

2nd Voyage to Halifax & Bermuda.

Sailed 5th November 1831

Returned 11th March 1832.

H.M. Packet Duke of York

Rob.^t Snell Commander.

<i>Robert Snell</i>	<i>Commander</i>
<i>John Geach</i>	<i>Master</i>
<i>James Williamson</i>	<i>Surgeon</i>
<i>Charles Williams</i>	<i>Mate</i>
<i>James Evenet</i>	<i>Boatswain</i>
<i>Aug.^s [Gustavus] Glason</i>	<i>Carpenter</i>
<i>James Pashbee</i>	<i>Steward</i>
<i>James Rowe</i>	<i>Stewards Mate</i>
<i>William Stevens</i>	<i>Sail Maker</i>
<i>James Webber</i>	<i>Cook.</i>
<i>Edward Oke</i>	<i>A.B.</i>
<i>Alex.^r Webb</i>	<i>A.B.</i>
<i>James Hoskin</i>	<i>A.B.</i>
<i>Dyer William</i>	<i>A.B.</i>
<i>Joseph Stevens</i>	<i>A.B.</i>
<i>George Kellaway</i>	<i>A.B.</i>
<i>Francis Hawkins</i>	<i>A.B.</i>
<i>Charles Richards</i>	<i>A.B.</i>
<i>John Richards</i>	<i>A.B.</i>
<i>Philip Westcott</i>	<i>A.B.</i>
<i>Samuel Westcott</i>	<i>A.B.</i>
<i>John Evenett</i>	<i>Boy</i>

*Notes of a Voyage
to Halifax & Bermuda
and back.*

Sailed 5th November 1831

} 18 Weeks & 1 day

Returned 11th March 1832.

Saturday 5th November 1831 - we had expected to have taken the Buenos Ayres Mail, about the middle of this month, but in consequence of one of the foreign [packets] being appointed to take the Lisbon Mail,¹ our destination was altered & it fell to our lot to be appointed for Halifax and Bermuda. This voyage in the best season of the year is never desirable - but at this season happy is the Packet considered to be which escapes the dreaded evil. When least expecting it, we have come in for this Mail, and accordingly this day at half past eleven started from Falmouth Harbour with squally weather and a foul wind.

Sunday 6th - very thick hazy weather - blowing a gale against us - Have made very little way.

Monday 7th - squally weather - foul wind

Tuesday 8th - d.^o wind and weather

Wednesday 9th - fine weather - moderate and favourable breeze.

Thursday 10th - beautiful weather - nearly calm all day.

Friday 11th - cloudy but pleasant weather - very light favourable breezes.

Saturday 12th - sunshine with an occasional tendency to foggy weather. Light favourable breezes.

Sunday 13th November - variable weather, generally fine. Fresh and favourable breezes.

Monday 14th - cloudy weather. Fresh and favourable breeze. To day spoke the Brig *Elizabeth* of London,² out 140 days from Van Dieman's land - and also the Bark *Edward* of London, out 5 months from Batavia & bound to Deal. Our Captain supplied the latter with various articles of which she stood in want.

Tuesday 15th - cloudy but pleasant weather. Light favourable breezes.

¹ The Lisbon mails were usually carried exclusively by four of five packets commanded by the senior captains. The 'foreign' packets carried all the other mails in turn, which was set by the time of their return to Falmouth from a previous voyage.

² Neither are listed in *Lloyd's Reg.* - 1831. But, *Lloyd's List* of Tuesday November 29th, 1831, reported the *Edward*, Swan, arrived at Gravesend on the 25th from Van Diemen's Land; and on the 26th, the *Elizabeth*, Gilbert, from Batavia.

Wednesday 16th – fine mild weather with occasional showers of rain. Moderate & favourable but variable winds.

Thursday 17th – fine weather in the forenoon gloomy with fog in the afternoon, Moderate and favourable breezes in the morning – variable or a calm in the afternoon.

Friday 18th – cloudy weather with drizzling rain. Fresh and favourable breeze.

Saturday 19th – changeable weather – generally fine. Very fresh and favourable breeze.

Sunday 20th – variable weather – Strong & foul wind.

Monday 21st – dull and gloomy weather blowing a gale from the Westward.

Tuesday 22^d – variable weather, strong breezes foul in the forenoon but favourable in the afternoon.

Wednesday 23^d November – fine weather and nearly calm till one P.M. when the weather became cloudy with occasional showers & the wind fresh and favourable.

Thursday 24th – squally weather this morning laying to under bare poles, the wind NW. In the afternoon wind more moderate and set the necessary sail.

Friday 25th – very strong but foul wind. Squally weather with showers of hail.

Saturday 26th – fine pleasant weather. Moderate but foul wind.

Sunday 27th – cloudy but pleasant weather. Fresh and favourable breeze.

Monday 28th – morning cloudy afternoon squally with rain. Wind fresh and favourable.

Tuesday 29th - dull gloomy weather. Blowing a gale and laying too like a duck, under bare poles. This morning being on the Banks of Newfoundland, our men cast their lines in 35 fathoms and caught 2 cod & 2 holybaut in the course of the morning. As the gale increased the ship drifted much, so that the lines could not remain on the ground, and consequently our fisherman were obliged to haul their lines. At the present season of the year, no vessel is to be found on the Banks, as the gales which prevail during the winter would endanger their safety. I believe October is the latest period of their stay.

Wednesday 30th . - dull and gloomy weather - wind fresh and favourable in the morning foul in the afternoon.

Thursday 1st December - gale of wind from the NW. Pleasant weather till 2 P.M. when it became dull and gloomy.

Friday 2^d - dull gloomy weather. Gale still continues, but is most violent in sudden squalls. The Old *Duke* has hitherto behaved remarkably well. She rises like a duck, or like one of the numerous birds we observe everywhere floating around us, to meet the wave - and when you are below, you can hardly believe that a gale is blowing aloft, and that the vessel has not a stitch of canvass set.

Saturday 3^d - variable weather, generally pleasant. Strong and foul wind with squalls.

Sunday 4th - dull gloomy weather. A fresh and favourable breeze sprung up at 6 A.M. but was succeeded at 2 P.M. by a foul wind. W.^r very close and warm, being now so far to the Southward.

Monday 5th - beautiful morning - variable day - wind either favourable, or nearly so all day.

Tuesday 6th - laying to under close-reefed main topsail in a gale from the Northward and Westward. Dull gloomy weather, with occasional drizzling rain. Temperature still very mild.

Wednesday 7th - dull gloomy weather, with occasional showers of rain and hail. Glimpses of sunshine like angels visits few and far between. Still the Gale continues unabated, and we are constantly making stern way, owing to the wind and current. The winds roar in sudden gusts amidst the ropes and shrouds, forming no bad Aeolian Harp, wailing and complaining like mourners for the dead.

Thursday 8th - cloudy weather, but pleasant. Gale much decreased, but wind still fresh and foul.

Friday 9th - cloudy weather. Strong and foul wind with a very heavy sea.

Saturday 10th - nearly a calm this morning, which was considered a favourable sign. A calm after a foul wind is said to be half a fair wind. The sea, however, did not go down, which led us to suspect that our old enemy was only taking a bit of a nap, in order to recruit himself, after his violent exertions of the last two days, and would return, with the same if not with additional fury. Our suspicions were right. At 1 P.M. he began to puff, puff, very gently at first like a person knocking at your door, who knows himself to be unwelcome - then lashing himself into a rage he roared and bellowed, as if a thousand mad & infuriated bulls were let loose. In short it blew a perfect gale, and compelled us to take in every stitch of canvass. Alack! Alack! We are now nearly three hundred miles farther off than we were ten days ago, we are drifting every hour without remedy, and have shewn our capacity of going stern foremost very satisfactorily. Nasty, rainy, disagreeable weather, with short intervals of a more pleasant description.

Sunday 11th - pleasant weather - Strong but foul wind with heavy sea.

Monday 12th - fine weather with occasional showers of rain - Very light variable winds all day.

Tuesday 13th - for these three weeks past, we have had either a calm or a gale. After the light winds of yesterday, we had a gale from the Southward & Westward, which was very nearly favourable. We shipped some very heavy seas during the night & I could not sleep a wink owing to the numerous leaks dropping water upon me, and the violent motion of the ship, which was such, as sometimes nearly to throw me out of my berth. When I got up this morning, I felt as tired as if I had walked 50 miles, but was somewhat reconciled to my miseries by the knowledge that the wind tho' boisterous was favourable. I had not been on deck half an hour, when a tremendous shower of rain brought the wind right forward, and our old enemy a N Wester began to blow. In the afternoon the wind fell light and favourable.

Wednesday 14th Dec.^r – pleasant morning – heavy rain all day. Wind fair but variable & light, until 2 P.M. when it came to the NW.

Thursday 15th – fine pleasant weather with light variable breezes, until the afternoon, when a fresh and favourable breeze sprung up from the W. with cloudy weather and a drizzling rain.

Friday 16th – at 2 A.M. the wind changed suddenly into the NW. with squalls and heavy sea – obliged to lay to under close-reefed maintopsail. Weather cloudy, with occasional hail and rain. In the afternoon the sky cleared off & the wind became less violent, tho' still unfavourable.

Saturday 17th – cloudy weather with a fine favourable breeze in the morning. At one the sky cleared up & the wind drew forward, but at 3 it was again fair and fresh.

Sunday 18th – at one o'clock this morning the wind came again to the NW, and when I came upon deck we were laying to. During the day no change took place. The weather was dull, gloomy with frequent showers of hail, and my spirits were quite in accordance with the weather. At 8 P.M. it blowing a tremendous gale with a mountainous sea, our jib boom was carried away.

Monday 19th Dec.^r – dreadful night of rain & hail. Wind more moderate this morning but still very high. Weather cloudy with occasional sunshine. For the last 24 hours we have been drifting bodily to Leeward, so that to day at noon we have lost 60 or 70 miles. At 10 P.M. passed the Mast and bowsprit of some unfortunate vessel.

Tuesday 20th – dark gloomy weather, with frequent showers of hail and sleet. Still a gale of foul wind. Spent the day most miserably.

Wednesday 21st – gale broken – variable winds & weather, until 1 P.M. when it began to blow as usual in extremes from the South West, which, tho' the wind is fair, renders it impossible for us to carry much sail.

Thursday 22^d – dull miserable rainy weather. Strong and foul wind.

Friday 23^d – foul wind – variable weather. Loosing ground fast.

Saturday 24th – variable weather. Nearly a calm all day. Light and favourable airs at night. Lost nearly 70 miles last 24 hours by current.

Sunday 25th - Christmas. Fine breeze all night, & this morning still continues with variable weather. At 2 having shortly before come to blow very hard in an instant, in the twinkling of a bed post, the wind shifted to the NW & brought clouds & rain against us.

Monday 26th – beautiful mild weather all day. Nearly a calm till two P.M., when we had light and favourable airs, which gradually freshened, till 10 P.M., when the wind again became foul.

Tuesday 27th Dec.^r – cloudy but pleasant weather – foul wind.

Wednesday 28th – pleasant but very cold weather – foul wind.

Thursday 29th – favourable breeze nearly all night – fair but light in the morning. At one P.M. came on a gale from the Westward – obliged to lay to under bare poles. Weather cloudy – heavy sea.

Friday 30th – cloudy but fair weather – very cold. Moderate and foul wind.

Saturday 31st - dull gloomy weather with falls of snow. Strong and foul wind. At 9 A.M. spoke an American Schooner, which had been driven off the coast by the late gales. Thought he said he was in distress - but could not hear what he said. Hailed him to lower his large boat, as our small one could not have lived in the heavy sea that was running. Did not do so - stopped some time, until at last he waved us away. The Schooner was an excellent sea boat and had all her sails most snugly handed.

Sunday 1st January 1832. - New years gift of a fine wind for 12 hours - fine morning - cloudy and hazy day. Saw an English Bark on a wind to the Southward.

Monday 2^d – cloudy weather. Strong and foul wind.

Tuesday 3^d – fine pleasant weather – nearly a calm, until half past 12 P.M. when a light favourable breeze sprung up, which gradually freshened.

Wednesday 4th Jan.^{ry} – gale of wind from Westward – foul wind began at 1 A.M. Dull miserable weather and the spray on the sides becomes ice in a moment. Gale much abated towards night.

Thursday 5th – delightful weather – light & favourable breeze in the morning – moderately strong during the day.

Friday 6th - nearly a calm in the morning. Found ourselves on Sable Bank in 5 fathoms - threw out our lines and caught 2 Cod fish and one halibut. Moderate and favourable breeze all day with brisk hazy weather - first snow and then rain.

Saturday 7th - very cold and cloudy, but fine weather. Wind moderate and foul.

Sunday 8th - fine pleasant weather. Light favourable breeze with smooth water. At 5 P.M. saw land. At 7 made the lights of Liverpool which at first was supposed to be

that of Sambro - prepared to go in, when we luckily perceived it to be a revolving light and hence knew it to be Liverpool. At 2 A.M. saw Sambro light but the weather coming thick, and the wind drawing forward upon us and right on shore obliged to go about.

[Sambro lighthouse lies at the entrance to Halifax Harbour.]
[Liverpool lighthouse lies some 30-40 miles SW of Halifax.]

Monday 9th - many things happen between the cup and the lip – very true in regard to all of us. Thick hazy weather shutting us out from all sight of land, to which we knew ourselves to be pretty close. Gale of wind with a lee shore. Stood away from and towards the land several times but the Master having run his distance and seeing nothing very properly at night kept away. At 3 A.M. the weather cleared up and disclosed the light house, towards which we then steered. Very fortunate were we in making the land, for the Chronometer we most depended upon placed us two degrees of our real position – owing I suspect to the Master one day having allowed it to run down and setting it by guess.

Tuesday 10th Jan.^{ry} – as beautiful a day as ever shone out of the heavens. Mild & without a cloud. Moderate and favourable breeze in the morning which died away but having the tide in our favour, we succeeded in reaching our station at one of the buoys at 3 P.M. Shortly afterwards I accompanied M.^r Geach with the mail and spent the evening on shore at the Theatre where we saw some very fair acting in a neat & comfortable house, the same we went to last time, but much improved. The performances were ‘Touch and Take’ – ‘The Lady and the Devil’ and the ‘Spoilt Child.’

Wednesday 4th – allowed three days to take in water, provisions, & to repair our damages. Learnt that they have not had here so dreadful a winter for many years, and that upwards of 20 shipwrecks had taken place, with loss of lives to a great extent. Fine forenoon – hail and snow for the afternoon. Remained on board doing nothing – very dull work.

Thursday 12th Jan.^{ry} – fine frosty weather – very cold – spent the evening on shore pleasantly.

Friday 13th – very fine forenoon. In the afternoon very heavy fall of snow. At 6 P.M. received the Mail and came on board.

Saturday 14th – at 9 A.M. slipt from our moorings & put to sea with a light favourable breeze. At 2 P.M. calm, which lasted till 8 P.M. when a light breeze sprung up from WNW. Most beautiful weather clear, cold, and bracing.

Sunday 15th – cloudy but pleasant weather, Light variable breezes. At 12.30 P.M. spoke a fine brig, the *Mercator*, Wilson Master,³ from Greenock – bound to Halifax, out 79 days. This same was supposed at Halifax to be lost, as nothing had been heard of her for a long time.

³ *Mercator*, a 285 ton brig, built at Quebec in 1820, owned by W. Kidson, J. Wilson master, classed E1 at Lloyds – *Lloyd's Reg.* - 1831.

Monday 16th – lovely weather. Temperature much milder. Moderate and favourable breeze.

Tuesday 17th – cloudy but very pleasant weather. Light and favourable weather [sic – but ‘breeze’].

Wednesday 18th – beautiful weather, light favourable breeze in the morning – strong & foul in the afternoon.

Thursday 19th Jan.^{ry} - fine and pleasant w.^r. Strong and foul wind.

Friday 20th - cloudy weather - Strong and foul wind.

Saturday 21st - cloudy weather - strong and foul wind.

Sunday 22^d - cloudy but pleasant weather. Moderate and favourable breeze.

Monday 23^d - beautiful weather. Fresh and favourable breeze. Saw the Island of Bermuda at 12:10, and came to anchor at 4 P.M. near Smithy Island.

Tuesday 24th - variable weather.

Wednesday 25th - cloudy weather with occasional rain. At 7.30 received the Mail, but could not start until next morning, in consequence of day light being necessary to see the rocks, between which the passage is very narrow.

I should here mention shortly those passengers whom we landed at Bermuda.

Major Henderson & M.^r W.^m McCardy – M.^r Tobin

Brevet Major Henderson of the 71st reg.^t came on board at Falmouth, being obliged tho’ much against his will, to join his regiment at Bermuda. His father was a Scotsman & his mother a lady of English extraction. His uncle is Henderson the Grocer on the South Bridge. Major Henderson has been now 38 years in the service, and during that long period has been in several actions. When a mere boy at School he had a Commission in the 92nd in which regiment he remained for some years until he got his Company in the 71st. He was with Sir John Moore at the retreat of Corunna - at Copenhagen - at Thoulouse and at Waterloo where he was severely wounded in the thigh by a grape shot. He had expected to have received his full Majority at the coronation of William IV, but the subject of reform so occupied the public attention that it was inexpedient to observe the custom of promotion which on such an occasion had been universally practised. Had he obtained his Majority, so tired was he of Sodgering, it was his intention to have retired on half pay and to have passed the remainder of his life in the bosom of his family at Flint in Wales. Of Major Henderson I cannot speak too highly for gentlemanly manners and agreeable temper. He stands out pre-eminent in our opinion before all other military officers, whom we have met with - for they were haughty insolent, and often impertinent, and looked down with supreme contempt upon all others of a different profession, as if the mere external covering of scarlet coat, with gold embroidery, could make amend for empty brains and want of sense.

At Halifax we took on board 4 passengers.

1. M.^r W.^m McCardi, who keeps a store and the Kings Arms Tavern at Bermuda, a great well-behaved middle-aged man.
2. M.^r John Tobin a younger man, who had a house in the oil trade in Newfoundland - & his father is an extensive and wealthy merchant in Halifax. He was very pleasant in his manners - rather too much of a quiz and a little too free in his talk, which is not much to be wondered at, since he has travelled thro' Italy, France, West Indies, and South America, mixing in all societies without being scrupulous as to their morality.
3. Inglesbe Leon a "Mudian late Capt.ⁿ of a fine Schooner, which three months ago was lost on Sable Island. He was a good specimen of the genuine "Mudian, with merely the rust rubbed off by his intercourse with the world abroad. He was a true seaman, up to a spree - ready for a lark, and enjoying the fun as much as the youngest of us all.
4. M.^r Knight, Lieu.^t of the 37th a very young man _____ has been five years in the service. He did not appear to be remarkably bright in his intellectually suffering himself to be easily and most unmercifully quizzed without perceiving it - but I must in justice to him - say, that I have heard from other quarters that he is considered a well informed young man & to be possessed of more sense than is to be found among all his brother officers put together. For my own part I did not like his manners, nor form a high estimate of this mental capacity from the specimens he was pleased to give us - and in short I care not if I never saw his phiz again.

Bermuda

During our short stay at Bermuda I had but little time to go about, in consequence of the serious illness of our Master. I was however twice ashore at S.^t Georges, and from the conversation of several passengers well acquainted with the Bermudas, I have gathered a few Notes on which I can depend. Having my old Journal before me, I shall endeavour to avoid repetitions tho' by strictly doing so, I shall leave myself little to add to my former statements.

You may remember that when we last visited Bermuda it was in the summer season during one of the three or four months which are felt to be the most oppressive throughout the whole year. Then all nature looked languid and parched up & then the body being relaxed and enervated by the fervent heat, the mind was sympathetically affected – which was the case with me as you will judge from the unfavourable opinion, which I have formerly given of these Islands. On our present visit however the aspects of nature, and the temperature of the air are wonderfully different. The fields look green & smiling – the trees are clothed with their respective verdure, and more than all, you can traverse town or country with satisfaction and comfort. Under these favourable circumstances, I felt inclined to see beauties, where I had beheld defects before – and to fancy that after all Bermuda was, like the Devil, not so bad as it was painted. The truth seems to be between two extremes. The place is not so bad as its native Eulogists would have it to be – I mean with reference to its climate – for in other respects it is as bad as bad can be.

No improvements have taken place since I last was here, and I have heard more of the state of the country than I was then aware of. Very few vegetables are attempted to be cultivated, and onions alone are good and plentiful. Potatoes are fair in quality, but not keeping well, are only to be obtained at certain seasons of the year. Several Englishmen have tried the experiment of producing various vegetables, and when they had succeeded so far as to have the flattering prospect of an excellent crop, a blighting South West Wind, has, like the angel of destruction, destroyed the finest hopes of their garden. A small quantity of barley is also grown, out of the straw they make excellent straw-hats. Instead of cutting it down with a reaping hook, they cut it with a pair of scissors, as if having so much leisure time, they were obliged to have recourse to this method of employing it. One day an old [man] was very sedulously engaged in his snail's-pace task, when an English Officer came up to him & asked him why he did not use a reaping hook or sickle. "My," said he, "I does'nt know – my vather & grandfather never had any other vay – and I does'ny see vy I should change it." "Why," replied the officer, "if your grandfather and father were two old fools, is that a sufficient reason why you should be a third." "I does'nt nothing about the matter," and with that he pursued his labour without deigning any further reply.

Nor alone does the climate affect detrimentally the productions of nature – but exerts a wonderful & equally prejudicial influence over animal life. The many and sudden changes of temperature produce a multitude of diseases, which if they do not immediately destroy life, lay the foundations at least of a diseased constitution. Yellow fever seldom prevails – but there is abundance of liver complaints – diseases of the bowels, and affections of the head. A contrary opinion as to the healthiness or unhealthiness of the climate has been advanced by those interested in the decision, but I am strongly inclined to believe that the climate is unhealthy. In a few weeks the most florid European becomes pale - not the paleness of the other Islands, but a sallow paleness - & the strongest man becomes enervated and averse to exertion. There is no regular succession of land & sea breezes which serve to keep the body cool, but a noxious dampness often prevails, which combined with the heat renders you liable to the attacks of various diseases. Well might an officer of the 71st in England, writing to his brother officers in Bermuda, address his letter "To the 71st Exiles in Bermuda."

Bermuda – Meat – Whales flesh &.^c

For almost every necessary of life Bermuda is dependent on foreign supplies. The United States and British America send their flour – their sheep and their oxen – England sends her manufactures – the West Indies their rum & sugar - & wine is obtained from different quarters. In the summer season an officer told me, he could not obtain fresh meat oftener than twice a week, & for a month or two together he has not tasted a potatoe or other vegetable. Poultry alone is attempted to be reared & these in no great numbers. Just when they are nearly fit for market a disease of the feathers carries them off, even to the extent of a dozen in one night. Food for them is also expensive, and hence at the best of times you will be asked 4/- for a small fowl – 6/- for a duck & so much per pound for a Turkey. Geese strange to say will not breed here and those imported seldom thrive, but are more frequently destroyed by a warty disease. Eggs fetch from 4/- to 5/- a dozen, and even those cannot be depended on as to their freshness. Fish is rather plentiful and good, but there is no great variety. In the season of the Whale Fishery, great is the uproar & joy when the first whale is caught. The news spreads like wildfire, and hundreds of blacks and mulattoes crowd the shore

to welcome the successful boat, at the same [time] in the well-founded expectation of receiving a share of the prize. I am told that the flesh of the young Whale is most excellent and not to be distinguished from a veal cutlet, and that the prime part of a grown whale is equal in sweetness and tenderness to the best beef steak. It has no fishy taste whatever, like the flesh of the porpoise. Every person, whether black or white is eager to obtain it, and this is one of the sources, tho' a rare one, whence they get a supply of fresh meat. Were it not also for the preserved meats sent from England, the case of the poor exiles would be miserable indeed, as they would be forced to live on fat salt pork & beef – especially if it should happen, as it has this year, that several vessels, freighted by the Army & Navy Contractors with live stock from America, have been totally lost – and it was a most fortunate circumstance for the military that there were no men of war here to share with them the little that arrived safe.

It might be thought perhaps that if they were badly off in the article of meat, that they had other things to make amends. But no – To add to their miseries, dullness exists a perpetual dominion over the Town and its inhabitants, and I have heard it confidentially asserted that the natives are an inferior race to the Europeans. For the first time, I noticed that they have a peculiar dialect & like the cockneys transpose the V for the W & vice versa.

Blacks – Slaves &.^c at Bermuda.

I believe I gave you a more favourable account of the Blacks at Bermuda than of those I had seen in the other Islands – but here again I was undeceived by a gentleman long resident here, who assured me that altho' there is greater external decency & propriety among them, the standard of moral obligations and moral duties is not in fact higher than among their Sable brethren elsewhere. If they are not great thieves, it is because they have no place of concealment for the produce of their depredations – but petty thefts are of daily and hourly occurrence. How far this judgement is correct, I have never had any opportunity of deciding for myself. I give it therefore in hearsay – but I must add that in essential points, it has been corroborated by the testimony of others equally well qualified to judge. As if in favour of my former opinion, I fell in with a black funeral, and I declare to you, that I never witnessed anything so orderly and decent among our lower classes at home. There were about 40 males and female mourners, and all of them remarkably well dressed. I was perfectly astonished when I saw the procession in the highest degree, with the decorum and modestly observed by these blacks.

The condition of slavery is, I understand, very easy at Bermuda. The slaves are a great burthen to their Masters, who have nothing for them to do to obtain by their labour a return for the expense they incur, and you may purchase a stout black man for two or three doubloons. The owners of slaves would be glad to export them to other Islands where they are much wanted, and would fetch a high price, but the Colonial laws are strict and imperative that no slave can be removed from one Island to another for the purpose of being sold. An order for the emancipation [of] slaves is therefore not likely to create much disturbance at Bermuda, as the Masters will be glad in any case to get rid of a grievous encumbrance upon their means.

Houses and Boats at Bermuda

I was wrongly informed last time when I was told that Hamilton is larger and more populous than S.^t George. The exact reverse is the case. Again with regard to the whiteness of the houses, another reason was given me, why they were so completely whitewashed, and that was that it prevented the water from leaking thro' the roof & sides. It appears that the stone used in building in Bermuda is so soft as to be easily cut with a pen-knife or sawn into slabs, & of so porous a texture, that unless you use some precaution, your houses would be constantly deluged with rain. To say the best of it, the houses are very damp, and by the influence of capillary attraction the water ascends and pervades to whole house.

I mentioned that Cedar trees grow in immense numbers & that it was applied to various uses. Among others they use it in building [such] vessels, as brigs, schooners & sloops, & these are most excellent of their kind. Boats also are built of it, & I think I never anywhere beheld boats so fine as the Mudians. They sail like witches – loose no ground in tacking – have shoulders of mutton sails – advance almost in the winds eye with good speed, & baring an accident will last for ever. Barring accidents – I repeat – for if they strike with ever so moderate a degree of force against a rock, they will splinter & break in pieces – but no worm or other animal can hurt them & they are completely water tight.

Mosquitoes – Cockroaches

In the summer season at Bermuda you are tormented by immense hoards of mosquitoes, which seldom [fail] to destroy your nights rest – but during the whole year you are exposed to the tender mercies of the cockroaches. They are here of immense size, and most destructive in their ravages. All woollen articles are their delight, and unless you take particular precautions, you can keep nothing from their voracious maws. Wherever they adhere they destroy, & in one night they will eat their way thro' thick bales of goods. All articles of the leathern kind are quite a delicacy to them, and they will devour a pair of shoes in a much shorter time than the shoemaker could make or mend them. They are often so plentiful that if you are not especially on your guard, they will season your soup, or look like rich raisins in your plum-pudding. We on board were sadly afflicted with this plague last voyage, but ours were as the little children to the full grown parent, as the dwarf to the giant, compared with the Mudians, and for my own part, I never found they did any harm to me, altho' I must confess I killed without mercy all that came in my way.

Thursday 26th Jan.^{ry} - at day light weighed anchor and set sail for Halifax with fresh and favourable breeze – Cloudy weather.

Friday 27th - cloudy disagreeable weather with occasional rain. Fresh but foul breeze.

Saturday 28th - cloudy weather. Fresh wind.

Sunday 29th - beautiful weather. Foul wind.

Monday 30th - fine weather. Fresh and favourable breeze.

Tuesday 31st - cloudy weather – variable wind.

Wednesday 1st Feb.^{ry} - cloudy weather – Foul wind.

Thursday 2^d - fine weather, fresh and favourable breeze.

Friday 3^d - very fine weather, but cold. Moderate and favourable breeze.

Saturday 4th - thick hazy weather – Foul wind.

Sunday 5th - dull miserable hazy weather. Fresh but foul wind.

Monday 6th - wind more favourable. Cloudy and very cold weather with much ice.

Tuesday 7th - dull miserable weather – snowing all day. Only 25 miles from our Port at noon – Foul wind blowing strong in the afternoon – no land in sight.

Wednesday 8th - desperate cold but very clear weather. Only 20 miles off. Foul wind. Saw immense quantities of ice, broken into small pieces, yet so close together as to present the appearance of a field of ice.

Thursday 9th - very fine but cold weather – tons of ice about the bows, which keeps her down much by the head. The sides are beautifully anointed as with the finest Parian marble and the strangest appearances are presented by the objects which are coated with ice – as the anchors – ropes – Chains &.^c Foul Wind. Saw land at 4 P.M. but could not make it out distinctly; owing to the haziness. Stood off at 8 P.M.

Friday 10th - dull miserable weather with much snow. Foul Wind.

Saturday 11th - very fine weather but exceedingly cold. Wind very light and variable all day. In the evening moderate & favourable breeze. Saw the land at 4 P.M. I was much struck with the immense fields of floating ice thro' which we passed. As far as the eye could reach, nothing was visible but one apparently solid mass, which on your nearer approach was seen to consist of an innumerable pieces of ice, of every varied shape, but almost all of them with elevated edges, very loosely connected together. These pieces offered very great impediment to our progress, till we arrived at Halifax Harbour, where we came to anchor at 2 A.M. & found contrary to our expectation that the whole was free from ice.

Sunday 12th Feb.^{ry} - dull miserable weather all day – much rain. Remained on board.

Monday 13th - very dull but fair weather. Completely blocked up by the ice, so that all intercourse with the shore is precluded.

Tuesday 14th - very fine dry weather. Ice broke up last night and having the wind to the Northward was carried right out of the Harbour. Went on shore to day - & also over to Dartmouth in the steamer. At 9 arrived H.M.S. *Cygnets*, Gooding Commander.⁴

⁴ HM Packet *Cygnets*, Lt. James G. Gooding, sailed from Falmouth for Halifax and Bermuda on January 7th 1832

Wednesday 15th - constant snow – detained nearly [all] day on shore in consequence of the freezing of the Harbour – did not succeed in getting off, till late in the afternoon.

Thursday 16th - still further detained in consequence of the arrival of the *Cygnets*. Fine weather. Fresh breeze which cleared the harbour of ice. Cold intense so that there appears as it were smoke arising from the water.

Friday 17th - harbour frozen up again – every thing freezes – your very spittle, ere it can reach the ground, is converted into ice. The water in the tumbler or basin is useless for its intended purpose. Fine weather.

Saturday 18th - very fine weather. Harbour frozen up – Two vessels trying to get out with a light breeze from the Northward, but make very little progress – Drifted at night from our anchorage & tried to let go another anchor but found it would not penetrate the ice. Fortunately we soon brought up again.

Sunday 19th - dull variable W.^r much rain in the afternoon. All ready for a start but can't on account of the ice.

Monday 20th - still hemmed in – very mild but cloudy weather, but snow, rain & hail.

Tuesday 21st - much rain during the night – weather looked soft. Prepared to start and got Mail on board. In the afternoon having with much difficulty got up the anchor, when we attempted to move, the vessel canted the wrong way so that when sail was put upon her, she was unmanageable. Obligated to let her remain as she was, for a hard frost had set in, and blocked us completely up.

Accident on the Ice

Wednesday 22^d - very fine weather & hard frost. Harbour completely frozen up, a circumstance which has not happened for 15 years previous to 1832. To day the ice was so hard that I walked over it from our vessel to the Dartmouth side of the Harbour, a distance backwards and forwards of about 5 miles. I was exceedingly careful and, fortunately escaped even a single fall, and congratulated myself rather too soon on my good fortune.

On my return to the Packet, I found our men busily employed in breaking away the ice from behind the stern, in order to get the ship into a pretty large piece of open water, where we could easily get her head towards the mouth of the Harbour, and which was only a few yards distant. Being heartily tired of our stay at Halifax, I lent a willing hand to assist, and with the assistance of the shaft of a boarding pike, I managed most famously to break the ice, taking all possible care not to tumble in. But who can avoid his fate, and you know that “every bullet has its billet.” There was one spot which seemed rather suspicious. It was an old tract thro' which our gig two days before had forced its passage, & like an old sore well healed up, & showed a large scar in the ice. I came up to it and distrusting its appearance I probed it with the iron shod end of my pike, and having satisfied myself that it was as strong as the surrounding ice, I put my foot to step over, when lo my heavy weight being too great for its weak back, the part gave way, and in an instant I found myself up to the

armpits in the water, and felt a sensation from the icy coldness of the water, as if a weight were appended to my feet & legs, and were dragging me downwards. Unfortunately the point on my pike was downwards in the action of probing – had it not been so, I could easily [have] laid it athwart the ice & have supported myself by it. Thanks be to Providence, our men were close at hand, and in less than two minutes I was pulled out, and shook myself like a collie dog, who has just come out of the water. I lost not a moment, but went on board, dried myself well & shifted – and am thankful that my ducking was attended with no bad consequences whatever.

After I had shifted I again came upon deck, and aided the rest by breaking the ice with a long pole – but I did not again venture upon it. By half past two we had gained our object of reaching the open piece of water, and at 3 P.M. the wind being strong and favourable, the sails were loosed, and off we went thro' a field of sheet ice, which however much retarded our progress. I took much delight in looking over the sides and observing how our bows, sharp and strong, cut stoutly yet effectually thro the ice, with the sound of grinding or crashing. About half an hour before us H.M. Packet, [*Cygnnet*] Lieut. Gooding, bound for Bermuda, went out of the Harbour in fine style. This was the first day for the last 5 or 6 on which the sea outside of the Harbour was clear from ice, so that when we reached the edge, we made away at the rate of 7 knots an hour. At 5 P.M. we spoke H.M. Packet *Opossum*, Peters,⁵ out 7 days from Bermuda, and bound for Halifax. This Packet was the one, which followed 5 weeks after us, so that she has gained upon that space of time.

Having now with a joyful [heart] bid adieu to Halifax and all its concerns, I must of course follow the same plan I have hitherto adopted, & give you some account of the ancas of the place. Upon referring, however, to my former Journal, I find that I have little else to remark, and what little I have to observe, arises almost from the season of the year.

Our approach to Halifax on both occasions was most dreary, and would have given a most unfavourable opinion of the aspect of the country, had I not chanced to have seen it in a more favourable season. Wherever you looked, snow and ice obscured the features of nature casting as it were, a pall over her beauties. The town itself looked dull and dreary at a distance, tho' when I was in the streets, every thing I saw reminded me only of auld Reekie in the month of Dec.^r The cold here is intense, but I did not observe that the inhabitants were more warmly clothed than with us. When the wind blew from the Northward, right to were we lay, the cold was so piercing that I felt as if I had no nose, fingers or toes – and if you stood or rowed right against it, it would peel the skin off your face as effectually as if you were exposed to the rays of a vertical sun. Perhaps we, having but lately come from the West Indies felt the cold more severely than others – at least to my own feelings I had never been in cold so intense. But if we thought the weather cold when we first came to Halifax from England, we suffered still more when we came from Bermuda. Do what I would, I could not keep myself warm, and many a sleepless night have I spent solely from that cause. Time therefore with us passed slowly on, since the Harbour being over, we were frequently prevented from having communication with the shore. From the effects of this severe cold several of our men were frost bitten, and one of them so severely that I was much afraid he would have to lose two or three of his fingers. I used frequently when in a warm climate, to declare that I would prefer the extremity

⁵ HM Packet *Opossum*, Lt. Robert Peter, sailed from Falmouth for Halifax and Bermuda on December 14th 1831, and would return to Falmouth on March 16th 1832, only five days behind the *Duke of York*..

of cold to broiling heat – but this voyage to Halifax has caused a total revulsion in my sentiments, and I am now wholly of the opposite opinion.

On shore I observed very little difference from what I have formerly pointed to you. One of the first things which attracted my attention was that all carts were mounted on sleighs, instead of wheels, that is the body of the cart was placed on wood of the shape of a skate, and were thus better able to drive thro' the snow without capsizing. Vehicles of every description were similarly mounted and I saw many very handsome gigs, landaus driving along with noiseless speed, except when the bells fastened to them, to give warning of their approach, tingled loudly. All carriages move on at the same rate as in summer, but it is necessary that there be a good deal of snow on the ground, otherwise the sleighs would not answer.

There is only one circumstance more which I shall mention and that is the practice observed here of killing all their meat as soon as the frosts sets in and the meat thus killed will keep sweet as long as the cold weather lasts. To us it would be a strange sight to see in the market beef, mutton & especially poultry exposed for sale as hard as rock & requiring the aid on an axe to cut it. Yet so it is here. Our Carpenter has often been obliged to be called in order to saw off beef streaks or pork chops for the table. One thing is gained by this plan, that you are saved the expense of rearing cattle & poultry during the winter. There is no such thing as live stock to be had – at least our Steward could get none in town - & only a very few fowls from a distant part of the country.

Thursday 23^d Feb.^{ry} - fine W.^f Strong breezes – found we could not go to the South of Sable Islands, but the wind was favourable for going to the Northward of it.

Friday 24th - during the night fell in with large fields of ice, the tremendous shock of which against the sides of the ship, prevented me from sleeping. Thump – thump – thump – so loud & hard, as if instant destruction were to attend. Towards morning the ice floes became more & more infrequent, & during the day we were entirely free from their presence. Fresh and favourable breeze. Weather thick in the morning – afterwards cloudy but fair.

Saturday 25th - cloudy but fair weather – wind fresh in the morning, light in the afternoon, but favourable.

Sunday 26th Feb.^y - dull cloudy w.^f Fresh and favourable breeze.

Monday 27th - cloudy but fair w.^f Moderate and fair breeze.

Tuesday 28th - cloudy but fair w.^f – favourable breezes, variable in strength, sometimes calm.

Wednesday 29th - very cloudy w.^f Fresh and favourable breeze.

Thursday 1st March - cloudy but fair w.^f fresh and favourable breeze

Friday 2^d - cloudy weather – with occasional showers of hail – fresh and favourable breeze.

Saturday 3^d - very squally weather with frequent showers of hail. Very fresh and favourable breeze.

Sunday 4th - fine weather sometimes squally – fresh and favourable wind.

Monday 5th - very squally weather – fresh and favourable breeze.

Tuesday 6th - squally weather with much hail – fresh and favourable wind.

Wednesday 7th - squally weather – fresh and favourable breeze.

Thursday 8th - fine weather with hail – light and not very favourable breeze.

Friday 9th - light airs and calms all day – wind all round the compass – tantalising us most cruelly, now leading us to entertain favourable hopes, and then dashing them all at once to the ground. At night the breeze was more steady but light. Midnight saw S.^t Agnes light. Most Beautiful weather.

Saturday 10th March - lovely weather. At 6 saw Land's End – very light wind inclinable to calm. At 10 P.M. at last reached the Lizard, light breezes and calms.

Sunday 11th March - at 10 A.M. came into Falmouth Harbour, having been absent 18 weeks and one day. Here our two passengers left us - of whom I may say something by way of keeping them in the log book of my memory.

M.^r Henry Baynham, Clerk of the Works, Royal Engineers Department, came on board of us at Bermuda, having been invalided home on account of Inflammation of the Liver. On our passage to Halifax he enjoyed tolerable health – that is to say he suffered nothing from his liver but complained only of unpleasant sensations in his chest. We had only been a week however in port, when he was seized with a most violent attack of acute Hepatitis which yielded to copious bleeding, blistering, & mercurial purges. During the whole passage, he was free from any acute attacks, complaining only of derangement of his nervous system. I think most of his suffering arose from this cause. I never saw a greater hypochondriac. Sometimes he fancied himself at the point of death – sometimes he alarmed himself about tubercles in the lungs – putrid sore throat – *Cholera morbus*, because he had cramps in his legs – and I know not what nonsense. I love not to have such patients, as not withstanding all I said, he still huffed himself in his fancies and bored me day after day with his lamentations and visionary ailments. Altho' when his spirits were up, he was a very pleasant, well educated fellow, these glimpses of sunshine were but as mi-mites, whilst the gloom which oer' clouded his soul would last for days. And what passionate little man he proved to be. A trifle would inflame him as much as a matter of importance – and oaths, & imprecations would occasionally burst forth, horrible enough to set your hair on end. I must do him however the justice to say, that he was deeply conscious of this weak point in his character - & that he has often told me that he has used every endeavour to conquer it - & that he had before succeeded pretty well, until ill health by weakening his body had affected his mind also, since which time he has been unable by argument or reason to control the evil passion of his nature. Taking all in all, I bore with him tolerable well & in consequence was rather a favourite with him.

M.^r Baynham is the husband of the lady, who went home in the *Winchester*⁶ Lord William Paget, and who was the cause, why Capt. Ayscough brought his Lord. P to a court martial for neglect of him on the passage home. You may remember that, when the Court Martial had assembled Commission.^r Ayscough disgracefully withdrew his charge being unable to prove it.

As soon as M.^r Baynham learned from his lady, how very ill she had been treated by Capt.ⁿ Ayscough – a monkey having been put into her cot, and several other annoyances offered her on his part, which repeated called for the interference of Lord Paget – he sent the Commissioner [packing ?], denominating his conduct to M.^{rs} Baynham, as ‘cowardly, cruel, ungentlemanly and inhuman.’ Now according to the etiquette of society. C. Ays. ought to have called M.^r Baynham – but no – he wrote immediately to the head of M.^r Baynham’s department, requesting to know if they would allow a man of his rank to be so insulted by one of their Clerks – and demanding an investigation. At the same time he sent to Sir James Kemp a private letter claiming his acquaintance & begging him to take the Delinquent to task. Sir James sent both letters to M.^r Baynham and required an explanation of his conduct. At the present time I know nothing of the result – but from all I have heard, I should be glad if C. Ays. were dismissed the service for his brutality to a most respectable lady, niece of Rear Admiral Brooking, whose delicate state of health required the greatest indulgence.

Our other passenger was a M.^r Alex.^r Fraser Jun.^r He was a native of Inverness but had been 28 years in Mirimachi, where he has good property. He was an excellent specimen of a North Briton, sober, dour & sagacious – saying little but that little teemed with good sense & worldly prudence. His brogue was very strong and peculiar.

⁶ HMS *Winchester* (52), on the West Indies station. *Captain Rt. Hon. Lord William Paget – Navy List* – Jan. 1832.

Expenses incurred during the Halifax voyage.

1832		£.	s.	d.
Janu. ^{ry} 11 th	Halifax			
	Medecine	0	2	0
	Ticket to Theatre	0	3	0
	Expences on Shore 3 days -	0	4	0
	50 Segars -	0	1	0
Jan. ^{ry} 24 th	Bermuda			
	600 Segars -	0	12	0
	Arrow Root lbs -	0	4	0
	Palmetta Straw -	0	12	0
Feb. ^{ry} 18 th	Halifax			
	Digby chickens (fish) -	0	3	0
	½ lbs Almonds -	0	1	0
	2 lbs loaf Sugar -	0	1	0
	Rum -	0	10	0
	Shrub (1 gallon) -	0	3	0
	[Kards (6 Packs)] -	0	6	0
	Brush -	0	1	0
	Dry fish -	0	3	6
	Tea 1 lb – gunpowder -	0	5	0
		<u>£3</u>	<u>11</u>	<u>6</u>

19th March 1832

Received from Captain Snell the sum of £40 – in part payment of my account with him.