

setting to the eastward and westward of that point. On the 30th of April, in the latitude of 23° S., and longitude $2^{\circ} 40'$ E., we entered the trades, from which time until our arrival at St. Helena on the 1st of May, we experienced no currents.

The appearance of the island disappointed us: its height and size were much less than we anticipated. It is but a bare and barren rock, rising abruptly from the sea; and the only thing remarkable is the succession of batteries, which are seen occupying every nook and corner where cannon could be placed, from the water-line to the highest peak. All now serve but to recall to mind the extraordinary man for whose safe-keeping so much cost and care had been bestowed. From the outward view of St. Helena, it seems scarcely necessary to have incurred so much expense and provided such means for the safe-keeping of Napoleon; for the island itself is almost inaccessible on all sides; its bare rocks rising several hundred feet perpendicularly from the water. To reach the roadstead it is necessary to pass within a short distance of the rocks, and close along them until the valley of Jamestown is reached, which offers the only anchorage. Here it is often difficult to procure a good berth, as the roadstead is frequently crowded with vessels.

On our arrival we were informed that the Porpoise and Oregon had sailed but a short time previously; all were well, and their stay at the island had been short. Six American ships were at anchor in the roadstead when we arrived, and three more came in the day after, making in all ten ships and a schooner bearing the flag of our own country.

In addition to these were two English and one Swedish vessel, and a Dutch sloop of war. Several captured slavers, all of which had been condemned, were seen, either partly broken up, or lying on shore preparatory to that process; and one, a Baltimore clipper, captured under Portuguese colours, was fitting as a British cruiser, to be employed against vessels in the same nefarious traffic.

Soon after anchoring, we were visited by our consul, Mr. Carrol, who offered us every assistance; he made arrangements for procuring us a supply of water, and a party for that purpose was permitted to remain on shore all night at the jetty. This is the only place at which either passengers or goods can be landed: it is furnished with suitable cranes and stairs; but even with these, it is not well adapted for the accommodation of visitors or trade. Precautions have been evidently taken to discourage a landing; a small guard is always kept on duty at the guardhouse and drawbridge. From the landing-place a narrow road leads along the face of the perpendicular cliff, towards the gate