

attention paid to their effects after their death. But notices of this kind are valuable to the cause of morality and humanity, and will help, I trust, to stimulate others to do the same things for their fellow men which are recommended here. What I have neglected myself, and what I have seen deficient in other commanders of vessels, have led me to make such remarks in the course of this work as I thought would be useful to the community, and particularly to those who are called upon, not only for acts of justice, but for those of disinterestedness, at sea.

It will be observed that the table of contents is made out very full in order to answer in some measure the purpose of an index.

A  
NARRATIVE  
OF  
VOYAGES AND TRAVELS

---

CHAPTER I.

The Ship Massachusetts—Shaw—Hayden—Hackett—Briggs—  
The object of the Voyage of the Massachusetts—Her Crew—  
Passage to China—arrival at Batavia—at Canton—Occurrences  
there.

The voyage, with which I shall commence my narrative, was made in the ship Massachusetts. She was built at Quincy in one of the branches of Boston harbour, and was launched in September, 1789. An agreement was made at Canton in China, with major Samuel Shaw, a Bostonian, to build the Massachusetts for the firm of Shaw & Randall, both of whom had been officers in the American army during the revolution, and had travelled to India after the peace of 1783, when the army was disbanded. Of Randal I know but little. Shaw was aid de camp to general Knox, who commanded the artillery during the whole war, and who often told me that Shaw enjoyed the full approbation and confidence of all his superior officers. He was a man of fine talents and considerable cultivation; he placed so high a value upon the sentiments of honour that some of his friends thought it was carried to excess, and said it would do him no good. He was candid, just, and generous, faithful in his friendships, an agreeable companion, and manly in all his intercourse. He died with a complaint of the liver, on a voyage from Canton to America, a succeeding voyage to that in which I was with him. He was buried in the ocean off the Cape of Good Hope.

The contractor with Major Shaw for the building of the ship was Eli Hayden of Braintree, a man of abilities in his profession, and who deserved more than he has received from the community. He built a small vessel, which was rigged as a brig, and went round the Cape of Good Hope to China in 1787-1788, an enterprise then considered as of very great importance. His fate has been like that of too many others. After making many exertions in an honest and useful pursuit, and gaining a competency by his industry,