Journal
during
Summer in Hudson's Bay.
And of the
Voyage home to England.
1816.
A List of Indians Names is subjoined
and
A Vocabulary of Indian
Words and Phrases.
East Main, James Bay

Friday, July 12th, 1816

After a period of painful anxiety &

misfortunes, our ships & our goods are in a great

measure dissipated & prospects begin to

assume a more favorable aspect.

About 5 o'clock this afternoon I

received a strange vessel in the harbor and

gave the alarm. Presently it arrived

with the two Captains, Davison &

Parmelee from Pontchartrain where they left

the factory long agó and Rieves

came. The Prizes have also escaped

the fury of the Ices, with only separate

damage, but a few more unfortunate

men have fallen victims to Disease

and the Climate. Since we last heard

from them, three were buried on one

day and that is rather remarkable.

Each ship has lost the same number,

and in the same manner. If having

died and one been drowned out of each

crew, making fourteen in all, the

survivors however, hardened in such

afflictions, continue to manifest the same

refractory, turbulent disposition they

have shown all along.
Saturday, July 13th. The Indians kept Mr. Ch. Ruffell employed in the warehouse the whole day, from morning till night. The Indians who last week brought a very indifferent trade, but Mr. Moore, who spent his bundle this afternoon, bought goods to the amount of $38. Moore, he made Mr. Ruffell a present of 22 bales which at a moderate calculation amounts to $4. But Indian presents are usually given with the view of getting in return more than an equivalent.

A barge came from the wharf on in the afternoon.

I kept the day with the Captain who amused themselves with walking about the gardens, plantation, visiting the servants, etc., hence they are both suffered with the fever. Capt. Farnes's most severely, but their health as well as that of the whole ship's company has been considerably improved by eating dandelions, a kind of wild celery, and a wild pea which grows about 2 bounties in great abundance. The bark of the tea tree makes excellent and palatable gums.

The weather that day was very warm with some breezes from the east and still and the sky very foggy in the forenoon. In the after part of the day it was quite clear, however none of the vessels came from Shanttons.

Sunday, July 14th. About 10 o'clock the garrison. Stokes on arrived from Stantons in a barge by himself. The long boat and schooner are still there, and the Shallop from Stance also came and arrived the same day the Capt. left Stantons. Mr. Stokes on in coming across met 9 bales of Indians going to Shantons with fish yesterday. They informed him that when the Indians sent to Moore was also on his way here.

In course of an hour or two Tooshin's brother Esquinauma arrived accompanied by their sister and her child, also from Moore; this woman is the wife of Mr. Ruffell's brother, as it is said has died of hunger or a broken heart occasioned by maltreatment. The poor woman is yet ignorant of the circumstances. We also learn by these arrivals that a number of lives have been lost at different parts, some by accident, others from starvation. We are now under the necessity of describing the
Canadian traders from other posts, to
that Mr. Chalmers's party arrived at
Montreal before that which went
from New Brunswick, and further
that Lord Selkirk was on his way to
the Red River Colony, that he had pur-
chased a quantity of provisions at
Montreal for our use in this quarter
and having conveyed them to a post in
the interior called Medipassatore,
bordering on the Lake Superior, as
few canoees have been despatched from
Moose to bring down this supply, when
by the bye it is considered here a very
abundant scheme the distance being so
great; but the Lordship so little ac-
quainted with the nature of such
an expedition, even directed the ships
visitors to be sent. 23 lastly, we
are informed that five of the battle
had stooped to death at home and
their bodies given to the savants of
Ext.

The Indians being all drunk upon
great part of last night in conjuring,
which consisted merely in making a
dancing, unintelligible noises, and
gestures, interspersed with prayers.

About noon the captains,
Agousto and Teetababbinsis with
their families wishing to go away, were
just across the River. The British flag
was hoisted in honour of the great day
who fired a salute on leaving the shore
this we returned with three cheers, which
they again answered by firing. Then
the Indians still remained.

There being no wind today, none
of the troops could engage in the
weather was extremely hot, and in the
evening there was much thunder and
heavy rain.

Monday, July 13th. Today the winds
and weather were favourable and early
in the morning we had the pleasure
of seeing a field at Poor. In the af-
ternoon the Long boats, Bishop Chalmers
and Moore Hall and the others arrived. By the latter
we receive some newspapers containing
an account of the brilliant successes
of the Allied powers, which has again
seemed to us to improve. But the tone
news is as usual of the most calam-
itous nature. The Governor says in
one of his letters: 'many lives have
been lost, some by casualties and
some by want and fatigue.' Den
the tales of misery are so accumulated
and are given so familiarly that they
almost cease to excite commiseration.
It is said that one poor man, who was starved to death, was found on the snow having apparently died in the act of decoy- ing a Rabbit which he had just caught in a snare.

We are informed by Mr. Vincent that the Colonists at Red River have gained the ascendency over the N.W. traders and have taken most of their Officers prisoners, on the other hand the Canadians have made prisoners a N.W. Officer in this Company's service and sent him in irons to Montreal.

Mr. Vincent not having repeated his request for one to go to Moose, Point found it necessary to take any further notice of it.

Tuesday, July 14th. During the whole of last night and all this day it has rained without ceasing, at the same time blowing a cold Northerly wind.

Wednesday, July 15th. The weather today was raw and sassy, but tolerably moderate, and all the Indians went away. Sassy brought in about 1300 of Fish. At Quebec, Mr. Hyland and I are busy employed with the public writings, and in packing furs in order to get the Moses & Prince dispatches as quick as possible.

Thursday, July 18th. Long the morning there was a thick frost, but the weather during the day was very warm. The wind being favourable the captains went off about 9 o'clock this morning for Kentons, they took with them several of the captured passengers to supply the place of the deceased sailors. It is said that I also have join the ship in a few days.

In the morning two Indians, Portgeway and Metappysasses came to the factory with some beads; they are the last of the regular traders I expected here this season, and the quantity of Furs promised at Dartmouth this year is as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaver white (full grain)</td>
<td>470</td>
</tr>
<tr>
<td>D. half</td>
<td>231</td>
</tr>
<tr>
<td>D. cub</td>
<td>19</td>
</tr>
<tr>
<td>Lynx</td>
<td>7</td>
</tr>
<tr>
<td>Brass black</td>
<td>15</td>
</tr>
<tr>
<td>D. a common</td>
<td>17</td>
</tr>
<tr>
<td>Peas blue</td>
<td>2</td>
</tr>
<tr>
<td>- 1 lb</td>
<td>8</td>
</tr>
<tr>
<td>- 2 lb</td>
<td>4.5</td>
</tr>
<tr>
<td>- 3 lb</td>
<td>6.1</td>
</tr>
<tr>
<td>- 4 lb</td>
<td>3.2</td>
</tr>
<tr>
<td>- 5 lb</td>
<td>9.36</td>
</tr>
<tr>
<td>- common</td>
<td>66.1</td>
</tr>
<tr>
<td>- damaged</td>
<td>73</td>
</tr>
<tr>
<td>Item</td>
<td>Quantity</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Minks</td>
<td>14</td>
</tr>
<tr>
<td>Squashed</td>
<td>450</td>
</tr>
<tr>
<td>Other fur: prime</td>
<td>69</td>
</tr>
<tr>
<td>Dr.  common</td>
<td>45</td>
</tr>
<tr>
<td>Dr.  cub</td>
<td>11</td>
</tr>
<tr>
<td>Rabbits</td>
<td>11,769</td>
</tr>
<tr>
<td>Seals</td>
<td>4</td>
</tr>
<tr>
<td>Swanshake</td>
<td>1</td>
</tr>
<tr>
<td>Deer's heads</td>
<td>43</td>
</tr>
<tr>
<td>Faggies painted</td>
<td>3</td>
</tr>
<tr>
<td>Bass strings</td>
<td>14</td>
</tr>
<tr>
<td>Smores</td>
<td>5</td>
</tr>
<tr>
<td>Goose furs: whole</td>
<td>$1,160</td>
</tr>
<tr>
<td>2 quills</td>
<td>$48.650</td>
</tr>
<tr>
<td>Bastarnes</td>
<td>31 43/2</td>
</tr>
</tbody>
</table>

The above is considered a very good trade, and greatly exceeds that of last year, which was as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaver whole</td>
<td>383</td>
</tr>
<tr>
<td>Dr.  half</td>
<td>220</td>
</tr>
<tr>
<td>Dr.  scrap</td>
<td>2</td>
</tr>
<tr>
<td>Beasts black</td>
<td>15</td>
</tr>
<tr>
<td>Dr.  cub</td>
<td>2</td>
</tr>
<tr>
<td>Cows (living)</td>
<td>2</td>
</tr>
<tr>
<td>Texas oil: red</td>
<td>24</td>
</tr>
<tr>
<td>20</td>
<td>60</td>
</tr>
<tr>
<td>while</td>
<td>03.0</td>
</tr>
<tr>
<td>blue</td>
<td>12</td>
</tr>
<tr>
<td>crop</td>
<td>45</td>
</tr>
<tr>
<td>Rabbits</td>
<td>0,520</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minks</td>
<td>37</td>
</tr>
<tr>
<td>Squashed</td>
<td>309</td>
</tr>
<tr>
<td>Other fur: prime</td>
<td>100</td>
</tr>
<tr>
<td>Dr.  common</td>
<td>38</td>
</tr>
<tr>
<td>Dr.  cub</td>
<td>2</td>
</tr>
<tr>
<td>Wolves</td>
<td>4</td>
</tr>
<tr>
<td>Wolfricines</td>
<td>4</td>
</tr>
<tr>
<td>Swanshake</td>
<td>1</td>
</tr>
<tr>
<td>Elk 43/2</td>
<td>63</td>
</tr>
<tr>
<td>Easter</td>
<td>$33</td>
</tr>
<tr>
<td>Partridge feathers</td>
<td>$03</td>
</tr>
<tr>
<td>Goose Dr.</td>
<td>1691</td>
</tr>
<tr>
<td>Goose quills</td>
<td>$63,000</td>
</tr>
<tr>
<td>Swan quills</td>
<td>1400</td>
</tr>
</tbody>
</table>

Though these are thought very tolerable trades for the district, they were more than double some years back and some far short of the principal furs on the Westerns. They too have fallen greatly off, partly from a decrease of animals, and partly from their present rigorous summer of treating the furs, which has caused many of them to convey their furs to the N.W. traders. As it is said, twice or three times the quantity of furs that we do. I shall here subjoin a list of the barrows of the H.C. Hudson's Bay Company.
Ships in 1811 which may be considered as the average quantity of Bees of pork
imported annually from Hudson's Bay. In
the following Table A denotes Albany
or Albany River, E.M.

<table>
<thead>
<tr>
<th>Animal</th>
<th>A</th>
<th>R</th>
<th>M</th>
<th>E</th>
<th>Y</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaver</td>
<td>200</td>
<td>15</td>
<td>12</td>
<td>22</td>
<td>462</td>
<td></td>
</tr>
<tr>
<td>Mink</td>
<td>393</td>
<td>292</td>
<td>319</td>
<td>360</td>
<td>1,000</td>
<td></td>
</tr>
<tr>
<td>Musquash</td>
<td>755</td>
<td>0.614</td>
<td>16.33</td>
<td>12.93</td>
<td>38.77</td>
<td></td>
</tr>
<tr>
<td>Badger</td>
<td>2</td>
<td></td>
<td></td>
<td>22</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>Bear</td>
<td>103</td>
<td>37</td>
<td>117</td>
<td>846</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lynx</td>
<td>21</td>
<td>17</td>
<td>5</td>
<td>122</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elk</td>
<td>20</td>
<td></td>
<td>304</td>
<td>324</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fisher</td>
<td>22</td>
<td>7</td>
<td>1</td>
<td>510</td>
<td>550</td>
<td></td>
</tr>
<tr>
<td>Fox</td>
<td>100</td>
<td>63</td>
<td>122</td>
<td>2,000</td>
<td>2,333</td>
<td></td>
</tr>
<tr>
<td>Marten</td>
<td>214</td>
<td>374</td>
<td>1,000</td>
<td>1,123</td>
<td>23,12</td>
<td></td>
</tr>
<tr>
<td>Mink</td>
<td>130</td>
<td>164</td>
<td>28</td>
<td>730</td>
<td>1,065</td>
<td></td>
</tr>
<tr>
<td>Otter</td>
<td>153</td>
<td>67</td>
<td>161</td>
<td>1906</td>
<td>3,917</td>
<td></td>
</tr>
<tr>
<td>Raccoon</td>
<td>33</td>
<td>2</td>
<td>4</td>
<td>46</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rabbit</td>
<td>1060</td>
<td>2100</td>
<td>232</td>
<td>3035</td>
<td>9,15</td>
<td></td>
</tr>
<tr>
<td>Squirrel</td>
<td>60</td>
<td></td>
<td></td>
<td>60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skunk</td>
<td>16</td>
<td>15</td>
<td>3833</td>
<td>3884</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wolf</td>
<td>1</td>
<td>3</td>
<td>301</td>
<td>505</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wolverine</td>
<td>11</td>
<td>7</td>
<td>2</td>
<td>41</td>
<td>116</td>
<td></td>
</tr>
<tr>
<td>Guinea</td>
<td>534</td>
<td>673</td>
<td>132</td>
<td>64</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

By this Table it appears the Bees ex-
ported from Hudson's Bay in one year, or
the Province of 301,302 animals, and allow-
ing that eight times this number was
brought into Montreal or less than One
Million eight hundred and thirty nine
thousand and hundred and thirty eight
living creatures are sacrificed every year,
in the service of America to gratify the
paler or to the comfort of the inhabitants
of Europe. And on the other hand when
we consider that all these animals are
eaten by the Indians, and that this number
is probably smaller in proportion to that
they destroy than 1 in 2,000, it is
truly wonderful that a country so popu-
lized should ever be destitute of food,
but when it is understood that one man
can devour 10 Hares in a day, it may
easily be conceived that it requires both
morality and exertion to support a large
family, and that from illness, beast's
sickness, scarcity of game, or other
casualties they are incapable of pro-
Fridyard, July 19th. The morning the wind being favorable the crew desired to get off as soon as possible. Therefore, I was obliged to set sail about 11 a.m. The breeze continued favorable and after passing through a good time of straggling ice we reached Flaxton Sound about 4 p.m. where the ship anchored and I set out in a small boat to the shore. I found the whole of the Edisto's crew except the Master and the Officers, were in a most disordered state, doing damage to their vessel, refusing to do their duty and taking advantage of circumstances to make most unseemly demands for victuals. The two captains particular with them for some time to no purpose, they continued to use the most obscene for encouraging language, they were once induced upon Capt. N. for fulfilling a promise he had made of giving them a few gallons of rum for getting the Edisto off the rocks where she was caught by the tide. This request kept me in my quarters for instead of conciliating them it only served to increase their wickedness and indecency in every way. To be out of their way I took my boat on board and passed the night undisturbed, but it was with the officers who remained on shore.

Saturday, July 20th. The night was spent inshore in noise and tumult, the officers and men were in a most uncomfortable state, as possible to the ship's officers and crew by uttering all sorts of the most blasphemous expressions, threatening to burn the house and violence to their persons, but the principle objects of their vengeance were too well disposed fellows, who
had always refused to enter into any of their conspiracies, they were
sleeping in a tent with two or three
vick snow belonging to the regiment
suspecting no danger, when the heli-
cích legion salute forth with the con-
tention of murdering them, and to
effect their purpose they sent out
rangers to pull the tent down
in means of a rope carried around
it expecting to smother the whole
under it, but the Tent holes being
well gles in Kensington the rope
broke without their meaning. They
also cut holes in the canvas on va-
rious places and attempted to stab
them with their knives. At last
they got the Tent broke open and
beat the poor fellows without mer-
ry. The understanding helped enor-
ous shared the same fate one of
them had an eye nearly destroy-
ed. The other two men made their
ecakes and got on board the Irish.

About 7 o'clock I went ashore to
breakfast, and while we were all
sitting at this expost, the Continuers
armed themselves with bludgeons
and were going to board the Irish,
but by Mr. Bouchon threatened to shoot

The first man who would attempt it,
which had the effect of determining
what makes these proceedings the
more unavowable is, that hap. To
agree yesterday even to answer their
exorbitant demands, was the last
step. So insomuch cannot condone their
resentment. — for when the fiend
of rebellion and meeting or excitement
Dur among desperate men it is
cannot easily quenched, and the more
one attempts to satisfy and appease
them, the more unreasonable they
become. — Thus scandals have been
obtained all they requested, yet they
refuse to do any duty, until it ple
themselves to their turns, and triumph
in their victory. — it is dangerous to
make concessions in such cases, but
it is equally dangerous to resist them

The designs of this extensive May
Kent Henry Edmund fell a victim
to the barbarity of his own discon-
tented sailors. This intrepid mariner
in searching for a North west passage
to the South Sea round 36 degrees
through which he hoped to find out
a new way to India by America.
He had made two voyages before on
the same adventure. In 1689, he
In 1668, in his 3rd and last in 1670 he entered the Straights that lead to this new Mediterranean, the bay known by his name, and coasted a great part of it. This adventure for the discovery not being abated by the difficulties he had struggled with in this enterprise of Dutch and British forces, he made his way till the ensuing spring and prepared in the beginning of 1671 to pursue his discovery, but his crew, who suffered equal hardships with him, the same spirit to support them continued, seized him and of those who were most faithful to him and committed them to the deep sea in an open boat—Hudson and his companions were never more heard of but the North West of the new returned home.

The attempts towards a discovery were also made in 1671. In 1676 a captain His wintered as far north as 57°. A captain Christopher attempted further discoveries in 1671, besides of his journey was performed over land leg to St. Hansel by which it is ascertained that as 1670, his passage is to be expected south of 70° N. Lat.

In 1679 a Charter was granted to Prince Rupert and a company of Merchants in London for the exclusive trade to this bay and for planting the country and they came act under it ever since. The Dutchian traders who stole themselves the Montezuma.

The company enjoy the same privileges, without their having asserted their right to the monopoly of the whole trade, which has rendered their opponents so daring and troublesome, which two spirit has come than once been to the out into open hostilities, particularly about the Red River valley, where their conduct has been such as well compel the West-Indies to take some decisive step or then be obliged to evacuate their settlements.

After this long digression I must return to the incidents of the day. The Moon Trumpet got under weigh and sailed out of the round west was obliged to return again.Melbourne came down in the afternoon and we took a walk over the hill to the westward of the house, from whence we have a distant view of the bay, land, Charlton and the surrounding ocean. The sea has ceased to float through the Sound, but it is still to be seen to the Methuan.
The ships sailed for Horse with a gale wind.

Monday, July 22. This morning the general ship was dissolved and we breakfasted on board our own ship. Captain Peter went to town in a boat again today and threaten to do some work unless the men who had taken refuge in the Stackhouse were obliged to go on board their own ship; on promising not to molest the men, this also was complied with.

A scene that Mr. Beaunivie the Surgeon has been very active in instilling the spirit of discontent into the minds of the men during the winter, and Captain Peter has got several documents by which places his guilt in several instances, these he intends to lay before the Company. Some others of the officers came at these proceedings.

The weather today was in the fore part rainy and cold but in the afternoon fine and warm.

Tuesday, July 23. It was intended to send a boat to Hastings this morning, but it was blowing a gale of wind with heavy rain.
Wednesday, July 21. The weather today was better but the forenoon being foggy the Boat did not go to Batmain. In the afternoon Capt D and I went to overhaunt a flat but we got no Fish. I afterwards took a walk and collected a quantity of the blue madder called by the Indians Jack, alky, quok, a creeping shrub which they smoke with tobacco.

Thursday, July 22. The weather still is foggy as to prevent any communication with Batmain. In the afternoon I collected some Maccanum jamaica a kind of Rosinamme which grows here in the greatest perfection, and is used for Tea.

Friday, July 23. The weather today was very fine but still the Boat did not go to Sox. One people were on shore all day, binding the Sails and preparing the Ship for Sea. In the forenoon I performed a surgical operation, and took a walk with my colleague at Batmaine. In the afternoon I collected a few specimens of the plants of the island for a Batmainic young lady in London and spent the evening at the lodge with Capt D and Officers.
Moore Roads, Monday, July 29

The morning there was a fine fresh gale from the W. which had carried the Lee quite out of sight. About 9 o'clock the Ganges Sugar's vessel bound for East Indies left us and came within hail of the Ship. The weather all day was open

sunless and fine and the wind gale from Moore but an offcell came down to us.

Tuesday, July 30th

The weather all day was fine and the wind gale from Moore, but an offcell came down to us. The Captain went up to the Sally Beat.

Wednesday, July 31st

All the gale it was exceedingly hot with heavy rain and violent thunder. When it thunders of some sort was seen on board to the ship but couldn't reach us for want of wind. The afterpart of the day was very soppy and the wind went to the Northwest.

Thursday, Aug. 1st

About 10 o'clock this morning the Oebelle got alongside. It was a large French with a cargo of

Deals. They all discharged and returned into the river. The weather today was showery, with Thunder. We last
Friday, Aug. 2d. All day fine warm weather and Easterly wind — nothing particular occurred.

Saturday, Aug. 3d. At the close of the day the weather was very fine and the wind Easterly — but no breeze came from the shore.

About 3 in the afternoon a violent tempest commenced which threw us into a perilous situation. The ship soon began to drive with all the canvas ahead and what renders our situation the more dangerous is the want of shelter. I died at four o'clock.

I was still ill of the scurvy, and there was only two more beside the two mates who knew anything of sailors duty in a time of difficulty and danger — besides should we meet any company compelled us to fight to sea we should be destitute of provisions, by tomorrow there will not be a bit of bread on board. It is very for captain D. to leave the ship in such a situation, and very thoughtless not to return as soon as possible.

The ship continued all night with torrents of rain. The main topmast was struck and nearly two whole cables ran out before the anchor would hold fast.

Sunday, Aug. 4th. The morning was calm and the wind began to abate and the weather became fine.

Monday, Aug. 5th. Tis the service on board, but the Mango Margaret came in sight and anchored about 10 miles off. The weather in the fore part of the morning was fine, but the wind which was blowing fresh from the southward afterwards veered to the north, and a high gale came on with every appearance of a late night.

Tuesday, Aug. 6th. The morning was very giddy but during the forenoon it cleared off and the wind came out fine.

The two vessels came down nearest the ship but the wind failing they could not reach us altogether and a boat was sent for the captain who came on with them.

Wednesday, Aug. 7th. During the night Mr. Chislett came on board from the barge and in course of the morning the cables were got alongside and began discharging the goods, which was finished in the evening and Mr. Chislett went away again with the Mango.
Thursday, Aug. 8th. Early in the morning the Schooner was proceeding to sea, the Ship's last voyage to the west.

Friday, Aug. 9th. The Schooner was ordered to discharge the Schooner and ship with the proceeds of the sale. The weather, however, was extremely fine, the sea calm, the wind lightening at intervals, the weather very warm and variable.

Saturday, Aug. 10th. All day the Schooner continued afloat. In the afternoon she had all sail set, and went upon the East, but a strong storm intervened with heavy rain which prevented our seeing whether she got or not. The weather very warm and variable.

Sunday, Aug. 11th. All warm weather, the schooner义w at the North.
Monday, Aug. 12. Strong breezes from the Northwest with a heavy squall running all afternoon. In the afternoon at 4 o'clock the Squall came. The Squall is not to be seen, it is therefore probable we got off the Land head on Saturday.

Tuesday, Aug. 13. This morning the Squall came down with a strong wind and got alongside about 10 o'clock. Received by letter from Mr. Gladman and a message from Mr. Bentree respecting my letters. The weather all day was fine and cool, and the wind South westly.

Wednesday, Aug. 14. In the early part of the evening there was very heavy rain with a fresh wind and a gale blown, which caused the Bays to close up and make our course weal't. The weather being very heavy the day was not as desirable for the safety of the vessel being got out. In the evening there was a most severe lightning storm with an almost gale of wind, but coming off the land it did not affect the ship at all.

Thursday, Aug. 15. After the storm last night the weather has become extremely fine, the barometer rose to 29 inch with a fine wind. About 2 we left a Depôt from Albany and are going up to Rome, the anchor of which informed us that he had written the 8th of August at that place and here, a very unusual circumstance at this season of the year. Albany is not alone 70 or 80 miles above Rome. In the evening the Edystone and More Ships from 6 to 7 are in sight, about 8 to 10 the Day stone anchored near us, the Shallop came further up.

Friday, Aug. 16. During the night a squall of wind from the North east came on and blew for some time a considerable force. The Edystone and More Ships twice times with two anchors ahead but contrary to custom the Rudder held fast, and the ship never a much course since she got her cargo in. The weather having got moderate in the forenoon I went on board the Edystone, and returned with the account of the people conducting themselves worse than ever and the officers are even apprehensive.
Saturday, Aug. 19th. During the day it blew a strong gale from the southern but in the evening the weather became serene. The accommodation reached the Ships about 11 A.M. and Discharge part of the stores. In the afternoon after the Ships with Ramsey & Bostonians came on board and spent a few our joint here as is customary at such meetings.

It rained again a strong lunge blew from the North and which proves the Ships 40 from along side and the ships are also at a little distance.

Sunday, Aug. 20th. The weather was fine again this morning and the thermometer much along side. To reaching the remainder of the stores but amongst some casualties they were out yet not at due out dark in the evening & where received along side all night.

Monday, Aug 21st. Early this morning the Shire left the ship with a fine wind. I took my passage on her to pay a visit to Mr. Christie leaving accords several fire being invitations. At this a fresh gale we in a very short time run of and anchored at Philadelphia where we learnt it to west of the Factory on Saturday accordingly we...
took the boat, and went up to Mosse, where I stopped ashore and was informed by Mr. T. Stewart (the only person I met) that Mr. James Christie lived near the two Captain's had all gone up to
at Christie's house the preceding day, therefore without hesitation I went into the boat again and rowed up the river. Mr. Stewart is 80 or 60 miles above the factory and the voyage there is extremely interesting for a succession of islands seem to extend all the way up the middle of the river and divide it into what is called the north and south river. On course lay these same of the river, up between some of these islands and the channel in some places was so broken than our boat, so that it appeared to be sailing among brush, flowers and rushes as it was now blowing very hard we now reached Mr. Christie's but I found the whole party on the point of setting out for Mosse, except Mr. himself who stood to entertain us and the Rev. Mr. whom the badness of the weather prevented accompanying her (E.)

The weather all the remainder of

The day was exceedingly boisterous and rainy, so that I thought myself peculiarly fortunate in having such very
good quarters, for the ship in the Roads etc. felt the storm severely. We setting up the house well to quietify any uneasiness, it is a beautiful & curious kind of machinery for warming the cabins, it is worked by steam, pumps clear water, draw the logs up from the river, and warm them into deals with very little assistance or attendance.

Tuesday Aug. 10th. This morning the wind had subsided, but the weather was still black and rainy. About 9 o'clock Mr. & Mrs. Christie their son, Mr. Christie, her daughter & myself, all embarked in a very small canoe to go down to Mosse, it was rather a dangerous unrelenting but we completed our voyage without any accident. It was nearly the dinner time when we arrived & about 4 gentlemen sat down to table. It has been raining for some time, but the friends at the table and I received a much more favorable reception from him than I expected. Mr. Creasy the governor was about now Mr. Creasy the negro in command stationed in the chair, he is a very
little, but nevertheless a very great
man—however, he don’t always meet
with that respect his dignity requires
as appears from an affair that he
found this evening—a very jolly fellow
of the name of Dyke, gave some
offence. At Reisley ordered him out
of the room, he refused to go and
resigned the dignity by calling
Reisley a "S—" rascal. The little
Bantam’s spirit rose at this insult,
by calling the other a swine, threw
his glass, gave one at his head,
Dyke returned the salute, by shelves
toasting his glass, set his bottle
down, a thin glass was thrown and
every bottle and glass at the table
would soon perish in the snuff
had the gentleman interfered once
Dyke out of the room—such scenes
are given as familiar to one that I
witness them without surprise.

Last night, it seems pistols were
found amongst them, and the relation
of the affair by one of the parties
offered a sample of excitement that
got the day. He said, his horses,
which are to see his room and parade
or shoot at pistols, put premium
on the rest, and representing

one to his door, just caused it off.

Two hundred is a passion hereover.

An American gentleman who lately
visited here, amuses himself with
keeping a vocabulary of his Beaux.

The situation of Missouri at present is
two pleasant. The soil is good, and the
herbage is most important; the surface
of the earth appears cheerful with an
exuberance of vegetation; beautiful
flowers, bushes, and agreeable through
simple points present themselves
to the eye of the gratified stranger.

As he would almost for an instant
imagine it a paradise, but when he
considers, how transitory all this is, how
totally it was abandoned in peace, and
has come again, the scene of war and
battle before it with destruction; he cannot
help regretting that the reign of summer
should be so short, and feels grateful
to Providence for the blessing of a more
temperate zone.

**Wednesday. Aug. 21.** This evening
after breakfasting on bread and milk, I
bought of my time of Noon and was success-
ded by two of the fair sex, down to the
River, in a canoe, where I remained
about 3 hours while they were taking
the fleece with seals, after taking

*
alongside without any serious accident. She also narrowly escaped clear of the Edystone. Dragging two anchors we stood, we kept closely approaching the Edystone for some time, until we were close alongside of her to the most imminent danger of both ships, prudently at this critical juncture our partners' anchor gave way, and she was allowed to go to a considerable distance from us before they brought her up. At the same time the Hadlow set off at a great rate, but after running out the whole of both cables the lead fast and rode out the gate. The line coming the wire down several times and lost her Boat which was towing astern.

The lead was broken, and our ship pitched so much that the Didly Boat was washed out of the windshield at this stern and carried away.

Saturday, Aug. 24. This morning the weather was fine, but the sea still running high, in the afternoon it was pretty well down, and the Schooner came alongside, but the lead scarcely any depth of a convenient length for completing our cargo. We were about to take the rest off again, and the

Thursday, Aug. 22. This morning it was blowing a strong gale from the SW which would have been a favor wind for us, but we did not get afloat till noon to reach the Ship about 3 PM.

My being on shore I fortunately avoided the disagreeable smell of

Friday, Aug. 23. All the fore part of the day it blew a fresh breeze from the SW, which being of shore the Sea didn't rise and the Chourex continued alongside discharging sail but in the afternoon the wind inconsiderably shifted to the WSW and began to blow a violent gale. The Ship immediately started her anchor and drove towards the Edystone which was about a cable's length return of us. The Schooner got for

some refreshment with St. Dav. Present we weighed anchor and

down the coast. About 12 Miles to Die Middelwyke, we soon the opposite shore and lay there all night.
being somewhat off the land, anchors.

Sunday, Aug 25th. This forenoon, we weighed anchor and shifted on both to allow us more room to

The breeze went alongside the

day was northerly and the arrival

of the ship from England daily

expected.

Monday, Aug 26th. The weather

this morning was very disagreeable, and the wind becom

gwne came to the northward

again. It was usual began to blow

from that quarter. The

Alms were run into the wind.

About 11 o'clock we began to draw with

one anchor, it was necessary to

let go the 2d and gave out the

whole of 2 cables. Towards evening

the wind shifted to the W & Wb.
Wednesday, Aug. 29th. Early this morning another attempt was made to get up the anchor without succeeding, but about noon with the assistance of a boat and a fresh breeze from the Eddystone it was accomplished. In the act of getting it made fast to the bows a man fell overboard but fortunately he was soon picked up. In the afternoon the alarm was given that the ship from England was on sight, but in a short time it proved to be a ship from Albion. As the outward bound ship is so late in arriving it is probable she is returned by Sea. There were but few balls of weather away of our place of anchorage were but free from danger. The wind was from the S & E. In the evening, when very late, quite dark the Schooner got round and came on Board. I likewise joined the Eddystone.

Thursday, Aug. 30th. The whole of the day was very unpleasant, it commenced in the morning with lightning, thunder and heavy rains. In the afternoon we were visited by another of those heavy gales which we have so often experienced in this place it was from the North and lasted during the night.

Friday, Aug. 31st. The weather today proved moderate, clear and fine. In the afternoon a boat was sent in quest of a large whale, however no trace with which the ship had been visited and always lost by the intervention of a gale of wind. Fortunately they were all found. About noon the Schooner came alongside, and the utmost of provisions was sent to get the provisions, water &c. forwarded out of the Eddystone. Getting what was needed for that ship. The Schooner happening to be lying on the wind.
Saturday, Aug. 31st. To my great disappointment this morning I found the vessel at anchor taping under way with the greatest violence; at the time we came up it was under weigh agate of wind from the North that commences the doff of which was no usual step except in the utmost danger, for our best cables one of the thickest and finest, parted in two and left in tatters in a manner.

The Beaver on the evening of this morning's departure, suppose, to come from Whale River.
Monday, Sept 3d. At the first part of the day we were working among loose ice, being assisted by the west wind, we made for it; the wind being strong, we kept beating to windward between the island of Agnesiska and the ice. The weather fine but cold.

Tuesday, Sept 4th. At these 24 hours, fine weather and light gentle breezes. Keep running to the North along the West Main in a channel between the land and the ice. At one time we were so much in shore as to have only 9 feet of water more than the ship's depth, yet we were at a considerable distance from the land. For this is a very short coast. We received today from the Skogafere half a barrel of fresh beef, consequently we state here not anxious.

In Latitude 54° 58'

Wednesday, Sept 5th. Very changing weather. A fair wind and every thing favourable; have run to the North all day in plenty of free room and tonight we pass Cape Franette main, the northern boundary of James Bay (which lies in Lat 55° 20'). All the way we have come, to the northward it appears we continued masts of ice, probably the

Wednesday, Sept 6th. Observing on the east black has got amongst this and is working her passage through it to Mears, by which means we shall remarkably gain ice.

Thursday, Sept 7th. The weather fine, these 24 hours passing very agreeably, and meeting with a good deal of ice, the ship struck forcibly against several large pieces from those not being seen sufficient by some to clear of them. I am of opinion that it would be better not to proceed at all in such weather.

The ship is so hale to get into a higher cape of ice, when perhaps there is plenty of free room at a little distance, after the more you venture to get out of the difficulty, the more intricate it becomes. So it happened today, all the forenoon we were working amongst loose ice but at last it became so clear that we were obliged to grapple about 10, 1/2 both ships made fast to the same piece of ice. Our continual visit to interchange in course of the afternoon.

Friday, Sept 8th. This morning the fog had dispersed and the weather being very fine, with light airs from the southerly, both ships swimming app. 35 and got out of the natives.
all day at our meetings. At 10 this evening the scene was truly awful. The ice seemed running in all directions with the greatest velocity, and piece of ice threatening to carry away our ship. Thus we sailed along with it, and were in danger of being crushed against the large pieces that were lying around in the water. For a while the whole scene was in confusion, which appeared to be occasioned by the change of the tide and the obstruction it met with from the ground. The ice which made parents and counter currents in all directions in a short time this elementary type mult-submerged and our long opened the remaining of the stage. By sounding frequently we found we sometimes had, sometimes should, our water a proof that we were free from being stationary on the surface and that the current was rather uneven however upon the whole, we got into deeper water. The ship's being well in pitch shot of each other, continue interchangeably by the officers 0n this day 12 months we sailed for
Sunday, Sept. 8th. The wind still continuing from the Northward, causing the ice to drift upon the United States that extend a long way from Cape Flanierita. On this of morning we were places in a very alarming situation for being dragged about by the ice to the ships are grappled. only we were carried into 12 fathoms water only 6 fathoms more than the watch crew, the currents were running so rapidly that we had not only to weed shells and sunken rocks but the danger of striking against these unyielding rocks of ice that were every where lying upon the ground and intercepting the course of the current made so many eddies that the ships were steadied almost unperceivable; it was hardly possible to steer her clear of them. The second and third dead-sea lock similar to that on Friday last. Having made sail between 7 & 8 A.M. we worked to the 8 & whenever the ice was loose enough to admit of it. About 11 A.M. I made the signal to grapple as the ice was getting so close there was no prospect of proceeding much further before dark. The ships were grappled accordingly.

Monday, Sept. 9th. Being the weather being foggy and the wind still blowing the ships continued grappled. Several shots of guns were sent flying to the southward.

Tuesday, Sept. 10th. The morning was clear and a strong breeze having sprung up from the northward. about 9 A.M. we ungrappled and passed through the ice. By this it became more loose & generally much smaller than any we have yet met with, therefore we were able to make some progress to the northward. At the both ships grappled to a small piece of ice.

Wednesday, Sept. 11th. At 9 o'clock this morning we ungrappled and resumed our efforts to get through the ice. A strong gale from the northward and thick fog we lose our course and becoming that we had not made any room, we kept backing and filling with the three topmasts double spread most of the afternoon. About 9 a.m. the ice was becoming closer and between 2 & 3 A.M. we had the good fortune to get out of it altogether.
Thursday, Sept. 12th. The weather continued quite favorable and the wind continued south of the ice. At noon, we were in Lat. 56° 25' N.

Friday, Sept. 13th. The weather remained very foggy and the wind continued to the south of the ice. At noon, we were in Lat. 56° 54' N., having run 150 miles since leaving the ice.

Saturday, Sept. 14th. About 11 A.M., a cloudless sky appeared, and by 2 P.M., the wind was SO to SE.

The man on the land at Monson brought the company's presents and a bear which was one of their enemies. They were obtained for some time, but at last they prevailed.

The weather at night was foggy to the north of the ship, as the weather was at the time of the fog. It is supposed the fog was caused by the wind, and not by the weather. The men decided to keep the bears as they were friendly and useful. They were to be used for food.

From that time the ship was clear of the fog and the bear was sent to the land. The weather was foggy to the north of the ship, as the weather was at the time of the fog. It is supposed the fog was caused by the wind, and not by the weather. The men decided to keep the bears as they were friendly and useful. They were to be used for food.

On the 15th, the ship was clear of the fog and the bear was sent to the land. The weather was foggy to the north of the ship, as the weather was at the time of the fog. It is supposed the fog was caused by the wind, and not by the weather. The men decided to keep the bears as they were friendly and useful. They were to be used for food.

On the 16th, the ship was clear of the fog and the bear was sent to the land. The weather was foggy to the north of the ship, as the weather was at the time of the fog. It is supposed the fog was caused by the wind, and not by the weather. The men decided to keep the bears as they were friendly and useful. They were to be used for food.
Monday. Sept 16th. During the night the fog dissipated and was succeeded by a Northerly wind with frequent showers of snow. About 5 in the morning we passed Cape Nipps, which is considered the western extremity of Hudson's Straits. Nipps then island, the western side of Cape Walzingham, a promontory of the mainland which is very high, in at that time in sight. According to the latitude, about 8 mile we approached the large island or group of islands called Nottoway and although it was very thick at times the fogs at a considerable distance from the shore yet the inhabitants saw us and 12015 canoes came off about 1100 but they saw little or nothing to better it is probable they met with the usual kind of ships and were treated with all their custom. An unlucky accident was very near happening amongst them, the canoe with the Cape was seen hauled up by a rope, soon as more arranged themselves and by lowering their paddles across from one to another, the hogs kept freshening and so the ship began to go 5 fast that they were drawn near under canvas and in their hurry to distance themselves
Tuesday. Sept. 17. All day it blew a strong gale from NW, with cold heavy, heavy weather and we had to contend with much broken, congelate ice but when the whole ice gained a good deal of ground in the afternoon we got into some ice areas with here and there struggling pieces and patches of ice. Turbulent brought with it much anxiety and apprehension for the gale blew with great fury and it caused us to think that a piece of ice could not be seen in time to avoid it. Capt. H. having made a signal for us to bring to, both ships were brought to on the schooner's tack, but about 9 P.M. we lost sight of the Eddystone.

Wednesday. Sept. 18. This morning the gale has considerably abated but day breaks are bone chillie but the weather being still thick the Eddystone was not to be seen, but it cleared up about 10, we saw her astern carrying a freight of coal. In course of the day we happened a great many large ice bergs but small with no smaller ice except struggling pieces. About 6 we passed an Island of Ice of prodigious size, it appeared to 8 miles round.
Thursday, Sept 27th. During the early part of the morning, it snowed a little, and towards the afternoon, the weather became clear and fine. The land was ice. All day ice sailed along shores with a favorable breeze amongst large icebergs and small pieces of floating ice, some of which were of the most grotesque and curious forms.

In the evening, we came off close to land, but it was rather too late and the icebergs too far from the ship for the scavengers to come off.

Friday, Sept 28th. Light breezes from the N and N.E. and happy weather continued passing along shores through bow sailing ice and islands of ice. Some of the ice was large, varying from one mile to six in circumference, up ends of 100 feet above the surface of the Sea. These great productions of nature are often assuming many strange and fantastic-like appearances. Some of them look like large mountains, others like ships in full sail, others have large arches through their substance, and are a little cut by the action of the waves, or to exhibit only a roof supported by a number of pillars which the base on which these rest is under water. Smaller pieces of ice, which appear like large islands, often near their heads 300 yards above the level of the sea; and although the height of these be amazing yet their depth under is still more so, some of them being found to rise 350 fathoms under water. The mountains in which these ice mountains are found receive to unknown ages from of snow that they are famous in the month of summer or near the sea which is surrounded by lofty icebergs. Of the neighboring mountains of ice on three islands continues accumulating during the winter, not being loose, but closely covered by intense frost, and its own weight; the summer returns, the ice melts, and a great degree of heat to the earth, which begins to detach their collective fires, and the temperature...
of water that flows down the mountains, assist the separation, after they are elevated they float away and are carried by the winds and prevailing currents into more general latitudes where by degrees they become incerated against with their former element—many years are requisite to complete their dissolution.

Perhaps they may not be the productions of one season; still they are formed in the same way—by the drifting of the snow over the lofty precipices that overhang the sea, if it goes on increasing year after year, it will extend to a greater distance from the shore; during the summer while the snow's power is suspended above the sea is active in destroying it below so that it is so far undermined that a fine break is off. This however is not as probable as the former order. At any rate it is beyond a doubt that they cannot be formed without the aid of land, which affords genmas for believing that there is land at the south as well as the north pole, and the isles of the south in the southern seas prove as much greater magnitude than these.

Saturday, Sept. 21st. All these 24 hours fine, still easy weather with gentle breezes from the north-east. At noon we were abreast of the east point of Good Fortune 50 north, Mainland of the Straits, in the afternoon in weather along. Lower Lange Islands in 65° 30' and the Resolution Islands were also coming into view, consequently we were on the eve of emerging from Admiral pastry and entering the Atlantic Ocean. Skaginf ice and large isles are yet the feature of the sea. In the evening an enormous whale passed the ship.

Sunday, Sept. 22nd. This morning the sun proved more but the sea was clear of ice except numerous isles which are perceptibly though progressively, making their exit from the straits. We day we kept flying to windward of the Resolution Islands. In the evening a favorable breeze opening off and we bore away for Bicheno in company with the brig Resolution in lat. 65° 30' Long 63° 30' W.

Monday, Sept. 23rd. As I intend keeping an account of the ship's way from the Straits to Bicheno, may reckoning today...
Wednesday Sept. 25. Variation 46°
Course 16° E. Dist. 51. Def. 16° E. Def. Long. 5° 36° W. Lat. 52° 38° N. Time 7 M. 37. Line on this afternoon and joined Company.
Run ten logs. Day 169 miles.

Thursday Sept. 26. Variation 45°
Course 16° E. Dist. 51. Def. 16° E. Def. Long. 5° 36° W. Lat. 52° 38° N. Time 7 M. 37. Line on this afternoon and joined Company.
Run ten logs. Day 169 miles.

The moonlight day begins at moonrise. It ends at moonrise of the succeeding day. Consequently all reckonings of Sea are kept from one day to another. But in my private remarks I always observe the civil day which commences at midnight. During the last 24 hours, we had fresh breezes from the NE with a strong Easterly sea running. The weather was clear and fine. And we were with the sea at all in course of the day. Run ten logs. 166 miles.

Tuesday Sept. 24. Variation 45°
Course 16° E. Dist. 51. Def. 16° E. Def. Long. 5° 36° W. Lat. 52° 38° N. Time 7 M. 37. Line on this afternoon and joined Company.
Run ten logs. 166 miles.

Fresh gales from the NE with dynamical and time wind. Run ten logs. 166 miles.

The moonlight all to be seen.

Saturday Sept. 28. Variation 46°
Course 16° E. Dist. 51. Def. 16° E. Def. Long. 5° 36° W. Lat. 52° 38° N. Time 7 M. 37. Line on this afternoon and joined Company.
Thursday, Oct. 1st. Variation 3°.  
Con. 7° E. Dist. 51. Def. Lat. 71. Def. long. 3° 28. W. Lat. 98° 39. 50'. N. Longitude 40° 18'.  
The wind still continues unfavorable but the weather fine, have sailed quite out of sight of the shore. Ref.  

Friday, Oct. 2nd. Variation 3°.  
Con. 4° E. Dist. 15. Def. Lat. 47. Def. long. 25° Longitude in 27° 31'. W.  
All day little winds from the eastward and fine weather. In the evening about 8 o'clock we were gratified with the sight of a rare phenomenon, a Lunar Rainbow. the moon was at the gale and the night brilliant; the wind a little more favored.

Saturday, Oct. 3. Variation 3°.  
Con. 2° S. Dist. 51. Def. Lat. 67. Def. long. 3° 30'.  
Lat. 18° 38. 16'. Lat. 18° 38. 39'. Def. long. 1° 35. 36'. Longitude in 27° 31'. W.  
All day light Easterly winds calm.
Sunday, Oct 6th. Lati. 2° 56' 50". Long. 75° 33' W.

At the morning it blew a strong gale quite against us with much rain but at 10 AM the wind veered to the eastward and continued favourable to the end.

Monday, Oct 7th. Variation 36°

Con. N. 54° E. Dist. 50'. Def. lat. 33°. Def. 47°.
Def. long. 53°. Lat. in D.R. 59° 00'. X

Longitude in 75° 22' W.

The wind continued unfavourable.

Tuesday, Oct 8th. Variation 35°

Con. N. 53° E. Dist. 59'. Def. lat. 39°. Def. 59°.
Def. long. 55°. Lat. in D.R. 59° 00'. X

Longitude in 75° 33' W.

The wind still quite against us — the weather mild but cloudy.

Wednesday, Oct 9. The wind keeps foul but moderate.

Con. N. 32° E. Dist. 23'. Def. lat. 6. Def. 21°.
Def. long. 55° 30' X. Lat. in D.R. 57° 00'. X

Longitude in 75° 22' W.

X 70 — my reckoning by Clebsch and 2nd Reckoning differing 12 miles.

Correct my reckoning for the last 3 days and find my Longitude to be 25° 27' W.

Thursday, Oct 10th. Variation 35°

Con. N. 67° E. Dist. 32'. Def. lat. 15°. Def. 20°.

Def. long. 59° 30' X. Lat. in D.R. 59° 00'. X

Longitude in 75° 28' W.

Friday, Oct 11th. Variation 36°

Con. N. 55° E. Dist. 59'. Def. lat. 19'. Def. 19°.
Def. long. 53° 30' X. Lat. in D.R. 59° 00'. X

Longitude in 75° 28' W.

At the early part of the morning it blew a strong gale from NW not altogether favourable at 10 AM then in seconds it afterwards became moderate.

Saturday, Oct 12th. Variation 35°

Con. N. 51° E. Dist. 132'. Def. lat. 14'. Def. 17°.
Def. long. 57° 30' X. Lat. in D.R. 59° 00'. X

Longitude in 75° 27' W.

During these 24 hours have had moderate breezes from the SW northward with hazy weather and rain.

Sunday, Oct 13th. Variation 31°

Con. N. 48° E. Dist. 115'. Def. lat. 17'. Def. 19°.
Def. long. 55° 30' X. Lat. in D.R. 59° 00'. X

Longitude in 75° 28' W.

Good part of the day we had light for reasonable winds with dark rainy weather in the evening the wind shifted to the Northwest and blew head. At 8 PM saw a strange seal on the broad bow...
The afterwards passed us to leeward and
proceeded to be a long standing to the
westward. At 8 1/2 miles, set course for
the bottom. At Noon set I reckon
myself to be 30 leagues from the
Banana Island, but the Captain by his
reckoning being further ahead he sleepered
it prudent to run under easy
and all night.

Monday, Oct. 14th. Came X 12° E.
Per 105. miles. Perv. 10. Ref. 12° E.

3° W. lat. 12° W. 50° Ngh. lat. 12° Ngh.
long by acc. 8° W. Long. 100° Ngh. 7° 36 Ngh.

The winds today were variable but
in general they were in our favor, so
the weather was clear & fine. At 8 1/2
the wind came with 40 fathoms of line.
The captain reckoned it to be about 20
miles from the banana... at 8 1/2
the wind was up to that island.
During the night it blew hard with
thick heavy rain.

Tuesday, Oct. 15th. All the morning
it blew ENE from the N. E.
At about 9. A. M. we saw the snow from the
mountains of Shetland in the vicinity of Cape
Wadh. At 10. passed the Fork island
and saw snow in the rate of 8 miles
an hour we soon brought the ship
sides full in course all afternoon.
Tuesday, Oct. 17th. The weather was fair and the wind was strong, but made for London in company with the Eddystone, but there being scarcely any wind, we only were able to reach the haven of Boston at nightfall and there we lay. We anchored for the night: this noble harbor is a long deep inlet of the sea in the island of Hoy or Haule, in which are sheltered by three Islands, and to hear it against an enemy. The anchor was dropped on each side and the entrance is deep enough to contain the British fleet. The land is pretty well cultivated on each side, and several hamlets and some decent houses are dispersed along the banks close but there is no town.

The situation of this excellent roadstead is so much in the way of all ships proceeding from the Baltic to the coast of England, to Ireland and America, and indeed all ships passing through the Portland Firth, that there are few situations better adapted for the site of a commercial town or for the interest of these islands.

Wednesday, Oct. 18th. The morning was fine, there being a fine breeze from the Northwester, we again set sail and
Wednesday, Oct 23. All the
fine part of the day the wind was
favorable and we came in sight of
Cheviot Hills but in the afternoon
the wind became contrary. The
weather continues fine.

Thursday, Oct 24. The wind
all day was foul with thick very
inconceivable weather. In the after-
noon it clears up and we found our-
selves opposite Harborough castle.

Friday, Oct 25. The wind continues
gently against us and blowing fresh.

All the forenoon we stood in towards the
bank and about noon we were in sight of
Iynemouth. Capt Turner spoke to
us and proposed a wish to go into Tynemouth
but Capt I could not agree to accompany
him on account of the Borders danger.

Saturday, Oct 26. All day the weather
was fine with calms and light
Southwesterly winds... we attempted to
catch some eels but did not succeed.

Sunday, Oct 27. The wind having
somewhat. Passed us during the
night at day break this morning we
found ourselves on the Yorkshire coast.
At 6 a.m. we anchored near to Scarborough.

The town called Robin Hood Bay near
to Scarborough presents a beautiful prospect
from the Sea... on each side of this
creek the bold perpendicular cliffs they
throw themselves to the Ocean, but
from the town of Robin Hood and all round the bay it runs with a grassy slope from the water in the form of an amphitheatre, which being laid out in handsome enclosures in the highest state of cultivation gives the landscape a degree of richness and beauty not easily surpassed.

About 2½ miles we were abreast of Flamborough Head, the wind is Easterly and we are able to make a little progress.

Monday, Oct 28. Today the weather proved extremely fine and the sea moderate, the wind unfavorable. We pursued the Dungeness light along shore, but had not come in sight of the Kentfolk coast before dark.

About 12 o'clock however, a strong light was visible. A communication took place between the ships, Chief Mate this evening.

Tuesday, Oct 29. Greater part of the night and morning it was calmer and we were able to keep another opposite to Dungeness to avoid being turned back again by the sea. As we weighed anchor and set all sail possible a light breeze began

Wednesday, Oct 30. During the night a strong breeze opening up and the ship had begins to rise 20 feet high, so that we got the anchor up with difficulty. All forenoon we kept beating to windward along shore without getting a sight of ground. In the afternoon the sea changed and we

got into Yarmouth Roads. Then great precautions about 7 o'clock. It was a bold venture in the dark and on the one ship and of a vast number that were in company during the day followed us in. In the forenoon we saw two large ships easing at anchor a good way out, one of them with a signal flying. It was a strong wind, it appeared that they cut their cables, one of them made all sail and came for the others. The other afterwards helped us in, in a distress condition. Having lost her rudder also, some boats had come from the shore to her assistance and

there appeared to be very strong winds in the manner.
Thursday, Oct 31st. This morning I intended to have gone ashore to see Yarmouth but was prevented by heavy seas, however the day turned out extremely fine afterwards.

At 1 P.M. weighed anchor, went a few miles and anchored again in Cotton Roads between Yarmouth and Lowestoft, the wind being fresh it was next day to pursue further.

Nest to us is the wreck of a Sloop which sank here the night before last. The masts are out of the water and the sails hanging loose. She is supposed to be a foreign ship and the crew supposed to be lost. The coast is dangerous at all times, but most fatal to foreigners as a number of ships lie off to a considerable distance and in standing in for the land they strike upon a sand bank before they suspect danger, and if they are not within reach of assistance the ship and people frequently perish.

Friday Nov 1st. In the morning the weather was showery and the wind still against us. During the day the weather was fine, with calms and light airs. In the afternoon we set sail with a light breeze off the land which afterwards improved and we had no occasion to anchor again during the night.

Saturday Nov 2nd. About half past three o'clock we reached the commencement of the Severn where the wind became so contrary that we could not stem the tide. Therefore had to let go the anchor near to the Bank, floating light and opposite to Harwich. In the afternoon there was a fresh breeze from the Southward but we remained at anchor. A large fleet of ships like a moving forest pressed towards the north.

Sunday Nov 3rd. All the forenoon it blew a fresh gale from the Southward with showers of rain. At 7 A.M. weighed anchor and worked towards the Severn but only gained a few miles of ground. Sloop anchored again about 11 near the Greenwich Bema. The afternoon was fine and moderate.

Monday Nov 4th. This morning we had the good fortune to leave
Nov. 6 th. Went down to the sale and had all my goods and chattels consigned to my Lodgings. I was to attend lectures at the Hospital.

Nov. 7 th. Walked to the theatre of the streets and went with A. Embling to breakfast in my very home called the Theatre, after which I passed the evening at M. St. Ains.

Nov. 8 th. Went to Leicester Square to see the Panorama of the famous Battle of Waterloo. I afterwards walked down to Limehouse and went on board the Warden. The Dolphine arrived yesterday.

Nov. 9 th. This being St. Mary's Day, I went to see The Priory at St. Paul's, which I thought very little of.

The only objects which were seen were the men in uniform, and one principal attraction there were several accounts in the Enterprize taken from the Panorama General. Died at M. St. Ains.

Nov. 10 th. Visited Capt. Lawson.

Nov. 11 th. Went to Leatherhead to spend a week at M. Baker's.

Nov. 12 th. There was an eclipse of the Sun this afternoon which was visible here from beginning to end. I went to Salisbury to see with Capt. Brown.
In the evening I was favored with a visit from Mr. Henderson.

Nov. 10. Attended at the Hudson's Bay House and met with some acquaintance. In the evening I accompanied Capt. Davison to Covent Garden Theatre.

Nov. 22. Went to the Hudson's Bay House and dined at the whole of my pay. Melson requested me to attend at the next Committee to give any testimony respecting the conduct of the Governor and other officers in Hudson's Bay, this I declined doing, but Melson entreated me so earnestly that I at last consented, however he the better to secure my attendance with three or four like them. So afterwards went to the British Museum.

Nov. 24. Went to Greenwich and passed the day at St. Paul's.

Nov. 26. This morning there was quite an interest for Lord Blandford's birthday, I was invited to dine at breakfast day with a select party.

Nov. 27. I went from the Hotel Boat at the Hudson's Bay House and delivered the packet which I had received from the regiment addressed to the Governor.

Nov. 28. I spent the evening at Capt. Hamilton's in a party. The ships which went to Hudson's Bay in the spring have not yet returned, and great apprehensions are entertained for their safety.
Dec. 19. Mr. Coulter returned from Paris, and took up his abode with me. The night our bedroom was set a fire by accident, and we narrowly escaped being burnt; but it was discovered in time before it had made much progress.

Dec. 20. Left at St. James's with my leave of absence, proceeded to St. John's Wood, &c. 20 Had Breakfast at Shirley Moor, and arrived at York in the evening, stayed there all night, and on the 21st at night reached Newcastle.

Dec. 21. Ordered a stock of medicines, &c. and a set of bottles to fit out a ship. Dear Miss Jepson the evening at Mr. Jepson's.

Dec. 22. Walked down to Sunderland, and was kindly received by Mr. Jepson's friends, &c. met with a kind reception from my dear friend Captain Davison, who escorted me.

Jan. 1, 1817. Perfect the day at Mr. Jepson's who had a large party of friends to dinner. In the evening Capt. Jepson called, got me away to a party he was engaged in.
A List of the Indians' Names who visited Shortland during my residence there.

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<tr>
<th>Yantewayhamo's Family</th>
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<tbody>
<tr>
<td>Father</td>
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<td>Mother</td>
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<td>Wife</td>
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<td>daughters</td>
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<tr>
<th>Name</th>
<th>Relationship</th>
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<tr>
<td>Jane</td>
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<tr>
<td>John</td>
<td>Eldest son</td>
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<tr>
<td>Mary</td>
<td>Sister</td>
</tr>
<tr>
<td>Luke</td>
<td>Brother</td>
</tr>
<tr>
<td>Lucy</td>
<td>Daughter</td>
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Capt. Rogers having fallen one of ague, and in English and broken French called out for money, a half bushel of corn. He had him that the head, and then cut open his belly with a knife, with the most horrible incisions. Mr. Temple, who was not mentally versed, but had his judge broken, Began to be conveyed to the Fort and hoped to recover. But an Indian afterwards came up and shot him in the breast. Then they were still stating other promises, but no more. The hance galleyman was taken and butchered him.

Mr. Rogers who was taken on Albany River in the spring and brought his provisions to the Fort by some of his men— the complainant of Indians from him to a magistrate—a partner in the New Company. The latter dispatched a Mr. Lewis then to apprehend and take Mr. Rogers into custody. After being arrested, he was sent into the town of 2 Canadians, an Indian guard on a canoe to some parts. The Indians quarrelled with the others and left them. They landed Mr. Rogers on a small island and sent away. Mr. Rogers was afterwards found on an encampment of Indians, returned arrested. He was put into a canoe with a Sergeant Redhead, an Indian—a half breed. Mr. Lewis gave orders for them to murder him when they came to a convenient spot. After proceeding about a mile, he asked to be let ashore, and he returned to re-embark. They fired at him on Redhead's discharge; by plunging his sword bince into his back, unhinged him the body. He fell in the water.
Commishappie (Ugly Man) father to yipacanawaham has also 3 wives, all sisters. The Daughters of Bratowan.


Cocks, Sheenich, is son to Bratowan. Has had 2 wives but both are dead, he has also lost 2 or 3 children during the last winter. The surviving one is a boy, cos, empe - One who watches Jack, raw, cun - A wing. Charlotte raw, watchchesk.

Whitefoot.


Perpap, sheks - Little Bads. His wives watchchesk - His wife. A child without a name.


Mettapecum.

Mistaken family

Tappo, quyo, quayo - making more
Tappay, squay - looking some
Children by a former wife

Missitigun - Metatappay's wife
Mancieto (a dry) Jack Thomas 3°
Possingwau - Maid to a North Indian

Squannam - Pox skin
Squannam - Mind number one

Tappo, quis, quayo's wife
Squ announced

Kachiteke - a quyo
Kachile, kaw, vietala - a Dry Indian
Daw, quaquadie - Seehen
Wendey, johnnie - Young Blackbird
Kut. Chas, chitch - Tom Wpice side

Lost, squay's wife
Lost, once, squayo - Indian woman

Fottombone, alias N. Bonam
Who killed ittaya - quite a girl 8°
Daughter of potawamious

Esticappo alias Sandy
Anshkay, ashoo - his wife
An only son

Kaw, squmich, st. commes. Some months

Nataheec alias Simple Simon
Scraping in sogging his wife

Wanish petty

Rahy, pas acuqay

Ashojgutley

Metchkeerness

Wif - Rechitsieesee - Little Frog

Wetawquay quaquadie - Oeshoot thousands
Wapjinnakehause - Little white fox
Suyow, milloco - Grove Pat
Kapjinch bittley

Cochappi toe

Wif - Squay, lamaick

Affee, quaquadie - Set down woman
Notochiae, whele, Governor Dawn
Metiquay, quaquadie, Co-Divan woman
Kanack

W. quain hedicee - Small cat
Metadataqua quay, plenty water

Ruppeh River Indians, when these
and families did not accompany the

Quapkekey - Fethesates
Shanty, keesh
Tomminapay

Governor

Coopew 3° Brothers

Nabbernisch
A Vocabulary of Indian Words and Phrases as Pronounced at Castmain.

A. me — Hello, meda, man
you — Hela, keda, cheda
he — Keela
we — Melaissa
who — Cewinnee
then — Tennispee?
there — Tanday?
mine — Nelaossa
got — Heela
it — It, nor, you
this — Coormak
that — Reema
here — Eeay
there

Jack Hester's Family
Young Jack — his two wives
Bet and Ugly
Megan, a girl, daughter of Bet
Melaissa — sugary

B. Hudson, Meltantonnio's wife
A. Hudson, their son
Nancy — for their sister
Sayan, Old Jack's wife

Wishingcloud, commander

Reverend Visitor
<table>
<thead>
<tr>
<th>Name</th>
<th>Father Cause</th>
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<tbody>
<tr>
<td>John Doe</td>
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<tr>
<td>Mary Smith</td>
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<tr>
<td>Sarah Johnson</td>
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<tbody>
<tr>
<td>Tom Brown</td>
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<tr>
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<td>Charlotte Lee</td>
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<td>David Johnson</td>
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<td>Emily Smith</td>
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If you don't understand what I say tell theta superlative keepers.
That's a good boy.
Make pater superlative
You're a pretty girl.
Write very trustworthy.
Keep lala koosun.
I am hungry.
Are you hungry?
I am starving.
Are you full?
I am hungry.
Are you warm?
I am cold.
Are you cold?
Who is that?
What is that?
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a track
twentieth mets
— guns
— traps
— mus

Don't touch it
Cold
Waxed
And
Be

Blowing & thirsting
Latin preface
It is snowing

Rquefetor —
Snow shoe
Snow shoes
Your snow shoes
My snow shoes
R. Conjuror
A blacksmith
Conjured to death

Residues

She

Residue
Killed
The soul or spirit
Chee, pee
You thinking ghost
Matching Sheepee
The Devil
Fall
Need

Kelly
Mane
Pledge weapon
Pucka weapon
White clothe
White paper
Black
Racket weapon
Racket to waggon
Red
Mech quaggar
Gray
Amisk warich Wright
Dead
Schackman
Brown

A measure of shot
or powder

Petcher — Pot
Vome quaggar
A baerica
e-Horses commences
Expressions of unfinish. May one geting, or admistration. [Illegible]
Words are rendered Plural by adding each or eack to the end of them.

Deminimensions or the young of any thing are expressed by the addition of Sheepee or ish.

Most Interrogatory questions are made by writing any or one to the end of a word or sentence.

The adjectave often is placed after the noun, as in the French language, and the conjunction and is frequently
used after nouns or participles which
at joins in English.