was in them, and society gradually became organized. Having had occasion to prescribe for many during sea-sickness and subsequent ailments, we soon became acquainted with most of the people on board and found them about on a par with those of the expeditions we had before accompanied. It was not hard to imagine, that, from among the young men and boys sporting on deck, perched on the rail or spars, or conning over some old dog-eared book, a future President of the Republic might arise. The boy, Stephen A. Benson, on board the old brig Strong, probably evinced no more talent or intelligence than several we could have selected from our ship's deck, and possibly, in attending to our professional duties, we more than once shoved aside the young man that may match the yet unmatched Roberts. From such as *these* came *those*. But to leave speculation, we found our two hundred and fifteen emigrants to be, as before remarked a pretty fair average lot, no one possessing any remarkable claims to distinction. The greater part consisted of two families of manumitted slaves, one from Virginia, the other from Georgia, one by will, the other by deed; both, we believe, paying the expenses of transportation and support during acclimation. The aggregate value thus donated amounted to about $200,000, at a rough estimate. The character of these two families was very dissimilar, made so, of course, by their peculiar training—but whether each was a fair sample or type of the slaves in the two states, or whether their former owners happened to be of very different classes, we are unable to say, we are rather inclined to think, however, that these families nearly represent, in character, the slaves in those two states. Those from Virginia seemed to have been much better bred and more cared for, most, of a suitable age, were married, and all the children seemed to be legitimate, if there is any *legitimacy* in such matters; they were all well clad and comparatively of cleanly habits; most of them were moral and religious people. The family from Georgia, on the other hand, were poorly clad, badly provided for, and of loose and dirty habits: most of the girls or single women had children, and seemed to think it no cause of disgrace or reproach. Yet they seemed to be friendly and kind towards each other; the men were very industrious, energetic and well calculated to get along. They all spoke with great respect of their master as one of the kindest and best of men. We had also on board, a family or two from Kentucky, apparently a thrifty, hardy set. Two young men of promise from Tennessee, and some half dozen females from Massachusetts, of good character and considerable education, not exactly fitted from habits and association to take a steerage passage with the common run of manumitted slaves. We had also another family from Virginia of rather an anomalous character, consisting of a white man, his colored wife and several children. Before leaving Baltimore we remonstrated with him about taking the voyage, representing to him that all were colored people in Liberia, that, as a white man, he could not be entitled to the privilege of citizenship, that, he would be no more respected by the Liberians, than he would be by the whites here. But it all made no difference with his determinations, he said he had lost caste by his

marriage, was much attached to his wife and child, and was willing to share their future. He proved to be one of the kindest husbands on board, always caring for his wife and *her* children, it appearing, that, only one of them was his, the others belonged to other white fathers, two at least.

EVERY-DAY LIFE ON SHIPBOARD.

Life at sea is so monotonous, that it would be an extremely unprofitable business, all round, to attempt making daily or even weekly entries of events, especially as few events occur to be chronicled. One day answers for many. The ordinary sea-day commences at 12 o'clock noon, when all hands fore and aft, i. e. in cabin and forecastle, get dinner. The crew are divided into two watches, called Larboard and Starboard watches, which alternate in performing ordinary ship duties. One watch is under charge of the first, the other of the second mate, when there are two mates only on board. After dinner, all hands are ordered to *turn to*, under charge of one of the officers, and labor till 6 o'clock, the regular supper hour. Then commences the alternate watches; from 6 till 8, is called the dog-watch; during which, half the crew have liberty to go below and sleep if they please; at 8, the next watch is called, and the other officer takes charge of the deck till 12, midnight; another change at 4, and again at 8 in the morning, when all hands are called to breakfast: then, one watch goes below till dinner; so that the whole crew is not on deck, in good weather, except from 12 M. to 6 P. M. In times of emergency, however, of gales of wind, or any disaster, all hands are called, not excepting the cook and steward, and are kept on deck till the captain or officer considers one watch able to take care of the ship. The man at the wheel or steersman, is changed every half-watch or two hours during the twenty-four, and is, at times, the only man in active duty on board. But a sailor, in a well regulated ship, never has a leisure hour in his deck-watch in the day time. The pulling and hauling, making, taking in and trimming sails is but a small part of his duty; every part of a ship, from her deck upwards, is chafing and straining every moment at sea, in rain or shine, gale or calm, and constantly requires care, attention and labor. Probably no good, experienced shipmaster, at any one time, during his longest voyage, was ever at a loss, for a moment, to find work for his crew. At night the only business of the watch on deck, is, to steer the vessel, keep a good look-out ahead, and be ready to make, shorten, or trim sail. This is the regular routine for the officers and crew in ordinary merchant vessels.

In our ship a different organization was necessary for the emigrants; not however, interfering in any degree with that of the ship's company. The emigrants had but two meals a day—breakfast between 9 and 10, dinner between 4 and 5 o'clock. The whole number was divided into messes of twelve or fifteen, each having a headman or captain of their own choosing. A certain quantity of provisions and water was served out to the captain of each mess daily, and by him messed out to his party after or before cooking, as the case required.

All hands were called upon to turn out at 6 o'clock in the morning, to

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2. June 1841 (n.s. I, 1)—May 1861 (n.s. X, 24)

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