	42° 30' W	43° 20' W.

Sunday 5<sup>th</sup> July - in the forenoon weather dull and cloudy – but cleared up in the Evening. Breeze strong and favourable.

Course	Dist	Lat.	Long.	Chron.
N 61° E	113	46° 17' N	40° 24' W	41° 18' W.

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Monday 6<sup>th</sup> – forenoon weather cloudy with much rain – Afternoon fine and clear – Wind fresh and favourable.

Course	Dist	Lat.	Long.	Chron.
N 70° E	181	47° 17' N	36° 4' W	36° 55' W.

Tuesday 7<sup>th</sup> – weather changeable, generally fine – light variable breezes.

Course	Dist	Lat.	Long.	Chron.
N 79° E	146	47° 48' N	33° 13' W	33° 38' W.

Wednesday 8<sup>th</sup> – weather cloudy with much rain – Blew a gale of wind, which however was favourable.

Course	Dist	Lat.	Long.	Chron.
N 84° E	114	48° 00' N	60° 26'	

Thursday 9<sup>th</sup> – weather variable with squalls and rain – very strong but favourable wind.

Course	Dist	Lat.	Long.	Chron.
N 86° E	170	48° 25' N	26° 32' W	26° 46'

Friday 10<sup>th</sup> – weather partly gloomy, partly clear and fine. Strong and favourable breeze.

Course	Dist	Lat.	Long.	Chron.
S 80° E	208	47° 49' N	21° 26'	21° 36' W.

Saturday 11 – weather changeable – fine favourable breeze.

Course	Dist	Lat.	Long.	Chron.
N 89° E	182	47° 52'	16° 55' W	17° 12' W.

Sunday 12<sup>th</sup> July - in the forenoon weather cloudy, cloudy with rain & fine during the rest of the day – Wind fresh and favourable.

Course	Dist	Lat.	Long.	Chron.
N 79° E	114	48° 21' N	14° 4' W	14° 21' W.

Monday 13<sup>th</sup> – weather cloudy but pleasant – fair and favourable breeze. At 7 oClock P.M. spoke the *S.<sup>t</sup> George*, London, out 36 days from Grenada and bound for London.

Course	Dist	Lat.	Long.	Chron.
N 76° E	181	49° 04' N	9° 34' W	9° 55' W.

Tuesday 14<sup>th</sup> - beautiful weather – breeze favourable but not so constantly fresh. It nearly failed us altogether – when about to enter the harbour. Came to an Anchor at 8 oClock P.M.

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#### Addendum

I have purposely omitted saying anything respecting [*our new commander Senhor Samuel Sullivan*], but I shall do so now. He appeared to be a complete old man of wars man, combining the frankness of the character with the blunt and careless mode of expressing his ideas, which came to his mind, without regard to their nature.

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Besides this he showed himself to be very well acquainted with men & manners & tolerably well read in matters of general information. His conversation was full of anecdotes, and from a long intercourse with those free spoken and free hearted spirits, which are to be found in the cockpit of a man of war, many of his stories, were rather too racy to be communicated in a mixed Company. With all this, he was very agreeable, and endeavoured to make us as comfortable as we could desire.

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Account [of Expences  
Incurred  
during North American Voyage  
- in] 1829 -

| 1829    |                        | £.                                                 | s.            | d. |
|---------|------------------------|----------------------------------------------------|---------------|----|
| Halifax | 24 <sup>th</sup> May 1 | Gallon Rum -                                       | 4.            | -  |
| Bermuda | 8 June                 | to medicines -                                     | 4.            | -  |
|         | 9 <sup>th</sup>        | Straw hat -                                        | 3.            | -  |
|         |                        | [Koral] branches -                                 | 1             | -  |
|         | 11                     | Brain [koral] -                                    | 1             | 9  |
|         | 12 <sup>th</sup>       | Refreshments -                                     | 3             | 6  |
| Halifax |                        |                                                    |               |    |
|         | 22 <sup>nd</sup>       | Refreshments                                       | 1             | 6  |
|         |                        | Medicines -                                        | 1             | 9  |
|         |                        | Tickets for Theatre -                              | 7             | 6  |
|         | 23 <sup>rd</sup>       | 3 [Glass tumblers] -                               | 2             | -  |
|         |                        | [Refreshments] -                                   | 2             | -  |
|         | 24 <sup>th</sup>       | 1 Salmon                                           | 2             | 6  |
|         |                        | Clothes wash. <sup>g</sup> -                       | 2             | -  |
|         |                        | 2 Gallons Brandy -                                 | 16            | -  |
|         |                        | ½ d. <sup>o</sup> Aniseed Water -                  | 1             | 6  |
|         |                        | ½ d. <sup>o</sup> Peppermint -                     | 1             | 6  |
|         |                        | Medicines -                                        | 7             | -  |
|         |                        | 4 [Packs Cards] -                                  | 5             | -  |
|         | 25 <sup>th</sup>       | Sundries -                                         | 2             | 6  |
|         |                        | [Sum total of expences<br>During Halifax voyage] - | <u>£3. 10</u> | -  |

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[Expences incurred at Falmouth from]  
15<sup>th</sup> July to 10<sup>th</sup> August - 1829

1829				
July	15	Boat hire -	-	2 6
		Luggage -	-	1 -
		Ticket to see Wrest. <sup>g</sup> -	-	1 -
		[Lent Churgion Fox. <sup>pd</sup> ] ? -	-	2 6
		Paper -	-	2 9
		[Servant]-	-	1 6
July	16 <sup>th</sup>	[Theatrical Show] -	-	3 -
	17	1 month M. <sup>r</sup> Philips Lib. <sup>ry</sup> -	-	3 -
		Postage of letter -	-	1 3
	18 <sup>th</sup>	Newspaper -	-	- 7

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		Boatman -	-	1	-
21 <sup>st</sup>		Paper -	-	-	6
		Porter for lug. <sup>e</sup>	-	-	6
		Soap Brush -	-	1	-
23 <sup>rd</sup>		Postage of letter -	-	1	3½
		Paper -	-	-	6
		Washing -	-	15	-
24 <sup>th</sup>		Postage -	-	1	3½
27 <sup>th</sup>		Cloth &. <sup>c</sup> for blue trowsers -	1	4	8
		Trowsers mak. <sup>g</sup> -	-	3	-
		Board & Lodg. <sup>s</sup> for nearly 2 weeks -	2	2	2
		Night Cap -	-	1	6
		3 p. <sup>rs</sup> white cotton socs -	-	3	2
		2 p. <sup>r</sup> coloured d. <sup>o</sup> -	-	3	-
		Surgical case & medicines -	2	16	-
28 <sup>th</sup>		Fruit -	-	1	-
		Boat -	-	-	6
			8	15	4
-----					
		brot: forw. <sup>d</sup> -	8	15	4
1829					
July	30	James Rowe -	0	10	0
	31	White Waistcoat -	0	9	0
		New buttons to coat -	0	4	9
		M. <sup>r</sup> Oake's account -	2	3	6
		Clothes Washing -	0	3	0
Augs. <sup>t</sup>	1	Boat -	0	0	6
		Caustic Holder -	0	1	6
		1 Tooth Claw -	0	1	0
		Alter. <sup>g</sup> 2 d. <sup>o</sup> -	0	0	6
	2	Excursion to Qury <sup>10</sup> near -	0	5	0
		Paper -	0	1	0
	5	Board & lodging -	1	6	0
	7	Gloves -	0	2	0
		Washing -	0	2	9
		Razors Sharpen. <sup>g</sup>	0	1	0
	8 <sup>th</sup>	M. <sup>r</sup> Oke for Florentine Jacket -	1	0	0
		Soap -	0	0	8
		Washing -	0	1	10
	10 <sup>th</sup>	Board & lodging -	1	5	8
		[Servant] -	0	6	-
		Boat hire -	0	3	6
			£17	4	6

\* 27<sup>th</sup> July 1829

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<sup>10</sup> Cury ?

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Paid M.<sup>r</sup> Day, Surgeon of the *Wellington* Bill for clothes washing to M.<sup>rs</sup> Cornish £1. 15.

\* received payment from M.<sup>r</sup> Day on 10<sup>th</sup> Dec.<sup>r</sup> 1829. J.W.

25<sup>th</sup> July 1829 - Received from Capt.<sup>n</sup> Snell the sum of 32 pounds, being the amount of my pay from Saturday 4 April to Saturday 25 July.

Ships Company same  
as  
the Mediterranean Voyage