

This is the journal written by William Moxon Bean in 1851. It records his seven week trip through France, Holland and Belgium with companions Mr W Walker and Mr C W Carr.

Their journey began on 30 May 1851, and ended on 18 July 1851.

William Moxon Bean was born on 23 February 1832 in Leeds Yorkshire England. He emigrated to Melbourne in the colony of Victoria in or before 1855.

On 24 April 1855 he married Mary Wood in Fitzroy, Melbourne. Mary Wood was born in Halifax Yorkshire.

Their daughter Clara Louisa Bean b 3 September 1861 married Robert Rutter Corbould in Ballarat on 21 May 1885.

This journal is in the possession of William Moxon Bean's great great grandson.

*A Voyage in the sloop Horel, also  
a Tour through part of France,  
Holland and Belgium. by W. M.  
Bean, in company with Mr. W. Walker  
and Mr. C. W. Carr.*

*Left Leeds on Friday May 30<sup>th</sup> /51,  
per the Great Northern Railway  
for Whitley Bridge, when we  
arrived we found that the sloop  
was not there so we went towards  
Throthlingley on the Canal bank to  
meet her, and walked to Ferrybridge  
where we got our dinner at an Hotel  
near the river: we kept a look out  
till about 3 o'clock when we went  
towards the river and heard that  
the Horel was aground at Treyston,  
and the man we inquired of,  
(who was Captain of a sloop), said  
he had lent our Captain a boat  
and he thought the Horel would*

be off, so we went down the bank and  
as soon as we reached the Railway  
bridge we saw the sloop coming  
through, we got on board and  
then the vessel kept on her way;  
we reached Tollington Lock by  
about 10 o'clock when we found a  
fleet of about 60 vessels above and  
below the Lock waiting till ~~the~~ it  
was mended as the water had  
been off since 4 o'clock the day before.  
I sleep with Captain, and William  
Walker, and Charles M. Carr sleep  
together, we turned in about 11 o'clock  
Saturday May 31. Turned out at  
6 o'clock and went down to the  
lock and saw the men clearing  
away the beams &c that they had  
used for mending it with, and the  
first vessel went through about  
seven o'clock A.M. and then they

let them through as fast as possible,  
we got clear of the lock about 12 past  
2 o'clock and went briskly down the  
canal to Goole being hauled with two  
horses. Got to Goole about eight o'clock,  
took a walk round the town and then  
turned in. Sunday June 1. Went down  
to the Ouse bank, and saw the Potter-  
dam Steamer, the Norfolk, Captain  
Seetham come in, she is a very fine  
ship and a very good sea boat, it  
was high water at 9 o'clock, took  
a walk in the afternoon along the  
Ouse bank under a very hot sun and  
unclouded sky and not a breath of  
air stirring, went to church today  
where there was a very poor congre-  
gation, very bad singing and a  
still worse sermon, took a walk  
along the bank of the Ouse <sup>river</sup> which  
we enjoyed very much turned in

about 9 o'clock.

Monday June 2. When we heered out this morning the sailors and flyboatmen were getting in the rest of our cargo. In the afternoon took our boat, went up the canal and bathed, I cut my foot with some stones and could not walk and therefore had to stay on board all the evening.

Tuesday June 3. Soon after we had got up we heard that would be a trip to Hull and back per the Steamer, therefore we went. It was very pleasant and we got to Hull about  $\frac{1}{2}$  past one in good order for our dinner which we got at an eating house, we afterwards took a walk through the town, docks, &c and went on board the Empress, Steamship, she is the

largest and finest I ever saw, she had come from St. Petersburg, loaded with linseed, which they were taking into lighters. Went down to the Packet at 6 o'clock, and it rained very fast till we got to Blacksoft when it cleared up and was quite fine all the evening. When we got on board we found the cargo all stowed and the vessel rigged out ready for off in the morning.

Wednesday June 4. Got out of Goole Lock by about 10 o'clock made sail and went merrily down with the tide and a N.W. wind till we came to Blacksoft when the wind was so strong that we were obliged to take in our squaresail, soon came abreast Glesle when we were almost becalmed but managed to go down to Hull roads with the tide, where

anchored, and went on shore in the boat, and walked about the town and docks, went on board in the evening. Got under way about  $\frac{1}{2}$  past nine o'clock wind N.S.W. till we came abreast the Jenny Hill lights when the wind changed to nearly due south, which was very shy for going out of the Humber and we tacked about till we came to Grimsby Roads where we brought up, it being about 3 o'clock A.M. and got some warm coffee and turned in.

Thursday, June 5, Got out of bed about eight o'clock and felt rather sick as the sloop was heaving and the wind was strong from the south which caused, to toss about very much, and was sick till about ten o'clock when I felt

rather better, the wind still continued contrary and we have had a heavy roll on all day. 9 o'clock P.M. We have a fine view of Bleathorps, Grimsby, Spurn Light Houses and the Bull floating light which are all light, turned in at  $\frac{1}{2}$  Past nine. Friday, June 6. Went on deck at six o'clock to see which way the wind blew, and found it had not changed but continued nearly due south. There are nearly 40 Vessels of different kinds laid in the roads waiting for a wind to go to the south. Came on deck about eight o'clock A.M. and saw that the wind was the same as before; but the Captain said that the wind would change to the N.W. very soon, in about  $\frac{1}{4}$  of an hour the wind changed as the

Captain had predicted to the N  
W. we immediately weighed an-  
chor made sail and then went  
down to breakfast; the vessel  
rolls about very much but I enjoy  
it for I do not feel at all sick, we  
are going at the rate of about six  
knots an hour and leaving all, or  
nearly, of the fleet behind and are  
just opposite the Bull float it  
being about ten o'clock. - 6 o'clock  
P.M. Have sighted the Dodgeon  
floating light two hours since, and  
the Union, Anwerp Steamer, as just  
passed us, also the Yarmouth  
Steamer also from Gool. -

8 o'clock P.M. Have been up to  
the crossbees and seen land  
on the Norfolk coast, have  
been out of sight of land ever  
since about twelve o'clock this

morning and are crossing the well.  
9 o'clock P.M. The Dodgeon floating  
light is light and very few craft in  
sight. I am just going to turn in it  
being my watch below, the Captain  
and Eli taking one watch and the  
Mate, Carr, Walker and for the  
other. - It is done very little else  
but rain all day, the wind as been  
lately S. S. W. and we are only sailing  
at the rate of two knots an hour.  
Saturday June 7. Turned out at  
1/2 Past one o'clock and went on  
deck to keep watch, the Lamp at  
Cromer was lit and had been first  
seen at about 1/2 eleven o'clock last  
night. 4 o'clock A.M. it is rather  
rainy and the sea is quite green  
here, are now abreast Cromer, have  
a fine <sup>view</sup> of the town and coast of  
which we are within a mile.

We next passed Hasbrough sand light, and afterwards Winterton, we then saw the Cockle Gat light ship and buoy, but the wind was so shy that we were obliged to tack very often so as to keep our course anything like, we next sighted Yarmouth Church, but we now go so slow, the wind being right down the Gat, that we make very little way. We are now abreast Yarmouth and have a very fine view of the town in which there are a very great number of Wind-Mills, and of Nelson's Monument there are a many Gentlemen's residences all along the Coast here and the scenery is quite picturesque; just above is the St. Nicholas light ship and we are passing a great many large brigs colliers going light

to the north. 2 o'clock P.M. have been obliged to anchor in Lowestoft North Roads, we not being <sup>able</sup> to go any further with the wind in its present quarter. turned in at eight o'clock being altogether tired out. —

Sunday, June 5. The wind was rather more favourable when I went on deck this morning, therefore we got our breakfasts as quick as possible and got under weigh.

There has been anchored in the road about 150 sail of all descriptions who all set sail about the same time as ourselves, it was a very pretty sight. Left the road at a  $\frac{1}{4}$  to nine o'clock. We soon after sighted the Stamford Light ship which carries two steady lights, and  $\frac{1}{2}$  past ten passed abreast the Pakefield light house. Wind

W. N. W. Steering S. W. by S. with East  
Nep on our lee bow; It was called  
East Nep because formerly it was  
the most easterly point of England  
but it has been washed away by  
the sea, and now Lowestoft is the  
farthest east. Lowestoft is a very  
pretty place and contains a  
church which the sailors say is  
drawn by one hundred degrees  
from the north part of the town  
to the south every Sunday morn-  
ing before church time. At 1/2  
past one o'clock we passed  
abreast Southwold which is  
also a very pretty place; and  
we have been passing innumerable  
churches, towns and villages ever  
since we left the Humber or  
nearly so. At 6 o'clock about 4 miles  
to the eastward of Alder and backed

to get nearer the shore to anchor the  
wind being so shy that we could not  
get any further, being S. W. by S.

Anchored in the Alder Roads at  
five o'clock, when we got our tea as  
soon as possible intending to write  
a few lines home to let them know  
where we were, and then go on shore  
to chapel or church in the boat.

During the time we were writing  
our letters the wind got up, and  
there was a very heavy roll on, so  
that we could not go, so we were  
obliged to make ourselves content  
to stay on board.

Monday June 9. This morning  
was very fine and nice breeze from  
the N. W. Got under weigh at a 1/4  
to ten; set Mainsail, foresail, Gib,  
topsail, topgallant sail, and passed  
Oxford Nep, which as two light houses

and here we take leave of the shores of Old England. Passed the Shipwash light ship which is moored at the north end of the sand of that name. Out of sight of land at  $\frac{1}{2}$  past 3 o'clock, the wind scarcely perceptible from the S.W., sailing at the rate of two knots an hour.  $\frac{1}{2}$  past six o'clock wind S.E. by S. still keep tacking about, the wind being right ahead, first going to windward and then keeping as near our course as possible so that we make very little way.  $\frac{1}{4}$  to eight o'clock, the Kentish Knock light ship about 4 miles off, bearing S.W. by S. It has been very thick for some time but is cleared up; there is a very heavy roll on and the sloop rolls about very much; wind all southerly;

and blows a nice breeze, but right ahead. Turned in at  $\frac{1}{2}$  past eight, it not being my watch till 2 o'clock. The Captain and I got up again at about ten o'clock not being able to get any sleep for we do nothing but roll from one side of our berth to the other. Went on deck where all hands were mustered, and saw the sea running in waves about half mast high, and washing our decks; it had put the fore-castle fire out by the water going down the Chimney. The wind was blowing great guns and every thing that was not lashed down tumbled first to one side and then to the other with great force. Tuesday June 10.  $\frac{1}{2}$  past twelve o'clock A.M. we are running and tacking about between the Kentish

Knock and Galloper light ships  
(the last was first seen at 9 o'clock  
last night and carries two steady  
lights) neither making way in  
one direction or the other, as the  
wind is still very strong from  
the S.W. 3 o'clock the storm  
still continues and all the sails  
we carry are the Gyl and three  
reef Mainsail. 4 o'clock after  
still trying to make headway  
we bout ship set foresail and  
before the wind fore Oxford Ness.  
7 o'clock have passed the ship-  
wash and just off Oxford Ness  
the wind as changed to the  
N.E. and we are obliged to  
back and run for Harwich  
Harbour for shelter. About twelve  
o'clock arrived off Harwich and  
it is quite calm and we dropped

our anchor and went below to seek  
repose. About five o'clock went  
into the Harbour which is very  
commodious and capable of containing  
a fleet. Went on shore in the boat  
and posted letters, looked round  
the town and then went on board  
again.

Wednesday June 11. Went on  
deck at  $\frac{1}{2}$  past five and found  
a fair wind from the N.W. by N.  
got our anchor and set sail.  
Passed Walton on the Naze of  
which we had a very fine view.  
Passed the Sunk float at about  
ten, lost sight of the English Coast  
at eleven.  $\frac{1}{4}$  to twelve passed within  
 $\frac{1}{2}$  a mile of the north buoy on the  
Long Sand, slight breeze from the  
N.E. W. course S. E. by S. the sun shining  
very brightly.  $\frac{1}{4}$  to one Yentish

Knock light ship in sight bearing  
S. W. by S.  $\frac{1}{2}$  past one Galloper  
bearing S. S. E. About  $\frac{1}{2}$  past five  
the Sloop rolled about very much  
the sky looked gloomy and seemed  
like a second edition of Monday,  
wind strong from the S. W. on course  
S. E. by S. The water here is quite  
blue and clear, except where the  
waves break where it is white with  
foam. So here we are about  
thirty five miles from our port  
with very probability of having  
to run back.  $\frac{1}{2}$  past seven  
still keep on our course, and  
it is rather clearer toward the  
westward. 10 o'clock wind  
still continues southerly but  
very slight, and as cleared up all  
altogether. Dunkirk light may  
be seen from the masthead.

Thursday. June 12.  $\frac{1}{2}$  past eight  
o'clock, turned out and saw  
Dunkirk light house & Church  
bearing N. S. W. wind S. W. S. 6 o'clock  
have been all this blessed day  
beating to windward but gradually  
nearing our port we are now just  
on the edge of the banks and about  
7 miles from shore and are so  
windward of our port with  
a nice breeze from the West.  
8 o'clock, we have had a very  
dull day, and rather rainy  
are just crossing the banks which  
are only passable at high water,  
about two miles from shore.  $\frac{1}{2}$  past  
ten o'clock it is just fallen quite  
calm and the tide nearly spent  
have been obliged to let go our  
anchor and be content to stay  
on board all night which is

very hard has we fully expected  
getting between the piers.

Friday, June 13. When we  
turned out this morning  
there was a strong breeze  
and a heavy roll on, the  
pilot had come on board  
during the night and had  
been beating up and had  
just let go the anchor to wait  
till the tide flowed. 10 o'clock  
three more pilots came on board  
and the flag at the top of the  
Harbour being half mast high  
we weighed anchor and passed  
between the piers. We sailed  
merrily up the Harbour and  
I was particular struck with  
every thing has we passed along.  
The house here are very pretty  
with very large windows with

outer shutters, very gaily painted ~~and~~  
also are most of the houses. The  
custom house officers came on board  
and reckoned to overcall us but they  
scarcely looked at any thing and  
were not on board above ten minutes  
We passed between the Belvidere  
and at the same time threw a  
spail full of water on our gallery  
~~for~~. We then went on shore  
and walked about the town till  
we were tired and then went  
on board again.

Saturday June 14. We went  
to the church called St Peters  
this morning it is a very pretty  
and large one; we then went and  
looked at one of the market  
places in which there is a  
monument of Jean Bart one  
the French Admirals who

a native and a fisherman of  
Dumhirk. We got the vessel  
into the dock this morning at  
about  $\frac{1}{2}$  past twelve o'clock, and  
we were just too late to see a  
fine brig launched, it just  
going into the water has we  
went through the dock gate.  
In the afternoon took a walk  
went through the gate toward  
Rosendall and towards the  
sands and sandhills on the  
sea shore, the sand is very  
fine and white. We then went  
to the end of the pier which  
is about a mile and a half  
in length. The light house  
here is very fine, and has a  
revolving light; there is also  
a Harbour light at a burn just  
within the Belvidere which

serves to steer by. We then went into  
a cafe and had breakfast in the  
old English fashion and then went  
on board pretty well tired. At night  
the water here is very luminous and  
when any thing is thrown into it  
it seems as if it was on fire.  
Sunday June 15. Went to St Marys  
Church and saw a great deal of  
mummery &c they also charged  
us one centime for the use of the  
chairs. In the afternoon took a  
long walk into the country and  
along the canal side it was rather  
sultry and this evening came on  
a little rain.

Monday June 16. We heard this  
morning that there would be  
a wedding at the Church of St  
Mary so we went to see it along  
with a young Englishman who is

married and residing at Dunkirk.  
The ceremony was splendid the  
lady being the richest and prettiest  
in the town. They are obliged  
to be married twice once in the  
town Hall and once in church.

In the afternoon we walked about  
the town; and also got the  
ship under the shute ready to  
deliver the cargo.

Tuesday June 17. Set off by  
the 1/4 past six train for Lille  
where we arrived about ten o'clock.  
Walked about the town but saw  
nothing particular striking  
except some very fine shops, and  
a great many soldiers. Got  
dinner at a cafe in the Grand  
Place where they could not speak  
a word of English however we  
got what we wanted at a very

low rate. Returned to Dunkirk by  
the 1/2 past six train.  
Wednesday June 18. Have done  
nothing else but walk about all  
day, and nothing particular after  
all.

Thursday June 19. Got the ship  
out of the dock ready for going  
out; but the papers not being ready  
we were obliged to stay outside  
the Pevidere till next morning.

Friday June 20. Got pilots on  
board and set sail at three o'clock  
got outside the piers about  
4 o'clock and then I went to my  
berth. Turned out about nine  
o'clock, we were abreast Ostend  
soon after hoisted the signal for  
a pilot and got one on board from  
an Inwerp boat. We had only  
a very light breeze which continued

till about six o'clock when it  
fell calm and we were only just  
able to get into the river Schelde  
with the tide; where we anchored  
having a fine view of Flushing.

We then went into the boat and  
after about two hours hard pulling  
got on shore at Flushing. We  
first looked for a pilot to go up  
the river with us, (the sea pilot  
going on shore here) we then took  
a walk through the town which  
is a very pretty one with a great  
many trees in the streets planted  
in rows, which give it a very neat  
appearance; there are very musical  
chimes, and also a splendid monu-  
ment of Admiral De Ruyter; the  
people here speak the Dutch  
language, except a few pilots  
who speak a little English.

About  $\frac{1}{2}$  past nine got into the boat  
to pull for the ship but as the  
tide was ebbing we expected we  
should soon be there; soon after  
we set out it became quite dark  
so that could not find the ship,  
but about one o'clock we found her  
but considerably further down the  
river than we expected.

Saturday June 21. When I turned  
out this morning at eight o'clock  
I found we were at anchor within  
half a mile of Terneuse about fif-  
teen miles above Flushing on the  
opposite side of the river. (Directly  
after breakfast we went on shore in  
the boat and found it a very  
pretty Dutch village; there is a  
very large canal from this place  
to Ghent which large ships can  
go up it being twenty nine feet

deep. Went on board again at twelve o'clock, as the tide was beginning to flow, and weighed anchor, set sail and went merrily up the river. About five o'clock spoke the Economy, Briggs, returning from Louvain, with a cargo of bark for London. About 7 o'clock the wind fell and it became nearly calm so we were obliged to anchor off Fort Lillo (about six miles from Antwerp) when the Custom House Officers came on board and looked round and then we went on shore. It is a very small place but exceedingly strong and has a good view of the surrounding country we went on board about ten o'clock Sunday June 22. The ship had been got under weigh while

I was in bed, and when I stirred out they had just anchored abreast Antwerp, having a fine view of the town, churches &c. The quay runs along the river for above a mile and a half and near the waters edge are planted rows of fine trees and just at the back rows of good looking houses which give the town a very pretty appearance from the river, which is about four hundred yards in width. We went on shore about eleven o'clock, when we visited a gentleman who our Captain knew, who kindly offered to show us the lions of the place. We first visited the church of St. Paul at the entrance of which is a Calvary or an exhibition of the sufferings of Christ. It consists of a rock four

ed of beautiful stones, at the  
top which are three crosses  
and all around a vast number  
of statues; and under the  
rock is an exact representation  
of the tomb and body of our  
Saviour; and the whole surround-  
ed by recesses, in which the wicked  
are represented as undergoing  
all the tortures of purgatory.

The interior of the church  
abounds with statues, and  
paintings by Teniers, Vanduyke  
and other masters. We then  
passed through the Place Verte  
which is a large square with  
rows of large trees planted on  
each side, in which a band  
of soldiers were playing and  
a great many ladies and gents  
walking; in the centre of the

square is a very large statue of  
Rubens cast in metal. We next  
saw a procession of the Virgin;  
first came a row of soldiers to  
clear the way, (for the streets were  
crowded) and next ~~next~~ two rows  
of gentlemen each having candles  
about a yard and a half long,  
and then priests adorned with  
splendid robes, carrying flags  
beautifully worked in gold and  
colours, next should have come  
the throne, with an image of  
the Virgin sat on it, crowned with  
a crown worth about three millions  
sterling; but the weather being  
unfavourable they did not bring  
them out, so we were disappointed.

After dinner we went and took  
a walk outside the walls and  
moats, were there are grounds

laid out like gardens and open  
to the public. Antwerp is a very  
strong place, and like all the  
towns in both France and  
Belgium has a great many soldiers.

Monday June 23. Came on  
shore again this morning at about  
nine o'clock and first went to  
our brokers to get the ship cleared  
but they said they could not clear  
it without we got passports, and  
so we went with one of the clerks  
and got them; he also took us  
to the church of St Jacques, in  
which is the tomb of Rubens  
in a little chapel consecrated  
especially to his family; it is  
situated immediately in the  
rear of the high altar and choir.  
It is covered by a single but  
very large slab of marble with

an inscription ~~with an inscription~~  
(in Latin) which records the talents  
and learning of that great genius.  
Immediately over it is an exquisite  
picture of the Holy Family, by the  
illustrious dead, in which he has  
introduced portraits of himself as  
Saint George, his two wives Isabel  
Brandt and Helen Forman, as  
Martha and Mary, his father  
as St. Joseph, his grandfather as  
Simeon, and his child as a cherubim.  
This church is the most splendid  
in Antwerp though not the largest,  
its walls are covered by quantities  
of Flemish pictures of great value,  
and adorned with statues. At  
one of the entrances is a statue  
of the virgin, at the feet of which  
in the time of the cholera the people  
left their jewels and gold as offer-

ings for their sins. We also went to the Museum of painting in which are some of the most valuable pictures in the world.

Amongst the most remarkable are, Descent from the Cross, The Crucifixion; the head of the Magdalene, the Adoration of the Magi, Christ exhibiting his wounds to satisfy Thomas's incredulity, the Virgin instructing St Anne; and in all there are fifteen paintings by Rubens the finest specimens of his easel. There are also several by Vandyke and other painters also one by Quellyn which fills one end of the gallery, at least forty feet by seventy. In one of the halls is placed, under glass casing the gilt leather chair in which Rubens sat when he was president

of the academy. We next saw the beautiful "Well Cover," by Metsys made of wrought iron. We then went up the tower of the Cathedral which has six hundred and sixteen steps, and when we got to the top we had a most splendid view of the country and also the town of Antwerp. Workmen have been employed for some years in restoring all the decayed portions of the stonework, and part of the steeple is still filled with scaffolding.

We then went into the church which is very large and full of splendid paintings. Rubens has four superb pieces here, "The Descent from the Cross," and "The Assumption of the Virgin," which we saw the other two, "The Descent from the Cross," and "The Resurrection," which adorns the

Bomb of Morches, the printer were  
taken down to repair the frames.

We also visited several other  
churches, and at about  $\frac{1}{2}$  past  
four, (our papers being ready),  
we went on board and got under  
weigh. We were obliged to take  
a Pilot up the river, and also  
two Custom House Officers, we  
have also our cargo sealed up,  
the officers and pilot can all speak  
English. After sailing up the river  
for about 6 or 7 miles, we turned  
into another river of which I do  
not know the name, when it fell  
calm and we were obliged to  
get into the boat at about  $\frac{1}{2}$  past  
seven o'clock and tow the strop,  
when we had got a few miles up  
the river, it was very nearly dark  
and the pilot would have run

us on some piles that had been  
driven into the river, for the purpose  
of making a bridge; but us in the  
boat saw them and gave the  
alarm and they were obliged to  
let go the anchor, which caused  
a delay of half an hour. After row-  
ing a few miles further we again  
turned into another river; and after  
pulling for about a mile, we came  
to the first lock of the Louvain Canal,  
where the pilot run us on shore; but  
about two o'clock on Tuesday  
Morning the 24<sup>th</sup> we managed  
to get through the lock.

About five o'clock we went down  
the canal, the scenery around is  
very pretty, and along each bank  
is a row of tall and fine trees.

After twenty two miles of canal  
we came to Louvain, when our

broker and the Custom House  
Officers came on board. We  
then went to the post office  
and got a Newspaper and  
afterwards our broker took  
us to a sort of Newsroom and  
showed us a most splendid  
Ballroom. After tea we walked  
about the town till we were tired  
and then went to inquire at  
the Railway Station what  
time the train went to Brussels.  
Wednesday June 25<sup>th</sup> Went  
to Brussels this morning at a  
 $\frac{1}{4}$  past six. The distance is  
twenty seven and a half miles  
and the fare one shilling and  
two pence. After passing through  
Malines we arrived at Brussels  
at about eight o'clock; and we  
first enquired our way to the

Grand Sablon, where Mr. Oldenbove  
resides, the owner of our cargo, he  
can speak English very well and is  
the Hanoverian Consul at Brussels.

After Captain Darling had made  
arrangements for the delivering of  
the cargo with Mr. Oldenbove,  
who kindly sent his servant for  
a coach and off we set for the  
far famed field of Waterloo.

The first object that attracted our  
attention on the road, was several  
little children standing on their  
heads and turning somersets,  
trying thereby to get a few coppers.  
For some miles before we came  
to Waterloo we had the forest  
of Soigne ~~we had~~ on our  
left; and here, same as nearly  
all the roads in Belgium, we  
have tall hedges at each side.

After emerging from the forest we reached the village of Waterloo which is situated almost upon its outskirts, at the entrance to which, a card was put into my hand intimating that there might be seen at a house close by the church, several interesting and curious Souvenirs of the battle of Waterloo; but we drove on to Mont St Jean, where we ordered dinner at the little Inn, and after procuring a guide, we set off for a stroll over the plains. The first object that attracted our attention was a high pyramid on which is a large iron lion is erected on the spot, it is said, where the prince of Orange was wounded. We went to the

top of the mound, which is at least two hundred feet above the plain, and had a fine view of first, to the left of the lion and to the right of the road which leads to Charleroi, is a very neat monument erected to the memory of Lieutenant Colonel Gordon (aide Camp to the Duke) who fell on that spot, to the left of this and at the other side of the road is the monument of the German Legion, and further down the road is the farm of La Belle Alliance, and in the distance is the Prussian monument; and to the right is the Castle and Farm of Hougemont. In going from the Lion to the Farm of Hougemont we passed over the spot where the last grand charge was

made, by the Life Guards, but the whole surface of this part of the field has been disturbed and its identity destroyed in order to make the Pyramid, at which, our guide said the Duke of Wellington, at his last visit, which was soon after the pyramid was completed, was very much irritated.

The Chateau of Hougemont has undergone a similar change, the wood which surrounded it has been all cut down, new buildings have been erected and the old ones fast passing into dust. We walked first round the outside and saw the holes made by the English to fire their cannons through. We also walked over the field

just outside the walls where many thousands of the French were slain by the well directed fire of our countrymen, who maintained the farm throughout the day in spite of all efforts to dislodge them. We afterwards went into the little chapel and saw the grave of an English Officer; and after seeing all that was to be seen and being pretty well tired we went to The Inn and got dinner.

We left Waterloo at about five o'clock, and as we passed into the city the Officers looked into the coach to see if we were smuggling anything.

We then went to the Railway Station to see Capt. Darling off back to Louvain. We then went to an Hotel to which

we had been recommended by Mr. Oldenrove, called the Grand Eperon, in the Marche aux Herbes, and we had no reason to be dissatisfied with their charges which were very low.

Thursday June 26<sup>th</sup>. We spent this day in walking about the town and saw several fountain amongst which we noticed the Mannekin, which at fete days sends forth wine instead of water. We also visited the Park in which there are several very splendid Statues and fountains, also the Place Royal and saw the Duke's Place, also the Hotels all of which are very fine buildings. We saw the Hotel de Ville which as a

gothic tower and altogether a very fine old building. We passed several times through the glass sheets, which are sheets covered over with glass having very fine shops at each side.

Friday June 27<sup>th</sup>. Went this morning to the church of St. Gudule which is the most remarkable at Brussels, it has two huge gothic towers, each nearly the same height with St Pauls, The pulpit is very fine, and of immense dimensions, and the carved work represents the Expulsion of Adam & Eve from Paradise; there are also some very fine statues on each pillar. We next went to the Museum where there is a fine collection of Birds and Beasts of all descriptions; from

There, having procured a guide, we went and saw a fine private collection of paintings belonging to a nobleman. From there we went and looked over a lace manufactory. We next saw the Place des Martyrs where there is a grand monument to the memory of those who were killed during the three "glorious days" of the revolution of 1830. Under the <sup>Statue</sup> are the vaults where there remains are interred. We left Brussels by the train that leaves at a  $\frac{1}{4}$  past four and arrived at Louvain about six o'clock.

Saturday June 28<sup>th</sup> Went to the Cafe de Quatre Nations and got Breakfast. We afterwards

met with Mr. Steel the manager of the Factory at Moreval who kindly showed us round the town. We then all went and took coffee with our agents sons, and then went into their garden and got some of the finest cherries I ever saw; and after again walking through the town we went on board.

Sunday June 29<sup>th</sup>. In the morning took a walk outside the walls. In the afternoon stayed on board; and the evening took a walk past the Railway Station, and to a sort of Public Park or walk, a splendid place, where a great number of gentlemen & ladies take their evening walk. Monday June 30<sup>th</sup> This morning went to inspect the great

lion of Louvain which is the Hotel de Ville, it is a very rich specimen of gothic architecture, and is literally covered with intricate carvings from the foundation to the roof.

It is situated in a little ancient square in which Marshal Villeroi held a council of war by torch light on the night of the Battle of Ramilies, in 1704. The building itself is of the fifteenth century, and the whole front is covered with bas-reliefs, representing the history of and the destruction of the cities of the plain.

The principal building the Halle of the university, is situated behind the Hotel de Ville in the rue de Namur. The Church of St Pierre, which is the

principal one, has a superbly carved pulpit by Berger of great height a rock crowned with bees, and at its foot St Peter on one side denying Christ, and at the other, Saul struck from his horse on his way to persecute the Christians of Damascus. Louvain is famous throughout Belgium for its beer of which there are three sorts, the white beer is very pleasant drink being more like ginger beer than anything else. We got our papers on board at about four o'clock, and having procured two horses to haul us down the canal, we set off and arrived at the last lock at about twelve o'clock.

Tuesday July 1<sup>st</sup> When I got up this morning I found that the sloop was laid on a

bank about two miles down the river, for the purpose of taking in ballast, at low water. About ten o'clock we went on shore to a little village called Herberg; and when we came back we found the sand dry; and began immediately to heave in, and got about five tons in before the tide began to flow. During the time they were heaving in the sand we had a bathe; and were tormented by flies, which bit us like leeches.

About eleven o'clock at night we again began to ballast, having put the sloop further on the sand. At last high water, and managed to get about fifteen tons in by about two o'clock.

Wednesday, July 2. When I turned out this morning, they had

sailed down the river and got as far as the entrance to the Brussells canal, just where they are driving piles for the bridge. We sailed as far as we could till the wind nearly came ahead; and then we got into the boat and towed the sloop, till we got into the Schelde, when the wind was so strong that it sent the sloop ahead of our boat, and we were obliged to cut the tow rope, or she would have pulled us under water. We got down to Stavevorp by the help of wind and tide at one o'clock, when we went on shore, and again heard the beautiful chimes, & after getting our papers and again walking round the city, we went down to our boat to go on board & we found her aground and after  $\frac{1}{2}$  an hour's work we got her afloat

and went on board.

Thursday, July 3. Left Antwerp, about eight o'clock this morning, after about an hour's work with our anchor, which it came up there were attached to it eight or ten baskets of cels all of which we cut away except one, which had got fast round the stock, which we got on board, and had the cels for supper. Arrived off Fort Lillo at  $\frac{1}{2}$  past ten.  $\frac{1}{2}$  past twelve off Bath a fort just at the entrance to the East Schelde, Wind N.E. by N.  $\frac{1}{2}$  past one, brought up, about six miles below Bath; the tide been done and the wind not sufficiently free to take us down against the flood tide. Seven o'clock got under weigh with a breeze from the N.E. by N. soon after-

wards our gib head sore of through the bolt rope, but we soon got it mended having a Sailmaker on board. At  $\frac{1}{2}$  past nine dropped our anchor off Terneuse, but at the opposite side of the river, which is here about three miles and a half wide.

Friday, July 4. When I went on deck this morning we were sailing down the river; and at ten o'clock anchored about a mile above the town of Flushing; and the pilot boat came along side, and we went on shore in her, having decided, as the wind was contrary, to go to Middelburg, the capital of the island of Walcheren, and about five miles from Flushing. On the road we passed several gentlemen's residences surrounded by moats and splendid gardens,

indeed the whole appears like one great garden, and the road as at each side tall trees, through which we can see the country which is very flat and the surface lower than the sea at high water. We arrived at the city, at about twelve o'clock and after a great deal of walking about found a place to get our dinner at, but they could not speak a word of English, nor we a word of Dutch, but we at last made them understand we wanted some beefsteaks, which they soon got ready; and for which they charged very low.

There is nothing particular to be seen here except the Hotel de Ville and the church spire, which is very lofty and built

of brick. It is a very quiet place & as a moat round it about the same width as the river at Leeds. There is also a canal here which runs into the river, and large ships can sail up. Left Middelburg about five o'clock, and went on board again at eight o'clock pretty well tired with walking about.

Saturday, July 5. Wind bound in Flushing roads; wind N. W.

In the afternoon, went on shore, and saw a number of cannon balls in the sides of the houses, fired there by the English. There is a very large dock here, in which there are ten or a dozen men of war some of them very large, about one hundred and twenty gun ships. There is also a splendid Stad House here, after the model

of the one at Amsterdam. In the evening had a bathe on the sands which we enjoyed very much. Forgot to say that when we brought up yesterday we were nearly alongside of a Dutch Steam frigate and little further off is another frigate, they are very fine ships, and have some splendid boats.

Sunday, July 6. The pilot boat came alongside this morning, & as the wind was about West the Captain thought we might venture, so we got the pilot on board and were just going to get our anchor, when the wind changed to N. W. by N and as the pilot thought it was likely we should have a gale, we decided to go into the Rammekens, which

is a roadstead about four miles above Flushing, and between a sandbank and the shore, where we anchored about half a mile from the shore, and amongst a few our vessels. This afternoon several sloops, brigs, and other craft, came and anchored near us. In the evening, all hands, except the Captain, went on shore; and after examining an old fortification, which was guarded by a soldier, and a moat, we wandered about through the fields, till we came to a small village, called Rammekens; and so we walked about till we were tired, and returned on board about nine o'clock. Wind still the same. Monday, July 7. Still riding in the Rammekens, and are now beginning to have plenty of company, at least to look at, in

the way of ships of all kinds. This  
afternoon the Captain, went with  
us, in the boat to Mushing, and a  
heavy pull we had of it. When  
we got there, we had a long walk,  
we find a barber's shop, but at  
last we found one, and we went  
in; and first of all, a girl came  
to us & gave us a cup of coffee  
each, and soon after, a woman  
came to shave us, which she  
did in a first rate stile, she  
said she had learned the business  
from her father, and that the  
shop was very much frequented by  
the English Smugglers, a few years  
since, she spoke very good English  
and charged three pence for four  
cups of coffee, and three shaves.  
Went on board about 8 o'clock and  
after a good supper of mutton chops,

we turned in. Wind still about N.W. by E.  
Tuesday, July 8. Riding still in  
our old quarters, with a strong breeze  
from the North.

Wednesday, July 9. Still at anchor  
in the Rammekens, with the wind  
about N.W. by N. In the afternoon  
Mr. Walker and myself went on shore,  
and walked to Mushing and  
found it a good four miles from  
our good ship. When we got there  
we walked about on the Ramparts  
and the pier. We had some fine  
sport in watching the Dutch &  
Belgium pilots, who are in opposition,  
a brig having just come to the  
mouth of the river. There was a  
race between the pilot boats; those  
that get there the first generally  
getting the job. We then went  
into a Dutch cafe and got some

coffee and buns, and were told  
by a pilot that the wind was  
S. S. W. so we set off to go on  
board. When we had got about  
two miles on the banks, we  
saw a sloop coming round a  
point towards us, and soon  
made her out to be the Florel, so  
signaled her, and they sent the  
boat on shore and took us on  
board, we then got the boat on  
board, which we had scarcely  
done, when it began to rain  
very fast, and the wind changed  
to the West, and as the tide was  
flowing we could not sail out  
so we let go our anchor just off  
Flushing, intending to go out  
next ebb. It continued to rain  
very fast till about nine o'clock,  
and we had the wind N. N. W.

Thursday, July 10. Instead of going  
out this morning at one o'clock as  
we expected, we still continued at  
anchor the wind being northerly, till  
about twelve o'clock when it got  
round to the W. S. W. so we went  
to shore, to get some stores, and as  
we went on board again it began  
to rain very fast and nearly wet  
us through. Just as we were about  
getting our anchor the wind changed  
again to the N. W. by N. so we were  
obliged to stay and be contented.  
At six o'clock there was a strong  
wind and heavy roll on, so we  
weighed anchor and again set  
sail for the Hammekens, where  
we arrived at seven o'clock, the  
pilot having gone on shore just  
before we left Flushing roads.  
Today about one o'clock a Dutch

sloop, bound for the North of England, left the river, but she was obliged to run back again, and arrived in Flushing roads just as we left them.

Friday, July 11. Riding in the Rasmekens, very strong breezes from the North and sometimes a little Westly; but they are never to be depended on for half an hour together. At nine o'clock this evening it looked very black all over the sky, which made us expect we should have a change of wind before morning.

Saturday, July 12. At anchor in our old roadstead, strong breeze from the N.W. but never at the same point for long together. We are now beginning to be pretty well tired of staying

here, and as our boat is on board, and was painted yesterday, we cannot get on shore, and it is only by the thought that the moon will change tomorrow that we manage to keep our spirits up. This afternoon a bumboat came alongside, and we bought some very good cherries. In the evening the moon shone very bright; and a breeze from the West. There are about forty vessels of all kinds at anchor near us.

Sunday July 13<sup>th</sup>. When I went on deck this morning at six o'clock was very much disappointed to find it blowing a stiff breeze from the West, so that there was no going out for us this day. In the afternoon we went on shore in a boat belonging to a sloop laid near us, took a walk as far as Flushing and re-

turned by the Middelburg road  
through the village of Rammekens  
to the shore, and hailing for about  
an hour we got on board.

Monday, June 14<sup>th</sup>. I was aroused  
this morning at two o'clock, by some  
one calling out on deck to know if  
I took a Dutch or Belgium pilot.  
we told them Dutch; and we went  
on deck, to get the sloop underweigh  
it being then high water, and the  
wind strong from the S.W.

We were getting our anchor up  
a large brig that was just under  
way run stern first into us, but  
did us no damage, save and except  
a good shaking. After tacking  
twice at these times we came  
abreast Flushing, the river here  
is about five miles wide, and  
sixty four miles from Antwerp.

Arrived off West Capel, at 4<sup>th</sup> past four,  
there is a small village here and the  
church steeple serves as a light house,  
we also here put the pilot on board  
a pilot boat. We then went out to sea  
and lost sight of the Dutch coast, at  
five o'clock, the weather being rather  
thick. Soon after this it began to be  
very rough, and the waves to roll over  
our ship; so that, the breeze also getting  
up, we were obliged to take in all our  
sails except, the Gyl and single reefed  
mainsail at seven o'clock. In the  
morning I was rather sick, but was  
better in about an hour. This after-  
noon we had a very heavy shower of  
hail, and she got more to the West &  
was very shy so that we could not  
lay our course. In the evening had  
a little lightening, and about nine  
o'clock I went to rest.

Tuesday July 15. At  $\frac{1}{2}$  past twelve  
o'clock A.M. sighted a light, which  
afterwards, when we came within a  
 $\frac{1}{4}$  of a mile of it, at one o'clock made  
it out to be the Leman and Owers,  
floating light ship, it as two lights  
the one revolving and the other fixed.  
They are placed between two very  
dangerous sands which are on no  
account to be approached; but it  
luckily being high water we managed  
to get over them, they are about fifty  
miles to the eastward of Wimberton.  
When we saw, and made out, the  
lights, we were very much disappointed  
for we thought we should have made  
the English coast last night, but our  
vessel, being in ballast makes a very  
deal of leeway and we are now about  
fifty miles dead to leeward, the wind  
being west. 7 o'clock A.M. Our Gib

having nearly blown away we set the  
storm gib, it is now rather better weather  
but it is very cold and rains a little  
now and then, course West by North  
but cannot lay, so we lay North by  
West keeping along the Land but still  
going to leeward wind west.

In the afternoon the captain said,  
he thought we should be about the  
Flumber, but sixty or seventy miles out  
to sea, and also that the wind would  
get round to the N.W. by N.

9 o'clock P.M. Some where off  
Flumber Head, we tacked, the wind  
being N.W. and our course N.E.W. so  
we run at last for the land.

Wednesday July 16. Turned out  
about seven o'clock, wind N.N.W.  
course about West, by North. At  $\frac{1}{2}$   
ten shook the reef out of the mainsail  
and set the flying gib. We have not

seen a single sail since last night, it is now two o'clock, and we have just heaved the lead, and have about nine fathom water, fine sandy bottom, with small shells, and black specks, and are just on the edge of the outer Boising. At 1/2 past 3 it fell quite calm, the ship rolled very much and shook the boom about, and we tied a rope to it about an Inch and a half in diameter which it broke. We drifted a little with the tide to the south, and at six o'clock sighted the Dodger light ship. Nine o'clock P.M. the lamp at the Dodger is lit, and also the one at Promer, which may be seen from the masthead, it is about nineteen miles from us and is the first land we have seen since we left West Capel. It still continued

calm and I turned in at about ten. Thursday, July 17. At 1/2 past seven this morning a slight breeze sprung up from the East, so we set our square sails and went merrily along. At eleven o'clock set our shudding sail and the wind being S. E. we go at the rate of four knots. This is the only fair wind we have had since we left the Humber and as the sun is shining very bright by we are afraid it will turn the breeze away, and it fell calm upon us as it did yesterday. I forgot to say that all last night and this morning we were drifting about the Dodger floating light ship. At 1/2 past twelve we set a water sail, and at one o'clock, saw the Lincolnshire and Yorkshire land. We are now going at the rate of 6 or 7 knots and the alts in our favour. At 1/4 to four

Spurn light bearing N. E. Got to  
Hull roads at 7 o'clock the Customs  
House Officers came on board and  
we were obliged to bring up for  
an hour till they overhauled us  
which was very hard as the wind  
about S. E. and the tide in our  
favour. However we up with our  
anchor at eight o'clock and went  
up the river. We brought up in  
Redcliffe channel at ten o'clock  
after towing her with the boat for  
about half a mile; the wind and  
tide being done.

Friday, July 18. Went on deck this  
morning at three o'clock to see what  
sort of wind and weather we were  
likely to have; and found it so  
foggy that I could not see from  
one end of the ship to the other,  
the fore hung by the mast; We got

underweigh however at six o'clock,  
and sounded our gong till  $\frac{1}{2}$  past  
seven when it began to clear up, &  
a slight breeze sprung up, from the  
N. W. We backed up the river  
till we came abreast Blacktoft  
when we got into the boat, and  
towed the sloop; we then passed  
several vessels, and at  $\frac{1}{2}$  past  
ten o'clock sent four hands into  
the boat, being afraid that we  
should not reach Goole that tide  
it being high water at a  $\frac{1}{4}$  past  
eleven. At eleven o'clock got to the  
top of Swinefleet reach, when  
it began to rain very fast and  
a strong breeze sprung up, and  
sent the sloop ahead of the boat,  
however it soon fell again, and  
we were obliged to resume our  
pulling. At twelve o'clock got

into Goolle lock, we being the  
only sloop that had got in  
that side. We had the  
Custom House Officers on  
board and they took from us,  
about three pounds of tobacco  
which we thought very bad man-  
ners. We left Goolle by the  
five o'clock train for Leeds;  
and arrived at home at about  
1/2 past seven o'clock after having  
been absent seven weeks and  
one day.

Joseph Hutchinson Grocer  
Cripplegate  
Halifax