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Journal of Du Roi the elder, lieutenant and adjutant, in the service of the Duke of Brunswick, 1776-1778

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JOURNAL OF DU ROI THE ELDER,

LIEUTENANT AND ADJUTANT,

In the Service of the Duke of Brunswick.

1776-1777.

(Cf. Schlözer's *Vertrauliche Briefe aus Kanada und Neuengland vom Jahre 1777 und 1778 aus dem Briefwechsel*, Hefte 23 and 24).

Translated from the Original German Manuscript in the Library of Congress, Washington, D. C.

by Charlotte S. J. Epping.

VOLUME I.

The rebellious revolt of the English Colonies in America, which for some years had particularly prevailed in the provinces of New England, New Hampshire, Maryland, Pennsylvania and New York, the Jerseys and North and South Carolina, and which was aroused through the introduction of a tax and stamp act, made it necessary (all negotiations having failed) for the crown of England, the mother of these provinces, to send an army to America to force these rebellious subjects to lay down their arms. But since it was impossible for England on account of her politics to deprive herself of so many soldiers, a resolution was passed in parliament to engage auxiliary troops in Germany for service in America. The English Colonel Faucit, who was at the time in Hanover, received orders to ask at the courts of Brunswick and Hesse-Cassel for a corps of subsidiaries. This request was granted by Hesse-Cassel with 12,000 and by Brunswick with 4300 men to enter service under the crown of England. These negotiations took place about the middle of December, 1775, and in the beginning of January, 1776, the 4300 men from Brunswick received orders to prepare for the march.

The following regiments were assigned for this duty under the command of General von Riedesel:

Regiments.	Number of Companies.	Number of men in a Regiment.	Names of the Commanders and Staff Officers.
1. Prince Ludewig Dragoons	4 Esquad	336	General v. Riedesel, Lieut.-Col. Baum, Major v. Meyhorn.
2. Grenadier Bataillon	4	364	Lieut.-Col. Breymann.
3. Prince Friedrich Durchl.	5	680	Lieut.-Col. Praetorius, Major von Hille.
4. Gen. Maj. v. Rhetz	5	680	Lieut.-Col. v. Ehrenkroock, Major von Lucke.
5. Gen. Maj. v. Riedesel	5	680	Lieut.-Col. v. Spaeth, Major von Mengen.
6. Col. Specht	5	680	Col. Specht, Major von Ehrenkroock.
7. Chasseur-Battaillon	5	658	Major von Baerner.
Also Staff		22	
Total	33	4300 men	

Reg. 3, 4, 5, 6 are designated as "Mousquetier" Reg.
Reg. 7 "Leichte Infanterie."

Owing to the lack of time it was impossible, however, to let all these troops start at the same time, and it was decided to send them in two divisions. The first division was to consist of (1) the Dragoons, (2) the Grenadiers, (3) the Regiment Prince Friedrich, (4) the Regiment v. Riedesel. The rest of the troops were to form a second division, which was to follow later under the command of Colonel Specht.

On February 6, 1776, the regiments of the first division (with the exception of the Grenadiers, who were stationed in Brunswick), were mustered in the court of the castle in Wolfenbüttel so that it might be ascertained whether the ranks were full and equipment in good condition. After the field-chaplain had delivered a sermon and the auditor had read aloud the articles of war, the regiments took the oath of allegiance.

The day of departure was fixed for the 15th of February. The troops started on this day, but had scarcely been gone an hour when a courier arrived with the news that the transport ships were not expected in Stade for some weeks. The troops therefore returned toward noon to their quarters. This was sufficient reason for delaying the departure another week.

FEBRUARY 22.—The 22d day of February, 1176, was the day on which at 6 o'clock in the morning, the first section of the

Brunswick auxiliaries started from Wolfenbüttel; they passed the city of Brunswick on their right at noon and arrived on the same day in the duchy of Lüneburg. The troops marched through Hanover receiving supplies as they went. Each portion of the daily rations was to be paid for with 2 ggl. During the march the commissaries for Hanover were Major von Malorti and Bailiff Meyer, and for Brunswick Colonel von Hoym.

Since I belong to the regiment of His Royal Highness, Prince Friedrich, I shall be obliged, often for lack of information, to restrict the notes of my account to this regiment; nevertheless, as time and circumstances may demand, I shall try as much as time and circumstances allow, to write all I can about the whole body of troops.

My regiment (Prince Friedrich) spent the night in the county of Gifhorn, and the companies were quartered in the following villages:

22. Febr.		in Kethem	Regimental Staff. 1. G. M. v. Stammer Company. 2. Lieut.-Col. Praetorius Comp. 3. Capt. v. Tunderfeld ½ Comp.
		in Ahnebüttel	1. Major v. Hille Company. 2. Captain Dieterich's Comp. 3. Capt. v. Tunderfeld ½ Comp.
		Headquarters in Leiferde.	
	Headquarters in Gifhorn.		
23. Febr.	Amt Gifhorn	Gamessen	Regim. Staff. 1. G. M. v. Stammer. 2. Lieut-Col. Praetorius. 3. Major v. Hille. 4. Capt. v. Tunderfeld Company.
		Wilshe	1. Capt. Diterich's Company.
	Headquarters in Hankensbüttel.		
24. Febr.	Amt Gifhorn	Sprakensee	Regim. Staff and Lieut.-Col. Praetorius Company.
		Langwedel	Gen. Maj. v. Stammer Comp.
		Oehrel	Gen. Maj. v. Hille Company.
		Steinecke	Capt. Diterichs.
		Betzhorn	Capt. v. Tunderfeld.
25. Febr.	Day of rest. Same quarters.		
	Headquarters in Wrestedt.		
26. Febr.	Amt Bodenteich	in Stadensen 29 camp kitchens	Regim. Staff. 1. Lieut-Col. Praetorius. 2. Major von Hille. 3. Captain von Tunderfeld Company.
		Wrestedt 29 camp kitchens	1. Gen. Major v. Stammer and 2. Captain Diterichs Company.

	Headquarters in Ebsdorf.		
27. Febr.	Cloister Ebsdorf	in the Flecken Ebsdorf	Regim. Staff. 1. Gen. Maj. v. Stammer. 2. Lieut.-Col. Praetorius. 3. Capt. v. Tunderfeld ½ Company.
		Old Ebsdorf	1. Major von Hille. 2. Capt. Diterichs. 3. Capt. v. Tunderfeld ½ Company.
	Headquarters in Amelinghausen.		
28. Febr.	Amt Wimfen on the Luhe	Sottorf 9 camp kitchens	Regim. Staff. 1. Lieut-Col. Praetorius. 2. G. M. v. Stammer, ½ Comp.
		Etzen 4 camp kitchens	Major von Hille Company.
		Rehlingen 9 camp kitchens	1. Capt. Diterichs and G. M. von Stammer ½ Company.
		Dehunsen 5 camp kitchens	Captain von Tunderfeld Company.
29. Febr.	Day of Rest.		
	Headquarters in Ramsloh.		
1. March	Amt Wimfen on the Luhe	Marxen 17 camp kitchens	Regim. Staff. 1. G. M. von Stammer. 2. Lieut.Col. Praetorius. 3. Capt. Diterichs Company.
		Ahsendorf 28 camp kitchens	1. Major von Hille. 2. Capt. von Tunderfeld Comp.
	Headquarters in Haarburg.		
2. March	Amt Haarburg	Meklenfelde 35 camp kitchens	Regim. Staff. 1. G. M. v. Stammer. 2. Lieut.-Col. Praetorius Company.
		Wilstorf 23 camp kitchens	1. Major von Hille Company. 2. Capt. von Tunderfeld.
		Ronneburg 24 camp kitchens	1. Capt. Diterichs Company.
	Headquarters in Buxtehude, where the Dragoons and Grenadiers had quarters.		
3. March	Amt Möseburg	Elstorf 21 camp kitchens	Regim. Staff. Lieut.-Col. Praetorius Comp.
		Darrstorf 9 camp kitchens	Major von Hille
		Schwiederstorf 12 camp kitchens	G. M. von Stammer.
		Arresdorf 8 camp kitchens	Capt. Diterichs.
		Wulmsdorf 15 camp kitchens	Capt. v. Tunderfeld.
4. March	Day of Rest.		

MARCH 5TH.—The regiment Prince Friedrich arrived in Buxtehude toward noon, the staff, the dragoons and the grenadiers having marched towards Stade in the morning.

Buxtehude is a small town which is surrounded by the river Eite. It has three gates. The streets are regular, but the style of the houses is quaint.

MARCH 8TH.—The regiment was mustered out before the ——— gate by Col. Faucit and taken into English service, after which they took the oath of allegiance to the king of England.

MARCH 14TH.—The regiment marched with the regiment von Riedesel, which had been stationed in Horneburg, to Stade to embark there. On the previous day, March 13th, the Dragoons and Grenadiers had embarked.

MARCH 15TH.—Four companies of the regiment v. Riedesel embarked.

MARCH 17TH.—At 9 o'clock in the morning the regiment Prince Friedrich and Major von Mengen's company of the regiment v. Riedesel were put on "Evers" (small boats with only one mast) and taken down the Schwinge to the Elbe, to the transport ships and embarked. The departure from Stade was attended with music and jubilant shouts of the soldiers. The English transports were anchored in the Elbe near the village Brunshausen, about one-half mile from the mouth of the river Schwinge.

MARCH 18TH.—The horses of the staff officers and adjutants were put on board ship. The ship "Martha," which was appointed for them, did not differ in its structure from the other transports neither inside nor outside. The only difference was that the floor of the ship was covered with coarse sand, on which the horses were to stand in small apartments as in a stable, but very narrow and padded. Formerly they used to hang up the horses in straps when crossing the ocean. Now, when the sea is very rough, broad straps are put under the horses to support them; an invention which has recently been made. The horses were brought to the ship from Stade in "Evers," from which they were hauled out to the transort by a pulley. One of the best and newest ships not so liable to roll had been selected for the transportation of the horses. In the nautical language of the English such a ship is called "a good seaboat." To prevent the rolling of a ship, the keel must be made with a very sharp edge

and must reach deep down into the water. This way of building ships is peculiar to the English people, who are greater experts in ship building than any other nation and who with great precaution put their theories to practical use. For this reason they are able to sail much faster and to make the necessary movements much more rapidly. The Dutch vary the most from this style. They make the bottom of the ship more round, on little vessels even flat, and say that this kind of ship can go farther up stream without danger, which is very true, if all other advantages are to be passed over. An English boat, which goes too far up stream, runs the risk of going aground when the tide is low and of turning on its side. Also it has to be loaded and unloaded with much more precaution. Furthermore, the Dutch ships are altogether broader in the stern and narrower in the bowsprit. The English, on the other hand, make the front part of the vessel broader than the rear part, and this from mature expeirence, taken from nature. They have made use of the fact that the fish, that is the dolphin, which can swim the fastest, has been equipped by nature with a big head in proprotion to the breadth of his body. As the water is driven by the front part of the ship out of the space which it previously occupied, a whirling movement is produced in the water as it rushes in from two sides. This whirlpool gets bigger and bigger and would hinder the ship in its forward course if the stern of the ship were not narrower. I have made observations in this line and have found that this opinion is well founded.

Each fleet has its agent, who has to look after the provisions and everything else necessary for the soldiers on the transport, and he gives the necessary orders in this respect to the masters of the ships. Our agent was Ship Lieutenant Haynes; he was on board the "Pallas."

The first division of the Brunswick troops was placed on sixteen ships, including the ship with the horses, and the regiments and companies were divided as follows:

Names of the Transport Ships.	Number of Tons.	Name of Captain.	Names of the Officers on Each Ship.	Number of Soldiers.	Names of the Companies.	Regiment.
1. Pallas	344	Captain Bell.	Gen. von Riedesel, Capt. Fricke, Capt. Gerlach, Lieuts. Cleve, O. F. C. Goedecke, Regr. Langemeyer, Capt. Foy. Rittm. Lieut.-Col. Baum, Rittm. Reinking, Cornet Graefe, Stuzzer, Chaplain Melsheimer, Auditor Thomas, Surgeon Vorbrodt.		Gen.-Maj. v. Riedesel Esquadron.	Prince goner bark. Stade.
2. Minerva	311		May v. Meybom, Rittmstr. v. Schlagenteufel sen. and jun. Lieut. v. Sommerlatte, Rothmar Borcemann, C. Schönewald.		Leib Esquadron and Obstl. Baum.	Ludewig Regiment 13. Mart
3. Union	261		Obstl. Breymann, Cap. v. Hambach, Lieut. Uhlig, Gebhard, Rudolphi, Mutzel, Winteschmidt, Regr.-Feldsch. Henkel.		Leib. Esquadron and Maj. v. Meyboom.	Dra- emb. at 1776
4. James and John	356	Captain Wadson	Capit. v. Baertling, sen., Lieut. Helmcke, v. Wallmoden, Mayer.		Obstl. Breymann Pr. Fried. Reg.	Grenadier Battaill. emb. 13. Mar. at Stade.
5. Laurie	380		Capit. v. Löhneisen, Lieut. Trott, Balcke, Lieut. v. Cramm.		Captain v. Baertling, Reg. v. Rhetz.	Grenadier Battaill. embark. 13. March 1776, at Stade.
6. Royal Briton	393		Capit. v. Schik, Lieut. v. Mayer, d'Anières jun.		C. v. Löhneisen, C. Morgenstern, Reg. v. Reidesel.	
7. Apollo	361				Cap. v. Schick, Regim. Specht.	

8. Prince of Wales	447	Captain George Prissick.	Obstl. Praetorius, Cap. v. Tunderfeld, v. Zielberg, Lieut. Hartz, du Rol, v. König, F. Sternberg, Artillerie Wolpers. Regimenta-Feldscheer Berns.	213	Obstl. Praetorius and Cap. v. Tunderfeld.
9. Providence	366	Captain Wadson.	Major v. Hille, C. Sander, Lieut. Wolgast, Burghoff, F. Kotte, Lieut. Schröder.	170	Maj. v. Hille and Cap. v. Tunderfeld.
10. Lord Sandwich	317	Captain Devonsham.	Capt. Roseberg, Lieut. Vollmar, F. Reinerding, F. v. Adelsheim, Feldsch. Fliegerer.	146	G. M. v. Stamer and Cap. v. Tunderfeld.
11. Peggy	360	Captain Wilson.	Capt. Dieterichs, Lieut. v. d. Knesebeck, v. Kitzenstein, F. Langerjaan, Obstl. v. Spaeth, Capt. Wortgenstern, v. Bartling, Jun., Lieut. Morgenstern, v. Burgsdorf v. Meyern, F. v. Merxbom.	149	Cap. Dieterichs, Cap. v. Tunderfeld, C. v. Morgenstern.
12. Harmonie	449		Major v. Mengen, Cap. v. Gruenwald, Lieut. Hoyer, F. Hanbertin, Feldscher. Mylius.		Obstl. v. Spaeth and Capt. Morgenstern.
13. Nancy	304	Captain Wilson.	Capt. Hartord, Lieut. Reincking, v. Pincier, F. Unverzagt, Aud. Zink.		Major v. Mengen, C. v. Morgenstern.
14. Polly	309		Capt. v. Pöllnitz, Lieut. Freyenhagen, F. Brandes, Andrae, Reg.-Feldscher. Pralle.		G. M. v. Riedesel, C. Morgenstern.
15. Elisabeth	320	Captain Hold	Lieut. Wolgast, jun., Wiesener, Brcva, v. Reckrodt.	32 horses	C. v. Pöllnitz, C. Morgenstern.
16. Martha	390	Captain Hold			Embarked the 18th of March '76.

Prince Friederich Durchl. embark. 17. March, 1776, at Stade.

Maj. Gen. v. Riedesal embark. 15. March, '76, at Stade.

All these vessels had three masts with the exception of the "Royal Briton," which had only two. The ship "Prince of Wales," on which I sailed, was next to the "Harmony" the biggest of the transports, which fact can be seen from the number of tons mentioned above. We had 6 six-pound cannons; two of the largest were placed in the cabin. The length of the ship was 1000 Engl. feet, and the breadth 28 feet. The ship was built twenty-eight years ago and cost then 5000 pounds sterling. Fifteen years ago repairs were made amounting to 2600 pounds sterling. The king pays 250 pounds sterling rent per month for the ship (1500 Reichsthaler Brunswick currency), and this money is used to pay and keep the captain, the pilot and the sailors. All provisions for the soldiers, however, are furnished by the commissary store-houses ("royal magazines") as well as the beds and blankets.

To a ship of this kind generally twenty to twenty-five sailors are assigned; on men-of-war the requisite number of men is much larger, so that the sailors do not get as much pay as on a merchantman. But they get pensions when old and the king provides for the disabled and pays their expenses during sickness, which privileges the sailors on merchantmen do not enjoy.

A sailor on a merchantman receives 50 shs. (15 Reichsthaler Brunswick currency) a month, besides daily rations for meat, beer, brandy and other provisions in abundance. The first mate receives 4 to 5 guineas per month and board.

The work of the sailors is just as hard as the pay is good. The captain keeps them continuously at work, of which there is plenty on a vessel, even when the weather is good, and when the sea is rough and the wind high it is incredible how they must work, often for days and nights in succession if circumstances or danger demand it.

Although it is against the law for the captain of an English merchantman to beat or punish his sailors, his orders are always obeyed in the quickest possible way and nobody dares to be insubordinate on the ship. In case such a thing should happen, the captain delivers the culprit over to the next man-of-war they meet, with a memorandum, because the royal officers only have the right to punish. On the man-of-war the man is undressed,

bound to the mast and whipped very hard even for the smallest misdeeds.

The cabin-boys, however, are punished by the captain or the first mate at will. This happens almost daily and these performances are often very comical.

Every sailor gets, when taken on board the ship, a printed copy of instructions decided upon by an act of Parliament. Officers of the ship are the captain, the pilot and his mate, the steward, the cook and the boatswain.

The name of our captain was George Prissick, a man of honorable, upright character, full of life, who had been on the sea for forty years, and had seen the world in his youth, had gathered knowledge, had thought and read a good deal and looked at life from the right point of view. He did not have the coarse character common to other seamen, and possessed of all the qualities of his nation only the good ones. His behavior towards us soon won our friendship, and his attention to our men gained him the respect of the soldiers, who looked upon him as a father. He had given up seafaring, was a man of means and married, and living happily with his family. He had undertaken this journey, against the wishes of his wife, out of gratitude to an old friend, because no one else could be found who would undertake the trip on such an old dilapidated ship as ours.

Not friendship alone for this man demanded this description of him, but it will be necessary to be able to judge him rightly, if in the course of my narrative, I should mention some experiences, as they are taken from his accounts, which would then seem so much more credible.

MARCH 19TH.—On this date pilots were taken on each ship to guide the fleet out of the Elbe. This is a necessity, the river, being full of sand banks, although the channel is marked with white buoys on one side and black buoys on the other, yet there are places where the constant experience of the pilot is necessary.

Although the wind on this day was not favorable, blowing from the west towards the north, the following ten ships unfurled the sails and lifted anchor toward one o'clock in the afternoon: "Minerva," "Union," "James and John," "Laurie," "Royal

Briton," "Apollo," "Prince of Walis," "Lord Sandwich," "Harmony" and "Polly." They went down the Elbe, past Glückstadt to Freyburg, where at half-past four o'clock the anchors were dropped again.

The other six ships: "Pallas", "Providence", "Peggy", "Nancy", "Elisabeth" and "Martha" had remained before Brunshausen near Stade.

The night commenced with heavy rains and wind, and for a first trial of the voyage, the rolling and tossing of the vessel proved too much. The captain had to cast a second anchor, and if we had been out at sea, we might have been justified in calling it a heavy storm. On account of the rolling of the ship, which lasted the whole night until 9 o'clock in the morning, when the sun came out, many of our soldiers became seasick, of which I, for this time, was entirely free.

MARCH 20TH.—The wind blew from the north and was against us all day long. We, therefore, had to remain anchored, and the six ships which had stayed behind, could not follow us.

MARCH 21ST.—In the evening towards 7 o'clock the ships which had remained at Brunshausen arrived and cast anchor near us.

The daily rations of the soldiers on the ship, with which they are supplied by the steward every morning in the presence of ar officer, are as follows:

Wöchentliche Verpflegung der Soldaten auf den Schiffen à 6 Mann gerechnet.

auf den	Brod lb.	Bier Quartier.	Rindfleish und Mehl zum Pudding lb.	Schweinefleisch lb.	Butter und Käse lb.	Hülsenfrüchte Erbsen Maass	Habergrütze oder Reis Maass
Sontag	4	12		2		2	
Montag	4	12			½ lb. Butter ¼ lb. Käse		4
Dienstag ...	4	12	2 lb. Rindfleisch 6 lb. fein Mehl 1 lb. Fett oder 1 lb. Rosinen				
Mittwochen .	4	12			½ lb. Butter ¼ lb. Käse	2	4
Donnerstag .	4	12		2		2	
Freytag	4	12			½ lb. Butter ¼ lb. Käse	2	4
Sonnabend .	4	12	2 lb. Rindfleish 6 lb. fein Mehl 1 lb. Fett oder 1 lb. Rosinen				

1 Quartier Weinessig wöchentlich auf 6 Mann.

For these provisions three pence English money have to be paid daily for each portion, and the sum is subtracted from the pay of the soldiers; officers are also allowed the same rations without paying more for them. The king also provides for the soldiers' wives during the trip on the ocean. The receipts for these provisions are put on the bills, but the companies do not have to pay for the same. However, as soon as the troops land, even this privilege is no longer granted.

All the provisions are furnished to the ships from the Royal Storehouses or "Magazines," and the king has to add one shilling at least for each portion daily. The bread consists, as everybody knows, of ship-buiscuits, made of wheat and baked very hard into small round cakes. It requires good teeth to eat them, but you soon get used to it and like them very well. About eighteen to nineteen pieces make four pounds.

The beer is English small beer made out of hops, and is pure and palatable. When the beer gives out, one quart of rum to be mixed with water, or two quarts of wine for six men, takes the place. Since the rations are always calculated for six men, the companies have to be divided into sections of six men each including the women. Each of these sections receives some wooden dishes and spoons. All the cooking, however, is done at once in the big ship kettle which stands in the middle of the deck near the main mast ("Man mast"). The sailors get more provisions than the soldiers, because they have to work. Four sailors get as much as six soldiers.

The flour, fat and raisons, which are furnished every Tuesday and Saturday, are used for making a pudding, and each section is provided with a linen bag to cook the same in.

When the oatmeal gives out, rice takes the place, but I have noticed that oatmeal is better for sea travellers, as it cools and sweetens the blood which gets heated through the frequent discharge of gall caused by the continuous movements of the ship. The urin is colored dark with the gall, and I consider this the chief cause for scurvy, which is so common among seafarers. The eating of salt meat, want of perspiration and exercise are only secondary and aggravate the disease.

Since these notes are intended for those countrymen of mine who do not live near the coast and have no opportunity to see the arrangement of a ship, I hope my other readers will not take it amiss if I try to give a full description of the same.

The cabin of the officers is situated in the back part of the ship, and my description will continue from this point to the front part of the same. Two or four windows of the cabin open out on the stern of the ship. The cabin is about 20 or more feet wide and 12 feet long. The height is circa nine feet. On the sides are the beds of the officers, usually one above another, and all space is well utilized. Next to this big cabin are two small cabins, also for the use of officers. In the big cabin is a fire place in which coal is burned for heating in winter. There are two more small cabins at the beginning of the hall which leads to the officers' cabins. These are used by the captain and the chief pilot. Underneath the cabins is the powder-magazine, and the sleeping place of the steward. In front of the cabin, however, entirely separated from it, are the quarters of the sailors. All this is a little higher than the rest of the ship, and this higher deck is called the main deck (Quarterdeck, le Gaillard).

Some steps lead down to the other deck, where the soldiers are quartered and where four rows of beds are placed one above the other. Each soldier, as soon as he came on board, received a linen mattrass stuffed with wool and a small pillow similar to the mattrass. Also one small white woolen blanket and one colored one. All this is usually burnt after each trip, in order to make a better demand for English wool manufacturers. Underneath the big room is the place where the barrels with water, meat, beer and other provisions are stored, and below this place is a space, about two feet high, where the water coming into the ship gathers and from where it is pumped out. In the front part of the ship is another deck under which the cable is passed and where the small kitchen for the officers is situated. The rest of the space is used for stables for live stock. In front of this deck is the big wheel by which the anchor is raised or lowered, and above this is a bell which is rung at noon and at midnight. At these times the guard of the sailors is relieved. This bell serves also to give the time at

night as well as in the day. The sailor at the wheel gets the time from an hour-glass and calls to the sailor on guard in front, whenever the bell is to be rung.

Water is, properly, used very sparingly. The barrel from which the water is taken at the time, lies on the quarterdeck and a man guards it to prevent wasting it. This precaution is very necessary, as it is never known beforehand how long a trip on the sea may last.

Careful attention is given to the cleanliness of the ships, and every morning the whole ship is washed with sea water, inside and out. The way the cabin boys clean the cabins is worthy of imitation in dwelling houses and apartments where the floors are made of boards. The floor is first swept dry with a broom and afterwards scrubbed with a stiff, short-bristled brush, fastened to a long stick at an angle of 45 degrees. After this the wet floor is wiped up with a woolen mop (Mapp) which is also fastened to a stick. All this is done with marvelous rapidity, and the servant girls in Germany could hardly do it as well, in spite of all the trouble they are accustomed to take.

MARCH 22ND.—About 10 o'clock A. M. all the ships weighed anchor, and the ships started with a fresh south breeze down the Elbe to Cuxhaven, the port of Ritzebüttel, where the anchors were cast again at half-past three in the afternoon.

It is worthy of note that it is rather healthy than otherwise to be on the sea if you except a few diseases, as scurvy, etc., common to seafarers. We took more than twenty sick people on board when we embarked, all of whom, except four, were cured in a few days. Especially the "Hectici" felt a great deal better on the water than on land, and those having long suffered from fever got rid of it.

On this day we saw for the first time porpoises (purpose pig). This is a fish about ten feet long and four feet broad, of a brownish color, with a flat head and high fins on its back. The English call this fish "Pupose Pig" because its head is something like that of a pig. The German expression "Tümmler" may have originated from a peculiar way the fish has of shooting up to the surface of the water and quickly diving down again. This causes

the water to foam and splash and it looks from a distance as if the fish had turned a somersault. The porpoises do not go up stream farther than the salt water. The mixing of the salt water with the fresh was easily noticed when we had lost sight of the coast on the right-hand side.

MARCH 23RD.—At six o'clock in the morning the fleet weighed anchor and passed by Ritzebüttel and out of the Elbe into the Baltic with southwest wind. The pilots left the ship. As long as they are on board they govern the boat, turn the wheel and give their orders in regard to the setting and changing of the sails as they deem best. They decide with which wind to sail and when to cast anchor. They receive 2 Rth. for each foot the ship sinks in water and also get everything free as long as they are on board. The pilots are accepted and sworn in by the admiralty in Hamburg, with which they also have to share their pay, because the admiralty has to make good in case a vessel is shipwrecked. For very large vessels additional charges are to be paid daily in addition. Our ship had a draft of 14 feet and consequently our captain had to pay 28 Reichsthaler.

On account of unfavorable wind, which blew southwest the whole day, we were obliged to keep to the right toward Hilgeland, and we could not make more than eight sea miles.

Hilgeland is a red rock rising out of the sea and without vegetation. There are about 1500 inhabitants on the island. The men make a living by fishing or being pilots on the Elbe. All provisions must be brought from the continent.

The latitude on this day, which the chief pilot finds out every noon as soon as the sun comes out with the help of the well-known Hadley Octant, was 54° 10′. The latitude can be determined most accurately with this instrument, which does honor to its inventor, and which appears to be the only one suitable for use on the sea. On this octant are diopters with glass plates, one of which is divided in two, the one part being a mirror. The sun must be on the same line in the mirror with the line of the horizon seen through the glass of the diopter to show exactly 12 o'clock at noon. This position changes very quickly, however, and great care should therefore be taken. From the latitude of the day before, and the distance sailed during that time, by subtracting

the differences and amplitudes, the present latitude is found. A good watch is also consulted. There are generally several of these instruments on a boat to make the observations more accurate.

In order to find out, how fast a ship sails, a log-line is thrown out at the stern of the ship. This consists of a small board in the figure of a triangle loaded with lead at the bottom so as to float upright on the surface and is attached to a long line, which is divided with red cloth into equal spaces, and which unwinds from a spool. When the log is thrown out the line is allowed to reel off until the movement of the ship no longer affects the log. Then an hour glass is turned, which runs in half a minute, and from this it is seen how many knots are run in this time. The log line is thrown every two hours, in the night as well as in the daytime, and record is made each time of the distance, as also of the wind and other minor conditions. At the end of 24 hours record of all this is entered in the ship's journal which the English ships are obliged to keep and which is to be handed over to the Admiralty after return to England. The figures given by the log-line are added up and the average for 24 hours is reckoned. The changes of the wind are all mentioned, as well as the number of sails set. These calculations are made from noon to noon.

MARCH 24TH.—West Northwest, West Southwest, North Northwest, Latitude 54° 31′. At noon we passed the mouth of the Weser, and as the wind was still ahead of us, we were unable to make more than 44 nautical miles (leagues).* Twenty nautical miles make one degree. This is the same with all seafaring nations.

The wind got higher and consequently the sea got rougher and the movement of the ship increased. This made vomiting and seasickness more general; however, a few others and I were free from it.

Our fleet was very much scattered, only the "Providence", "Peggy", "Royal Briton" and "Elisabeth" remained near our boat. We were in danger of going aground, as there were many shallows. We were also afraid that a number of our ships would be obliged to go back to Cuxhaven.

*The Fr. *lieue* is found in the original.—Editor.

MARCH 25TH.—Latitude 54° 25′, North, Northeast, East. The violence of the wind which had increased during the preceding night, caused general seasickness on this day, and even the young sailors and cabin boys, who had been on the water before, were not spared. I myself had a bad attack, although without vomiting. It was impossible to take my daily walks on deck, partly on account of great weakness, incessant headaches and dizziness, and partly because I had not had practice enough in the art of balancing myself (an art acquired since). The only place of safety for me was the bed, unless I was willing to drown or break my bones. Miserably I passed the day, but more miserably the night. Very ill, without any attention, (our men being worse than we), without light and service, we were bumped about in the cabin. Too weak to stand up, we were unable to care for our things. Our chairs, bottles, cups, boxes and valises, besides other indispensable necessities were thrown about against each other and broken. Every one looked sorrowful at the harm done the next morning, and the only profit we could take from it was the lesson of packing and fastening them better in the future. And yet we had to laugh when at break of day, we saw the auditor, who had taken charge of the officers' mess, for six minutes chasing and making very unusual leaps, against his will, after a fugitive butter jar, which had remained pretty well in its place underneath a canon during the night. Moreover, the roaring of the wind and the din of the breaking waves, the calls of the sailors, the noise of the things falling around, the cracking of the cannons etc., is very disagreeable for anybody not acquainted with seafaring, especially at night. Add to this the fact that the senses are far more acute during seasickness, when the nerves are especially racked by the violent motion of the ship. During these two days, it had been almost impossible for us to take any nourishment, partly from lack of appetite, and partly because everything tasted bad. And the stomach refused to retain the food; the one thing which agreed with us best was sour apples, which were bought as part of the provisions in Buxtehude.

Toward evening we were on a line with Schellingen; as the east wind was favorable we made 116 nautical miles this day.

MARCH 26TH.—Latitude 50° 51′. East, East Southeast, 101 nautical miles. We passed the "Eovel" and were off Amsterdam and Haarlem after noon. Although the sea was very high, we began, when the wind abated somewhat, to recuperate from seasickness.

MARCH 27TH.—Latitude 51° 19′. Southeast, East, East Northeast, 96 nautical miles. The weather became clearer and the land breezes did a good deal towards our getting well. The soldiers began to look for their pork and peas and appeared again on deck to do some cooking, which they had not done for two days. About 3 o'clock in the afternoon we entered the channel. Here I had the pleasure of seeing at one glance both the coasts of England and France. On the left side we could see very plainly Calais, and on the right Deal, Dover, etc. We passed Dover so closely that the old fort, which is situated on a hill and built entirely of stone, was distinctly visible with the naked eye. Our captain showed us the place where Julius Cesar, according to historical traditions, had gone ashore and gained a victory over the old Britons.

MARCH 28TH.—Latitude 52°. East Northeast, Northeast. At 10 o'clock in the morning we arrived at the heights of Spithead, where the anchor was dropped. This roadstead is situated at the entrance of the harbor of Portsmouth and is protected from the side by the Isle of Wight, the most beautiful island you can imagine. If I ever saw a magnificent view, it was from this roadstead of Spithead. Around us were numerous ships, and on the left the Isle of Wight with luxuriant cornfields, parks and castles; to the right we saw the coast of Sussex with the chalk mountains, in front of us was Portsmouth with its harbor full of large and small vessels. On the one side of Portsmouth is the hospital for sailors (where the well-known Pringle is a surgeon). Behind this in profile is the city of Cosport.

We found most of our ships here, and also English and Russian men-of-war. The first were to go to America, the latter had just come back from the Archipelago. Oysters are frequently caught here, and the coast was full of small boats which were fishing for oysters. We found the oysters very palatable. A hundred of them cost only one English shilling.

MARCH 29TH.—So far we had not heard to which English province in America we were to go, but to-day we were informed that the Brunswick troops were destined for Canada. Towards evening five more transports arrived, which were loaded with a regiment of six companies from Hesse-Hanau; these were also to go to Canada. Col. von Gall was in command of this regiment.

Of the 12,000 men from Hesse-Cassel, mentioned in the beginning of my diary, none had embarked so far. However, they were soon to be transported and were to serve with the English army under the command of General Howe. It was decided they were to land at Long Island, and were to engage the rebels from that side.

MARCH 30TH.—Three English men-of-war started ahead of us for Halifax to cruise against privateers of the rebels.

MARCH 31ST.—Our captain took me along to Portsmouth on a jolly-boat. We went ashore near the port which is protected by a battery of stone, of which one could really say that it is covered with canons and guns in order to command the entrance of the harbor. I first looked at the fortifications commenced under Edward IV., continued under Henry VII. and VIII. and completed during the reign of Queen Elisabeth. The fortifications are not laid out in altogether antiquated manner, they are faulty, and I found particularly that the trenches are too narrow.

Portsmouth has two suburbs; one of them is included in the fortifications in order to guard the dry-dock which is in this suburb. This dry-dock is in my opinion unquestionably the largest and best of all belonging to seafaring nations, which opinion is confirmed by others who have seen a number of wharves. The supply of ship timber, ropes, masts, anchors, and other necessities of which the English navy and nation can be proud, may justly be called huge and imposing. A large number of ships are partly finished in the storehouses. Everything to the smallest detail is determined, even the name, and the different parts of the boats are stored away in separate apartments under the label of this

name. How easy it must be for the Crown of England to create a fleet from this stock, which does not take more time than that required to join the parts. Two thousand men are at work daily in this ship yard. I went on board the largest ship of the English fleet, the "Britannia", which had been in the dock for six years for repairs. Although I had seen pretty big boats before, all my previous experiences were surpassed.

The length of this immense machine is 214 English feet, and the breadth 52 feet 3 inches. The diameter of the biggest mast (man mast) is 10 feet 4 inches, and the height to the first round-top 106 feet. The ship carries 112 very large cannons, the biggest of which weighs 42,000 pounds.* The biggest anchor weighs 85 hundred weight. The ship has four decks, and therefore four spacious cabins one above the other. As far as space is concerned, I believe this ship would hold as many people as a big castle. It takes 1000 men for the crew, and the building expenses are said to amount to 100,000 pounds sterling. The city of Portsmouth has straight and broad streets which are very clean. The houses are built of brick, but only a few are in good taste.

In the dock-yard is the naval academy for the young sailors who are there being instructed in all necessary branches. The academy has a well-equipped library and a good supply of instruments and models. A very good model of the ship "Victoria" is shown. This boat was shipwrecked in the year 1744 on a journey to Aldernay with more than a thousand men on board under command of Admiral Balcher. Nothing has ever been heard of the ship since.

The marine hospital, which is on the other side of the harbor, is a large and beautiful building, masonry massively built, the roof being of slate.

April 1st.—Nine more transports arrived with English artillery and ammunition under the command of General Philipps. These ships were to be used in case Quebec had been conquered by the rebels, which might be expected. The two frigates "Juno" and "Blonde", the first with 30, and the second with 28 cannon

*The figures mentioned are the exact figures given in the manuscript.—Translator.

on board, were to serve as convoys to our fleet. Both ships had belonged to France and were captured during the last war.

Captain Hugh Dalrympel of the "Juno" was to conduct the fleet up the river St. Lawrence to Canada.

All the transports received orders from him to-day that the fleet was to sail in two lines. "Juno" was to take the lead, and "Blonde" to close the lines. In case the boats should become separated by storm, the isle "Aux Coudrais" in the St. Lawrence river was to be the place of rendezvous. If ships met at night, the answer to the first call should be "King of Parliament," and the first ship was to respond to this with "God save you," while the other one would answer "Amen." This arrangement was made also to prevent strange vessels mingling with the fleet.

To-day the agent sent a big flat-bottomed boat to our ship to be used for landing purposes, although we already had three boats. Our captain saw very clearly in advance what trouble this boat could make, which came to pass, and refused to take it on board, but he had to submit.

April 3rd.—At 7 o'clock in the evening we left Spithead for St. Helena, where the anchor again was dropped toward 9 o'clock.

April 4th.—North, Northeast. At 3 o'clock in the afternoon the signals were given to sail. The anchors were weighed and the fleet started according to the orders received in two lines. "Juno" was at the head and "Blonde" under the command of Captain Philemon Pownel, and with General Bourgoyne on board, was the rear guard. Towards evening we passed the corner of the Isle of Wight. The wind was not very favorable.

April 5th.—Latitude 50° 23′ Northeast. We passed the coasts of Weymouth and Portland. On this side of England the coast consists mainly of chalk mountains, which are, however, very well cultivated on the surface.

Near Portland is an important quarry, furnishing very serviceable stone, which is shipped far away. Every year about 200 ships and vessels are needed for its transportation.

April 6th.—Latitude 50° 6′. N. E., N. W. While passing the port of Plymouth, 4 more transports with the English regiment No. 21, also destined for Canada, joined our fleet.

APRIL 7TH.—Latitude 50°. N. W. We passed in front of the great bay between Plymouth and Cape Lizard. Our fleet consisted now of thirty-six vessels and made a fine spectacle. There were:

The 2 frigates "Juno" and Blonde".
16 transports with Brunswick troops.
4 transports with English regiment No. 21.
5 transports with Hesse-Hanau regiment.
9 transports with English artillery and ammunition.

36 vessels.

APRIL 8TH.—Latitude 49° 41′. N. W., N. N. W. After passing Cape Lizard and Lands End, we entered the well-known Atlantic Ocean (Mare atlanticum). A stronger movement of the waves made it quite noticeable. Seasickness prevailed again since the land breezes could not reach us any more, and even those who had escaped in the beginning of the trip, fell victims to it now.

APRIL 9TH.—Latitude 48° 24′. N. N. E. From now on we proceeded without interruption and made 150 nautical miles this day.

APRIL 10TH.—Latitude 47° 46′. N. E., E. 114 nautical miles.

APRIL 11TH.—Latitude 47° 28′. E. N. E. 96 miles. The wind being favorable, our fleet sailed majestically along. Capt. Hugh Dalrympel, in command of the "Juno", gave the signals, all of which have their different meaning and which are understood by the transports according to their instructions. Sometimes flags and pennants are changed, or the sails in case the course is to be faster or slower, and generally a cannon is fired at the beginning of the change, or if the signal has not been obeyed. The pilot and the sailor who, on every ship, are stationed on the quarter deck behind the wheel, have to keep their eyes continually on these signs. At night the signals are given with lanterns which are placed according to their meaning on one or the other of the round-tops of the three masts. These signals are very important, to direct the ships or to warn them against danger, as all other ways of communication from one ship to another, as letting down boats, or using speaking tubes are impossible. It is very dangerous for ships to come too close to each other.

In a fleet no ship is allowed to pass the commander, nor to stay behind. Both offenses are punished unless there is sufficient excuse.

"Blonde" had to urge on the lazy ones. Even cannons were loaded with balls and fired at those which stayed too far behind, and sometimes the masts and sails were damaged. Besides, an order was given that each shot was to be paid for with 2 guineas.

APRIL 12TH.—Latitude 47° 22′. E. 126 nautical miles.

APRIL 13TH.—Latitude 47° 29′ East to South, S. E. 112 miles.

APRIL 14TH.—Latitude 47° 05′. S. 107 miles.

APRIL 15TH.—Latitude 46° 27′. S. E. E. 140 miles.

APRIL 16TH.—Latitude 46° 02′. N. E. N., N. 123 miles. The wind had suddenly changed, become violent and the sea ran high. This was the worst night we had so far experienced. The Atlantic Ocean is, according to the account of sailors, the most turbulent of all seas. It can hardly be believed that the waves ran so high as to entirely shut off from sight the masts of a ship passing close by. This will give an idea of the motion of the ship. Sometimes they are tossed high up and then they sink into a deep abyss to be tossed up again immediately. A wave which struck the ship amidships with the greatest violence made such a noise that every one thought the ship had burst. Often the waves washed over the deck. All entrances to the cabins, etc., had to be closed and one of the sailors narrowly escaped being washed overboard and drowned. This made such an impression upon me that I, with some loss, and completely drenched, withdrew for this day from the deck, retired to my cabin and crept into my bunk.

APRIL 17TH.—Latitude 45° 06′. N. W., N. N. W. 92 miles. Toward midday the wind had gone down a little and had shifted. However, the sea ran as high as on the day before and this caused most violent seasickness. Nevertheless, I forced myself to stay on deck and admired the turbulent and stormy sea.

Our captain explained to us that the movements of the waves followed fixed laws, and we saw plainly during these two days that after nine medium-sized waves three very large ones followed. This rule was confirmed about a thousand times.

Our loss of the day before was considerable. One wave had torn down a hatchway and carried it away. The captain had lost his hat and the speaking tube. The cook his favorite dog, a soldier a pair of trousers, and I my cap.

The fleet was greatly scattered. Toward evening we passed the Azores, in the distance, among them Flores and Corvo. On an old map by Homann two more Azores are mentioned, namely "Meida" and "Verte," which are not there nor ever were there.

APRIL 18TH.—Latitude 44° 33′. N. 81 miles.

APRIL 19TH.—Latitude 44° 19′. N. N. E., N. W. 27 miles. In quiet days the color of the water is the most beautiful bluish-green (chymische Grün) that can be imagined, and when the sunbeams strike athwart the little waves, the sea looks like molten silver. I have often found that Nicolini, when he pictured the ocean with mock silver in his pantomimes, was a true imitator of nature. The sea was very calm, and this gave us an opportunity to study very closely an animal which appeared on the surface of the water and which is called by the English "Portugaise Man-of-War." It received the name without doubt, from a bladder which it blows up whenever it desires to rise to the surface. This bladder looks like a full blown sail and it is borne on by the wind like a ship, as the animal has no organs for swimming. Otherwise it resembles an eel, in form, and is about 10 inches long. Its color is blue; the bladder is white.

APRIL 20TH.—Latitude 44° 29′. S. W. 46 miles. Toward noon another English fleet consisting of forty-five ships, joined us. They had seven English regiments on board and were loaded with provisions and ammunition. This fleet had sailed from Glasgow and Cork. The regiments on board were: Nos. 9, 20, 24, 31, 34, 53 and 62, each one numbering 770 men. This increased our fleet very materially, which now, in its entirety, consisted of 81 boats, and on account of the calm they were able to lie close together. A beautiful view, nothing but sky, water and ships.

APRIL 21ST.—Latitude 44° 59′. S. W. 68 miles. After the calm, bad weather set in again, and it became very rough.

APRIL 22ND.—Latitude 45° 30′. S. W., N. to W. 87 miles. The weather became rougher, and it rained very hard. We were obliged to remain in the cabin the whole day long. The fleet which had come to us on the twentieth of April, left us again, but stayed at some distance to our right.

APRIL 23RD.—Latitude 44° 37′. N. 86 miles. The sea ran very high and the ship rolled heavily.

APRIL 24TH.—Latitude 44° 40′. N. E. S. 77 miles. The wind blew strong and from its shifting an idea can be formed of the stormy weather. The ship was tossed about most violently; the night was very disagreeable, and the sailors on deck made much more noise than heretofore. The cause of this we learned the next morning when the captain entered our cabin with a very serious countenance, which was unusual, and informed us that the ship had sprung a big leak in the hold during the night. Three pumps had been at work continually for the last ten hours with hardly any result. He announced besides, that if the damage were not soon mended, he would not be able to carry us to Newfoundland.

We were in great danger unless the weather changed for the better soon. This bad news made us get out of bed and go to the pumps at once, and since we desired to conceal the true reason from the soldiers as long as possible, the officers began to joke and laugh as they pumped, and pretended that they did this work to get exercise. The soldiers who were standing around and watching the officers were advised to do likewise to keep their health, and were drawn into the work, and thus the pumps were kept going continually without anyone knowing anything of the danger except the officers and the sailors. The latter had strict orders to do all the necessary work without any excitement, and not to let on to the soldiers that there was anything wrong. The soldiers were a little suspicious on account of the quantity of water pumped out, but some reasons were given for this and they were easily satisfied. Meanwhile, the captain, the ship's

carpenter and some of the sailors were trying to find the leak, which they succeeded in doing toward noon, but as long as the weather was so rough, it was impossible to remedy it entirely. The big flat boat, which the agent at Spithead had insisted on putting on board in spite of the captain's protests, was the chief cause of the damage. Since our ship had three boats on board already, a scaffolding had been built on the deck above the other three boats, for this flat boat. The violent movement of the ship, the weight of the boat, and especially of the scaffolding had caused our vessel to spring a leak at the keel. We took council concerning our serious condition and we came to the conclusion that this flat boat would have to be thrown overboard for our safety and rescue if our efforts to stop the leak should fail.

APRIL 25TH.—Latitude 44° 44′. S. S. W., W., N. E., S. E. 79 miles. Weather still stormy, more violent than yesterday. A sail was torn and something broke on the wheel towards night, which was, however, repaired that night. Our work kept on without interruption.

APRIL 26TH.—Latitude 44° 14′. S. S. E., W., N. W. 63 nautical miles. The wind had decreased a little and we were fortunate enough to stop the leak entirely. Thus the flat boat had a few days grace.

Our fleet was entirely scattered and not more than four boats were in sight.

APRIL 27TH.—Latitude 44° 33′. N. N. E., E. to S. 57 miles. The fleet assembled again with the exception of one vessel, which was still missing.

APRIL 28TH.—Latitude 44° 36′. S. E., S., N. N. W. 124 miles.

APRIL 29TH.—Latitude 44° 05′. N. N. W. 77 miles. It began to grow very cold and we were obliged to have a fire made in the cabin, which had not been done for three weeks. Our captain informed us that this cold was not only due to the north wind, but to the nearness of land, of which it was a sure sign. The evaporations of the sea are warm and the cold is a characteristic only of the main land.

APRIL 30TH.—Latitude 43° 24′. N. W. 52 miles. We again saw some porpoises, and this led us to believe that we were on the false bank of Newfoundland (Terre Neuve). Porpoises came in great numbers close to our bowsprit, and the captain tried to kill some with a harpoon without succeeding, however, since the ship was going too fast and the fish were too quick. No fish at all are seen in the open sea, so long as no bottom can be found, some few sea animals excepted. It may be that the salt water lacks the necessary food for the fish, which the rivers furnish from the mainland.

Our supply of beer (small beer) was exhausted, and from this day on rum was furnished instead of beer, a quart daily to six men, and this was either mixed with water, and taken as a punch, or drunk after the water.

MAY 1ST.—Latitude 43° 42′. N. W., N. E., E. 19 miles. A thick mist arose, which assured us that we were near the bank, for it is said to be covered with mist at all times of the year. Besides, we saw a great number of birds, cormorants, and a peculiar kind of small ducks (Sarcellen) which were catching fish in spite of the negotiations excluding all nations except the French and English from catching fish on the Bank of "Terre Neuve." The cormorants are grey and have about the same shape as the crow, but are web-footed like ducks. Their croaking sounds like the crying of a cat. No other bird is seen on the sea except the sea raven (Courier Marine), which is black and flies close to the surface of the water.

Towards evening, the captain cast the lead; it was impossible, however, to touch the bottom even with 124 fathoms.

MAY 2ND.—Latitude 43° 57′. N. E., E. 46 miles. The fog did not lift. The fleet became entirely scattered since it was impossible to see a ship even when close by. We were obliged to have our guards fire the cannon every fifteen minutes to prevent a collision. Besides a drummer had to be on deck all night long and beat the drum.

The "Juno" gave frequent signals with cannon shots ordering us to go either to the right or left according to instructions received.

MAY 3RD.—Latitude 44° 45′. S. E., S. 81 miles. The fog lifted toward noon. Calculations assured us that we were on the real big bank of Newfoundland (Terre Neuve). The lead was cast and the depth was found to be 32 fathoms. We shortened sail, and with great delight we took out our fishing tackle. These are long lines on the end of which hook's are fastened. Small pieces of meat are put on these hooks, and cannon balls attached hold them under water. Every one joined in and was full of expectation, and in about twenty minutes we saw a codfish, weighing a little more than six pounds, brought to the deck. This fish was prepared with mustard and butter at evening; a splendid meal for us, since a seafish, especially when fresh from the water, surpasses all other kinds of food in delicacy. A king could not easily be happier than we were on this evening. All the provisions we had brought along were either eaten or, for the most part, spoiled. The rye bread, taken on board in Buxtehude, had now grown entirely moldy after it had kept very well for six weeks. All the live chickens had been eaten, either in soup or roasted. The sheep had not been fed well for some time and were sick from want of food, seasickness or scurvy, so that nobody could look at the meat without repulsion, much less eat. Under these dismal circumstances we had for the last two weeks shared the food of the soldiers, and our daily meals had consisted of pork and peas. The ship biscuits were divided with great economy among the officers every morning. But still more unbearable than all this was the fact that the water had become foul and had a bad smell. Whenever we wanted to drink any, we had to close our eyes and hold our noses, because it had a quite reddish appearance, partly from insects, and partly from the new oaken casks, which looked red.

MAY 4TH.—Latitude 45° 18′. S., S. W. 103 nautical miles. We are still on the bank and the weather is foggy. We saw some penguins, a kind of large water birds which appear to belong to the goose family and resemble them very much. Their color is dark gray, and can be distinguished from other birds easily by a big white mark which surrounds the right eye. They

are said to exist only on this bank and in the Hudson Bay. Today we also saw some whales quite close. One came to the surface of the water from underneath our ship near the cabin. A monster at least one hundred feet long and broad in proportion. He squirted up a column of water about fifty feet in height. We had seen these fountains several times at a distance. The whales swam for quite a time on the surface and then went down again, lifting their tails very high out of the sea.

According to the description of seafarers, the fish which swallowed the famous Jonah and sheltered him three whole days cannot have been a whale, but rather a shark, and there was probably a mistake made in the translation. The mouth of the whale is too small to swallow a man; it is not at all in proportion to the size of its body. The whale lives on the oils of the salt water and on the animals living in it, and draws in its food with the water and afterwards expels the water through the nostrils. The shark, however, is able to swallow a hole man without inconvenience, and to bathe in the ocean is dangerous on account of this fish. Later on I met in Quebec an English merchant, Wadson, by name, who had lived in the West Indies. He had been pursued by a shark while bathing and the shark had bitten off his right leg above the knee. If a dead person is thrown overboard, the shark will follow the ship during the whole trip, and particularly they are said to follow ships loaded with negro slaves coming from East India, of whom a large number always die each trip.

MAY 5TH.—Latitude 45° 36′. S. W., S. 27 miles. In the mist five of our boats were lost, viz.: "Harmonie," "Peggy" with our troops; "Woodland" and "Hopwell" with English Artillery; "Maria Martha" with Hessians from Hanau.

MAY 6TH.—Latitude 45° 04′. S., W. to N. 38 miles. It was remarkable that the weather turned cold in spite of the south wind yesterday and today. The nearness of the main land is without doubt, somewhat responsible for this. Snow fell and we saw some huge icebergs coming toards us, for whose visit

we were much concerned, since night was coming on. Toward noon we had passed Cape Race.

MAY 7TH.—Latitude 44° 29′. W., N. W. 51 miles. The land breezes gave a sweet odor to the air as of pine trees. At sunset the captain took the amplitudes with a compass which had diopters. The deflect of the magnetic needle for this location was 21° towards the west.

MAY 8TH.—Latitude 44° 58′. N., N. E. 32 nautical miles.

MAY 9TH.—Latitude 45° 30′. N. N. E., W., S. W. 43 miles. Some days before, as soon as we had arrived on the bank, at night, in addition to the day watch, we placed a picket with a loaded gun on deck, to keep a look-out for the privateers of the rebels. All the cannon were loaded, and everybody received instructions what to do in case of an attack. Besides other duties, I had the supervision as master of ordnance of the artillery, which consisted of six six-pounders. The two frigates also prepared for a fight, and ramparts were made for the marines from hammocks with bedding inside on both sides of the deck. Hammocks were also fastened in the round-tops. Even small cannon are sometimes taken up to the round-tops during a battle in order to sink the vessels of the enemy.

MAY 10TH.—Latitude 45° 40′. S. S. W., W., N. E., E. 43 nautical miles.

MAY 11TH.—Latiude 45° 44′. S. S. E., S., S. W., W. 57 miles.

Whenever the wind blew from the south, we noticed that the sea at night looked like fire—a beautiful sight. It was like sailing in liquid flame. Especially if a boat went fast and cut the waves with full force, sparks would fly, shedding a bright light all around. Many a night we missed our sleep on account of this majestic spectacle, and became involved in extended discussion as to the cause of this phenomenon, which rarely resulted in a definite decision. Some thought it was caused by phosphorus or birophorus, others by electricity, and that the pitch which covered the ships on the outside, had to be taken into consideration. Others rejected these opinions, and substituted the friction of the oil and the fire particles in the salt water as the cause of the light. Our captain, however, was against all of these views and said that it was nothing but the animalculae in the water. So far we had only discussed the matter, and nobody had thought of bringing any proof or evidence, for everyone was, like a real philosopher, firm in his own opinion, and did not care to see himself in the wrong. The time had come to ask for proofs as we soon would not be able to obtain sea water for investigation, and this night again the phosphorescence of the water was particularly bright. A bucket full of water was hoisted, and we perceived that as long as the water was still, no light could be seen, but when stirred, it was so full of sparks that it was impossible to tell whether the bucket contained more water or animalculae. We then took a fine handkerchief, and filtered the whole bucket through it, until not a spark was left in the water. Then we took what remained in the handkerchief downstairs into the cabin, and after extinguishing the lights, the handkerchif as emptied and shed forth a light, as it were, of glowing coals to the great dismay of those who had not taken part in this experiment, because the powder magazine was under the cabin. The captain's opinion was therefore accepted, and the general conclusion was to the effect that it was animals which must have under the belly a phosphorescent spot like that of the glow worm, well known on the land. We regretted very much that nobody had thought of taking a microscope along upon embarking, so as to be able to examine the animals, especially since we could not discover anything at all on the handkerchief the next morning except a number of little black spots.

MAY 12TH.—Latitude 46° 11′. N. W., W., S. W., W., N. W. 54 nautical miles. On account of the adverse winds, we could not enter the gulf, but had to cruise around outside to avoid being taken back by the wind.

MAY 13TH.—Latitude 46° 30′. N. W., W., S. W. 38 nautical miles. We passed Cape Briton. Frequently a brown plant floated out of the gulf, which the English call "Tangle" (Plan-

tago maritima, Wegbreit). The inhabitants of the coasts of Scotland eat this plant prepared like cabbage.

MAY 14TH.—Latittude 47° 37′. N. W., S. E., S. W. The wind being favorable, we finally entered the gulf and passed by Cape Ray. Seals (Loup marin, sea wolf) often appeared near our ship, and we tried to shoot them.

For the last three nights at nightfall northern lights, which lasted until morning, covered the whole sky, making the nights as light as day.

MAY 15TH.—Latitude 48° 17′. W., N. W., N. E., E. 74 miles. Today our men received rice instead of oatmeal for the first time.

MAY 16TH.—Latittude 48° 38′. S. E., W. N. W. 41 nautical miles. We passed "Bird Island."

MAY 17TH.—Latitude 48° 49′. N. W. 12 nautical miles. The number of miles indicates how adverse the wind was. We tacked continuously near the Isle of Antecoste without being able to make any headway. Antecoste is not inhabited, and only in summer time the people from the main land take their cattle to the island for pasture, and to hunt. Particularly to catch the walrus (Manetten), which often stops on this island and comes ashore at night. The walrus has two crooked teeth protruding from its mouth. These teeth are used by them to cling to the cliffs, and in this way they draw themselves up to the main land.*

I consider these "Manetten" to be the "sea lions" mentioned by Commodore Anson in his sea voyage. We came pretty close to the island in our course, and I had an opportunity to see Nature in all her rough wilderness. It was an unusual, dreadful sight to see a big island covered with thick bushes without any path or road whatever.

MAY 18TH.—N. W., W., S. E. Still near Antecoste. The cold, which commenced on May 6th, had continued ever since, but it never had been quite as cold as today. Much snow fell

* The meat of the walrus is eaten and the tanned skin makes the strongest carriage straps.

and stayed on the deck till night, when it commenced to freeze hard. What changes of weather we had to endure. At Stade and Portsmouth the most delightful spring days, near the Azores the very hot days, and now this cold.

MAY 19TH.—Latitude 48° 53′. N. W., N., W., S. W. We passed Cape Rozier and entered the St. Lawrence River. In the gulf the color of the water changed when it began to be mixed with the fresh water. It looked now reddish instead of the beautiful blue-green of the Atlantic.

MAY 20TH.—Latitude 49° 19′. S. S. E., 32 miles. I have reason to believe that the St. Lawrence River is the largest of all rivers. When you are in the middle it is hardly possible to see the coasts, they are so far away.

MAY 21ST.—S. E., E., N. E., N. 87 nautical miles. We passed Cape Morte (Cape Death) on the right, and afterwards on the left Cape Chat. On the left we saw on the coasts of Nova Scotia the big mountains of Notre Dame (Our Lady's Mountains), still covered with snow, and almost surpassing in height our famous "Brocken." On the right was the land of the Eskimos (Pais Labrador). The Eskimos are less civilized than most other nations, and every effort to enter into business transactions with them has failed because they are too shy and suspicious. They are said to be short and live from hunting and fishing.

The products of Labrador are said to be few, and this may be the chief reason why no trade could be established with these people. In summer they go fishing, venturing in their little canoes, made of the bark of trees, even upon the high seas. The boats are covered with seal skins, which the Eskimo in the boat ties around his body under the arms to keep the water from coming into the boat, and rows on. If a storm overtakes him, he crawls under the skin, fastening it at the top, eats the provisions which he has taken along in the canoe, sleeps and allows himself to be tossed about on the sea for days, until he notices the wind has abated. Then he comes out again and continues his trip.

MAY 22ND.—N. W., W., W. S. W. Toward evening, two nglish soldiers of the regiment which embarked in Glasgow, ll overboard from the ship which had, by mistake, joined our eet. The sails were lowered at once and two boats let down rescue the men, but in vain, for the current was too swift.

MAY 23RD.—E., calm, N. E., E., W. A schooner (goëlette) et us with full sails, which was bound with news for Europe. n hour afterwards, the "Blonde" came close to our vessels and eneral Bourgoyne was so polite as to inform us through the eaking tube that the siege of Quebec had been raised. As soon Commodore Douglass had arrived at the dock with three men--war, and had brought some reinforcements to the fortress, eneral Carleton had made an attack the same day, damaged the enches of the enemy, and had taken some hundred prisoners, ter which the rebels had left the place and gone to Montreal.

MAY 24TH.—W. to S., N. W., W. S. W. Still adverse ind. We continually had the mountains of Notre Dame and ape Chat in sight. For the last few days we had been obliged tack continually to prevent being driven back. This night e current had taken us back about 15 miles in spite of all our ecautions.

MAY 25TH.—W. to S., calm E. to N. Since the wind had come favorable we were able to go ahead again, and in the ening the anchor was dropped between the little Island of Bic d Cape St. Bernabé, the first time April 4th. We met here the gate "Surprise," which had returned from Quebec to guard r course up the river. Two officers came on board at once, and ought us the information that the siege of Quebec had been ised for some time and that the rebels had left. Commodore ouglass had arrived at Quebec on May 6th with the "Isis," a 50 non ship, and two frigates, "Le Martin" and "Surprise," hough the St. Lawrence was still covered with ice, which had to cut away from the bowsprit with iron rods. After having re-ved reinforcement with the English regiment No. 29, Gen-al Carleton had at once ventured an attack with 800 men and d succeeded in destroying the batteries of the rebels. Besides had captured fifteen large pieces and three mortars. He had

also made 300 prisoners and had forced the rebels to give up the siege.

In this attack, the rebel General Arnold himself was wounded, who only eight weeks before had brought fresh troops (about 1000 men), in spite of deep snow and dreadful cold, by way of Kennebeck, through the Pass La Nouvelle Beauce, or Latigan, to force Quebec before the arrival of the army. The siege had continued with the greatest persistence and without interruption the whole winter through, notwithstanding the bad weather, because the conquest of Quebec would have been very decisive for the rebels.

The fleet, which had strated from Glasgow and Cork, had passed the Isle of Bic the day before, also five ships of our fleet, presumably "Lord Sandwich," "Peggy," "Harmonie," "Nancy" and "Polly."

MAY 26TH.—E. to N., variable, W., W. S. W. We rode at anchor here, because the wind was against us and very violent. Besides, the ships ought to assemble before going farther. Toward evening, General Bourgoyne left the "Blonde" and went on board the "Surprise," in order to go in advance to the first fleet, and to take command of it. At 10 o'clock the "Juno" gave the signal to set sail and we weighed anchor about midnight and sailed on up the river.

MAY 27TH.—W. S. W., calm, N. E We passed on the left the Green Isle, on the right the White Isle, the Red Isle and Hare's Isle; small islands, all uninhabited. From now on we began to see houses, but only on the south side of the river, where Camouraska, the first "Paroise" is situated. The porpoises, which we met in the river, were white on account of the fresh water being mixed with the salt. In the sea these fish are brown.

MAY 28TH.—N. E., variable, S. We dropped anchor in the roads of the Isle of Aux Coudrais, as the depth of the water here was 26 fathoms, and as we greatly feared that we would break loose because of the raging storm, it being too deep for good anchorage, which must not exceed 14 fathoms. We advanced between the island to the left, and the main land into the

Bay of St. Paul, and there dropped anchor. From here on, the north side of the river also begins to be populated.

MAY 29TH.—S. W., W., N. W. We remained at anchor and took pilots on board to take us up the river, which is full of treacherous rocks. The pilots live on the island, and our pilot, an old respectable Frenchman of about 81 years, by the name of Du Four, came of a family of 12 children which were all alive. He himself had several children, grandchildren and great-grandchildren. He asked us to visit him at his home. I went with the captain in a small boat to the island which has about 400 inhabitants, or 64 familes, and has been cultivated for sixty years. It gave me great pleasure to see nature in her first childhood. Everybody was unaffected, good hearted, considerate and well mannered, without vice or deception. How much I regretted not to have bought a few trinkets in Europe to enjoy the pleasure of seeing the delight and touching gratitude of these good people. A few colored garters, knives, collar buttons and other trinkets were admired and accepted with the greatest delight. Of the garters, one was destined to adorn a Sunday hat, the other one was for ordinary use. The presents for the men consisted of powder and lead, which were considered as a treasure. There were a few rifles on the island, but the usual manner of hunting was with bows and arrows, with which they were very skilful.

I am not sure whether it was the unusual sight of crude nature, or the long journey which caused the deep impression upon my heart which I felt on this day. But I know that I never felt so much at rest and such bliss as on this day, and how small appeared in my eyes the happiness of the highly cultivated and polished inhabitants of the world compared with the native goodness of heart and the simple life of these people.

In this place I saw for the first time the sugar maple (Erable à sucre), from the sap of which when cooked, a brown sugar is made. We took several pounds of this sugar back with us on board as a sample. I also found here the plane tree (Erable à feuille de Tilleul), the tree (Merisier), the larch tree the white pine (pin blanc), the white Canadian fir tree (Epinette blanche), the vinegar tree (Vinaigrier), and others.

MAY 30TH.—W. S. W. Toward noon we left this island and sailed some miles farther up the river and cast anchor on the shore to the right to wait for the tide.

At 2 o'clock at night, with high tide, the anchor was weighed and we set sail and anchored again off the Isle or Orleans. We had passed without accident the Traverses, a very narrow strait between cliffs and rocks, considered very dangerous. The Isle of Orleans has been inhabited for the last 200 years, and people settled there at the same time that the city of Quebc was founded. The soil is very fertile, and the land is better cultivated than on the Island of Aux Coudrais where there are not enough people to do the work. The island is covered with houses and churches, all built of stone, in which the rocky coast abounds. I saw little wood, however, the trees having been cut down to make a clearing.

The manners of the people were more polished and courteous, after the manner of their ancestors. Near the island are six other small ones all as yet uninhabited. Some time ago, the Bishop of Canada had an assistant named d'Esgly, Bishop of Dorilée, who lived on this island.

JUNE 1ST.—N. W., W. S. W. At 1 o'clock in the afternoon we weighed anchor and arrived at 6 o'clock in the evening in the roadstead of Quebec, where we cast anchor between the town and Pointe Levy. Here we met all the ships which had been separated from the fleet with the exception of the "Harmonie." This boat had joined the first fleeet and had already gone with it farther up the river. We also met the man-of-war "Isis" with Commodore Douglass on board, and the frigates "Surprise," "Perle" und "Lizard." Our loss of men during the voyage was only one non-commissioned officer and eight soldiers who had died on board.

JUNE 3RD.—We went to Quebec to pay our respects to His Excellency, Sir Guy Carleton, Governor-General of Canada and Commander in Chief of the army. We received orders here that the regiment Prince Friedrich and the Dragoons were to take up their quarters at Quebec and to be in readiness to land.

JUNE 5TH.—We went to town now every morning to pay our respects to the Governor-General, and today I witnessed the reception of a delegation of four nations of Indians, namely: the Algonquins (Algonkins) Micmacs (Mickmacks), Anies and Hurons, who were received in public audience by the general. The four chiefs of these nations had been asked to serve against the rebels, and came to offer their services. These were the first Indians I had ever seen, and therefore the ceremony made a deep impression upon me. The savages are tall, muscular, brownish-yellow people. The greatest difference from the European is noticed in the shape of the head. Their eyes have a remarkable brilliancy and fire. The face, neck and clothing is covered with red paint, and each tribe has its peculiar style of applying it. The hair is shaved off the front part of the head and the short lock which remains hangs down behind in a braid, adorned with ornaments. The outer rims of their ears are cut off in infancy, but in the lobes they wear big silver ear-rings which are so heavy that the skin is pulled down almost to their shoulders. They also wear rings in their noses. They gesticulate with their hands a great deal when talking, and their talk reminds me of the barking of a dog.

After the ceremony was over, the general ordered uniforms of the Canadian militia, without trousers, however, for these chiefs, and presented them with big silver medallions upon which the likeness of the king was stamped.

JUNE 6TH.—In the morning the Dragoons disembarked, and Lieutenant Colonel Baum was appointed commander of Quebec. The horses on board the "Martha" were also landed toward noon and sent to the village Beauport. On the 4th of June all transports with English troops on board had gone farther up the river. Today, toward evening, the German troops with their ships also left to join the army. With them went the Generals Carleton, Bourgoyne and von Riedesel.

JUNE 7TH.—The English garrison marched from Quebec, also Colonel M'Clean's regiment, to join the main army. The latter and the English regiments Nos. 29, 47, 52, with 300 savages marched up the St. Lawrence River on the south side to

assist in laying siege to Fort Sorel. Our regiment had to stay on the ships for some time, because the barracks needed repairing. However, the guards were taken to the city every day.

JUNE 14TH.—On this day in the afternoon, the regiment Prince Friedrich disembarked, and we were glad to exchange at last our quarters on ship for the garrison in Quebec after having been on board ninety days. The regiment formed in line on the river front in the lower part of the city and marched with flying colors to the fortress. It is certainly true, that these regiments in Quebec were the first Germans who set foot on American soil after the discovery of the fourth continent by Columbus, with closed ranks and colors flying and fully armed, a fact which deserves to be noted in history. The regiment was quartered in the barracks near the gate at St. Jean, except the company under Major Hille and the under staff, which had quarters in the Seminary, where 48 officers of the rebels were imprisoned. Convents and large houses had to be used for the soldiers, as the barracks of the garrison did not have sufficient room. The English recruits already had their quarters in the monastery of the Barefooted Friars (Recolets, Minoriten), and the "Collegium" of the Jesuits, a large building on the market place, was being rebuilt for barracks, inasmuch as not more than five monks in their garb, probably the last of a once widely spread society, lived in the convent to await death in this building without adding novices. With them would be extinguished an order which the good things of this world had made great, but also brought to ruin. The Jesuits once owned valuable property in Canada, but now the Government has the administration of it.

JUNE 20TH.—The army had pushed forward to forts Sorel and St. John. The rebels had left Canada and fled across Lake Champlain to Fort Frederick (Crown Point), where they fortified themselves. Preparations were made to go with the army over Lake Champlain (Lac Chambly), and to pursue the rebels, for which purpose a large number of flat boats were being built. Fourteen frigates, each with 12 cannon, also floating batteries made of strong beams, were put on the lake, partly to protect the boats and partly to operate against the fleet of the rebels.

This expedition was delayed, chiefly on account of a water- near the outlet of the Lacs,* which in some parts is only 4 t deep. Since it was impossible to pass the fall, the vessels l to be taken on rollers over land for more than a German e, a very difficult undertaking. The frigates had to be taken the lake in parts. During this time the troops either camped , or were quartered in the villages around the lake. The unswick troops under General von Riedesel were given quar- s in "La Prarrie de la Madelaine."

Our soldiers suffered terribly from scurvy, a result of the an trip, and many died the early part of the time, particularly the garrison of Quebec.

Description of the City of Quebec.

The city of Quebec is one of the three cities of the provinces Canada (which the St. Lawrence River divides from south- st to northeast) and may be called the capital of this province, en compared with Montreal and Trois Rivières. The location Quebec is 306° 30′ longitude and 46° 55′ latitude, on an hmus formed by the St. Lawrence and St. Charles Rivers. is divided into the upper and lower town. The former is uated on a high, steep rock and is fortified. To the south- st, on the land side, are four whole and two half ramparts, tirely revetted (revetirt) without any outside fortifications vhich, however, would be especially necessary on this side). he fort was built by the French in a very incomplete and old- shioned manner, and is now quite dilapidated, as no repairs ere made while it was in the possession of the English and prob- ly few before that time. In some places you even have to hunt r traces of a dried out moat. On this side three gates open wards the country, viz.; Porte St. Louis, St. Jean and Porte de alais Gaté. The part toward the lower city has been protected r the last few years with palisades on the rock and here and ere some log ramparts. Here is the sally-port opening toward e lower city. It was unnecessary to fortify the part facing the

*Fort between St. John and Chambly.

St. Lawrence River, the banks being so steep and high that an attack is impossible. Behind a low trench a line of cannon and mortars has been placed to attack the batteries at Point Levy, on the opposite shore of the St. Lawrence, which were directed by the enemy against the city.

This part of the fort, where the cannon are, is protected on the right by Cape Diamant upon which is the old Fort St. Louis, built of stone during the first French occupation of settlers in Canada, on the highest point of the rock, overlooking the river and all the adjoining heights. From Fort St. Louis the big English flag can always be seen flying. It is only taken down at night with the first shot of the evening gun (retraite-schuss) or during a thunderstorm, but is hoisted every morning at the first call for reveille. All passing ships have to salute the flag.

The churches are situated in the upper town. The cathedral on the market place, with the seminary for the priests close by, where, also, the Bishop of Canada has his residence, because part of the revenues of the seminary go toward his income. The church and "Collegium" of the Jesuits are also on the market place; the church and convent of the Barefooted Friars (Recolets) on the "Place d'armes" just opposite the castle, the residence of the Governor General; the church and the convent of the "Urselines"; the church in the "Hotel de Dieu" with the hospital; the former chapel and the palace of the bishop. The chapel had lately been used as a store house for flour, but is now being restored at the king's expense so that it can be used for divine service for the German troops.

The prevailing religion in Canada is, as is well known, the Roman Catholic. The English congregation in Quebec holds its services alternately with the Roman Catholics in the church of the "Recolets." All the churches as well as the houses are fairly well built, and of stone, a material easily supplied, because the black and grey limestone, of which rocks are composed, is to be had in great abundance. Only the roofs are covered with boards or shingles, excepting some churches, covered with slate imported from Europe. This is done because the slate found in Canada is mixed with particles of chalk, which cause it to disintegrate

and fall to pieces when exposed to the air. The manufacture of baked tiles seems to be entirely unknown.

In the upper town are the residences of the wealthy, the king's servants and the artisans. The lower town, however, is inhabited by the merchants and sailors. Quebec is the only city in the province with important trade and docks. In the market place in the lower town is a chapel, called the sailors church. Merchandise for export consists chiefly of furs, skins, dried and salt fish, cod-liver oil, seal skins, horses, cattle and particularly grain, while the English import those goods classed among the luxuries of life, as cloth, linen and woolen goods. No factories for these things have so far been established in Canada, and the English do not encourage them, as it would not be to their advantage. For the convenience of commerce ships can lie both in the St. Lawrence and Charles Rivers, quite near the houses and warhouses of the lower town. Although Quebec is 120 miles (Lieues) away from the mouth of the river, not considering the gulf, high and low tide is very noticeable. The difference is sometimes 18 to 19 feet. At spring tide, and when the wind blows from the northwest, the water rises even more than 22 feet.

There are also two ruined suburbs on the land side, St. Roche, situated outside the Porte de Palais Gaté and St. Jean. In St. Roche, the foundation of the palace of the former French superintendent of Canada, can still be seen. Here the high courts were held. St. Jean is situated outside the gate of St. Jean on the road to Montreal. St. Roche was destroyed in the siege of 1760, and St. Jean was devastated during the siege of last year. Near these suburbs on the Charles River, an English mile from the city, is the large hospital and convent of the nuns belonging to the order of St. Augustine.

The external structure of the houses in the city is fairly good, but the walls inside are nothing but pine and hemlock boards, which breed and nourish the most disagreeable insect, the bedbug; unquestionably one of the greatest of Canada's land plagues, as hardly a single house is free from them.

The furnishing of the houses is still worse. A bed, a dozen chairs, a few tables, are considered sufficient furniture for a house with five or six rooms. Nevertheless high living and laziness are indulged in to a high degree, consequently not much wealth is found, although the mode of living is showy and extravagant.

There is a Scottish Lodge in Quebec, and the free masons bury their dead with great ceremony.

The ascent from the lower to the upper town is very steep, and only one road exists over which carriages and wagons can go. It had been necessary to blast the rock, when this road was made.

On account of these steep roads, only carts are used for driving, and the wealthy people use "cariolen," called "caleschen" instead of carriages. The only coach in all Canada was brought over from England by General Carleton. Almost every married woman in the burgher class has a "calesche" and ladies must have a negro for a coachman, whose wages amount to 50-60 guineas, even if he is only a boy.

Horses are treated cruelly. They always have to go on a gallop in spite of the poor food they get, grass during the summer and hay in winter. I have seldom seen a more sturdy breed of horses than these. They are very much like the horses of Normandy, just as heavily built and as nervous. The cause of this is probably the fact that horses and cattle were brought over to Canada from France in the beginning. Besides horses, large dogs are used to draw small carts, which encourages the laziness of the people still more. All necessaries, coal, wood, groceries, etc., are carried around in the city by these dogs. They also have to haul wood and the water from the river, because the well water in the city cannot be used on account of the minerals which it contains. I have often seen, with pity, a hard-hearted boy driving a heavily loaded dog uphill with the whip, although the beast with his tongue lolling out, did its best. What a happy lot the dogs in Europe have compared with these poor dogs; they are almost better off than their masters.

Money is valued in Canada according to the Halifax currency, and a guinea is worth 23 shillings and 4 pence. Coins in circulation are mostly Spanish. French silver pieces are also used. English silver money is rarely seen. The Spanish Piaster (Pezza da Otto) value 8 reales, de Plata Mexicana, is valued at 5 shillings, Halifax currency. On the other hand, 8 reales, or one piaster de Plata Provincial, which has less value, is worth only 4 shillings, Halifax. The large French "Laubthaler" has the same value as the English Crown, viz.: 5 shillings 6 pence. One "Livre" is worth 10 pence. The peasant is still in the habit of reckoning by francs.

All the gold coins are Portuguese, and one half "Portugalaser" (Portugais) (John) is worth 8 Piaster or £2 Halifax, and the "Moe d'or" (Lisbonnine) 6 Piaster or £1½, Halifax. English guineas are rarely seen, except during the war. However, they are soon taken back in a few years by the English trade. I have good reason to say "by the English trade," because the income of the Crown is very small in Canada. It consists of the proceeds of a tax of a few pence a year on chimneys, the amount obtained from granting the privilege to sell liquor at retail and the income of the postal service, which does not amount to much. This is used for the most part for the salaries of the crown servants. It may well be said that the possession of Canada would be more of a disadvantage than otherwise to England, if the trade did not make up for it.

About thirty years ago the French government was of the same opinion with regard to Canada. Especially at that time and up to the time when they lost this country, the fur business was carried on for the benefit of the king only, which trade has been free to all since the beginning of the English government. The English merchants are not ashamed to acknowledge that they receive 40-50 per cent. on all import goods, and still more on the exports, while furs bring from 80-100 per cent., because they can make prices for their own advantage, while other nations are excluded from all trade in Canada. Besides, all strange vessels coming up the St. Lawrence River are captured and considered good booty.

JULY 28TH.—Today I went to see the "Saut de Montmorenci," the sight of which had delighted us on our arrival in the roads of Quebec. The Montmorenci River, a rather large stream, about 100 yards wide, falls down a cliff 180 feet into the St. Lawrence near the village of Beauport, about two leagues from Quebec, just opposite the west point of the Isle of Orleans. The current of the river is very swift, and the water comes down with such force that a continuous mist spreads for some distance on the banks of the St. Lawrence. This mist is so thick that if you go too near, you will be wet through to the skin as from a heavy rain.

JULY 30TH.—We observed an eclipse of the moon this evening and found that our calculations in regard to the difference in the rising and setting of the sun here and in Brunswick, 5 hours and 24 minutes, were correct. A Göttingen calendar brought from Europe, gave the beginning of the eclipse in Göttingen at 10.48, and the total eclipse at 11.48. At 1.24 the moon was to come out from behind the shadow of the earth. The end of the eclipes was to come at 2.24.

According to our observations the beginning of the eclipse was to be expected at 5.21, and the total eclipse at 6.21. Since however, it was impossible to make these observations here at that time of the day, we had to wait until it grew dark at about 8 o'clock, when the moon began to come out of the shadow again. The end of the eclipse occurred at 9.03. Our calculation of 5 hours and 24 minutes proved to be correct as three minutes may be assumed to be the difference in longitude between Brunswick and Göttingen.

AUGUST 2ND.—In order to get an idea of the domestic life of the Indians, I went to Old and New Loretto, two villages about three leagues from Quebec, inhabited by the nation of the Hurons, converted long since to the Roman Catholic religion. Among themselves they use their savage language, but constant intercourse with the nearby city has brought it about that most of them speak French, though poorly, and in a form as mixed as

their customs, manners and clothing. Our officers gained the friendship of their chief, Outagas, in whose narratives I took great pleasure.

AUGUST 6TH.—Up to this date 500 rebels had been imprisoned here; they were either taken prisoners during the siege while sallying forth, or afterwards in the retreat. They were all set free by a special act of grace of General Carleton, and embarked today to go back to their own provinces. Among them were General Thomson, Colonel Erwin and 48 officers. The general, the colonel, 15 officers and 150 privates were taken on board the "Prince of Wales" (which had brought us to Quebec), and started for New York without any other convoy than one frigate. These prisoners lead me to speak of the siege of Quebec, which the rebels had kept up uninterruptedly the whole winter, notwithstanding the bitter cold and deep snow. They would surely have taken possession of the fortress, if they had succeeded in their attack of the 31st of December, 1775, or if their general Montgomery had not been shot during this attack.

Montgomery had served as captain in the English army before and during the last war. He was an Irishman by birth, of good family and even his enemies acknowledge that he was clear headed and an experienced soldier. The rebels ventured an attack on the weakest point of the fortress between the Porte de Palais Gaté and the "Sally-Porte." They would have succeeded without doubt, if Montgomery had not been killed. He undertook at the same time an attack through the lower town on the opposite side, and while arranging his men on the bank of the river beneath Cape Diamant (which is very narrow here), a grape shot fired from the last house in the lower village hit and killed him, his adjutant and twenty of his men, a fortunate thing for the city and for the war in general. So much is certain, that if Montgomery had lived, the city would have had to surrender, for the garrison was very weak and depleted. In the beginning of the siege not more than sixty of the English regulars were in the town. Colonel M'Clean formed a regiment of the English sailors from the ships and the inhabitants one

regiment of Englishmen, and two of Frenchmen. This militia, uniformed and armed at the king's expense, in green, made up the whole garrison. It is remarkable that such people were able to hold the fortress, and it would have been impossible had not General Carleton been their commander, and had not General Arnold, an ordinary horse-dealer (Rosskam) by trade, been their opponent. He did not understand how to keep the Canadians, who had served under Montgomery during the siege, willing to go on fighting. Montgomery had the art of persuading the Canadians to join the rebellion and 10,000 men had already enlisted to fight against the English. A grave blunder had been committed by the government in the occupation of Canada in 1760, of which he took advantage. English liberty had been introduced into Canada, the French military government had been abolished, and the captain of the militia and officers had been discharged. Permission was granted the Parishes (Paroises) to choose a bailiff by the majority of votes. The government saw this mistake when disturbances began in the southern colonies, and since Canada had to serve politically as a check upon the other provinces, the bailiffs were dismissed, and the government placed new captains and officers of the militia in their places as it saw fit. This aroused the spirits of the former captains and bailiffs, both of whom had numerous friends in the parishes against the government. It was easy to incite these men to rebellion, with the hope of being restored to their positions, as the deep-rooted national hatred of the French for English had been perpetuated among the Canadians. Even the wealthy took the side of this party, expecting positions of honor and high standing for themselves, which so far had been filled by Englishmen. Montgomery had even maintained relations with a hundred inhabitants in the city, who served in the English militia.

If Quebec had been taken, our landing would have been rather difficult, and the siege would have had to be made from the "Pointe Levy."

AUGUST 16TH.—Today I was again present at a solemn ceremony, General Carleton had been in Quebec for the last three weeks in order to straighten out some irregularities in the

rovince, the expedition across the lake having been postponed n account of the vessels needed. During this time a delegation f 50 Indians of the Outagamis and Quicapous had arrived at Iontreal. These are powerful nations living along the Mississippi. They had made a trip of more than 400 German miles. wo of their most respected chiefs came down to Quebec, since he general's departure to Montreal had been delayed, to get an nterview with him. These people were tall and strongly built, ith brownish-yellow complexion; their faces were not painted d, as among other Indians. They had high foreheads and ery eyes. Their hair was shaved in front and the rest braided nd adorned with colored feathers. They wore shirts and had hite woolen blankets around them, both articles being thickly overed with red paint. They did not wear trousers as all the her nations do. Around their necks they wore wampums and racelets on their arms. After the general had taken a seat in e middle of the room, contrary to the usual custom and the djutants their places behind him, the delegation was brought by the interpreter, and an English captain who had accomanied them from Montreal. They then seated themselves ound the general. One of the delegates had a staff ornaented with colored feathers in the shape of a fan. This was nsidered to be a staff of authority. After the Indians had been ated a while, the first chief rose and shook hands with the eneral and some of the officers nearest to him. This is conidered a compliment. Then he made the following speech, hich was natural and eloquent:

"My father. As soon as we heard your summons addressed the whole world, our hearts and ears were one. We, the most stant of your children, (this we are, because you are our ther) have come here to offer our services to you, the governor the whole world. 15,000 young warriors are ready to ful- your orders. Pardon me, father, if I cannot address you operly. I am only a simple man, who understands neither how read nor write, and I have nothing but my ears, honorable entions and an honest heart. I came here to seek your grace, vernor of the world, for myself and for my subjects."

While the first chief spoke thus, the other one took what we thought was the staff of authority and fastened a good sized pipe bowl to it, filled it with tobacco, struck a light with the flint and handed the pipe to the speaker, who took the burning tinder, placed it on the pipe and presented it to the general to be lighted, with these words:

"I read in your eyes, my father, that you will grant to our tribes, the Outagamis and Quicapous, your grace, and that your heart will be inclined to me, since you have touched my hand. The tobacco cleanses the heart and the brain, and may the tobacco in this pipe purify your heart of all hatred! This pipe was pure and as white as snow, when some years ago, I put it in the hands of your representative. It is the same pipe, but he soiled it, although my heart remained pure."

After the general had lighted the pipe, the Indian took it to the English captain who had brought them to Quebec. Then he passed it to the commander of Quebec, Leiutenant Colonel Brown, to be smoked, having first inquired from the interpreter for the next in rank. After this he gave the pipe to the other Indian, who took it to all the rest present.

This ceremony is observed at all conclusions of peace and alliances with the Indians, and they consider it the greatest insult, should anybody refuse to smoke, an insult which is punished by death. The general had requested us therefore not to refuse to smoke.

It took sometime before the pipe had gone around, as there were about fifty people in the room. The other Indian sat meanwhile with folded arms and drooping head, watching the people. The pipe was at last given back to the first Indian and he presented it to the general with these words:

"My father! Again I am impelled by a special reason to ask your favor. Some of my young warriors went to a French inn last year and asked for whisky, and as the owner did not have any, they killed him. The lieutenant, whom you, no doubt, know, since you gave him his position, says, it was a sin. I do not know what a sin is, but I know that it is an insult to me as I am

he chief of these people. The grief over this act had gnawed t my heart, but now I can return to my tribe with an easy mind, ecause I had the happiness to see you, governor of the world, nd to find grace in your eyes."

The general assured him of his grace through the interpreter, nd after shaking hands in a friendly way with all present, the ndians departed. They were invited to dinner and had the honor o dine with the general. The pipe is carefully kept in the ar- hives of the government, together with a report containing the ames of all those present. As long as this nation is friendly to- ward the English, the pipe remains in the possession of the gov- rnor, but as soon as they intend to break the peace a delegation s sent to take the pipe away. The general was willing to accept heir offer, and to take into his army a number of their nation. But the interpreter, who had lived as a captive among them for ight years, said, that however just they might be in their nego- iations, there was no nation more cruel to their enemies than hese who never granted a pardon. Other tribes only take the skin from the head, while they would take the skin from the navel on, and in order to be able to stuff and exhibit it in their wigwams, they cut the skin all around the body and draw it over the head, keeping it carefuly intact.

AUGUST 17TH.—These Indians were again taken before the genereal next morning, and he presented them with big silver medallions on which the king's image was stamped. These me- dallions were hung around their necks with a purple ribbon. The chief had already a similar French medallion, which, however, he did not remove, but lengthened the ribbon a little so that it hung a little below the one just received. To impress these Indians still more with the greatness and power of their masters, the general sent them to the men-of-war which were at the docks. As soon as they approached the "Isis" they were welcomed by Commodore Douglass with eight shots from the cannon and by the marines, fully armed, while all sailors were at their posts on deck. After the savages had recovered a little from their sur- prise, the interpreter told them that this reception was given them

only on account of the medallions just received. The Com- modore greeted them with all honors, showed them the whole construction of the ship and afterwards his ability to shoot down big trees at a considerable distance. Then refreshments were served and they departed full of admiration for this ship.

SEPTEMBER 10TH.—This date marks the beginning of har- vest time, which begins around Montreal about eight days sooner. The raising of wheat is the chief occupation of the farmer, all bread here being made of this grain. Besides this, some oats are raised. Rye is rarely found in the badly tilled fields, nor barley either, because the use of the latter for brewing beer is unknown. They have a kind of beer, however, which is very wholesome and which is palatable when one becomes accustomed to it. This beer is prepared from twigs of the spruce and par- ticularly pine trees, which are boiled with their needles. Maple sugar or molasses (Melassus) is then added and the whole put away for a time. The French call this beer "Epinette" and the English "Spruce." It is true that it tastes a little of turpentine, but it smells stronger than it tastes. Although I rejected it in the be- ginning, I liked it afterwards. It is generally considered a remedy for scurvy, and the result confirms this conviction. Our soldiers suffered very much from scurvy after the journey and the beer alone restored their health. All ships sailing from here, take a large supply of it on board.

SEPTEMBER 17TH.—Toward mid-day the ships with the sec- ond section of our troops under the command of Colonel Specht, arrived. One of the vessels the "Friesland" was lost on the bank of Newfoundland (Terre Neuve) and nothing had been heard from it since. This division lost twice as many men dur- ing the trip as we, viz.: 16. The fleet consisted of 2 frigates, the "Amazone" and the "Garland", and 15 transports. Ten of these had Brunswick troops on board and five brought English recruits to the army. The Brunswick regiments were:

1. Major-General v. Rhetz; 2. Colonel Specht; 3. Chassuer-Battallion v. Baerner and one company of Yägers with rifles. The names of the transport on which these Brunswick troops had come over were:

Namens der Schiffe.	Anzahl der Tonnen	Namen der darauf befindlichen Officiere.	Zahl der Soldaten.	Compagnies.	Regiment
Jung Bonifacius Holländisch	380	Obrlt. v. Ehrenkroock, Cap. v. Fredersdorf, L. Meyer v. Unger sen., Feldscher Toegel, Audit. Schmidt, Reg. Feldscher Schrader,	192	Leib-Comp. und Oberlt v. Ehrenkroock.	Regiment v. Rhetz i. 28. May '76, bey Stade embarquirt.
Frau Johanna Holländisch	600	Maj. v. Lucke, Cap. Alers, Cap. Arend, C. Cleve, L. v. Papet jun., v. Dobeneck, Modrach, Feichel, F. Goedecke.	328	Leib-Comp. Major v. Lucke, Cap. Alers.	
Jungfer he Cathrine mburgisch	263	Cap. v. Schlageteufel, sen., Ltd. Bielstein, Conrady, Peters, F. Ehrich, Bandel, Bode.	125	Capt. v. Schlageteufel.	
Lively Englisch apt. Hall	230	Obr. Specht, Cap. Jaeger, o' Conel. L. Meyer, Du Roi, jun., Reg. Feldscher Bause, Lieut. Willo in engl. Diensten.	108	Obr. Specht.	Regiment Specht d. 30. May '76, bey Stade embarquirt.
Friesland Holländisch	800	Cap. v. Lützow, v. Dahlstierna, L. v. Papet, sen., Oldekopf, d'Anières, sen., L. v. Unger, jun., F. v. Bernewitz, Grimpe.	354	Obr. Specht, C. v. Lützow, C. v. Dahlstiern.	
de gude Sacke Holländisch	290	Major v. Ehrenkroock, Capt. v. Schlagenteuffel, jun., L. Hertel, v. Milkau, Dove, Kettner, F. v. Redecken, v. Ulmenstein, Feldscher Kohle, Audit. Bachre.	180	Major v. Ehrenkroock, C. v. Plessen.	
Margaretha Alida Holländisch	620	Major v. Baerner, Capit. Schottelius, v. Gleissenberg, L. Bode, Pflüger, Rohr, Reg.-Feldscher Kuntze.	308	Jäger Comp. und Major v. Baerner.	Chasseur-Baitallon d. 27. May '76, bei Stade embarquirt.
Hellegunda Christiana Holländisch	310	Cap. Thomae, Lieut. Kotte, Meyer, Mühlenfeld, F. Rhenius, de Biers.	167	Capitaine Thomae.	
Ost-Rust Holländisch	506	Cap. v. Geusau, L. Hannemann, Cruse, Fricke, F. Specht, Cap. v. Plessen, F. Fromme.	108	Capitaine v. Geusau.	
Three Friends Englisch	294	Cap. Domness, L. Rabe, Gladen F. Hagemann, L. Rodemeyer, v. Hessler.	162	Cap. Domness, ein Theil v. Cap. Alers.	

This second section had left Wolfenbüttel on May 15th, embarked in Stade on the 27th, 28th and 30th of May, and was on the ocean for 15 weeks. The delay was due partly to the frequent calms, which occur during this season, but chiefly to the fact that the boats were almost all Dutch vessels which are known to be slow sailing ships. This probably accounted also for the fact that the "Friesland" was missing.

Captain Jacobs of the frigate "Amazone", who commanded the whole fleet across the ocean, told me that he had been obliged to tow the ship "Margaretha Alida" with Major Baerner on board, for a long time in order to keep it from being lost.

The troops disembarked in Quebec on the 19th, 21st and 23rd of September and continued their march overland to the army. The regiment v. Rhetz and Specht joined the army near Fort Chambly and the Chasseurs near Fort St. Jean. The company of Yägers joined the light Infantry under General Frazer.

September 19th.—The dragoon regiments likewise left Quebec to join the army. Four schooners (Goeletten) took them up the St. Lawrence River to Trois Rivières. The regiment Prince Friedrich was the only one left in the garrison of Quebec and Col. Praetorius took command of the fortress.

October 3rd.—A detachment of this regiment under Capt. Diterichs received orders to guard the pass "La Beauce" on the other side of the St. Lawrence River on the road from Kennebeck. The rebels had passed this defile last winter on their way to Quebec. This pass is so narrow that it takes only 100 men to keep back a strong army.

October 6th.—The missing ship "Friesland" arrived at last at the docks. Through stupidity of the pilot she had gone too far to the right and had missed the mouth of the St. Lawrence River.

The companies on board from the regiment Specht disembarked on the 8th and marched under Capt. v. Lützow to their regiment. At this time the preparation of the frigates, boats (Bateaux) and floating batteries needed for the expedition on the Lac Champlain, had been finished and as winter was near when

nothing could be done, General Carleton made an attack with the fleet under Commodore Pringle upon the ships of the rebels. The enemy was driven into the Bay Roche Fendue, some of the vessels were sunk and the rest were burned, so that the fleet of the rebels in the lake was entirely destroyed. During this attack a company of artillery from the Erbprinzl. Hesse-Hanau regiment had particularly distinguished itself and the bravery of Capt. Pietsch, who was in command of it, was generally praised and admired. The rebels had defended themselves courageously and had offered resistance, but they had to submit on account of the good organization of the attack, and particularly on account of the bravery of the English which might almost be called foolhardiness in such decisive instances. An English lieutenant of the navy, named Dacres, who was in command of the frigate "Carleton", was so eager in pursuing the fleet and, as the other boats were not able to sail as fast as his, he arrived in the Bay almost at the same time as the rebels. The wind changed suddenly and made it almost impossible for his companions to join him in the bay. It was also impossible for him to go back on account of the adverse wind. In this embarrassing position, unable to retreat and with the shots of the entire fleet of the rebels directed at his ship, Lieutenant Dacres quieted his men by his composure, only requesting them to follow his orders instantly. To the greatest astonishment of the rebels, he dropped anchor in the midst of their fleet, disregarded their firing completely and attempted to sink one of their best vessels, which he accomplished in about an hour. He then put his own ship alongside of this and went on board with his sword in hand and took possession. The other ships had arrived meanwhile and finished the brave attack by a complete surrender. After the battle, Dacres was ordered before General Carleton, who, after telling him that he ought to be courtmartialed for lack of caution, putting the ship and the life of his men at stake, but as luck had been with him and he through his bravery had won the victory, he therefore promoted him temporarily, until confirmed by the king, to the rank of captain.

The result of this victory was our getting Fort Frederic (Crown Point), which the rebels had left when retreating. As this fort was of no use to us on account of its location, it was demolished. The army went back to Canada into winter quarters. The Isle "Aux Noix" served as an outpost, and 3 English regiments had to stay there in log-houses during the winter. Other outposts were the forts Chambly and St. John.

October 26th.—The regiment Prince Friedrich received orders to leave Quebec and to join the other German troops which were with the army.

October 29th.—The 34th English regiment arrived in Quebec to relieve our regiment. They came down stream in boats (Bateaux).

November 2nd.—The regiment Prince Friedrich left Quebec at 9 o'clock in the morning. We should have left one day sooner, but the departure was delayed on account of All Saint's Day (Tous Saints) observed as one of the most sacred holidays of the Catholic Church. We marched on the north bank of the St. Lawrence and received quarters in the parish (Paroise) St. Fois, 2½ leagues from Quebec.

November 3rd.—We started for St. Augustine, 3 leagues from St. Fois, and crossed the river "Au Cap Rouge".

November 4th.—We left for Pointe au Tremble, 3 leagues distance from St. Augustin. Next day was a day of rest.

November 6th.—After passing through the "Paroise des Ecureuils" and crossing the "Jacques Cartier", a rapid stream falling over rocks, we arrived at the "Paroise Cap Sante", 8½ leagues from Pointe au Tremble, where we stayed one night. I went to see the ruined Fort Jacques Cartier, erected by the French in 1760 against the English. This fort is situated on the river named after the first settler, Jacques Cartier (as is also the surrounding country). It is not built regularly, but follows the slope of the ground. It is one of the many blunders made by the French General Vaudreuil when preparing the country for defense. Deserting Quebec to take up a position at this pass, shows want of experience or lack of understanding his business;

ıe was probably bribed by the English to do this. Although this ort protects the road on account of the naturally good position, hips cannot be hindered from passing by on the St. Lawrence River and attacking it in the rear where it is very weak. A grave mistake, especially when dealing with an English fleet.

NOVEMBER 7TH.—We marched 2½ leagues to Dechambeault, crossing the river Port Neuf, where we had another day of rest.

NOVEMBER 9TH.—We marched 6½ leagues, passing through the Paroise Grondine and arrived in St. Anne where we stopped again. We met the regiment v. Rhetz, which had taken up their winter quarters here.

NOVEMBER 10TH.—We crossed the rivers St. Anne and Batiscan, two rather large streams, marched through the Paroise Batiscan where Col. Specht was stationed, and came to Champlain, 3½ leagues from St. Anne.

NOVEMBER 11TH.—We marched through Cap Madelaine, where the regiment of dragoons were quartered, and crossed the river Trois Rivières, which gets its name from the fact that its mouth is divided into three rivers by two islands. The village Trois Rivières has about eighty houses and is 5½ leagues from Champlain. Trois Rivières is half way between Quebec and Montreal, each distance being 30 leagues.

(Near Trois Rivières are the only iron forges in Canada. The iron which is smelted here, is very good, as good as the Swedish iron, if not better. Without having been heated, it will strike fire like steel, and after being hardened in the fire, not even the English file will make a mark.)

Since General v. Riedesel had his headquarters in Trois Rivières, only the staff remained there, while the other companies were quartered for the night west of the city in the parishes Banclieu and Pointe au Lac.

NOVEMBER 12TH.—We arrived at last in the parishes Yamachiche and Rivière du Loup to take up our winter quarters. Yamachiche, divided in "grande" and "petite Yamachiche", is leagues from Trois Rivières, and Rivière du Loup is 2½ agues from Yamachiche.

These parishes are situated on the Lac St. Pierre, which is crossed by the St. Lawrence River. This is the first place where high and low tide can no longer be noticed, probably on account of the size of the lake.

DESCRIPTION OF THE ST. LAWRENCE RIVER.

It is safe to say that no other river in the world shows high and low tide to such a degree and such a distance. Near Quebec, which is 120 leagues away from the mouth, without considering the gulf, the difference amounts to 18 or 19 feet, and at spring-tide, when a north wind is blowing, to more than 22 feet.

Near the Paroise Dechambeault, 15 leagues farther up stream, the difference is 12 feet, and at Trois Rivières, 15 leagues from Dechambeault, 3 feet. The tide extends, as shown above, 150 leagues (112 German miles) up the river. But the depth and width of the river is also great. As far as Trois Rivières it is navigable for merchantmen which do not draw more than 12 feet water, and from Trois Rivières up to Montreal, it is deep enough for schooners (Goeletten).

The banks of the St. Lawrence as well as of all the smaller tributory streams consist as far as Dechambeault of slate rock intermingled with limestone, as I have mentioned before in my description of Quebec. From Dechambeault on, and farther inland, the bed and the banks are of sand and gravel. It seems as if in former times the St. Lawrence had its channel more to the north, and that the water washed away little by little the southern bank.

The Lac St. Pierre is full of fish; goldfish (Poison d'or), sturgeons, the "Masquinongè", pike, carp, etc., are caught in abundance. The goldfish (Poison d'or) is very palatable, however, the Masquinongè is better. The goldfish has a shape like a pike, but the meat is like that of the brook trout. The Masquinongè belongs, as far as the shape is concerned, also to the pike family, but the meat is excellent. Both are fish of prey.

On the banks of the lake a kind of water rat is found, called "Ramusket" [muskrat?]. It is considered a delicacy by the people.

DESCRIPTION OF THE RATMUSQUÉ.

In my opinion the "Rasmusket" belongs to the beaver (cas-or) family; the skin is excellent fur with hair like that of the eaver's, and its tail also resembles that of the beaver. The way f building their houses also classes them with the beaver family. The "Ramusket" builds a hut from branches above a little inlet of he water and covers it with reed or rushes. This little house tands above the water because the "Ramusket" must always ave its tail in the water just like the beaver, and the house is wo stories high so that the rat may go up and down according o the rise or fall of the water.

The "Ramusket" is also found on the banks of small rivers, vhich do not rise or fall much. The animal is caught in the ollowing manner: The house is overturned, the rat jumps into he water. But since it does not belong to the fish family, it omes up to the surface to get some fresh air. A little bubble hows the place where it is. A pointed instrument is thrown at his bubble and the "Ramusket" is killed.

NOVEMBER 28TH.—The army was to extend its winter quar-ers and the regiment Prince Friedrich received orders to take p their winter quarters according to the new regulations. The ompanies were placed in the following parishes:

At Petite Machiche: two-thirds of the company of Capt. Diterichs.

At Rivière du Loup: one-third of the company of Capt. Diterichs; the staff and comp. of Lt. Col. Praetorius; one-third ompany of Major v. Hille.

At Masquinongé: two-thirds company of Major v. Hille.

At L'Ormiere: Company of Capt. v. Tunderfeld.

At St. Jean and York: Comp. Major Gen. v. Stammer.

On the 25th the detachment at La Beaux joined the regi-ment, completing it.

JANUARY 9, 1777.—There was an eclipse of the sun to-day beginning at 9.32 A. M. and ending at 12.06 P. M.

Long, and at the same time easy, trips which are very pleasant besides, are often made here during the winter, as the

frozen lakes and rivers make it possible to go straight across the land without going around or looking for bridges. For this purpose small lightly built sledges are used, called "Carioles" which are very easily drawn by a horse. Thirty to forty leagues are considered a day's journey with one horse. If the horse can be changed ("Relais"), even more ground may be covered.

A law is passed that every parish, as soon as winter sets in with snow and frost, must mark the so-called straight way with small fir or spruce trees, making a pretty sight of the road. This marking of the road is necessary because so much snow falls that even the fences and hedges (Clotures), which are at least 5 feet high, are no longer visible, and in order to keep the road always in good condition, every inhabitant is obliged, according to the law, to ride up and down the road with the sled in front of his estate (Terre), early in the morning after there has been a new snowstorm, or when the snow has drifted.

This is the time for hunting and fishing, and I must mention a peculiar way of fishing, customary in this part of the country. Whole caravans start out right after Christmas and up to twelfth day, to go fishing in the streams Trois Rivières, Batiscan and St. Anne. They cut holes in the ice, and their only implements are boxes, with holes in them, tied to strings. These are let down into the water and fish (Morue, Codfish), which at this season of the year go out of the lakes down the streams, are caught in such quantities that not only the people, but also the pigs, and what seems incredible to Europeans, the cows and horses live on this food for considerable time. Its meat is white and sweet, and tastes especially good either fried or boiled, also when prepared with oil and vinegar. I have eaten the same and liked it very much. As the frost continues for a long time, the fish are simply left outdoors in heaps to freeze, so being preserved a long while. The same is done with all meats, and the whole winter long we have fresh meat and soups every day. As soon as the cold weather sets in, about the beginning of November, as many cattle are killed as are thought necessary for the winter supply, and the meat is hung up in storehouses, where it

is preserved by the cold, so that no difference can be detected between this and freshly slaughtered meat. This is done not only with cattle but as well with fowl, and saves a good deal of provender; besides the cattle are fatter at that time than in winter, even if well fed. Pickled as well as smoked meat is unknown here, and herbs are the only things which are pickled for preservation.

On account of the war and the soldiers billeted, the settlers were prevented from going hunting, and the fur trade did not amount to much this year. Hunting was left almost entirely to the Indians, who live further inland and in the spring take the skins of the killed animals to the European merchants, particularly to Montreal, where the fur business is mostly transacted. These merchants have also stations among the Indians farther north than Lake Superior and are doing considerable business. The fur principally obtained in Canada is the marten. From information acquired, I learned that in the year 1748, 30,625 skins were taken to Rochelle from Canada alone. How many may have gone to other French ports and how many were exported by the smuggling trade? At that time the fur business was for the profit of the king alone, and no one else was permitted to deal in this branch.

The skin of an undressed stone-marten is sold here at ½ Piaster (4 Reales) or 1 florin Brunswick Courant, and that of a pine-marten, which is darker, at a higher price. The skins of the fish-otter (Outre) commands the best price. The wild cat, beaver, muskrat, bear, wolf and fox also furnish skins for the trade. Also the skin of the black fox is of great value. Around Lake Superior buffaloes (Beuf sauvage) are frequently caught and their skins are sold for rugs. The skins of the "orignal" and "caribeau" are tanned and used to make a kind of thin durable shoe worn here. The orignal and caribeau belong to the elk family, but are, however, not so easily tamed as in Lapp-land Those in the latter country are somewhat smaller. I have only once seen in Trois Rivières a good sized orignal three months old, which somebody was trying to tame.

The hair of the orignal as well as the quills of the porcupine (Porte-Pic) are dyed in all colors by the Indians and used by them to adorn their dress and handiwork.

Stags, deer, wild pigs, are not found here, and the hare is very different from that of Europe. It is smaller and the fur is lighter, in winter even white like that of the hares in Siberia. The squirrels are also smaller and brownish-grey instead of red. There is also a kind of flying squirrel in Canada, which has a skin between its legs and the body like a bat's. There is also a variety of wild fowl in Canada. In spring wild pigeons (Turtes) are found in flocks and are caught in nets, 50 and 100 at a time. They are rather big and have blue feathers and a red breast. Woodcocks and snipes (Bacasinen) are plenty, and eight different kinds of wild ducks and plenty of wild geese abound on the lakes. The smallest kind of duck is called "Carcelles." It is superior not only in taste but also in looks to all the others. In autumn there are lots of hazel-hens, called "Perdrix" by the inhabitants, wood-hens (Poule de bois), field-fares, white (Wein) and black thrushes. All these birds taste very good, but have a different taste, even when domesticated from that of those of Europe. For example, turkey (Dindon) is particularly good, especially the wild turkey, which is better than the domesticated. I also saw jays, starlings, magpies, etc., which look about the same as ours, perhaps a little brighter in color. The sparrows are like those of Siberia, grey and small, the male has a red breast and a red spot on its head, while the female has only the spot on the head. The yellow-hammer here has white feathers instead of yellow, and is therefore called white bird (Oiseau blanc). The goldfinch here, however, is not as pretty as ours, the red feathers are wanting.

The fur of the beaver (Castor) is considered especially suitable for hats, muffs, and they have therefore been hunted to such an extent, that they are now only found near the lakes far inland. I only saw a few on our march from Quebec to this place.

I had gone ahead of the regiment to look for crafts or boats further up the river and met near the river Trois Rivières

five families of the Chats Indians in the woods. They had come down the river to sell furs and beavers at Trois Rivières. The huts (Cabanen), which they had built for themselves were skilfully made of the bark of trees, and could be packed up and taken along. The beavers, which they had killed and eaten during their trip, fairly shook with fat. The Canadians also eat the meat, particularly during lent. The tail of this animal, which is covered with scales, is considered a great delicacy and you often find the same fried or prepared as stew on the table of the wealthy.

Most of the Indian men had gone hunting, while the women did the cooking, and the youngsters, naked like piddle-dogs, ran around and played. One of the Indians, who had stayed behind from hunting at the huts, could speak French brokenly. He complied with my request to dance for me and also gave the war and hunting cry—strange, dreadful and cruel sounds. Hearing these awful sounds repeated by an echo in the woods, would have embarrassed me if I had not been a soldier and armed, especially as I had gone astray and was quite alone. The women have to do all the work, and the men do nothing but the rowing and hunting. When an Indian has killed an animal he hangs it on a tree, then goes home to smoke and sends his wife to fetch the game. After he has described the place where it can be found, the woman must go without a path, hunting everywhere through the thicket until she finds it and carry it home. The usual way for an Indian to carry things is with the help of the strap around the forehead reaching towards the back. I have seen them carry such heavy loads in this manner that I could not understand how the neck and the nape of the neck could endure it. The women also have to carry all the utensils, put up the hut and do all other work. If an animal is killed ten paces from the hut, the squaw must go to get it. The Indians sit on the ground with crossed legs, almost likes the Turcs, and with their heads drooping. On the bank near every hut lie their canoes, built out of bark and pointed at both ends, where they are sewed together with bast. These boats are without doubt the most skillfully made vessels which can be imagined and perfectly suited for travelling in this

country. As almost all rivers fall over rocks, it is possible to take them out of the water, and they are so light that a man can easily carry a boat for a considerable distance. At the same time they are big enough for the transportation of a family of 6 to 8 members. They are usually made of the bark of the elm tree (Orine), which has no knots or branches, and thus the bark can be peeled off in one piece. Both ends of the canoe are pointed and ingeniously put together. The bottom is flat, rounded at the sides and held in shape by some thin ribs of flexible wood. A canoe is about 15-18 feet long, and in the middle 3 feet or more wide. One must sit down immediately after entering, or kneel down, as those generally do who take the oars, the boat being apt to turn over. It is also dangerous to walk in it with shoes on, the bottom being so thin that one might break through. The distance between life and death in a canoe cannot be figured out, as in a ship, by inches, but must be decided by lines. There are two other kinds of canoes. One is cut in one piece from a tree like a trough, the other is made of boards in the same shape. The Indians undertake long trips with their canoes on rivers or lakes, passing from one to another. They cross this way almost all Northern America. Their winter trips are not as long and are taken on "Raquets" to go over the high snow; all necessary provisions being taken along on sledges made also from the bark of trees. These sledges are drawn by the Indians with the help of the strap across their forehead.

General Carleton had gone from Quebec, where he had his headquarters, to Montreal, and on his return inspected all the troops in their quarters. The regiment Prince Friedrich formed in line at Rivière du Loup and was inspected there.

March 8th.—At the end of March and the beginning of April, people commence to make sugar from the maple tree. There are three kinds of trees and three kinds of sugar, differing in taste and color.

Description of the Sugar Maple.

The American Sugar Maple (Erable à sucre, Acer Sacharinum) is the most common kind. The sugar acquired from this tree is brown and is considered excellent. A second kind of sugar is gained from the juice of the Plaint (?) tree, so the Canadians call the tree. I think it is the (Erable à feuille de Tilleul, Acer striatum), or the striped bark maple. This sugar is lighter in color than the first. The third kind is gained from the "Merisier" (Betula lenta) or poplar leaved birch tree, and differs greatly from the other two. The color is blackish brown and it tastes a little bitter. It is taken for medicine and serves as a physic. I have found that the maple sugar causes fermentation in the body and acidity. Almost all who had eaten of the sugar, or drunk of the juice got sick with whooping cough, and many children had it during this season.

The sugar is prepared in the following manner: A deep slanting cut is made in the tree with an ax, about one foot above the root, and at the (lower) end of the cut another notch is made with a chisel. Into this notch is put a thin piece of wood, on which the juice trickles down into a vessel below. This juice is then put in a kettle and boiled slowly. The amount of sugar gained is however small. One tree furnishes little more than three buckets of juice, and out of one bucket of juice only one-half pound of sugar is obtained. Although the tree is immediately afterwards dressed with glue or rich clay to keep it from losing all its sap, it is easily understood, that such bleeding is injurious to the growth of the tree and the consequences are that the tree withers and dies. However, where the trees are so plentiful as in Canada, and even where big tracts of woods are burned down to prepare the land for cultivation, it is found profitable to make sugar. In other countries, where one must be more careful with the woods, a law would soon be passed to prohibit the preparation of sugar, or it would be stopped anyhow, because the profits from the wood would be greater than that from the sugar. It is probable that some time hence, perhaps in 50-100 years, trees may be very scarce in Canada, although

there are plenty of them now. The European settlers do their best to root them out, never thinking of the consequences, and in some places the trees have already been cut down entirely.

For the present it is easy enough to have the wood come down the river to the settlements, because they are all situated on the St. Lawrence and tributory rivers, but as soon as the population increases, people will be obliged to settle further inland. Nobody ever now thinks of planting a tree, scarcely one in hundreds of people knows that a tree has seeds or what the seed looks like.

Remarks About the Weather.

As I have now lived in Canada for nearly a year, having spent a winter and summer there, I wish to say something about the weather. The summer is very productive. We have a thunderstorm most every day, or at least every other day, and it seldom rains without a thunderstorm. In autumn it is very windy, cold and wet. In November the cold weather began and snow and frost lasted all through the winter. It never thaws, and the only moisture which comes down is in the shape of snow, of which there is plenty. I must say that I found the winter very pleasant on account of the bright days.

April 7th.—We had a heavy thunderstorm in the morning, which was repeated on the 10th of April. The winter with snow and ice ceased suddenly and we had some very hot days. This change was far from agreeable. It was said that this winter had been very mild and that there had not been one like it for the last twenty years. Almost every night during the winter, northern lights in peculiar shapes are seen, which cover the whole sky and make the nights very bright. During February and March there was no night without them. There are also in Canada violent blasts of wind (cyclones), which come very unexpectedly. The inhabitants call such a blast "Pouderie", because it carries away everything that stands in its course. A small, light cloud, only noticed by people who know, indicates what is coming. A few times I was caught in one of these Pouderies, and it was hardly possible for me to keep my breath and stay on my feet.