



TWO YEARS BEFORE THE MAST

A Personal Narrative of Life at Sea

By

Richard Henry Dana, Jr.



Dana sejler fra Boston til California i briggen "Pilgrim" og retur i den større "Alert". The Alert "was built in the year 1828 at Boston"--"has two decks, and three masts and that her length is 113 feet 4 inches, her breadth twenty eight feet, her depth fourteen feet and that she measures Three hundred and ninety eight 18/95 tons,". Alerts runding af Kap Horn nedenfor starter "for langt ude til vest" idet kaptajnen har ladet den gå for langt fra land på vej sydover.

CHAPTER XXXI

BAD PROSPECTS—FIRST TOUCH OF CAPE HORN— ICEBERGS—TEMPERANCE SHIPS—LYING-UP—ICE— DIFFICULTY ON BOARD—CHANGE OF COURSE— STRAITS OF MAGELLAN

There now began to be a decided change in the appearance of things. The days became shorter and shorter; the sun running lower in its course each day, and giving less and less heat; and the nights so cold as to prevent our sleeping on deck; the Magellan Clouds in sight, of a clear night; the skies looking cold and angry; and, at times, a long, heavy, ugly sea, setting in from the southwards told us what we were coming to. Still, however, we had a fine, strong breeze, and kept on our way, under as much sail as our ship would bear. Toward the middle of the week, the wind hauled to the southward, which brought us upon a taught bowline, made the ship meet, nearly head on, the heavy swell which rolled from that direction; and there was something not at all encouraging in the manner in which she met it. Being so deep and heavy, she wanted the buoyancy which should have carried her over the seas, and she dropped heavily into them, the water washing over the decks; and every now and then, when an unusually large sea met her fairly upon the bows, she struck it with a sound as dead and heavy as that with which a sledge-hammer falls upon the pile, and took the whole of it in upon the fore-castle, and rising, carried it aft in the scuppers, washing the rigging off the pins, and carrying along with it everything which was loose on deck. She had been acting in this way all of our forenoon watch below; as we could tell by the washing of the water over our heads, and the heavy breaking of the seas against her bows, (with a sound as though she were striking against a rock,) only the thickness of the plank from our heads, as we lay in our berths, which are directly against the bows. At eight bells, the watch was called, and we came on deck, one hand going aft to take the wheel, and another going to the galley to get the grub for dinner. I stood on the fore-castle, looking at the seas, which were rolling high, as far as the eye could reach, their tops white with foam, and the body of them of a deep indigo blue, reflecting the bright rays of the sun. Our ship rose slowly over a few of the largest of them, until one immense fellow came rolling on, threatening to cover her, and which I was sailor enough to know, by "the feeling of her" under my feet, she would not rise over. I sprang upon the knight-heads, and seizing hold of the fore-stay with my hands, drew

myself upon it. My feet were just off the stanchion, when she struck fairly into the middle of the sea, and it washed her fore and aft, burying her in the water. As soon as she rose out of it, I looked aft, and everything forward of the main-mast, except the long-boat, which was griped and double-lashed down to the ring-bolts, was swept off clear. The galley, the pig-sty, the hen-coop, and a large sheep-pen which had been built upon the forehatch, were all gone, in the twinkling of an eye—leaving the deck as clean as a chin new-reaped—and not a stick left, to show where they had stood. In the scuppers lay the galley, bottom up, and a few boards floating about, the wreck of the sheep-pen,—and half a dozen miserable sheep floating among them, wet through, and not a little frightened at the sudden change that had come upon them. As soon as the sea had washed by, all hands sprung out of the fore-castle to see what had become of the ship and in a few moments the cook and old Bill crawled out from under the galley, where they had been lying in the water, nearly smothered, with the galley over them. Fortunately, it rested against the bulwarks, or it would have broken some of their bones. When the water ran off, we picked the sheep up, and put them in the long-boat, got the galley back in its place, and set things a little to rights; but, had not our ship had uncommonly high bulwarks and rail, everything must have been washed overboard, not excepting Old Bill and the cook.

Bill had been standing at the galley-door, with the kid of beef in his hand for the fore-castle mess, when, away he went, kid, beef, and all. He held on to the kid till the last, like a good fellow, but the beef was gone, and when the water had run off, we saw it lying high and dry, like a rock at low tide—nothing could hurt that. We took the loss of our beef very easily, consoling ourselves with the recollection that the cabin had more to lose than we; and chuckled not a little at seeing the remains of the chicken-pie and pan-cakes floating in the scuppers. "This will never do!" was what some said, and every one felt. Here we were, not yet within a thousand miles of the latitude of Cape Horn, and our decks swept by a sea not one half so high as we must expect to find there. Some blamed the captain for loading his ship so deep, when he knew what he must expect; while others said that the wind was always southwest, off the Cape, in the winter; and that, running before it, we should not mind the seas so much. When we got down into the fore-castle, Old Bill, who was somewhat of a croaker,—having met with a great many accidents at sea—said that if that was the way she was going to act, we might as well make our wills, and balance the books at once, and put on a clean shirt. "Vast there, you bloody old owl! You're always hanging out blue lights! You're frightened by the ducking you got in the scuppers, and can't take a joke! What's the use in being always on the look-out for Davy Jones?" "Stand by!" says another, "and we'll get an afternoon watch below, by this scrape;" but in this they were disappointed, for at two bells, all hands were called and set to work, getting lashings upon everything on deck; and the captain talked of sending down the long top-gallant masts; but, as the sea went down toward night, and the wind hauled abeam, we left them standing, and set the studding-sails.

The next day, all hands were turned-to upon unbending the old sails, and getting up the new ones; for a ship, unlike people on shore, puts on her best suit in bad weather. The old sails were sent down, and three new topsails, and new fore and main courses, jib, and fore-topmast staysail, which were made on the coast, and never had been used, were bent, with a complete set of new earings, robands and reef-points; and reef-tackles were rove to the courses, and spilling-lines to the top-sails. These, with new braces and clew-lines, fore and aft, gave us a good suit of running rigging.

The wind continued westerly, and the weather and sea less rough since the day on which we shipped the heavy sea, and we were making great progress under studding-sails, with our light sails all set, keeping a little to the eastward of south; for the captain, depending upon westerly winds off the Cape, had kept so far to the westward, that though we were within about five hundred miles of the latitude of Cape Horn, we were nearly seventeen hundred miles to the westward of it. Through the rest of the week, we continued on with a fair wind, gradually, as we got more to the southward, keeping a more easterly course, and bringing the wind on our larboard quarter, until—

Sunday, June 26th, when, having a fine, clear day, the captain got a lunar observation, as well as his meridian altitude, which made us in lat. $47^{\circ} 50'$ S., long. $113^{\circ} 49'$ W.; Cape Horn bearing, according to my calculation, E. S. E. $1/2$ E., and distant eighteen hundred miles.

Monday, June 27th. During the first part of this day, the wind continued fair, and, as we were going before it, it did not feel very cold, so that we kept at work on deck, in our common clothes and round jackets. Our watch had an afternoon watch below, for the first time since leaving San Diego, and having inquired of the third mate what the latitude was at noon, and made our usual guesses as to the time she would need, to be up with the Horn, we turned-in, for a nap. We were sleeping away "at the rates of knots," when three knocks on the scuttle, and "All hands ahoy!" started us from our berths. What could be the matter? It did not appear to be blowing hard, and looking up through the scuttle, we could see that it was a clear day, overhead; yet the watch were taking in sail.

We thought there must be a sail in sight, and that we were about to heave-to and speak her; and were just congratulating ourselves upon it—for we had seen neither sail nor land since we had left port—when we heard the mate's voice on deck, (he turned-in "all standing," and was always on deck the moment he was called,) singing out to the men who were taking in the studding-sails, and asking where his watch were. We did not wait for a second call, but tumbled up the ladder; and there, on the starboard bow, was a bank of mist, covering sea and sky, and driving directly for us. I had seen the same before, in my passage round in the Pilgrim, and knew what it meant, and that there was no time to be lost. We had nothing on but thin clothes, yet there was not a moment to spare, and at it we went.

The boys of the other watch were in the tops, taking in the top-gallant studding-sails, and the lower and topmast studding-sails were coming

down by the run. It was nothing but "haul down and clew up," until we got all the studding-sails in, and the royals, flying-jib, and mizen top-gallant sail furled, and the ship kept off a little, to take the squall. The fore and main top-gallant sails were still on her, for the "old man" did not mean to be frightened in broad daylight, and was determined to carry sail till the last minute.

We all stood waiting for its coming, when the first blast showed us that it was not to be trifled with. Rain, sleet, snow, and wind, enough to take our breath from us, and make the toughest turn his back to windward! The ship lay nearly over on her beam-ends; the spars and rigging snapped and cracked; and her top-gallant masts bent like whip-sticks. "Clew up the fore and main top-gallant sails!" shouted the captain, and all hands sprang to the clewlines. The decks were standing nearly at an angle of forty-five degrees, and the ship going like a mad steed through the water, the whole forward part of her in a smother of foam. The halyards were let go and the yard clewed down, and the sheets started, and in a few minutes the sails smothered and kept in by clewlines and buntlines.—"Furl 'em, sir?" asked the mate.—"Let go the topsail halyards, fore and aft!" shouted the captain, in answer, at the top of his voice. Down came the topsail yards, the reef-tackles were manned and hauled out, and we climbed up to windward, and sprang into the weather rigging. The violence of the wind, and the hail and sleet, driving nearly horizontally across the ocean, seemed actually to pin us down to the rigging. It was hard work making head against them. One after another, we got out upon the yards. And here we had work to do; for our new sails, which had hardly been bent long enough to get the starch out of them, were as stiff as boards, and the new earings and reef-points, stiffened with the sleet, knotted like pieces of iron wire. Having only our round jackets and straw hats on, we were soon wet through, and it was every moment growing colder. Our hands were soon stiffened and numbed, which, added to the stiffness of everything else, kept us a good while on the yard. After we had got the sail hauled upon the yard, we had to wait a long time for the weather earing to be passed; but there was no fault to be found, for French John was at the earing, and a better sailor never laid out on a yard; so we leaned over the yard, and beat our hands upon the sail to keep them from freezing. At length the word came—"Haul out to leeward,"—and we seized the reef-points and hauled the band taught for the lee earing. "Taught band—Knot away," and we got the first reef fast, and were just going to lay down, when—"Two reefs—two reefs!" shouted the mate, and we had a second reef to take, in the same way. When this was fast, we laid down on deck, manned the halyards to leeward, nearly up to our knees in water, set the topsail, and then laid aloft on the main topsail yard, and reefed that sail in the same manner; for, as I have before stated, we were a good deal reduced in numbers, and, to make it worse, the carpenter, only two days before, cut his leg with an axe, so that he could not go aloft. This weakened us so that we could not well manage more than one topsail at a time, in such weather as this, and, of course, our labor was doubled. From the main topsail yard, we went upon the main yard, and took a reef in the mainsail. No sooner had we got on

deck, than—"Lay aloft there, mizen-top-men, and close-reef the mizen topsail!" This called me; and being nearest to the rigging, I got first aloft, and out to the weather earing. English Ben was on the yard just after me, and took the lee earing, and the rest of our gang were soon on the yard, and began to fist the sail, when the mate considerably sent up the cook and steward, to help us. I could now account for the long time it took to pass the other earings, for, to do my best, with a strong hand to help me at the dog's ear, I could not get it passed until I heard them beginning to complain in the bunt. One reef after another we took in, until the sail was close-reefed, when we went down and hoisted away at the halyards. In the mean time, the jib had been furled and the staysail set, and the ship, under her reduced sail, had got more upright and was under management; but the two top-gallant sails were still hanging in the buntlines, and slatting and jerking as though they would take the masts out of her. We gave a look aloft, and knew that our work was not done yet; and, sure enough, no sooner did the mate see that we were on deck, than—"Lay aloft there, four of you, and furl the top-gallant sails!" This called me again, and two of us went aloft, up the fore rigging, and two more up the main, upon the top-gallant yards.

The shrouds were now iced over, the sleet having formed a crust or cake round all the standing rigging, and on the weather side of the masts and yards. When we got upon the yard, my hands were so numb that I could not have cast off the knot of the gasket to have saved my life. We both lay over the yard for a few seconds, beating our hands upon the sail, until we started the blood into our fingers' ends, and at the next moment our hands were in a burning heat. My companion on the yard was a lad, who came out in the ship a weak, puny boy, from one of the Boston schools,— "no larger than a spritsail sheet knot," nor "heavier than a paper of lamp-black," and "not strong enough to haul a shad off a gridiron," but who was now "as long as a spare topmast, strong enough to knock down an ox, and hearty enough to eat him." We fisted the sail together, and after six or eight minutes of hard hauling and pulling and beating down the sail, which was as stiff as sheet iron, we managed to get it furled; and snugly furled it must be, for we knew the mate well enough to be certain that if it got adrift again, we should be called up from our watch below, at any hour of the night, to furl it.

I had been on the look-out for a moment to jump below and clap on a thick jacket and south-wester; but when we got on deck we found that eight bells had been struck, and the other watch gone below, so that there were two hours of dog watch for us, and a plenty of work to do. It had now set in for a steady gale from the south-west; but we were not yet far enough to the southward to make a fair wind of it, for we must give Terra del Fuego a wide berth. The decks were covered with snow, and there was a constant driving of sleet. In fact, Cape Horn had set in with good earnest. In the midst of all this, and before it became dark, we had all the studding-sails to make up and stow away, and then to lay aloft and rig in all the booms, fore and aft, and coil away the tacks, sheets, and halyards. This was pretty tough work for four or five hands, in the face of a gale

which almost took us off the yards, and with ropes so stiff with ice that it was almost impossible to bend them. I was nearly half an hour out on the end of the fore yard, trying to coil away and stop down the topmast studding-sail tack and lower halyards. It was after dark when we got through, and we were not a little pleased to hear four bells struck, which sent us below for two hours, and gave us each a pot of hot tea with our cold beef and bread, and, what was better yet, a suit of thick, dry clothing, fitted for the weather, in place of our thin clothes, which were wet through and now frozen stiff.

This sudden turn, for which we were so little prepared, was as unacceptable to me as to any of the rest; for I had been troubled for several days with a slight tooth-ache, and this cold weather, and wetting and freezing, were not the best things in the world for it.

I soon found that it was getting strong hold, and running over all parts of my face; and before the watch was out I went aft to the mate, who had charge of the medicine-chest, to get something for it.

But the chest showed like the end of a long voyage, for there was nothing that would answer but a few drops of laudanum, which must be saved for any emergency; so I had only to bear the pain as well as I could.

When we went on deck at eight bells, it had stopped snowing, and there were a few stars out, but the clouds were still black, and it was blowing a steady gale. Just before midnight, I went aloft and sent down the mizen royal yard, and had the good luck to do it to the satisfaction of the mate, who said it was done "out of hand and ship-shape." The next four hours below were but little relief to me, for I lay awake in my berth, the whole time, from the pain in my face, and heard every bell strike, and, at four o'clock, turned out with the watch, feeling little spirit for the hard duties of the day.

Bad weather and hard work at sea can be borne up against very well, if one only has spirit and health; but there is nothing brings a man down, at such a time, like bodily pain and want of sleep.

There was, however, too much to do to allow time to think; for the gale of yesterday, and the heavy seas we met with a few days before, while we had yet ten degrees more southing to make, had convinced the captain that we had something before us which was not to be trifled with, and orders were given to send down the long top-gallant masts. The top-gallant and royal yards were accordingly struck, the flying jib-boom rigged in, and the top-gallant masts sent down on deck, and all lashed together by the side of the long-boat.

The rigging was then sent down and coiled away below, and everything was made snug aloft. There was not a sailor in the ship who was not rejoiced to see these sticks come down; for, so long as the yards were aloft, on the least sign of a lull, the top-gallant sails were loosed, and then we had to furl them again in a snow-squall, and shin up and down single ropes caked with ice, and send royal yards down in the teeth of a gale coming right from the south pole. It was an interesting sight, too, to see our noble ship, dismantled of all her top-hamper of long tapering masts and yards, and boom pointed with spear-head, which ornamented

her in port; and all that canvas, which a few days before had covered her like a cloud, from the truck to the water's edge, spreading far out beyond her hull on either side, now gone; and she, stripped, like a wrestler for the fight. It corresponded, too, with the desolate character of her situation;—alone, as she was, battling with storms, wind, and ice, at this extremity of the globe, and in almost constant night.

Friday, July 1st. We were now nearly up to the latitude of Cape Horn, and having over forty degrees of easting to make, we squared away the yards before a strong westerly gale, shook a reef out of the fore-topsail, and stood on our way, east-by-south, with the prospect of being up with the Cape in a week or ten days. As for myself, I had had no sleep for forty-eight hours; and the want of rest, together with constant wet and cold, had increased the swelling, so that my face was nearly as large as two, and I found it impossible to get my mouth open wide enough to eat. In this state, the steward applied to the captain for some rice to boil for me, but he only got a—"No! d— you! Tell him to eat salt junk and hard bread, like the rest of them." For this, of course, I was much obliged to him, and in truth it was just what I expected. However, I did not starve, for the mate, who was a man as well as a sailor, and had always been a good friend to me, smuggled a pan of rice into the galley, and told the cook to boil it for me, and not let the "old man" see it. Had it been fine weather, or in port, I should have gone below and lain by until my face got well; but in such weather as this, and short-handed as we were, it was not for me to desert my post; so I kept on deck, and stood my watch and did my duty as well as I could.

Saturday, July 2nd. This day the sun rose fair, but it ran too low in the heavens to give any heat, or thaw out our sails and rigging; yet the sight of it was pleasant; and we had a steady "reef topsail breeze" from the westward. The atmosphere, which had previously been clear and cold, for the last few hours grew damp, and had a disagreeable, wet chilliness in it; and the man who came from the wheel said he heard the captain tell "the passenger" that the thermometer had fallen several degrees since morning, which he could not account for in any other way than by supposing that there must be ice near us; though such a thing had never been heard of in this latitude, at this season of the year. At twelve o'clock we went below, and had just got through dinner, when the cook put his head down the scuttle and told us to come on deck and see the finest sight that we had ever seen. "Where away, cook?" asked the first man who was up. "On the larboard bow." And there lay, floating in the ocean, several miles off, an immense, irregular mass, its top and points covered with snow, and its center of a deep indigo color.

This was an iceberg, and of the largest size, as one of our men said who had been in the Northern ocean. As far as the eye could reach, the sea in every direction was of a deep blue color, the waves running high and fresh, and sparkling in the light, and in the midst lay this immense mountain-island, its cavities and valleys thrown into deep shade, and its points and pinnacles glittering in the sun.

All hands were soon on deck, looking at it, and admiring in various ways its beauty and grandeur. But no description can give any idea of the strangeness, splendor, and, really, the sublimity, of the sight.

Its great size;—for it must have been from two to three miles in circumference, and several hundred feet in height;—its slow motion, as its base rose and sank in the water, and its high points nodded against the clouds; the dashing of the waves upon it, which, breaking high with foam, lined its base with a white crust; and the thundering sound of the cracking of the mass, and the breaking and tumbling down of huge pieces; together with its nearness and approach, which added a slight element of fear,—all combined to give to it the character of true sublimity. The main body of the mass was, as I have said, of an indigo color, its base crusted with frozen foam; and as it grew thin and transparent toward the edges and top, its color shaded off from a deep blue to the whiteness of snow.

It seemed to be drifting slowly toward the north, so that we kept away and avoided it. It was in sight all the afternoon; and when we got to leeward of it, the wind died away, so that we lay-to quite near it for a greater part of the night. Unfortunately, there was no moon, but it was a clear night, and we could plainly mark the long, regular heaving of the stupendous mass, as its edges moved slowly against the stars. Several times in our watch loud cracks were heard, which sounded as though they must have run through the whole length of the iceberg, and several pieces fell down with a thundering crash, plunging heavily into the sea. Toward morning, a strong breeze sprang up, and we filled away, and left it astern, and at daylight it was out of sight. The next day, which was

Sunday, July 3d, the breeze continued strong, the air exceedingly chilly, and the thermometer low. In the course of the day we saw several icebergs, of different sizes, but none so near as the one which we saw the day before. Some of them, as well as we could judge, at the distance at which we were, must have been as large as that, if not larger. At noon we were in latitude 55° 12' south, and supposed longitude 89° 5' west. Toward night the wind hauled to the southward, and headed us off our course a little, and blew a tremendous gale; but this we did not mind, as there was no rain nor snow, and we were already under close sail.

Monday, July 4th. This was "independence day" in Boston. What firing of guns, and ringing of bells, and rejoicings of all sorts, in every part of our country! The ladies (who have not gone down to Nahant, for a breath of cool air, and sight of the ocean) walking the streets with parasols over their heads, and the dandies in their white pantaloons and silk stockings! What quantities of ice-cream have been eaten, and what quantities of ice brought into the city from a distance, and sold out by the lump and the pound! The smallest of the islands which we saw today would have made the fortune of poor Jack, if he had had it in Boston; and I dare say he would have had no objection to being there with it. This, to be sure, was no place to keep the fourth of July. To keep ourselves warm, and the ship out of the ice, was as much as we could do. Yet no one forgot the day; and many were the wishes, and conjectures, and comparisons, both serious and ludicrous, which were made among all hands. The sun

shone bright as long as it was up, only that a scud of black clouds was ever and anon driving across it. At noon we were in lat. 54° 27' S., and long. 85° 5' W., having made a good deal of easting, but having lost in our latitude by the heading of the wind. Between daylight and dark—that is, between nine o'clock and three—we saw thirty-four ice islands, of various sizes; some no bigger than the hull of our vessel, and others apparently nearly as large as the one that we first saw; though, as we went on, the islands became smaller and more numerous; and, at sundown of this day, a man at the mast-head saw large fields of floating ice called "field-ice" at the south-east. This kind of ice is much more dangerous than the large islands, for those can be seen at a distance, and kept away from; but the field-ice, floating in great quantities, and covering the ocean for miles and miles, in pieces of every size—large, flat, and broken cakes, with here and there an island rising twenty and thirty feet, and as large as the ship's hull;—this, it is very difficult to sheer clear of. A constant look-out was necessary; for any of these pieces, coming with the heave of the sea, were large enough to have knocked a hole in the ship, and that would have been the end of us; for no boat (even if we could have got one out) could have lived in such a sea; and no man could have lived in a boat in such weather. To make our condition still worse, the wind came out due east, just after sundown, and it blew a gale dead ahead, with hail and sleet, and a thick fog, so that we could not see half the length of the ship. Our chief reliance, the prevailing westerly gales, was thus cut off; and here we were, nearly seven hundred miles to the westward of the Cape, with a gale dead from the eastward, and the weather so thick that we could not see the ice with which we were surrounded, until it was directly under our bows.

At four, P. M. (it was then quite dark) all hands were called, and sent aloft in a violent squall of hail and rain, to take in sail. We had now all got on our "Cape Horn rig"—thick boots, south-westers coming down over our neck and ears, thick trowsers and jackets, and some with oil-cloth suits over all. Mittens, too, we wore on deck, but it would not do to go aloft with them on, for it was impossible to work with them, and, being wet and stiff, they might let a man slip overboard, for all the hold he could get upon a rope; so, we were obliged to work with bare hands, which, as well as our faces, were often cut with the hail-stones, which fell thick and large. Our ship was now all cased with ice,—hull, spars, and standing rigging;—and the running rigging so stiff that we could hardly bend it so as to belay it, or, still worse, take a knot with it; and the sails nearly as stiff as sheet iron. One at a time, (for it was a long piece of work and required many hands,) we furled the courses, mizen topsail, and fore-topmast staysail, and close-reefed the fore and main topsails, and hove the ship to under the fore, with the main hauled up by the clewlines and buntlines, and ready to be sheeted home, if we found it necessary to make sail to get to windward of an ice island. A regular look-out was then set, and kept by each watch in turn, until the morning. It was a tedious and anxious night. It blew hard the whole time, and there was an almost constant driving of either rain, hail, or snow. In addition to this, it was "as thick as muck," and the ice was all about us. The captain was on deck nearly the whole night,

and kept the cook in the galley, with a roaring fire, to make coffee for him, which he took every few hours, and once or twice gave a little to his officers; but not a drop of anything was there for the crew. The captain, who sleeps all the daytime, and comes and goes at night as he chooses, can have his brandy and water in the cabin, and his hot coffee at the galley; while Jack, who has to stand through everything, and work in wet and cold, can have nothing to wet his lips or warm his stomach.

This was a "temperance ship," and, like too many such ships, the temperance was all in the fore-castle. The sailor, who only takes his one glass as it is dealt out to him, is in danger of being drunk; while the captain, who has all under his hand, and can drink as much as he chooses, and upon whose self-possession and cool judgment the lives of all depend, may be trusted with any amount, to drink at his will. Sailors will never be convinced that rum is a dangerous thing, by taking it away from them, and giving it to the officers; nor that, that temperance is their friend, which takes from them what they have always had, and gives them nothing in the place of it. By seeing it allowed to their officers, they will not be convinced that it is taken from them for their good; and by receiving nothing in its place, they will not believe that it is done in kindness. On the contrary, many of them look upon the change as a new instrument of tyranny. Not that they prefer rum. I never knew a sailor, in my life, who would not prefer a pot of hot coffee or chocolate, in a cold night, to all the rum afloat. They all say that rum only warms them for a time; yet, if they can get nothing better, they will miss what they have lost. The momentary warmth and glow from drinking it; the break and change which is made in a long, dreary watch by the mere calling all hands aft and serving of it out; and the simply having some event to look forward to, and to talk about; give it an importance and a use which no one can appreciate who has not stood his watch before the mast. On my passage round Cape Horn before, the vessel that I was in was not under temperance articles, and grog was served out every middle and morning watch, and after every reefing of topsails; and though I had never drunk rum before, and never intend to again, I took my allowance then at the capstan, as the rest did, merely for the momentary warmth it gave the system, and the change in our feelings and aspect of our duties on the watch. At the same time, as I have stated, there was not a man on board who would not have pitched the rum to the dogs, (I have heard them say so, a dozen times) for a pot of coffee or chocolate; or even for our common beverage—"water bewitched, and tea begrudged," as it was.[1]

The temperance reform is the best thing that ever was undertaken for the sailor; but when the grog is taken from him, he ought to have something in its place. As it is now, in most vessels, it is a mere saving to the owners; and this accounts for the sudden increase of temperance ships, which surprised even the best friends of the cause. If every merchant, when he struck grog from the list of the expenses of his ship, had been obliged to substitute as much coffee, or chocolate, as would give each man a pot-full when he came off the topsail yard, on a stormy night;—I fear Jack might have gone to ruin on the old road.[2] But this is not doubling

Cape Horn. Eight hours of the night, our watch was on deck, and during the whole of that time we kept a bright look-out: one man on each bow, another in the bunt of the fore yard, the third mate on the scuttle, one on each quarter, and a man always standing by the wheel. The chief mate was everywhere, and commanded the ship when the captain was below.

When a large piece of ice was seen in our way, or drifting near us, the word was passed along, and the ship's head turned one way and another; and sometimes the yards squared or braced up. There was little else to do than to look out; and we had the sharpest eyes in the ship on the fore-castle. The only variety was the monotonous voice of the look-out forward—"Another island!"—"Ice ahead!"—"Ice on the lee bow!"—"Hard up the helm!"—"Keep her off a little!"—"Stead-y!"

In the meantime, the wet and cold had brought my face into such a state that I could neither eat nor sleep; and though I stood it out all night, yet, when it became light, I was in such a state, that all hands told me I must go below, and lie-by for a day or two, or I should be laid up for a long time, and perhaps have the lock-jaw.

When the watch was changed I went into the steerage, and took off my hat and comforter, and showed my face to the mate, who told me to go below at once, and stay in my berth until the swelling went down, and gave the cook orders to make a poultice for me, and said he would speak to the captain.

I went below and turned-in, covering myself over with blankets and jackets, and lay in my berth nearly twenty-four hours, half asleep and half awake, stupid, from the dull pain. I heard the watch called, and the men going up and down, and sometimes a noise on deck, and a cry of "ice," but I gave little attention to anything. At the end of twenty-four hours the pain went down, and I had a long sleep, which brought me back to my proper state; yet my face was so swollen and tender, that I was obliged to keep to my berth for two or three days longer. During the two days I had been below, the weather was much the same that it had been, head winds, and snow and rain; or, if the wind came fair, too foggy, and the ice too thick, to run. At the end of the third day the ice was very thick; a complete fog-bank covered the ship. It blew a tremendous gale from the eastward, with sleet and snow, and there was every promise of a dangerous and fatiguing night. At dark, the captain called all hands aft, and told them that not a man was to leave the deck that night; that the ship was in the greatest danger; any cake of ice might knock a hole in her, or she might run on an island and go to pieces. No one could tell whether she would be a ship the next morning. The look-outs were then set, and every man was put in his station. When I heard what was the state of things, I began to put on my clothes to stand it out with the rest of them, when the mate came below, and looking at my face, ordered me back to my berth, saying that if we went down, we should all go down together, but if I went on deck I might lay myself up for life. This was the first word I had heard from aft; for the captain had done nothing, nor inquired how I was, since I went below.

In obedience to the mate's orders, I went back to my berth; but a more miserable night I never wish to spend. I never felt the curse of

sickness so keenly in my life. If I could only have been on deck with the rest, where something was to be done, and seen, and heard; where there were fellow-beings for companions in duty and danger—but to be cooped up alone in a black hole, in equal danger, but without the power to do, was the hardest trial. Several times, in the course of the night, I got up, determined to go on deck; but the silence which showed that there was nothing doing, and the knowledge that I might make myself seriously ill, for nothing, kept me back. It was not easy to sleep, lying, as I did, with my head directly against the bows, which might be dashed in by an island of ice, brought down by the very next sea that struck her. This was the only time I had been ill since I left Boston, and it was the worst time it could have happened. I felt almost willing to bear the plagues of Egypt for the rest of the voyage, if I could but be well and strong for that one night. Yet it was a dreadful night for those on deck.

A watch of eighteen hours, with wet, and cold, and constant anxiety, nearly wore them out; and when they came below at nine o'clock for breakfast, they almost dropped asleep on their chests, and some of them were so stiff that they could with difficulty sit down. Not a drop of anything had been given them during the whole time, (though the captain, as on the night that I was on deck, had his coffee every four hours,) except that the mate stole a potful of coffee for two men to drink behind the galley, while he kept a look-out for the captain. Every man had his station, and was not allowed to leave it; and nothing happened to break the monotony of the night, except once setting the main topsails to run clear of a large island to leeward, which they were drifting fast upon. Some of the boys got so sleepy and stupefied, that they actually fell asleep at their posts; and the young third mate, whose station was the exposed one of standing on the fore scuttle, was so stiff, when he was relieved, that he could not bend his knees to get down. By a constant look-out, and a quick shifting of the helm, as the islands and pieces came in sight, the ship went clear of everything but a few small pieces, though daylight showed the ocean covered for miles. At daybreak it fell a dead calm, and with the sun, the fog cleared a little, and a breeze sprung up from the westward, which soon grew into a gale. We had now a fair wind, daylight, and comparatively clear weather; yet, to the surprise of every one, the ship continued hove-to. Why does not he run? What is the captain about? was asked by every one; and from questions, it soon grew into complaints and murmurings. When the daylight was so short, it was too bad to lose it, and a fair wind, too, which every one had been praying for. As hour followed hour, and the captain showed no sign of making sail, the crew became impatient, and there was a good deal of talking and consultation together, on the fore-castle. They had been beaten out with the exposure and hardship, and impatient to get out of it, and this unaccountable delay was more than they could bear in quietness, in their excited and restless state. Some said that the captain was frightened,—completely cowed, by the dangers and difficulties that surrounded us, and was afraid to make sail; while others said that in his anxiety and suspense he had made a free use of brandy and opium, and was unfit for his duty. The carpenter, who was

an intelligent man, and a thorough seaman, and had great influence with the crew, came down into the fore-castle, and tried to induce the crew to go aft and ask the captain why he did not run, or request him, in the name of all hands, to make sail. This appeared to be a very reasonable request, and the crew agreed that if he did not make sail before noon, they would go aft. Noon came, and no sail was made. A consultation was held again, and it was proposed to take the ship from the captain and give the command of her to the mate, who had been heard to say that, if he could have his way, the ship would have been half the distance to the Cape before night,—ice or no ice. And so irritated and impatient had the crew become, that even this proposition, which was open mutiny, punishable with state prison, was entertained, and the carpenter went to his berth, leaving it tacitly understood that something serious would be done, if things remained as they were many hours longer. When the carpenter left, we talked it all over, and I gave my advice strongly against it. Another of the men, too, who had known something of the kind attempted in another ship by a crew who were dissatisfied with their captain, and which was followed with serious consequences, was opposed to it. S——, who soon came down, joined us, and we determined to have nothing to do with it. By these means, they were soon induced to give it up, for the present, though they said they would not lie where they were much longer without knowing the reason.

The affair remained in this state until four o'clock, when an order came forward for all hands to come aft upon the quarter-deck. In about ten minutes they came forward again, and the whole affair had been blown. The carpenter, very prematurely, and without any authority from the crew, had sounded the mate as to whether he would take command of the ship, and intimated an intention to displace the captain; and the mate, as in duty bound, had told the whole to the captain, who immediately sent for all hands aft. Instead of violent measures, or, at least, an outbreak of quarter-deck bravado, threats, and abuse, which they had every reason to expect, a sense of common danger and common suffering seemed to have tamed his spirit, and begotten something like a humane fellow-feeling; for he received the crew in a manner quiet, and even almost kind. He told them what he had heard, and said that he did not believe that they would try to do any such thing as was intimated; that they had always been good men,—obedient, and knew their duty, and he had no fault to find with them; and asked them what they had to complain of—said that no one could say that he was slow to carry sail, (which was true enough;) and that, as soon as he thought it was safe and proper, he should make sail. He added a few words about their duty in their present situation, and sent them forward, saying that he should take no further notice of the matter; but, at the same time, told the carpenter to recollect whose power he was in, and that if he heard another word from him he would have cause to remember him to the day of his death.

This language of the captain had a very good effect upon the crew, and they returned quietly to their duty.

For two days more the wind blew from the southward and eastward; or in the short intervals when it was fair, the ice was too thick to run; yet the weather was not so dreadfully bad, and the crew had watch and watch. I still remained in my berth, fast recovering, yet still not well enough to go safely on deck. And I should have been perfectly useless; for, from having eaten nothing for nearly a week, except a little rice, which I forced into my mouth the last day or two, I was as weak as an infant. To be sick in a fore-castle is miserable indeed. It is the worst part of a dog's life; especially in bad weather. The fore-castle, shut up tight to keep out the water and cold air;—the watch either on deck, or asleep in their berths;—no one to speak to;—the pale light of the single lamp, swinging to and fro from the beam, so dim that one can scarcely see, much less read by it;—the water dropping from the beams and carlines, and running down the sides; and the fore-castle so wet, and dark, and cheerless, and so lumbered up with chests and wet clothes, that sitting up is worse than lying in the berth! These are some of the evils. Fortunately, I needed no help from any one, and no medicine; and if I had needed help, I don't know where I should have found it. Sailors are willing enough; but it is true, as is often said—No one ships for nurse on board a vessel. Our merchant ships are always under-manned, and if one man is lost by sickness, they cannot spare another to take care of him. A sailor is always presumed to be well, and if he's sick, he's a poor dog. One has to stand his wheel, and another his lookout, and the sooner he gets on deck again, the better.

Accordingly, as soon as I could possibly go back to my duty, I put on my thick clothes and boots and south-wester, and made my appearance on deck. Though I had been but a few days below, yet everything looked strangely enough. The ship was cased in ice,—decks, sides, masts, yards, and rigging. Two close-reefed top-sails were all the sail she had on, and every sail and rope was frozen so stiff in its place, that it seemed as though it would be impossible to start anything. Reduced, too, to her top-masts, she had altogether a most forlorn and crippled appearance. The sun had come up brightly; the snow was swept off the decks, and ashes thrown upon them, so that we could walk, for they had been as slippery as glass.

It was, of course, too cold to carry on any ship's work, and we had only to walk the deck and keep ourselves warm. The wind was still ahead, and the whole ocean, to the eastward, covered with islands and field-ice. At four bells the order was given to square away the yards; and the man who came from the helm said that the captain had kept her off to N. N. E. What could this mean? Some said that he was going to put into Valparaiso, and winter, and others that he was going to run out of the ice and cross the Pacific, and go home round the Cape of Good Hope. Soon, however, it leaked out, and we found that we were running for the straits of Magellan. The news soon spread through the ship, and all tongues were at work, talking about it. No one on board had been through the straits, but I had in my chest an account of the passage of the ship A. J. Donelson, of New York, through those straits, a few years before.

The account was given by the captain, and the representation was as favorable as possible. It was soon read by every one on board, and various

opinions pronounced. The determination of our captain had at least this good effect; it gave every one something to think and talk about, made a break in our life, and diverted our minds from the monotonous dreariness of the prospect before us. Having made a fair wind of it, we were going off at a good rate, and leaving the thickest of the ice behind us. This, at least, was something.

Having been long enough below to get my hands well warmed and softened, the first handling of the ropes was rather tough; but a few days hardened them, and as soon as I got my mouth open wide enough to take in a piece of salt beef and hard bread, I was all right again.

Sunday, July 10th. Lat. $54^{\circ} 10'$, long. $79^{\circ} 07'$. This was our position at noon. The sun was out bright; the ice was all left behind, and things had quite a cheering appearance. We brought our wet pea-jackets and trowsers on deck, and hung them up in the rigging, that the breeze and the few hours of sun might dry them a little; and, by the permission of the cook, the galley was nearly filled with stockings and mittens, hung round to be dried. Boots, too, were brought up; and having got a little tar and slush from below, we gave them a thick coat. After dinner, all hands were turned-to, to get the anchors over the bows, bend on the chains, etc. The fish-tackle was got up, fish-davit rigged out, and after two or three hours of hard and cold work, both the anchors were ready for instant use, a couple of kedges got up, a hawser coiled away upon the fore-hatch, and the deep-sea-lead-line overhauled and got ready. Our spirits returned with having something to do; and when the tackle was manned to bowse the anchor home, notwithstanding the desolation of the scene, we struck up "Cheerily ho!" in full chorus. This pleased the mate, who rubbed his hands and cried out—"That's right, my boys; never say die! That sounds like the old crew!" and the captain came up, on hearing the song, and said to the passenger, within hearing of the man at the wheel,— "That sounds like a lively crew. They'll have their song so long as there're enough left for a chorus!"

This preparation of the cable and anchors was for the passage of the straits; for, being very crooked, and with a variety of currents, it is necessary to come frequently to anchor. This was not, by any means, a pleasant prospect, for, of all the work that a sailor is called upon to do in cold weather, there is none so bad as working the ground-tackle. The heavy chain cables to be hauled and pulled about the decks with bare hands; wet hawsers, slip-ropes, and buoy-ropes to be hauled aboard, dripping in water, which is running up your sleeves, and freezing; clearing hawse under the bows; getting under weigh and coming-to, at all hours of the night and day, and a constant look-out for rocks and sands and turns of tides;—these are some of the disagreeables of such a navigation to a common sailor. Fair or foul, he wants to have nothing to do with the ground-tackle between port and port. One of our hands, too, had unluckily fallen upon a half of an old newspaper which contained an account of the passage, through the straits, of a Boston brig, called, I think, the Peruvian, in which she lost every cable and anchor she had, got aground twice, and arrived at Valparaiso in distress. This was set off against the account of

the A. J. Donelson, and led us to look forward with less confidence to the passage, especially as no one on board had ever been through, and the captain had no very perfect charts. However, we were spared any further experience on the point; for the next day, when we must have been near the Cape of Pillars, which is the south-west point of the mouth of the straits, a gale set in from the eastward, with a heavy fog, so that we could not see half of the ship's length ahead. This, of course, put an end to the project, for the present; for a thick fog and a gale blowing dead ahead are not the most favorable circumstances for the passage of difficult and dangerous straits. This weather, too, seemed likely to last for some time, and we could not think of beating about the mouth of the straits for a week or two, waiting for a favorable opportunity; so we braced up on the larboard tack, put the ship's head due south, and struck her off for Cape Horn again.

[1] The proportions of the ingredients of the tea that was made for us (and ours, as I have before stated, was a favorable specimen of American merchantmen) were, a pint of tea, and a pint and a half of molasses, to about three gallons of water.

These are all boiled down together in the "coppers," and before serving it out, the mess is stirred up with a stick, so as to give each man his fair share of sweetening and tea-leaves. The tea for the cabin is, of course, made in the usual way, in a tea-pot, and drank with sugar.

[2] I do not wish these remarks, so far as they relate to the saving of expense in the outfit, to be applied to the owners of our ship, for she was supplied with an abundance of stores, of the best kind that are given to seamen; though the dispensing of them is necessarily left to the captain, Indeed, so high was the reputation of "the employ" among men and officers, for the character and outfit of their vessels, and for their liberality in conducting their voyages, that when it was known that they had a ship fitting out for a long voyage, and that hands were to be shipped at a certain time,—a half hour before the time, as one of the crew told me, numbers of sailors were steering down the wharf, hopping over the barrels, like flocks of sheep.



CHAPTER XXXII

ICE AGAIN—A BEAUTIFUL AFTERNOON—CAPE HORN—"LAND HO!"—HEADING FOR HOME

In our first attempt to double the Cape, when we came up to the latitude of it, we were nearly seventeen hundred miles to the westward, but, in running for the straits of Magellan, we stood so far to the eastward, that we made our second attempt at a distance of not more than four or five hundred miles; and we had great hopes, by this means, to run clear of the ice; thinking that the easterly gales, which had prevailed for a long time, would have driven it to the westward. With the wind about two points free, the yards braced in a little, and two close-reefed topsails and a reefed foresail on the ship, we made great way toward the southward and, almost every watch, when we came on deck, the air seemed to grow colder, and the sea to run higher. Still, we saw no ice, and had great hopes of going clear of it altogether, when, one afternoon, about three o'clock, while we were taking a siesta during our watch below, "All hands!" was called in a loud and fearful voice. "Tumble up here, men!—tumble up!—don't stop for your clothes—before we're upon it!" We sprang out of our berths and hurried upon deck.

The loud, sharp voice of the captain was heard giving orders, as though for life or death, and we ran aft to the braces, not waiting to look ahead, for not a moment was to be lost. The helm was hard up, the after yards shaking, and the ship in the act of wearing.

Slowly, with stiff ropes and iced rigging, we swung the yards round, everything coming hard, and with a creaking and rending sound, like pulling up a plank which had been frozen into the ice. The ship wore round fairly, the yards were steadied, and we stood off on the other tack, leaving behind us, directly under our larboard quarter, a large ice island, peering out of the mist, and reaching high above our tops, while astern; and on either side of the island, large tracts of field-ice were dimly seen, heaving and rolling in the sea. We were now safe, and standing to the northward; but, in a few minutes more, had it not been for the sharp look-out of the watch, we should have been fairly upon the ice, and left our ship's old bones adrift in the Southern ocean. After standing to the northward a few hours, we wore ship, and the wind having hauled, we stood to the southward and eastward. All night long, a bright lookout was kept from every part of the deck; and whenever ice was seen on the one bow or the other, the helm was shifted and the yards braced, and by quick working of the ship she was kept clear. The accustomed cry of "Ice ahead!"—"Ice on the lee bow!"—"Another island!" in the same tones, and with the same orders following them, seemed to bring us directly back to our old position of the week before.

During our watch on deck, which was from twelve to four, the wind came out ahead, with a pelting storm of hail and sleet, and we lay hove-to, under a close-reefed main topsail, the whole watch. During the next watch it fell calm, with a drenching rain, until daybreak, when the wind came out

to the westward, and the weather cleared up, and showed us the whole ocean, in the course which we should have steered, had it not been for the head wind and calm, completely blocked up with ice. Here then our progress was stopped, and we wore ship, and once more stood to the northward and eastward; not for the straits of Magellan, but to make another attempt to double the Cape, still farther to the eastward; for the captain was determined to get round if perseverance could do it; and the third time, he said, never failed.

With a fair wind we soon ran clear of the field-ice, and by noon had only the stray islands floating far and near upon the ocean.

The sun was out bright, the sea of a deep blue, fringed with the white foam of the waves which ran high before a strong south-wester; our solitary ship tore on through the water, as though glad to be out of her confinement; and the ice islands lay scattered upon the ocean here and there, of various sizes and shapes, reflecting the bright rays of the sun, and drifting slowly northward before the gale. It was a contrast to much that we had lately seen, and a spectacle not only of beauty, but of life; for it required but little fancy to imagine these islands to be animate masses which had broken loose from the "thrilling regions of thick-ribbed ice," and were working their way, by wind and current, some alone, and some in fleets, to milder climes. No pencil has ever yet given anything like the true effect of an iceberg. In a picture, they are huge, uncouth masses, stuck in the sea, while their chief beauty and grandeur,—their slow, stately motion; the whirling of the snow about their summits, and the fearful groaning and cracking of their parts,—the picture cannot give. This is the large iceberg; while the small and distant islands, floating on the smooth sea, in the light of a clear day, look like little floating fairy isles of sapphire.

From a north-east course we gradually hauled to the eastward, and after sailing about two hundred miles, which brought us as near to the western coast of Terra del Fuego as was safe, and having lost sight of the ice altogether,—for the third time we put the ship's head to the southward, to try the passage of the Cape. The weather continued clear and cold, with a strong gale from the westward, and we were fast getting up with the latitude of the Cape, with a prospect of soon being round. One fine afternoon, a man who had gone into the fore-top to shift the rolling tackles, sung out, at the top of his voice, and with evident glee,—*"Sail ho!"* Neither land nor sail had we seen since leaving San Diego; and any one who has traversed the length of a whole ocean alone, can imagine what an excitement such an announcement produced on board. *"Sail ho!"* shouted the cook, jumping out of his galley; *"Sail ho!"* shouted a man, throwing back the slide of the scuttle, to the watch below, who were soon out of their berths and on deck; and *"Sail ho!"* shouted the captain down the companion-way to the passenger in the cabin. Besides the pleasure of seeing a ship and human beings in so desolate a place, it was important for us to speak a vessel, to learn whether there was ice to the eastward, and to ascertain the longitude; for we had no chronometer, and had been drifting about so long that we had nearly lost our reckoning, and opportunities for

lunar observations are not frequent or sure in such a place as Cape Horn. For these various reasons, the excitement in our little community was running high, and conjectures were made, and everything thought of for which the captain would hail, when the man aloft sung out—"Another sail, large on the weather bow!"

This was a little odd, but so much the better, and did not shake our faith in their being sails. At length the man in the top hailed, and said he believed it was land, after all. "Land in your eye!" said the mate, who was looking through a telescope; "they are ice islands, if I can see a hole through a ladder;" and a few moments showed the mate to be right and all our expectations fled; and instead of what we most wished to see, we had what we most dreaded, and what we hoped we had seen the last of. We soon, however, left these astern, having passed within about two miles of them; and at sundown the horizon was clear in all directions.

Having a fine wind, we were soon up with and passed the latitude of the Cape, and having stood far enough to the southward to give it a wide berth, we began to stand to the eastward, with a good prospect of being round and steering to the northward on the other side, in a very few days.

But ill luck seemed to have lighted upon us. Not four hours had we been standing on in this course, before it fell dead calm; and in half an hour it clouded up; a few straggling blasts, with spits of snow and sleet, came from the eastward; and in an hour more, we lay hove-to under a close-reefed main topsail, drifting bodily off to leeward before the fiercest storm that we had yet felt, blowing dead ahead, from the eastward. It seemed as though the genius of the place had been roused at finding that we had nearly slipped through his fingers, and had come down upon us with tenfold fury. The sailors said that every blast, as it shook the shrouds, and whistled through the rigging, said to the old ship, "No, you don't!"—"No, you don't!"

For eight days we lay drifting about in this manner. Sometimes,—generally towards noon,—it fell calm; once or twice a round copper ball showed itself for a few moments in the place where the sun ought to have been; and a puff or two came from the westward, giving some hope that a fair wind had come at last. During the first two days, we made sail for these puffs, shaking the reefs out of the topsails and boarding the tacks of the courses; but finding that it only made work for us when the gale set in again, it was soon given up, and we lay-to under our close-reefs.

We had less snow and hail than when we were farther to the westward, but we had an abundance of what is worse to a sailor in cold weather—drenching rain. Snow is blinding, and very bad when coming upon a coast, but, for genuine discomfort, give me rain with freezing weather. A snow-storm is exciting, and it does not wet through the clothes (which is important to a sailor); but a constant rain there is no escaping from. It wets to the skin, and makes all protection vain. We had long ago run through all our dry clothes, and as sailors have no other way of drying them than by the sun, we had nothing to do but to put on those which were the least wet.

At the end of each watch, when we came below, we took off our clothes and wrung them out; two taking hold of a pair of trowsers,—one at each end,—and jackets in the same way. Stockings, mittens, and all, were wrung out also and then hung up to drain and chafe dry against the bulkheads. Then, feeling of all our clothes, we picked out those which were the least wet, and put them on, so as to be ready for a call, and turned-in, covered ourselves up with blankets, and slept until three knocks on the scuttle and the dismal sound of "All starboardlines ahoy! Eight bells, there below! Do you hear the news?" drawled out from on deck, and the sulky answer of "Aye, aye!" from below, sent us up again.

On deck, all was as dark as a pocket, and either a dead calm, with the rain pouring steadily down, or, more generally, a violent gale dead ahead, with rain pelting horizontally, and occasional variations of hail and sleet;—decks afloat with water swashing from side to side, and constantly wet feet; for boots could not be wrung out like drawers, and no composition could stand the constant soaking. In fact, wet and cold feet are inevitable in such weather, and are not the least of those little items which go to make up the grand total of the discomforts of a winter passage round the Cape. Few words were spoken between the watches as they shifted, the wheel was relieved, the mate took his place on the quarter-deck, the look-outs in the bows; and each man had his narrow space to walk fore and aft in, or, rather, to swing himself forward and back in, from one belaying pin to another,—for the decks were too slippery with ice and water to allow of much walking. To make a walk, which is absolutely necessary to pass away the time, one of us hit upon the expedient of sanding the deck; and afterwards, whenever the rain was not so violent as to wash it off, the weatherside of the quarter-deck and a part of the waist and fore-castle were sprinkled with the sand which we had on board for holystoning; and thus we made a good promenade, where we walked fore and aft, two and two, hour after hour, in our long, dull, and comfortless watches. The bells seemed to be an hour or two apart, instead of half an hour, and an age to elapse before the welcome sound of eight bells. The sole object was to make the time pass on. Any change was sought for, which would break the monotony of the time; and even the two hours' trick at the wheel, which came round to each of us, in turn, once in every other watch, was looked upon as a relief. Even the never-failing resource of long yarns, which eke out many a watch, seemed to have failed us now; for we had been so long together that we had heard each other's stories told over and over again, till we had them by heart; each one knew the whole history of each of the others, and we were fairly and literally talked out. Singing and joking, we were in no humor for, and, in fact, any sound of mirth or laughter would have struck strangely upon our ears, and would not have been tolerated, any more than whistling, or a wind instrument. The last resort, that of speculating upon the future, seemed now to fail us, for our discouraging situation, and the danger we were really in, (as we expected every day to find ourselves drifted back among the ice) "clapped a stopper" upon all that. From saying—"when we get home"—we began

insensibly to alter it to—"if we get home"—and at last the subject was dropped by a tacit consent.

In this state of things, a new light was struck out, and a new field opened, by a change in the watch. One of our watch was laid up for two or three days by a bad hand, (for in cold weather the least cut or bruise ripens into a sore,) and his place was supplied by the carpenter. This was a windfall, and there was quite a contest, who should have the carpenter to walk with him. As "Chips" was a man of some little education, and he and I had had a good deal of intercourse with each other, he fell in with me in my walk. He was a Fin, but spoke English very well, and gave me long accounts of his country;—the customs, the trade, the towns, what little he knew of the government, (I found he was no friend of Russia), his voyages, his first arrival in America, his marriage and courtship;—he had married a countrywoman of his, a dress-maker, whom he met with in Boston. I had very little to tell him of my quiet, sedentary life at home; and, in spite of our best efforts, which had protracted these yarns through five or six watches, we fairly talked one another out, and I turned him over to another man in the watch, and put myself upon my own resources.

I commenced a deliberate system of time-killing, which united some profit with a cheering up of the heavy hours. As soon as I came on deck, and took my place and regular walk, I began with repeating over to myself a string of matters which I had in my memory, in regular order. First, the multiplication table and the tables of weights and measures; then the states of the union, with their capitals; the counties of England, with their shire towns; the kings of England in their order; and a large part of the peerage, which I committed from an almanac that we had on board; and then the Kanaka numerals. This carried me through my facts, and, being repeated deliberately, with long intervals, often eked out the two first bells. Then came the ten commandments; the thirty-ninth chapter of Job, and a few other passages from Scripture. The next in the order, that I never varied from, came Cowper's *Castaway*, which was a great favorite with me; the solemn measure and gloomy character of which, as well as the incident that it was founded upon, made it well suited to a lonely watch at sea. Then his lines to Mary, his address to the jackdaw, and a short extract from *Table Talk*; (I abounded in Cowper, for I happened to have a volume of his poems in my chest;) "*Ille et nefasto*" from Horace, and Goethe's *Erl King*. After I had got through these, I allowed myself a more general range among everything that I could remember, both in prose and verse. In this way, with an occasional break by relieving the wheel, heaving the log, and going to the scuttle-butt for a drink of water, the longest watch was passed away; and I was so regular in my silent recitations, that if there was no interruption by ship's duty, I could tell very nearly the number of bells by my progress.

Our watches below were no more varied than the watch on deck.

All washing, sewing, and reading was given up; and we did nothing but eat, sleep, and stand our watch, leading what might be called a Cape Horn life. The forecabin was too uncomfortable to sit up in; and whenever we were below, we were in our berths. To prevent the rain, and the sea-

water which broke over the bows, from washing down, we were obliged to keep the scuttle closed, so that the fore-castle was nearly air-tight. In this little, wet, leaky hole, we were all quartered, in an atmosphere so bad that our lamp, which swung in the middle from the beams, sometimes actually burned blue, with a large circle of foul air about it. Still I was never in better health than after three weeks of this life. I gained a great deal of flesh, and we all ate like horses. At every watch, when we came below, before turning-in, the bread barge and beef kid were overhauled. Each man drank his quart of hot tea night and morning; and glad enough we were to get it, for no nectar and ambrosia were sweeter to the lazy immortals, than was a pot of hot tea, a hard biscuit, and a slice of cold salt beef, to us after a watch on deck. To be sure, we were mere animals and had this life lasted a year instead of a month we should have been little better than the ropes in the ship. Not a razor, nor a brush, nor a drop of water, except the rain and the spray, had come near us all the time; for we were on an allowance of fresh water; and who would strip and wash himself in salt water on deck, in the snow and ice, with the thermometer at zero?

After about eight days of constant easterly gales, the wind hauled occasionally a little to the southward, and blew hard, which, as we were well to the southward, allowed us to brace in a little and stand on, under all the sail we could carry. These turns lasted but a short while, and sooner or later it set again from the old quarter; yet each time we made something, and were gradually edging along to the eastward. One night, after one of these shifts of the wind, and when all hands had been up a great part of the time, our watch was left on deck, with the mainsail hanging in the buntlines, ready to be set if necessary. It came on to blow worse and worse, with hail and snow beating like so many furies upon the ship, it being as dark and thick as night could make it. The mainsail was blowing and slatting with a noise like thunder, when the captain came on deck, and ordered it to be furled. The mate was about to call all hands, when the captain stopped him, and said that the men would be beaten out if they were called up so often; that as our watch must stay on deck, it might as well be doing that as anything else.

Accordingly, we went upon the yard; and never shall I forget that piece of work. Our watch had been so reduced by sickness, and by some having been left in California, that, with one man at the wheel, we had only the third mate and three beside myself, to go aloft; so that at most, we could only attempt to furl one yard-arm at a time. We manned the weather yard-arm, and set to work to make a furl of it. Our lower masts being short, and our yards very square, the sail had a head of nearly fifty feet, and a short leach, made still shorter by the deep reef which was in it, which brought the clew away out on the quarters of the yard, and made a bunt nearly as square as the mizen royal-yard. Beside this difficulty, the yard over which we lay was cased with ice, the gaskets and rope of the foot and leach of the sail as stiff and hard as a piece of suction-hose, and the sail itself about as pliable as though it had been made of sheets of sheathing copper. It blew a perfect hurricane, with alternate blasts of

snow, hail, and rain. We had to fist the sail with bare hands. No one could trust himself to mittens, for if he slipped, he was a gone man. All the boats were hoisted in on deck, and there was nothing to be lowered for him. We had need of every finger God had given us. Several times we got the sail upon the yard, but it blew away again before we could secure it. It required men to lie over the yard to pass each turn of the gaskets, and when they were passed, it was almost impossible to knot them so that they would hold. Frequently we were obliged to leave off altogether and take to beating our hands upon the sail, to keep them from freezing.

After some time,—which seemed forever,—we got the weather side stowed after a fashion, and went over to leeward for another trial.

This was still worse, for the body of the sail had been blown over to leeward, and as the yard was a-cock-bill by the lying over of the vessel, we had to light it all up to windward. When the yard-arms were furled, the bunt was all adrift again, which made more work for us. We got all secure at last, but we had been nearly an hour and a half upon the yard, and it seemed an age. It just struck five bells when we went up, and eight were struck soon after we came down. This may seem slow work, but considering the state of everything, and that we had only five men to a sail with just half as many square yards of canvas in it as the mainsail of the Independence, sixty-gun ship, which musters seven hundred men at her quarters, it is not wonderful that we were no quicker about it. We were glad enough to get on deck, and still more, to go below. The oldest sailor in the watch said, as he went down,—“I shall never forget that main yard;—it beats all my going a fishing. Fun is fun, but furling one yard-arm of a course, at a time, off Cape Horn, is no better than man-killing.”

During the greater part of the next two days, the wind was pretty steady from the southward. We had evidently made great progress, and had good hope of being soon up with the Cape, if we were not there already. We could put but little confidence in our reckoning, as there had been no opportunities for an observation, and we had drifted too much to allow of our dead reckoning being anywhere near the mark. If it would clear off enough to give a chance for an observation, or if we could make land, we should know where we were; and upon these, and the chances of falling in with a sail from the eastward, we depended almost entirely.

Friday, July 22d. This day we had a steady gale from the southward, and stood on under close sail, with the yards eased a little by the weather braces, the clouds lifting a little, and showing signs of breaking away. In the afternoon, I was below with Mr. H——, the third mate, and two others, filling the bread locker in the steerage from the casks, when a bright gleam of sunshine broke out and shone down the companion-way and through the skylight, lighting up everything below, and sending a warm glow through the heart of every one. It was a sight we had not seen for weeks,—an omen, a god-send. Even the roughest and hardest face acknowledged its influence. Just at that moment we heard a loud shout from all parts of the deck, and the mate called out down the companion-way to the captain, who was sitting in the cabin. What he said, we could not distinguish, but the captain kicked over his chair, and was on deck at

one jump. We could not tell what it was; and, anxious as we were to know, the discipline of the ship would not allow of our leaving our places. Yet, as we were not called, we knew there was no danger. We hurried to get through with our job, when, seeing the steward's black face peering out of the pantry, Mr. H—— hailed him, to know what was the matter. "Lan' o, to be sure, sir! No you hear 'em sing out, 'Lan' o?' De cap'em say 'im Cape Horn!"

This gave us a new start, and we were soon through our work, and on deck; and there lay the land, fair upon the larboard beam, and slowly edging away upon the quarter. All hands were busy looking at it—the captain and mates from the quarter-deck, the cook from his galley, and the sailors from the forecabin; and even Mr. N., the passenger, who had kept in his shell for nearly a month, and hardly been seen by anybody, and who we had almost forgotten was on board, came out like a butterfly, and was hopping round as bright as a bird.

The land was the island of Staten Land, and, just to the eastward of Cape Horn; and a more desolate-looking spot I never wish to set eyes upon;—bare, broken, and girt with rocks and ice, with here and there, between the rocks and broken hillocks, a little stunted vegetation of shrubs. It was a place well suited to stand at the junction of the two oceans, beyond the reach of human cultivation, and encounter the blasts and snows of a perpetual winter. Yet, dismal as it was, it was a pleasant sight to us; not only as being the first land we had seen, but because it told us that we had passed the Cape,—were in the Atlantic,—and that, with twenty-four hours of this breeze, might bid defiance to the Southern Ocean. It told us, too, our latitude and longitude better than any observation; and the captain now knew where we were, as well as if we were off the end of Long wharf.

In the general joy, Mr. N. said he should like to go ashore upon the island and examine a spot which probably no human being had ever set foot upon; but the captain intimated that he would see the island—specimens and all,—in—another place, before he would get out a boat or delay the ship one moment for him.

We left the land gradually astern; and at sundown had the Atlantic Ocean clear before us.

