

a blow from his flukes and all of his crew were more or less hurt except the third mate who however was the first one to bail for help but was not attended to until all the rest were safe. One poor fellow a Kanaka had his back broken and a terrible cut on his head through which his brains were protruding but he lived 48 hours insensible. The rest of the boat's crew escaped without any serious injury. This happened all through the willfulness of the third mate who was in his first voyage as officer and felt as important as a captain and knew so much that no one could give him any advice. The mate who had picked up the boat's crew carried them on board while the second mate who had hung to the whale resumed operations. The whale was soon killed and it made us ice balls being the largest whale that we got.

In a day or two afterwards we fell in with whale again and the second mate getting on to one the boat's crew started but his horse found it right back owing to the whale being poor and his blubber being slack. Without seeming greatly alarmed it started to windward about as the boat could pull. The second mate seeing that he did not gain upon it the next time it came up commenced to halloo a loud as he could on hearing which the whale hove up and lifting its head out of water appeared to be trying to make out what it all meant and soon found out for the boat dashing up the boat's crew tried again and this time fastened solid killing it with the ice.

Being in sight of the land most of the time the natives often came off to us in their canoes made of skins bringing off walrus tusks whalebone skins of animals &c. They are a very small race of people dressing in skins men and women alike. Their first inquiry on coming on board was for rum and when that was lacking tobacco. They would take a piece of raw blubber and gobble it down as if it was

a very choice morsel.

After trying out our whales we started for Bherings Strait and went through them on the fourth of July 1859 in a thick fog. When we had ran as far as was deemed necessary we came to an anchor and lay until the fog clearing up revealed our position. We were just inside the passage which lay behind us and we could see on either hand the continents of Asia and America. They did not present a very cheerful prospect being covered with snow and ice and presenting at the distance we were no appearance of vegetation.

We got under way again and stood to the northward and soon meeting the ice we coasted along its outer edge. A number of ships were in sight but the whales were very scarce. The moon continued to have an uninterrupted day as the sun merely disappeared below the horizon and then rose again not setting long enough for it to grow dark. The first part of the season we had still moderate weather but the latter part of August it began to blow and continued to be stormy until we left. The Aurora Borealis is run here in all its brilliancy and grandeur. The latter part of the season we began to have a little night and then this would stream up till the sky would seem to be one blaze and they would flash and sparkle and we could hear the electric snapping and crackling all around us.

We were not successful in our Arctic whaling not seeing them but once or twice and then they were so shy that we could not get near them. Having experienced a heavy gale that drove us to the northward from our ground and it continuing to be stormy we left the Arctic early in September and after a moderate passage we came to anchor in Honolulu.

Honolulu is the largest port in the Sandwich Islands and the most frequented and is quite a large town. It has a very snug harbor formed by an extensive reef and is capable of holding any number of vessels in safety. Wharves have been built here alongside