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VOYAGE OF THE UNITED STATES FRIGATE POTOMAC, under the command of Commodore JOHN DOWNES, during the Circumnavigation of the Globe, in the years 1831, 1832, 1833, and 1834 : including a particular account of the engagement at Quallah-Battoo, on the coast of Sumatra, with all the official documents relating to the same. By J. N. REYNOLDS. In one volume,—illustrated by ten steel engravings. New-York : Harper and Brothers.

[From the *New-Yorker*.]

SANGUINE as are the anticipations excited by the announcement of the work of Mr. Reynolds, we have no hesitation in asserting, from the specimens which have fallen under our observation, that they will be more than realized. In every thing that pertains to mechanical execution, its publication may well be regarded as forming an era in the typography of this country. No less than ten ample steel engravings, including views of Cape Town, Canton, Valparaiso, Lima, and the action of Quallah-Battoo, form the embellishments not less than illustrations of these volumes ; while the paper and letter-press are such as we have never before remarked in a work of the kind on this side the Atlantic.

But it is not on its mechanical execution that the book rests its claims to the attention and favour of the public. Its merits are very far from superficial. It affords a minute and very faithful account of the Potomac's Voyage of Circumnavigation, from the time of her leaving the Navy-Yard at Washington to her return ; and, as every facility has been accorded to Mr. R., both by the officers of the Potomac and of the Navy Department, it would be strange indeed—throwing out of view his qualifications for the task—if he had not succeeded in presenting a more valuable work than could reasonably be expected from any other source.

There is no part of the habitable globe—at least none so easily and so often visited—with which our acquaintance is so imperfect, as with the vast, populous, and commercially important islands encircled by the Indian Ocean. In view of our large and increasing trade with these oriental regions—of the overshadowing and monopolizing influence which England has been enabled to acquire and maintain over them—of the predatory character (we use the mildest term) of their population, and their utter disregard of all laws save those of force—we submit, that too little attention has been directed to that quarter. In a region where shipwreck is a certain prelude to piracy and murder, it would seem the imperative duty of the nation whose adventurous commerce seeks there its employment and reward, to furnish such practical information, by surveys and investigations, as shall enable it to shun the dangers which may never be incurred without the hazard of so fearful a doom ; while the fact, that no considerations but those drawn from the apprehension of summary vengeance, can deter the natives from the most wanton outrages, without a shadow of provocation, should render the presence of a strong naval force a matter of obvious precaution and of permanent national policy.

We give below a more extended consideration of this subject from the work before us, in preference to other passages of more gorgeous colouring, and, for the moment, of deeper interest to the mass of readers. But the question is one which should be

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more generally and fully understood ; and, in giving place to the following extract, we are conscious of subserving the cause of enlightened justice, not less than of affording a triumphant vindication of our national honour, which has suffered alike from misconception and misrepresentation in regard to the affair of Quallah-Battoo.

[*From the New-Haven Herald.*]

This work, which has from time to time been announced as in press and forthcoming, has appeared. A hasty perusal at once satisfies us that the author has well improved the opportunity he has enjoyed for giving to the world a superior production. The circumnavigation of the globe would, under any circumstances, present to the writer a wide and comprehensive field ; but when we take into consideration the many interesting occurrences which distinguish the three years' cruise of the Potomac, inasmuch as it embraces almost every clime, and comprehends almost every land, it is in many respects the most comprehensive voyage that has ever been performed by any of our naval ships.

In a brief notice of this kind, it would be impossible to give any just idea of the contents, or to state in full the merits of so compendious and deserving a work. To such as have looked forward to the appearance of this book as another of those publications which go over the oft-told tales of the sea, and the routine of duty on board a man-of-war, we have only to say, examine, and an agreeable disappointment may await you. Mr. R. has written in a bold and masterly manner, confining himself to no particular branch of description or narration—but, examining every thing with which he meets, with much new and valuable information, he gives a complete history of the lands he visited, and of the inhabitants among whom he tarried. Of the Islands of the Southern and Pacific Ocean he opens to us new views, and, in a bold and liberal manner, treats of the state of society, manners, and customs in those garden-spots of the ocean, many of which have of late years much interested the philanthropist, as, emerging from their state of nature, the natives have thrown aside their idols and embraced the cross.

To us, who have for so long a time been reposing in peace—who have looked upon our naval strength, the instrument of our country's glory, as floating quietly, unmolested and unmolested, without an opportunity of showing forth more of those brilliant achievements which in the days of our Decatur, Perrys, and McDonoughs, added bright and never-fading laurels to the coronet of our country's fame, and called forth pæans from our exulting countrymen,—the account which is given of the engagement at Quallah-Battoo, between the officers and crew of the Potomac and the natives, resulting in the overthrow of the latter, also excites our interest, and kindles anew those feelings of patriotism, which warm afresh as we see our gallant seamen's "hearts of oak" again combating to avenge the wrongs inflicted on our American citizens, and to teach the Malay pirates to cower before the stars and stripes of our proud republic. In the appendix is the official correspondence between the Secretary of the Navy, Commodore Downes, and the senior lieutenant, together with other information respecting this hazardous but happily-terminating expedition ; also attached is a meteorological table of observations, taken in the Southern and Pacific Oceans, interesting to all who visit those seas. The style of this work (which contains from five to six hundred pages, and which in point of mechanical execution is very superior) is chaste, elegant, and varied. The author seems at home on every topic—on the sea, the sailor, he describes the grandeur and majesty of the various appearances of that realm of Neptune ; while on shore he is the landsman, viewing with the eye of an historian, geographer, and man of letters.

[From the *Knickerbocker*, or *New-York Monthly Magazine*.]

We have before spoken, and at some length, of the merits of the work under notice, while the sheets were passing through the press. It is now before the public, in a large and elegant volume, illustrated by well-executed engravings. The contents of the book, as we have before observed, are of great interest. The materials were ample, and the writer has availed himself of the occasional aid of minor details, which impart a rare and pleasing air of nature to his descriptions. Mr. Reynolds has been greatly aided in his labours by the commodore and other officers of the frigate, as well as by the Navy Department. The important scientific information of various kinds which the volume contains, reflects credit upon the industry and research of the author. The whole is valuable as a national work,—one which will command the attention of the general mind of America. We are glad to perceive that the “*Voyage of the Potomac*” is to be followed, eventually, by a volume descriptive of a former voyage made by the author to the South Seas and Pacific Ocean, and of travels by land through the Republic of Chili and the Araucanian Territories to the South. The present work is well calculated to create a demand for the one proposed.

[From the *New-York Courier and Enquirer*.]

We do not remember any book of travels, either on land or sea, from the perusal of which we have risen with so strong an impression of its importance, utility, and pleasantness, as has been called forth by this superb octavo of five hundred and sixty pages. On the score of entertainment alone, it ranks in our estimation with the best works of a similar character that have ever come under our notice; such, for example, as Hawkesworth's Narrative of Captain Cook's Voyages, and those of the unfortunate Mungo Park; and it far exceeds these in value now, inasmuch as it embodies an immense sum of information as to all the modern geographical discoveries, and the existing political, commercial, and social condition of many countries between which and our own important relations either are or will probably soon be established, in the rapid progress of commercial enterprise. Of the manner in which Mr. Reynolds became connected with the voyage, it is not necessary here to speak; the circumstances of his projected expedition to the south polar regions on board the discovery-ship *Anawan*, and the disasters by which that undertaking was frustrated, have already reached the public in vague and general terms; and we are glad to find, in the volume now before us, that a minute and detailed account of that voyage, of the discoveries effected, and of the subsequent journey of Mr. Reynolds through the southern portions of the South American continent previous to his joining the *Potomac*, will at no distant day be furnished in another volume. Our present business is with the cruise of the frigate. It is to be observed, that although Mr. Reynolds did not accompany Commodore Downes in his entire voyage, his narrative is complete and authentic, having been drawn up not only from the official journals kept on board, with those of several of the officers, and the private papers of the commodore, but also with his sanction, and the assistance of nearly all the officers of the higher grades, and every facility that could be afforded by the department at Washington in the examination of reports, official letters, charts, and every other document that could be rendered available to the production of an authentic and copious narrative. He has therefore, very judiciously, we think, prepared it throughout, as though he had himself been present at all the scenes and incidents described; thus preserving a continuity which is certainly desirable, and which he is fully justified in retaining, under the advantageous circumstances in which he found himself.

The voyage thus described commenced at the city of New-York, on the 24th of August, 1831. Thence the Potomac proceeded to Rio Janeiro and other ports on the eastern coast of South America—thence to the Cape of Good Hope—thence to the Island of Sumatra, where was inflicted that wholesome chastisement of the Malays at Quallah-Battoo which had become so necessary for the safety of American commerce—thence to various islands of the Eastern Archipelago—thence to Java—thence to Canton—thence to the Sandwich Islands and other groups in the Pacific—thence to the western coast of South America (Lima, Valparaiso, and other ports)—thence along the coast to the North—thence to the Falkland Islands—thence to Rio de Janeiro, and thence home to the United States; the frigate having been absent nearly three years, and traversed more than sixty-one thousand miles of ocean.

It need not be pointed out to the reader, that in the course of this long voyage many countries were visited, of which an extensive and accurate knowledge is extremely desirable to the people of the United States, particularly with reference to productions and other matters of commercial import; that the examination of these, and indeed of all, has afforded an opportunity for much entertaining description of manners, scenery, and historical incident, as well as illustrative anecdote and adventure; and that, in addition to all this, such a voyage could scarcely be performed without a large gathering of highly important nautical and geographical information. Abundant time and the utmost pains seem to have been bestowed for all these purposes, and the result is a work remarkably copious in every thing that gives to such a work its interest and value. Mr. Reynolds has acquitted himself in a manner that reflects great honour on his talents and his industry. His style is agreeable, easy, and forcible; and he has displayed excellent judgment in expatiating where full information was desirable, and in studying brevity where that proceeding was a virtue. We would instance, particularly, his account of Sumatra and the Malays—his description of the Island of Java—his remarks on the internal and external policy of the Chinese—and his history of the claim set up by the Argentine Republic to the Falkland Islands, with the proceedings consequent thereon.

A few words are due to the publishers for the elegant dress in which they have clothed Mr. Reynolds's labours. The volume is a handsome specimen of typographical accuracy and neatness, and the numerous large engravings are well executed, with one exception. The plan of Lima, as it was before the dreadful earthquake of 1746, is quite a curiosity. In conclusion, we earnestly recommend the volume to the immediate and attentive regard of every one who values an excellent book, and rejoices, as we do, to see books issued from the American press that are an honour to the country.

[From the *Pennsylvanian*.]

The author has handled his materials with much skill, and his narration of the voyage, dissertations upon the commerce and resources, manners and customs, of the various countries visited, &c., &c., will be read with much pleasure and instruction by persons of all classes. Sailing with Commodore Downes, as that officer's private secretary, Mr. Reynolds had many advantages, of which he has ably availed himself, and has produced a delightful book.

[From the *New-York Atlas*.]

We are pleased to learn that an edition of three thousand copies of Mr. Reynolds's *Voyage of the Potomac* has been exhausted. It is one of the most valuable books of the day for the amount of information it contains.

[From the *Philadelphia Enquirer*.]

We noticed this work a few days ago. Since then we have looked more generally into it, and cannot resist the inclination to say of it a few more words. We are prompted to review this book, but our limits forbid this. It will no doubt pass a just ordeal, and a more extensive examination, by those who lay themselves out for such work.

The volume covers five hundred and twenty-one pages octavo, and the matter is divided into thirty chapters, and is embellished with several valuable and well-executed engravings. Those of the latter which strike us most forcibly are a view of Rio Janeiro, Cape Town, and the Table Mountain; the action at Quallah-Battoo, and views of Canton and Lima. All these are suitable and well adapted to illustrate the text.

We have kept company with this gallant vessel, and have been made to see all that her presence and power made manifest; and more than we have ever before known of all the countries she visited. Of the Island of Sumatra, its soil, productions, articles of traffic, commerce, &c., with the habits, manners, state of civilization, &c. of its inhabitants, Mr. Reynolds has made us entirely familiar. He has given a graphic historical outline of these people, and of all that concerns them. The affair of the fight, in which a proper chastisement was inflicted on these freebooters, for their work of destruction on the Friendship, is exceedingly well told. We are happy to find such honourable mention of the gallantry and good conduct of the several officers detached on this hazardous enterprise, and among these we must beg leave to mention our friend, Lieutenant Hoff, of this city, who led the second division of the attack, while the first was no less gallantly conducted by Lieutenant Shubric, to whom the whole had been intrusted. The entire affair was well done; and while it made the hearts of those desperate plunderers sore, it soothed at least the heart of *Po Adam*, one of their own people, who seems to have outstripped his countrymen in humanity and intelligence, and in all the nobler virtues. The description Mr. Reynolds gives of this remarkable man is extremely interesting. The nature of the attack may be comprehended, when the reader is told that forts were to be stormed and carried; that Quallah-Battoo contains two thousand inhabitants, and five hundred fighting men; and that, besides the forts, retreats are had by the natives among their jungles—through which scarcely any one but a Malay would think of winding his way.

To persons engaged in commerce, and to voyagers, Mr. Reynolds has given of the Island of Sumatra, and its adjacent waters, a most invaluable production; and such is the richness, and fertility, and delightful temperature of Sumatra, as to induce almost a wish to enjoy them all. "Is it solely for the Malay," asks Mr. Reynolds, "the living Ishmaelite of the world, that prolific nature has been thus bountiful? The Malay, treacherous, cruel, and vindictive as he is—fierce and unrelenting as the tiger of his own mountains, by whom he is so often destroyed—is still a being entitled to the sympathy of the world; and we cannot but pity his condition, even when his vices demand a measure of punishment at our hands."

The description given by Mr. R. of the Strait of Sunda is extremely interesting, and must prove useful.

The Island of Java is spoken of in such a way as to throw floods of light upon it, and all that concerns it. We could almost hear the warbling of its sparrows, as we accompanied the writer in his delineations, &c. Upon Canton, also, and its trade, police, and religion, much and very satisfactory light is shed. But, after all, what a

queer, senseless people are they of the "Celestial Empire!" The fine view of Canton greatly assists in the description given of it. Of the Sandwich Islands Mr. R. speaks as upon other subjects. He notices the missionaries and their labours, and makes statements which authorize the belief that sectarian prejudices exist there as with us, greatly to the injury of the good cause. How deeply is a spirit of intolerance to be deplored! An account is given of a difficulty which arose between a few Spanish missionaries of the Catholic faith, who came from the coast of California, and established themselves among the natives and the American Missions, which resulted in the expulsion of the Catholics. We see this with pain. We respect all men, of every name, who go to enlighten and meliorate the condition of man.

Lima is discoursed about in a most agreeable way. The work contains a plot of the city as it was before the great earthquake in 1746. During the space of one hundred and twelve days, that doomed city was made to tremble under the shocks of four hundred and thirty earthquakes! The account of this desolating calamity, drawn mainly from Eusebio, who was an eyewitness of the horrors of that scene, is indeed touching and thrilling. No extract can do justice to it. Of twenty-three ships anchored in the port, nineteen were foundered—these were driven over the town, their anchors striking into the houses, and dragging portions of them along with them, as they careered it over the towering and distracted waters, that were rolled and tossed in all directions by the heavings of the earth and sea over the fatal city. Ships of war shared the same fate. It was the track of desolation—and all nature seemed to quail before this terrible visitation of God.

The Galapagos and Falkland Islands are made visible to the reader, as is indeed all that Mr. R. saw and heard.

The book is rich in variety (we have not pretended to trace it out), and in the most useful information. Nothing seems to have escaped the eye or ear of Mr. R.; and in putting it down for the public, he has employed a plain but luminous style, well adapted to such descriptions.

We repeat our high approbation of the book, and to the merchant, and naturalist, and voyager, and the lovers of travels, we need not say it is really a rich gift.

[From the *New-Bedford Daily Gazette.*]

This is a superb octavo of five hundred and sixty pages, done up in Harper and Brothers' best style. We have read enough of it to know that it is an immense fund of information respecting all the modern geographical discoveries, and the existing political, commercial, and social condition of many countries between which and our own important relations either are or will probably soon be established.

The voyage commenced at the city of New-York, on the 24th of August, 1831. Thence the Potomac proceeded to Rio Janeiro and other ports on the eastern coast of South America—thence to the Cape of Good Hope—thence to the Island of Sumatra, where was inflicted that wholesome chastisement of the Malays at Qualah-Battoo which had become so necessary for the safety of American commerce—thence to various islands of the Eastern Archipelago—thence to Java—thence to Canton—thence to the Sandwich Islands and other groups in the Pacific—thence to the western coast of South America (Lima, Valparaiso, and other ports)—thence along the coast to the North—thence to the Falkland Islands—thence to Rio de Janeiro, and thence home to the United States: the frigate having been absent nearly three years, and traversed more than sixty-one thousand miles of ocean.

The style of the author is easy, agreeable, and forcible. His work is an honour to the country.

[From the *New-York Evening Star*.]

This is emphatically a great and excellent book; and now that we have it, and are acquainted with its value, we can perceive what cause there would be for regret had the voyage out of which it has grown been performed without becoming the means of producing such an invaluable record. The voyage itself was a most interesting one, considered in every point of view, political, scientific, and commercial; from its extent, the completeness of every preparation, the importance of its national objects, and the high character of the officers engaged in it for talent, zeal, and intelligence; and the record is worthy of the performance. The civilized world, and this country in particular, are indebted to Mr. Reynolds and those officers for a perfect treasure of useful and interesting knowledge; to the latter for collecting, and the former for preparing and arranging it, in a clear, methodical, and well-written narrative. It is true, that no very remarkable geographical discoveries have been made in this expedition, but more has been done than in any other voyage performed within the last half century, to establish former discoveries, remove doubts, correct inaccuracies, and certify vague and conflicting opinions, not only with regard to localities, latitudes and longitudes, the course of winds and currents, and other matter especially important in navigation, but also in relation to political, commercial, and historical details of general interest and utility.

In reading the work, one is absolutely astonished at the mass of facts collected, many of them requiring great research and the examination of numerous volumes—the pertinence of the historical and descriptive notices respecting so many countries and people—and the extent of the nautical and meteorological observations, which alone, applying as they do to every variety of climate, to both hemispheres, and to each of the five oceans, would seem to have been sufficient employment for more time than has been occupied in the preparation of the whole volume, even supposing that the author, and the intelligent gentlemen on board the frigate to whom he is so largely indebted for assistance, had nothing else to do but investigate, methodize, and record their facts and calculations.

We have said that the book is a treasure of curious and useful information, and so it is; but to none more so, except perhaps the navigator, than to our own profession. It abounds indeed with matters qualified to amuse, and gratify, and instruct the general reader, but to the editor it is invaluable. It is his *Vade Mecum*. He sits all day receiving, or rather looking for, items of intelligence from all parts of the globe wherewith to satisfy his readers, and it very often happens that he is called upon to condense, arrange, explain, or simplify the tidings that reach him, before they can go forth in his columns in such a shape as to fulfil their destined purpose; and this requires that he should himself possess a tolerably accurate knowledge of the current of events, of localities, of remarkable occurrences in former times, and other peculiarities in the condition and history of almost every country in the world. To confess the truth, we are sometimes not a little bothered in this matter; and when such a case happens, the reader may conceive what a delight it must be to have a book at hand, like this of Mr. Reynolds's, to which the perplexed wight may resort, with a certainty of finding what he wants, and not only that, but of finding it set down with clearness, brevity, and the most unquestionable accuracy. For instance, we have never, until we got this book, enjoyed a satisfactory and perfectly lucid understanding of the Quallah-Battoo affair with the Malays; we had indeed a knowledge of the general facts, but not of the particulars, nor did we know where to look for it. Mr. Reynolds has supplied the want, and given us, moreover, a very full and interesting

account of those same Malays, and of the consequences that have followed the chastisement inflicted on them by the Potomac. Again, we have long wished for a clear and connected statement, on which perfect reliance can be placed, of the real state of the Sandwich Islands, and of the various missionary operations in that celebrated group;—and here we have it, in twenty-five most interesting pages. We have also to make acknowledgement to Mr. Reynolds, for a better idea of the Chinese and their commercial policy than we have ever been able to obtain before, without more expenditure of time and labour than we could conveniently afford.

But we must close this notice—although we have not said half, nor yet a quarter, of what is to be said about the book. Our object is merely to direct the public attention to it, as one well deserving both attention and favour, and with the effort to accomplish that object we must be content. A few words are due to the Harpers for the handsome style in which they have published it, as regards type, paper, binding, and engravings. They have made an exceedingly clever volume of it, and we hope that it may also prove to them exceedingly profitable.

[From the *New-York Mirror*.]

The navy of England is scarcely more renowned for its warlike glory than for the literary accomplishments of its sailors, who have shown themselves conspicuous in every art and science, and in every branch of literature. From the time of Lord Anson to these recent days of Capt. Ross, they have taken the lead in maritime discovery, and their pens have ably described what their adventurous daring has accomplished. Our gallant sailors are their only rivals, and formidable ones they prove, coping with them with the weapon and the pen, and vindicating our national renown in every honourable and glorious pursuit.

We have been rarely more gratified than in turning over the pages of Mr. Reynolds's "Voyage of the U. S. Frigate Potomac, under the command of Commodore John Downes, during the Circumnavigation of the Globe, in the years 1831, 1832, 1833, and 1834." This book, which is published by the Harpers, is not only creditable to its author, but also to the press. It abounds with the most interesting details of the warlike deeds which were performed during the cruise, and with accounts of the various countries visited, and their manners, together with all those amusing and instructive observations which an elegant and cultivated mind indulges in amid such scenery and such events. It is altogether a book of which an American may be proud, and must necessarily have an extensive circulation.

[From the *American Monthly Magazine*.]

This is one of the most valuable works that has for some time originated on this side of the Atlantic. It is a complete account of the circumnavigation of the globe by the United States ship Potomac, Commodore Downes, carefully prepared by a very able hand, and got up by the publishers in a style which evinces that no cost has been spared in bringing out the work. The writer, who holds a vigorous and not ungraceful pen, was the secretary of the commodore throughout the greater part of the voyage; and being thus a ward-room officer, and occupying a confidential position near the head of the expedition, his opportunities and means of information were as good as those of the commodore himself, while his leisure to avail himself of them was necessarily more ample. None of these advantages appear to have been thrown away upon Mr. Reynolds; for he has omitted nothing which diligent observation, and a keen interest in his task, would render instructive and inviting to the reader.

[From the *New-York Spirit of the Times.*]

Mr. Reynolds's work extends to 560 pages of handsomely printed letter-press, and those parts we have found leisure to read, convince us that the encomiums which have been so lavishly showered upon it are well deserved. No better proof of its popularity can be given than the fact that the publishers have in press a second edition—3,000 copies having already been sold.

We are especially fond of works of this character, and the country has every reason to be gratified that an expedition, undertaken by a national vessel, under the immediate direction of government, has proved the means of "giving the world a performance so pregnant with utility, commercial information, and scientific improvement." The author has had recourse to private journals, the records of the Navy Department, and indeed every source from which information could be gleaned, and well has he acquitted himself of his task. His journal is written in a flowing, easy style, intermingled with inkings of personal adventure, and descriptions of whatever objects of interest fell under his notice, together with accounts of islands, cities, and countries visited—manners, disposition, and customs of the various people encountered in the circumnavigation of the globe, embracing every variety of the human race—the animal, vegetable, and mineral productions of land and sea—and, in short, of every thing likely to attract the attention and curiosity of the enlightened and well-informed gentlemen on board the Potomac.

The publishers have done justice to themselves, the public, the work, and the author. The volume is embellished with several elegant engravings, some of them very valuable, and is put up in embossed muslin, tastefully lettered. In conclusion, we commend the work with the utmost cordiality, as altogether the most interesting, if not the most entertaining volume of its class, issued within the last few years

[From the *New-Yorker.*]

We perceive with satisfaction that a *third edition* of Mr. Reynolds's "Voyage of the United States Frigate Potomac, during her circumnavigation of the globe, in 1831, 1832, 1833, 1834," has already been required, although the first has scarcely been three months before the public—and that it is executed with all the beauty of typography and splendour of pictorial illustration, which have contributed not a little to render the work a universal favourite. Henceforth, the "Voyage of the Potomac" will rank among the volumes deemed indispensable to every respectable library; and, notwithstanding its reception may be attributed in a great measure to the interest of the subject, and the satisfactory manner in which the author has completed his undertaking, yet we trust this success will not be lost on the faint-hearted book-makers of our country, who apologize for the wretched style in which their works are often got up, by asserting that no better can be afforded in this country.

[From the *Boston Mercantile Journal.*]

This work, which has long been anxiously expected, has made its appearance at last. It has been got up by the Harpers of New-York, in a splendid style, and is embellished with large and beautiful engravings. It comprises a narrative of the most remarkable incidents which occurred during the voyage of the United States Frigate Potomac, under the charge of Commodore Downes, to the East Indies and the South Pacific Ocean, and all the startling events as they occurred until her return to this city. This book contains much to instruct as well as interest the mind; it being prepared evidently with great care, and containing much useful statistical and political information. It ought to have a place in every well-selected library.

[From the *Boston Galaxy*.]

Here is a work which in England, or France, or Russia, would have been published at the expense of the government, and embellished at the cost of thousands of dollars. It is got up here by individual enterprise. Nevertheless, we shall persist in regarding it as a national work. It is quite impossible for us to review it as it deserves within the limits of a newspaper. But, when we say that it is compiled from official documents, the private journals of officers aboard the frigate, including the commodore himself, and that by an eyewitness of a goodly portion of all that he describes, a diligent and faithful observer, and a writer whose style, in common with that of many other officers of the navy, we look upon as quite a model in its way—neither ostentatious nor poor, but simple, manly, clear, and unpretending, and illustrated by a number of excellent views, well engraved, we have said about enough, we take it, to persuade all those who want something better than they are accustomed to, and all who, when they venture to buy a book for themselves, want a good penny-worth at the time, as well as something to stand by—funded for the future—to order a copy of the *Voyage* by J. N. Reynolds. We know of no book that we would sooner recommend for families; none likelier to generate a taste for reading, ay, or a hearty and honest pride of country. It tells how the barbarians of the East are dealt with for their outrages on those who, but the other day, were the barbarians of the West—how inevitable is the retribution they are exposed to who venture upon disregarding the rights of an American citizen, though it be thousands and tens of thousands of miles from the overshadowing war-flag of his great country—it reminds you of Rome in her topmost altitude, when it was sufficient for any man to cry out, "I am a Roman citizen!" to stay the uplifted hand of the executioner—the pirate or the robber—nay, when to be one of that "Commonwealth of Kings," the "men of Rome—almighty Rome"—was to be so safe, that St. Paul himself relied upon it in his mortal extremity, when every other worldly hope had abandoned him. Lifting up his voice, he cried out—"I appeal to Cæsar!"—and was safe. That cry was equivalent to self-emancipation. It was in fact—and was so considered by St. Paul—the next best thing after an appeal to his Maker. It was no appeal from Philip drunk to Philip sober, but to any Philip, any Cæsar, drunk or sober, who might happen to represent the imbodied sovereignty of Rome.

[From the *Philadelphia Saturday Evening Post*.]

Although this work has been published but a short time, the third edition has already gone to the press. This is the best proof of its merits. Three thousand copies have already been sold: and it would not be to us a matter of surprise, if as many more were disposed of in the lapse of a few months. It is a work which the public must have; and there is probably no individual, pretending to a knowledge of books, who would not be ashamed to acknowledge he had not read it. Mr. Reynolds, without making any effort at display, is unquestionably a fine writer; he is chaste, easy, and natural; he presents every thing to us in a garb of neatness and simplicity. The pictures of natural scenery which he has drawn are done with all the ease and grace of a painter. There is no useless colouring—no unnecessary ornament. Every thing which his pencil touches moves before us as a living panorama; and we can see the rugged mountain rising up in the distance, and the valleys teeming with fruits and flowers, almost as distinctly as if they were before us. For the present, we cannot particularize any further; we have only to add, that no library is complete without a copy of the work.

[*From the Portland (Maine) Courier.*]

We have read several notices in the southern papers of this valuable book, and from what we had heard and knew personally of the author, and the opportunities he had enjoyed, as private secretary to Commodore Downes on one of the most extensive voyages ever made under the American flag, we anticipated much pleasure from its perusal. That pleasure we have at length realized, and find that our expectations were not raised in vain. It is decidedly the most interesting book of the class we have ever read. It is the work of an industrious, scientific, accomplished, and original mind, and abounds with a variety of incidents rarely compressed into the adventures of four years of the life of an individual. Every facility was afforded the author by Commodore Downes for observation and research, and for committing the results of both to paper with a view to publication; and it is not too much to say, that no opportunity thus presented on the cruise of the Potomac, from the time of her setting sail, in 1831, from the Navy-Yard at Washington, till her memorable return to Boston, in the year 1834, has been omitted by Mr. Reynolds, which could be made available for the purpose of diffusing general information upon every subject presented to his observation during an actual circumnavigation of the globe.

The book,—a beautiful octavo of 560 pages, from the press of the Harpers, illustrated with numerous engravings, elegantly executed,—is written in a fine, free, and polished style, is full of practical observation and ingenious remark, and abounds with interesting incident and amusing anecdote. A very important part of the volume is occupied with a detailed account of the victory of the Americans over the Malays at Quallah-Battoo, * * * * *
* * Every true patriot must glory in the name of America, and must feel a thrill of pride in the eminence already attained by the navy of his country among those of the old world, as he reads these sketches, detailing not only the warlike force, but the enterprising and efficient spirit of research, displayed in the interesting voyage of the Potomac.

We have not room to extend our notice of this valuable book of our countryman farther, at present, than merely to say, that an edition of twenty-five hundred copies has already been disposed of, though published but about three weeks since,—a sale unparalleled, we believe, of works of a similar class, hitherto, in our country. It is for sale at the bookstores in this state.

[*From the Boston Morning Post.*]

This is a work, the general interest and importance of which must commend it to the attention of every class of readers. The ample means possessed by Mr. Reynolds have been wisely employed, and the country is deeply indebted to him for the exercise of the industry and research which the volume displays. It is a storehouse of the most valuable information, agreeably and lucidly communicated; and no one can rise from its examination without feeling himself richly repaid for his labour. The plates are numerous; and although placed in the work more for illustration than embellishment, are by no means discreditable to the artist.

[*From the Boston Transcript.*]

The most valuable book, written by an American, that has been published for a long while. It is beautifully written. The descriptions are graphic, and every page is replete with instruction. It has already passed into so extensive a circulation that an edition of 3,000 copies is exhausted, and another demanded.

[From the *Boston Daily Commercial Gazette.*]

This work, from the pen of a gentleman whose fame has been as ardently acquired as it is honest, will probably long continue to find a place in the library of the statesman, the man of nautical research, and the general reader. It narrates the voyage of the United States Frigate *Potomac*, from the day that she sailed from Washington up to her arrival at Boston, embracing a succinct and an elaborate description of the numerous startling incidents that fell in her way, during a cruise that will long be recollected by those who participate in those feelings which are engendered by the success and glory of our arms.

It was during this cruise that the *Potomac* made an attack on and reduced the position of Quallah-Battoo, a brigand and piratical post, situated on the west coast of Sumatra, the occupants of which had long rendered themselves a terror to the ships of all those civilized nations who are in the habit of navigating the Indian Ocean and the China seas. The reduction of this piratical post is delineated with singular exactness by Mr. Reynolds, and is embellished with a plate of unquestionable accuracy, and will satisfy all who at one time might have doubted the expediency of the course pursued by Commodore Downes, that he adopted the only means that could be applied to protect the flag, not only of his own country, but of the civilized world. At another time we may extract the account of the reduction of Quallah-Battoo, for the instruction of those of our readers who may not have time to look at the book.

In making up the work before us, Mr. Reynolds has had an eye to the resources, politics, history, and civil, religious, and military institutions of the countries he visited; and, in one word, has favoured the world with a book that is destined to fill a place too long neglected and vacated in the modern library. We know of no kind of literature so attractive, so well calculated to interest the juvenile mind, as that which is confined to narrative and voyages—none that is sought for with more avidity, and none certainly better calculated to enlighten those of the younger branches of the human family who are in pursuit of useful knowledge. We all have lingered with delight, and with our young hearts swelling with ten thousand emotions, as we have turned the pages of Defoe's *Robinson Crusoe*, Cook's *Voyages*, and the recital of the catastrophes of Frobisher and Hudson; and those who compose the juvenile portion of that generation to which we are yet attached, will find in the voyages of Reynolds a fresh and an invaluable fund of information, and such a one as will incite them to the contemplation and ultimate achievement of those deeds of human enterprise and national glory which lead to the grandeur and fame of a free and a chivalrous people.

[From the *Philadelphia Journal and Literary Gazette.*]

The edition of three thousand copies of this valuable work has already been disposed of. "Who reads an American book?" Why every man, woman, and child: and when they can't read themselves, they buy a book and get another to read it for them!

[From the *Albany Evening Journal.*]

Mr. Reynolds, the author of this work, went out in the brig *Anawan*, but joined the *Potomac* at Valparaiso, as secretary to Commodore Downes. His ardent spirit for adventure was amply gratified in this voyage round the world. He engaged the best possible facilities for obtaining information, and has turned these facilities to the best possible account, as all who read the book will be satisfied.

[From the *American Beacon*.]

The book before us is in every respect highly creditable to the American press. Our readers are aware that Mr. Reynolds had been engaged in preparing for publication the Journal of the voyage of the frigate *Potomac*, which, under the command of Commodore Downes, in the years 1831, '32, '33, and '34, circumnavigated the globe; and we are happy to say that the work has been executed in the most workmanlike manner. As the course of the voyage is yet freshly remembered, it is scarcely worth while at present to refer to it; but surely there is just cause for congratulating the officers of the *Potomac* that such a lasting monument has been raised to the honour of their expedition. The work is a large octavo, printed on clear paper, in large type, adorned with elegant plates, and bound in arabesque. The views of the harbour of Valparaiso, Rio Janeiro, Cape Town, and Table Mountain, are very fine. The large plate presenting a detailed view of the action of Quallah-Battoo, as seen from the *Potomac* in the offing, is worthy of particular notice. The view of the city of Canton is highly graphic. The plate representing on a folio sheet the image of the city of Lima, as it stood before the memorable earthquake of 1746, is alone worth the cost of the work. The representation of the city of Lima as it now appears also adorns the edition. The walking-dress of the Lima ladies is represented in a plate, and it remains to be seen whether it will become fashionable in this country. There is something awfully grand suggested by the plate representing the *Potomac* passing between two tremendous icebergs, before daylight, in March, 1834; these bergs are seen rising sullenly to an elevated height from the sea, and the gallant frigate has just passed them in safety. The Journal of Mr. Reynolds is written in an animated style, and the narrative, which is an important consideration, is sanctioned by Commodore Downes, and illustrated by official reports. We are not yet prepared to speak as confidently as we would wish of the ability displayed in the work, but from the narrative of several interesting events which we have read attentively, we are induced to think most favourably of the abilities of the author. We will only add, that the Messrs. Harpers have succeeded in erecting the most beautiful as well as the most durable monument that has hitherto commemorated any military or naval expedition of America.

[From the *Baltimore American*.]

According to our promise, we proceed to give a fuller notice of Mr. J. N. Reynolds's account of the frigate *Potomac*'s voyage round the world. In the outset, we must state that Mr. Reynolds did not make the whole voyage, and that some portion of the volume before us has been prepared by him from the notes taken by several intelligent officers on board, from Captain Downes's private journal, and that of his private secretary, Mr. Reynolds's predecessor on board the *Potomac*,—a circumstance which, so far from detracting from the value of the "Journal," is an additional voucher for its accuracy and fidelity.

In the spring of 1831, the *Potomac* was ordered to be got ready to relieve the *Guerriers* in the Pacific. While she was lying at New-York, preparing to sail, news was received, about the middle of July, of the piratical attack made upon the ship *Friendship*, of Salem, on the coast of Sumatra. The government immediately ordered that the *Potomac* should change her route to the Pacific, and proceed by Sumatra, in order to punish the Malays for this outrage upon American citizens. On the 26th of August she sailed from New-York, and, after touching at the Cape de Verd Islands, arrived at Rio Janeiro, of which city and its harbour there is an engraving.

The reader will find some interesting details relating to Brazil and its capital. From Rio the Potomac proceeded to the Cape of Good Hope. This English colony is described as remarkably prosperous and promising: the population is about one hundred and fifty thousand. Thence she proceeded to Quallah-Battoo, the town on the coast of Sumatra where the outrage had been committed. Of the summary punishment inflicted on the treacherous inhabitants, an account was given at the time. There is an engraving of the engagement between the crew of the Potomac, formed into companies, and the natives.

Mr. Reynolds shows, we think, conclusively, that the visit of the Potomac to the coast of Sumatra has been attended with most beneficial results. Besides this attack on the *Friendship*, and massacre of part of the crew, several other attempts of a similar nature were made before and immediately after upon American vessels. The natives were ignorant of the naval force of the United States, and of our ability to protect our commerce. Mr. Reynolds says:—"The lust of cupidity and thirst of plunder which, after the capture of the *Friendship*, spread like a contagion along the coast from one port to another, has measurably passed away; and even the surviving rajahs of Quallah-Battoo now frequently express their wishes to be visited by our merchant vessels for the purpose of trade; and profess that they intend so to demean themselves as never again to provoke the visit of the big ships of war." He recommends that our armed vessels should visit the coast at short intervals. A sloop-of-war and a tender he thinks would be sufficient. Every pepper port, he says, should be visited, and conferences be held with the principal rajahs, explaining to them the nature of our commerce, and the principles on which we conduct our trade; impressing upon them the necessity of acting with justice, and of restraining their dependants from acts of outrage.

Having attained the object of her mission to Sumatra, the Potomac continued her voyage eastward towards the Pacific, and, passing through the Strait of Sunda, anchored in the port of Batavia, after first touching at Bantam. This part of the journal is particularly interesting, but we have not space to dwell upon it. Mr. Reynolds describes the Javans as an amiable, generous, and warm-hearted people, and calls the Dutch their indolent and luxurious oppressors. Nearly a hundred pages are devoted to Java and Batavia.

The next port in which the Potomac cast anchor was Macao, sixty miles below Canton. Thence she continued eastward to the Sandwich and Society Islands, and from thence to Valparaiso. And here we leave her for the present.

[From the *Boston Traveller*.]

We are at length favoured with the superb work of J. N. Reynolds, Esq., from the teeming press of the Harpers, furnishing a brilliant and correct account of the voyage of the United States frigate, under the command of Commodore Downes, around the world. It is a large octavo of nearly 600 pages, beautifully printed, and is accompanied by more and better engravings than any work which has issued from the press for a long time. Several of them are large and costly; the harbour and town of Valparaiso; view of Rio Janeiro; view of the action at Quallah-Battoo; view of Canton; view of Lima; and a view of the same city in 1746, are of this character. Such works do credit to their authors, publishers, and to the country. They mark the progress of national science, literary attainments, and the fine arts of our republic, and make us more respected in the eyes of other nations. We must take another opportunity, and speak more particularly of the contents.

[From the *New-York Weekly Messenger*.]

The fact that this volume was in preparation has been repeatedly stated in the newspapers and literary periodicals, accompanied with such descriptions of the resources possessed by the author, Mr. Reynolds, partly of his own collection, and partly supplied to him by others, as to lead the public to expect a work of extreme interest, and containing a perfect treasure of useful information. We are gratified in being able to state, from an examination, not indeed so careful as we could wish, but still neither slight nor unsatisfactory, that they who have expected most will find their anticipations most fully realized. The country has every reason to be gratified that an expedition undertaken by command of the national government, and performed in one of the national vessels—a national undertaking in the strictest sense of the term—has proved the means of giving the world a performance so pregnant with utility, commercial information, and scientific improvement. The journal is written in a clear and animated style, and is very judiciously intermingled with copious, and, in most cases, curious descriptions of every interesting object seen in the progress of the voyage—accounts of islands, cities, and countries visited—manners, disposition, and customs of the various people encountered in a circumnavigation of the globe, embracing every variety of the human race—the animal, vegetable, and mineral productions of land and sea—and, in short, of every thing likely to attract the attention and curiosity of the enlightened and well-informed gentlemen on board the frigate. In addition to all this, there is much of individual, personal adventure, and the proceedings of the commodore—whose instructions made him, to a certain extent, the general public agent of the republic, constitute a most valuable and interesting portion of the narrative. The reader will find this to be especially the case in relation to the affair with the Malays of Sumatra, the controversy with the Argentine republic respecting the Falkland Islands, and the proceedings at the Sandwich Islands.

The work is a large royal octavo of 560 pages, printed in clean, handsome style, on firm white paper, and bound in embossed muslin. It is adorned with several large and elegant plates by skilful engravers, among which are representations of the city of Canton, the harbour of Valparaiso, the harbour and city of Rio Janeiro, Cape Town and the Table Mountain in Africa, the action with the Malays at Quallah-Battoo, and the city of Lima, as it existed previous to the memorable earthquake of 1746. This last is curious and valuable; it is a facsimile of an old plan of the city, made nearly a hundred years ago. We cordially recommend this very interesting volume to general attention, with the concluding remark, that no one who buys and reads it will ever regret such an application of his time and money.

[From the *Philadelphia National Gazette*.]

Great credit is due to Mr. J. N. Reynolds as author, and to the Messrs. Harpers as publishers, of the Narrative of the Circumnavigation of the Globe by the United States frigate *Potomac*, in the years 1881, '2, '3, and '4. It forms an octavo volume of five hundred and sixty-two pages, printed in the best manner, and illustrated by several very interesting and good engravings. The matter is exceedingly various and instructive, and for the most part curious and entertaining. We intend to notice it particularly hereafter. It may be regarded as the official narrative, and therefore as perfectly authentic. It comprises a circumstantial account of the engagement at Quallah-Battoo, together with all the official documents relating to that event. The instructions which were given to Commodore Downes by the Navy Department seem to be a plain warrant for his effective proceedings against the Malays.

[*From the Baltimore Republican.*]

After the inundation of romances, novels, tales, and stories to which we have been subjected by the kindness of Messrs. the Publishers, we have found this a most agreeable and beautiful change. The mass of useful information to general readers,—of valuable hints to commercial men—of authentic detail of many subjects of national interest,—of description of the manners and customs, policy and history of countries whose unsettled and peculiar forms of government are not generally familiar—render it one of the best of the many good works of the kind that have issued for many years from the press. The object of the *Potomac's* visit to India, it may be recollected, was to receive indemnity for the outrage committed by the Malays on the ship *Friendship* in the year 1831; or, upon refusal of all just demands, to vindicate our wrongs, and teach these pirates that, contrary to their supposition, there was a protecting arm that would not suffer violence to our citizens to go unpunished. The result of the engagement at Quallah-Battoo is well known. The detail of the whole affair, and the historical sketch of Sumatra, form several of the most interesting chapters of the work. The other portions that most pleased us were those devoted to a notice of the Cape of Good Hope, of Canton, of the city of Lima, of the Sandwich Islands, and of the affair of the Falkland Islands. Mr. Reynolds writes in a pleasing and engaging style; and he evidently has availed himself of every opportunity and attainable means to make his work useful and interesting.

There are several views and plans that illustrate the "Journal," and which are engraved in a much better style than is generally found in books of voyages. The "getting up" (to use a phrase of the trade) is every way worthy of commendation

[*From the Charleston (South Carolina) Courier.*]

In the present volume Mr. Reynolds has comprised, in a very agreeable narrative, much curious, entertaining, and instructive matter, relative to the history, manners, and customs of the various countries, barbarous and civilized, visited by the *Potomac* in the course of her voyage, interspersed with much geographical, scientific, and nautical information. The accounts of the islands of Java and Sumatra, regions very little known in this country, are particularly full and minute; and so also is that of the engagement at Quallah-Battoo, on the coast of Sumatra, in which signal chastisement was inflicted by the crew of the *Potomac* on the Malay pirates, for their seizure of the American ship *Friendship*, and massacre of a portion of her crew, in 1831.

Mr. Reynolds has embellished his work with a number of well-executed engravings, of which the following is a list: view of the harbour and town of Valparaiso; United States Frigate *Potomac* passing Mount Vernon; view of Rio Janeiro; Cape Town and Table Mountain; action of Quallah-Battoo, as seen from the *Potomac*, at anchor in the offing; view of Canton; the usual walking costume of Lima; view of Lima, from Mount Christoval; view of Lima, "the City of Kings," before its destruction by the great earthquake of 1746; the *Potomac* passing through a field of ice, between two icebergs, before daylight.

[*From the Georgian.*]

We last week published a favourable notice (by a contemporary) of this work. We are pleased to be able to add our commendation of a volume which, for the instructive and oftentimes curious information contained in it, is highly creditable to the author. The style in which it is published also reflects much praise upon the publishers.

[From the *New-York Evening Star*, July, 1834.]

J. N. Reynolds, Esq.—We have seen several paragraphs in the journals of the day, announcing the return of this enterprising American traveller. He came home in the United States frigate *Potomac*, having been the last twenty months private secretary to Commodore Downes. He has come back laden with the treasures which he has gathered, during his extensive researches, in every climate, and over a large space of the earth's surface—from the equator to the icy regions of the south polar circle. Mr. Reynolds, in his enthusiasm for adventure, is destined to take a stand alongside his famous predecessor, Ledyard; and the passion for exploring new lands burns within him with the same unquenchable flame as though he had never wandered from the place of his birth. It was this gentleman who proposed, during the administration of John Q. Adams, an expedition to the South Pole, and among the islands of the Pacific Ocean: in favour of which noble project, he succeeded in concentrating so large a share of public opinion; and which, though nearly ready for sea, through a fastidious economy, or some other cause, was not carried into effect. This, however, did not damp his zeal; and, like Captain Ross, stimulated thereby to greater exertions, he succeeded in getting up an individual enterprise, and we take no little pride that in this city he found merchants who entered into his feelings and views, and who came forward in aid of his undertaking.

In 1607, certain merchants in England fitted out the first vessel to discover a northwest passage; many others succeeded in after years, and all of them were projected and carried into effect by private individuals. In 1829, the first American vessel, having discovery for its object, was fitted out from this city by private individuals; and it is a matter of no little exultation, in which Mr. R. may justly feel a pride, that in all coming time, whatever may be the enterprise of his countrymen in foreign regions, he stands alone, and must for ever be referred to as the pioneer. The vessel in which he sailed was the brig *Anawan*, Nathaniel B. Palmer captain, the same, we believe, who now commands the *Huntsville*, one of the packets between this city and New-Orleans. The objects intended to be embraced were sealing, and discovery in the region about the Antarctic circle.

After touching at the Cape de Verd Islands, the coast of Patagonia and Staten Land, near Cape Horn, and examining, minutely and scientifically, the whole group of the South Shetland Islands, to an extent which they had never before been examined, and thence, after continuing among fields and mountains of ice, he returned north to the coast of South America. Here he entered the Indian territories south of the Republic of Chili, ascended large rivers, and travelled along the base of that lofty chain of mountains, from whose volcanic craters have so often poured down, over fields of eternal snow, with which their summits are covered, consuming streams of molten lava. Literally may this daring and enterprising traveller be said to have passed through "hairbreadth escapes" and "moving accidents of flood and field"—from floating icebergs of the South Pole, to the scorching sands of the desert of Atacama, in Peru.

At Valparaiso, in the latter part of 1832, he joined the *Potomac*, and thus, in the extensive cruise of that vessel along the coast of South America to the Galapagos Islands, he must have had an opportunity of examining and perfecting his knowledge of countries he had not previously visited. He has preserved a most invaluable record of his travels; the manuscripts of which, we may say, in anticipation of our readers, teem with the most graphic imagery and description of any we have ever perused.

The scenes he witnessed are described by his nervous and elegant pen, with a force of delineation which derives great additional interest from the terrific sublimity, novelty, and incomparable beauty, of many of the objects which form the subjects of his sketches in the southern hemisphere. It is here only that may be beheld a spectacle which, for wild enchantment, and grand and terrific images, is nowhere else to be found. It is here only are to be seen, in all their glorious pomp, moving icebergs and islands of ice, that form the sublime pageantry of these seas, covering a dreary waste of waters that human eye seldom visits.

If it were for vain men that this world was made, would nature have thus withdrawn her most imposing wonders into these remote and cheerless solitudes? Why contrive such inimitable worlds, and then interpose a curtain between them and human vision? Does it not teach us that where she is most prodigal of her skill, and where her efforts are most Herculean, that man, with all his self-sufficiency, was not intended to participate in the drama? For why these crystal turrets and battlements, that wander among the rocky reefs of these remote islands? Why those luminous colours, that reflect so brilliantly from their burnished surface, and the dazzling clouds and wreaths of spray that dash over their summits? For whom was formed this magnificent panorama? For whom was it designed to witness these stupendous structures; to hear the deafening echoes reverberated from the crashing precipices? Was it for the brute monsters of the deep? The groups of whales that grope among them? Was it for the ferocious sealions and walruses, that live in icy caves and crystal grottoes? or the penguins that build their rookeries in the ravines, or the screaming seagulls that wend their circling flight around these perilous cliffs?

It were impossible for us, in our narrow limits, to do justice to them. It was thought that the voyages of Parry and Ross had exhausted polar scenery; but we venture to affirm, that all will acknowledge that such is not the case when the graphic sketches of Mr. R. shall come before the public, as we have no doubt in due time they will; and while Ross, and Parry, and Franklin have, by their enterprises, been shedding imperishable honour upon the British name, and while the former, on his recent return, is received by the freedom of cities, pealing of bells, royal favour, and munificent reward, we cannot restrain the warmth of our congratulations to Mr. R., who has for so long a time been silently but devotedly careering on in a similar and no less glorious field of adventure; with a pure love of chivalrous enterprise, industriously accumulating the riches of knowledge, which his courage alone could have placed within his reach.

We should like to see such a spirit, with such a selection as might be made from our gallant little navy, put in possession of ample means to enter side by side with a British expedition. It would be a nobler contest than to meet in deadly combat,—and we were not a little pleased to hear Mr. R. express his determination again to bring the subject before the national legislature; feeling, as he said, confident, that he would now be able to present such a plain and practical view of our interests in the Pacific Ocean and South Seas as must secure the most favourable consideration of the liberal and enlightened. We know not how far the present time would be propitious. There are some things, however, which do not belong to party, and this is one, assured as we are that the intelligence of the whole country would be in its favour

[From the Boston Weekly Gazette.]

The long-expected journal of the Potomac's cruise round the world, and her chastisement of the piratical Malays on the west coast of Sumatra, is at length before the public; and however high the anticipations of the reading world may have been raised, this volume contains sufficient materials to satisfy the most epicurean *quidnunc*. We have never opened a work of similar dimensions that contains such a rich mass of geographical information as the one now before us, which is written in pleasing style, without affectation or pompous pretensions; and the author, J. N. Reynolds, Esq., may felicitate himself on his complete success. Indeed, we hazard little in predicting that the Potomac's voyage round the world will become the most popular work of the kind that has ever been issued from the teeming press of the indefatigable HARPERS.

We presume that the reader is aware that Mr. Reynolds filled the station of private secretary to Commodore Downes on the Pacific station; enjoyed his unlimited confidence, and was perfectly familiar with all his motives and principles of action. The authenticity of this work may therefore be depended on, and cannot fail to justify the commodore, even in the estimation of those who prematurely condemned his attack upon Quallah-Battoo as infringing the laws of nations. The volume before us contains the commodore's private and public instructions on this subject, and all the subsequent official correspondence relating to that transaction.

We are at present so completely engrossed with this fascinating work, that we have only time to give this brief, imperfect, and passing notice of it. In our next we will speak of its merits more at large.

Having now completed the perusal of this highly interesting work, we are prepared to speak more at large of its merits. Unlike the journals of other circumnavigators of the globe, it is not encumbered with nautical technicalities, and those uninteresting details of soundings, bearings, and sailing directions, which generally constitute two thirds of the contents of such narratives. The reader is here taken along with the gallant frigate, from the very spot where she was built, on the proud stream from which she derives her name, through every stage of her progress, until she has (in imagination) girdled the earth, and visited some of the most interesting and celebrated spots on its surface. Every scene in her route, and every incident that attended her cruise, is delineated with so much correctness, and in a style so pleasingly graphic, that the reader is lost in the delightful maze, and actually fancies himself on the frigate's deck, and conversing with the islanders of the Indian Ocean, the Chinese, the South Sea natives, or the polished inhabitants of the new republics of South America. Like Cowper's bee, Mr. Reynolds has roved from land to land, and sucked intelligence from every clime.

“And, on returning to his native shores,
He thus spreads out his hoarded honeyed stores,
And welcomes all—a rich repast for you,
For as he travels, you may travel too;
Thus may your fancy the great circuit roam,
While (like a dial's index) safe at home.”

The general instructions of the secretary of the navy to Commodore Downes, as commander of the Potomac, and of the Pacific squadron, are dated on the 27th of June, 1831. He was ordered to proceed to New-York by the first of August, if possible; and there receive on board the Hon. Martin Van Buren and suite, then ap-

pointed Minister to the Court of St. James, who was to be landed at Portsmouth, or some other convenient port in the British channel. The commodore was then directed to make the best of his way to the Pacific Ocean, by a passage round Cape Horn, first touching at Brazil.

Under these instructions, the *Potomac* sailed from the Navy-Yard at Washington to the port of New-York, where she arrived on the 21st of July; about which time information had reached the United States of an atrocious outrage which had been committed on a ship from Salem, engaged in the pepper-trade on the coast of Sumatra, by the Malays, who had seized the vessel, murdered part of the crew, and robbed her of every thing valuable. The public were unanimous in calling on government to redress this grievance, and the *Potomac* was now designated to perform that service, instead of proceeding directly to her original destination.

In the elaborate description which Mr. Reynolds gives of the Island of Sumatra, and of the various tribes which inhabit the different districts of that immense tropical region, we meet with an astonishing mass of interesting information on geological subjects—evinced much and close observation, and laborious research. Indeed, his indefatigable industry in this respect entitles him to no little share of commendation; for volumes of history, not within the reach of the every-day reader, must have been sought for in the libraries of the scientific and curious, and much time have been devoted to their perusal, in selecting the interesting facts here detailed in his own felicitous style of condensation. And these facts are all necessary to the work, leaving the reader nothing more to wish for on the subject. But, independent of all this, innumerable anecdotes abound in this part of the work, illustrative of the Malayan character, which were derived from captains and supercargoes of vessels engaged in the pepper-trade, and who were eyewitnesses of the incidents here related. These flowers bloom throughout the volume with an odour and freshness truly delectable.

Throughout the whole work, whether on sea or on land—whether glowing beneath a vertical sun on the China seas, or shivering among the icebergs which encompassed the *Potomac* near the Falkland Islands—our author everywhere appears to be perfectly at home. The technicalities of the sailor seem as familiar to him as the classical allusions of literature; and the description of a storm at sea is as true to nature as his inimitable picture of Rio Janeiro and the sunny Isles of the Indian seas. The votaries of commerce may learn much useful information by perusing this book, for the author treats of that subject as one who has examined and knows the whole ground.

Among the most interesting and useful portions of this volume, we cannot refrain from mentioning the following:—about twenty-five pages devoted to the Cape of Good Hope; one hundred and fifty pages to the Island of Sumatra; description of the *Potomac's* passage through the Strait of Sunda; description of Batavia, and the Island of Java; the *Potomac's* tedious passage across the China Seas; her arrival at Canton; Mr. Reynolds's novel and unique history of that empire; the importance of our commercial intercourse with them; the state of society at the Sandwich Islands; his remarks upon the new republics of South America; our late difficulties with the Argentine Republic respecting the Falkland Islands; and our relations with Brazil. All these, and innumerable other important subjects, are touched with the hand of a master, and exhibit the author in the various engaging lights of a ripe and deeply-read scholar, a highly-finished moral philosopher, and a politician of the old school, which adopted for its maxim the motto which Mr. Reynolds has chosen for this interesting and fascinating volume—

“Naval Power is National Glory.”

[From the *Boston Courier*.]

We have already twice noticed the publication of Mr. J. N. Reynolds's history of the voyage of the *Potomac* round the world; but it is a book deserving of more consideration than that of a casual newspaper paragraph. Mr. Reynolds has evidently bestowed a great deal of time and labour upon his work, and made good use of the talents and industry at his command. He was well prepared, too, to commence it, as may be inferred, not only from the manner in which he has executed it, but from a knowledge of his previous life and habits.

Mr. Reynolds sailed from New-York in 1839, on a voyage of discovery, to the South Seas and Pacific Ocean, in the brig *Anawan*,—an expedition got up on private account, the expenses of which were expected to be repaid by the profits which might be made by the officers and crew in catching seals, &c. The particulars of this voyage, which was full of incident and danger, particularly to Mr. Reynolds, is not yet before the public, but is to be published by-and-by. Suffice it to say, that three years after Mr. Reynolds sailed from New-York, he was at Valparaiso, having in the meantime left his vessel and travelled by land through the republic of Chili, and the Araucanian and Indian Territories of the South. This was in October, 1832, and at this time the United States frigate *Potomac*, under command of Commodore Downes, arrived at that place from the coast of Sumatra and other ports in the East Indies.

Mr. Oliver, of this city, the commodore's secretary, having died at sea a short time before, his situation was offered to Mr. Reynolds, who at once accepted it, thereby acquiring more extended and better opportunities of continuing his search into the capacities, resources, and condition, in a moral, political, and commercial point of view, of the people of South America. The principal object of the *Potomac's* cruise had been the protection of the commerce of the United States in the East Indian Seas, and to obtain satisfaction for the piratical attack of the Malays, at Quallah-Battoo, in Sumatra, upon the ship *Friendship* of Salem.

Soon after Mr. Reynolds joined the *Potomac*, he commenced, with the sanction of the commodore, making out a succinct history of her voyage round the world, availing himself of the assistance afforded by his intercourse with her officers, and their written journals, their drawings, and the various means which were within his reach. This was, as we said before, a work of immense labour, employing all the time of the subsequent voyage, and nearly a whole year since the return of the ship to Boston harbour. The book consists of 553 pages, and contains more information in respect to our commercial and political connexions with other countries, than any work we have ever before seen. It is not a journal merely of a voyage; nor is it a sketch of incidents which occur in travelling; nor a guide-book for future travellers, pointing out only distances from place to place, situations, and objects of curiosity; but each place treated of is described to us by a historian,—not only its present condition is laid before us, but its past history is related, and the advantages likely to accrue to this country by future intercourse with it are pointed out, and suggestions founded on observation are given, and given in a modest manner, so as not to offend by a show of advice, nor excite doubt by boldness.

The work, in fact, contains the substance of many volumes; and we are surprised, after reading nearly all its pages, at the amount of information Mr. Reynolds has compressed into so small a compass. The history of Sumatra alone would have made a common-sized volume, and must have been a source of profit to the author, if published separately, as it contains information not to be obtained anywhere else,

even at the expense of an immense amount of money. We mention Sumatra in particular, not because the account of it is the most important or most laboured part of the book, but as Sumatra was the first object of the Potomac's voyage. The pages in which the author treats of the Chinese, of the Sandwich Islands, of the Falkland Islands, and of South America, are all interesting, and in many instances he has opened and exposed what was before a sealed book, even to those merchants and sailors who have known the places longest and best.

The conclusion of Mr. Reynolds's introduction will strike every reader as true; the book has, says he, "at least the honest merit of truth and fidelity in the delineation of such facts as it purports to record." It has, also, the sanction of Commodore Downes, an intelligent and able officer, who, it may be supposed, would not lend his countenance to a work of the kind, unless he knew it to be as correct, at least, as it could be made.

No one need think from what has been said, or from Mr. Reynolds's disclaimer of all pretensions to fine writing, that he has given us simply a dry record of events; his pages are written in a plain, unpretending style, frequently relieved of the tediousness of detail by incidents of a thrilling nature. His description of a storm at sea, and the fall of a man overboard near the Cape of Good Hope, are of this character; and many others might be cited. The account of the arrival of the Potomac at Sumatra, her entrance of the port of Quallah-Battoo, and the subsequent storming of that place by the frigate's boats, are given with much effect.

We intended to have made a number of extracts from the book, and probably shall do so on some other occasion. We have only room now for the closing pages, selected only as being more conveniently at hand than others, and that they describe a scene of pleasure well recollected in this city, and contain a compliment to our Boston ladies, which may buy their attention sufficiently to induce them to read more, and learn how the author speaks of the "female grace and attraction" of other places.

[From the *New-York Sunday-Morning News*.]

Voyage of the United States Frigate Potomac, fourth edition.—In every age in the history of man, voyages and travels have had a spice of romance in their composition. The Argonautic expedition, the first voyage we have on record, by Captain Jason, was full of fiery trials and wonderful escapes. The striking incidents of the expedition have been preserved by one of the great masters of the ancient drama, and are read with delight at the present time. The ten years' voyage of Ulysses has been the foundation of all the novels and romances since that long passed day. Although it does not often happen that modern voyages find a Homer to immortalize their exploits, yet they meet with Cyclops, and leave them sightless and intoxicated; and have often more than they want of the gifts of Æolus, even to the injury or destruction of their ships. They pass Scylla and Charybdis in great peril; and as for sirens, they find them everywhere, but probably say as little as possible about them to their Penelopes on their return. The fame of the voyagers is confined to no age or nation. The fierce Finns and Danes, when in their "steeds of the ocean" they sweep along as daring freebooters, the coasts of England, France, and Spain, and come within the sight of Venice, sung, while at their oars, poems on their own exploits.

Even the Venetians, too proud to be civil to all other nations, had their sea tales, that were said or sung while they glided along in their gondolas; and the Arabians, who had but little commerce, except by caravans, delighted in the history of Sinbad

the Sailor, whose knowledge of navigation, mercantile skill, and wondrous discoveries, did honour to their country, and the tale-makers in turn embalmed for all coming time the hardy sailor.

In later periods, the voyages of discovery had their glory. Columbus has been honoured by every maritime people since his discovery of the new world, and poets and historians have not been wanting to do him justice; but the most imperial crown that has been placed on his noble brow, has been wrought by a republican jeweller. Vasco de Gama has been the subject of a commercial epic; and the great Captain John Smith celebrated his own voyages. Even the voyage of the humble Mayflower, which brought the pilgrims to the bleak shores of New-England, is now rising in importance; and every incident relative to her, from leaving England to reaching Plymouth, is carefully examined, and placed in a conspicuous page of our history. The voyages of the English, French, and Russian navigators of later years, have been more read than all the battles that have ever been fought, from Marathon to Waterloo; and, after all, the style in which most modern voyages have been written is any thing but elegant. The writers seem to have sat down over their log-books and poverty-struck journals, and lashed themselves up to a glow of imagination, by reading all the extravagant tales they could find, and frequently, when they employed some one to assist them, quarrelled with him for not colouring the picture still higher. When they could not breathe the breath of life into the skeletons they had brought home, they covered them with flaring Indian costumes, to hide the fleshless and sinewless objects. If these voyages were written by professed scholars, a classical term must be given to all things examined, however rude they might have been; if by a sheer sailor, he tried to make up his deficiencies of education by the extravagances of his descriptions. The first account of a voyage we have ever read, entirely free from baldness on the one hand, and from extravagance and exaggeration on the other, is this of the Potomac, under Commodore Downes, by Mr. Reynolds. The object of writing this account was an honest wish to collect and diffuse information, such as the reader might depend upon, and such as would be of service to those who might take the same course. The manners, customs, and habits of a people, are viewed through the medium of good sense, without prejudice or partiality. His narratives are full of interest, but not of sentimental excitement, got up for effect. Not that Mr. Reynolds is careless or indifferent about the style and the manner in which he presents his facts; on the contrary, he is careful to present himself at all times in the dress of a gentleman. The reader goes along with the writer, satisfied that he is with a judicious guide, who has no object to deceive him, and as with one who is capable of giving him instruction in every thing that he professes to have examined. The book is not made for any class of persons in particular. The merchant can find some of the best views of trade in it that any book can furnish; the navigator may profit by the information given; and the statesman may learn, by perusing it, that "naval power is national glory." There is no tameness about the book, which, in attempting to avoid, many err in the opposite extreme. The charm of it consists, in fact, in this; in the power of describing what an intelligent and well-balanced mind, intent on passing events, perceives and considers worthy of notice, and having the descriptions so fully made at the time as to require no draught on the imagination to fill up the page when the process of preparing for the press commences.

This book not only does great credit to the writer, but to Commodore Downes, the officers, and the crew of the Potomac. To use a phrase from modern science, "the economy" of the whole matter was admirable. A dean and chapter in the church

was never more *canonically* managed than this voyage. The whole seemed a national act, in its numerous scenes. The battle-piece was only a regular episode to the drama. There was courage enough displayed for any one, and all done in such a business-like manner, that you could not have departed from an ordinary piece of duty. This voyage was more than ordinarily prosperous for the historiographer. He had, before he had stretched a league upon the "dark blue waters," petitioned Congress for assistance to search the polar regions of the south. Congress listened, equipoised, and at last deferred, but did not deny his request. He had preached a crusade, and he was determined to make it. He came to New-York, arranged matters to gratify his curiosity, if nothing more, in making a voyage: but it was unequal to his expectations. This story, we trust, will hereafter be told. In an hour, fortunate for both, he met Commodore Downes, and set about the work before us. The author has now before Congress a petition for exploring the unknown regions of the southern hemisphere, and the best argument he can offer, and at the same time the best recommendation he can give, will be to produce his own work. To our country it would be nothing to fit out a suitable expedition for making discoveries in those seas. The enterprising navigators of other nations are afforded such opportunities to distinguish themselves—why should not we have a chance also! Is it supposed that we are inferior to them? National pride, as well as a long train of facts, would rise to answer such a suspicion. Are we to do nothing to assist the world in making up their stock of knowledge? We have had all the advantages of the enterprise of other nations—would it not be the honourable thing to add to the common stock? One tenth of the sum which it has cost England to find a northwest passage, probably a Utopian pursuit, would spread the sails of a suitable expedition for the purposes the voyager asks. "*This one, this slender, almost no request,*" cannot long be denied: republics awake to glory by slow degrees; but, when once awakened, their eagles fly over every realm, pass over every sea, and take possession of distant lands, as of their rightful empire.