

tion, and at others necessity, must be your guide." Under this I acted. I am fully satisfied that in this case circumstances did occur, which in the language of my instructions did make "necessity my guide," and I fully believe that in so doing I saved the results of the Expedition, the honour of the navy, and the glory of the country.

On the 30th of June, the squadron went over to Callao.

The Bay of Callao is too well known to require much to be said of it. The climate, combined with the prevailing winds, make it a fine harbour. The island of San Lorenzo protects it on the west from the swell of the ocean, but its northern side is entirely exposed; there is no danger to be apprehended from that quarter. A few miles to the north the influence of San Lorenzo ceases; the surf there breaks very heavily up on the beach, and prevents any landing.

The gradual manner in which the extensive plain rises from Callao towards Lima, seems to give a very erroneous idea of the situation of the city. From the bay it is seen quite distinctly, about six miles distant, and does not appear to be elevated; yet I measured the height of Mr. Bartlett's house above the level of the sea by sympiesometer, and found it four hundred and twenty feet. The rise would be scarcely perceptible to a stranger passing over the road, or one who had not a practised eye.

The tide at Callao is small, generally of three and four feet rise. The temperature of the water during our stay was 60°; of the air from 57° to 63°.

Since my visit to Callao in 1821, it had much altered and for the better, notwithstanding the vicissitudes it has gone through since that time. A fine mole has been erected, surrounded by an iron railing. On it is a guard-house, with soldiers lounging about, and some two or three on guard.

The mole affords every convenience for landing from small vessels and boats. The streets of Callao have been made much wider, and the town has a more decent appearance. Water is conducted from the canal to the mole, and a railway takes the goods to the fortress, which is now converted into a depot. This place, the seaport of Lima, must be one of the great resorts of shipping, not only for its safety, but for the convenience of providing supplies. The best idea of its trade will be formed from the number of vessels that frequent it. I have understood that there is generally about the same number as we found in port, namely, forty-two, nine of which were ships of war: five American, two French, one Chilian, and thirty-five Peruvian merchantmen, large and small.

The Castle of Callao has become celebrated in history, and has long