

**A VOYAGE FROM LEITH TO
LAPLAND: OR, PICTURES
OF SCANDINAVIA IN 1850.
IN TWO VOLUMES. VOL. II**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649069859

A Voyage from Leith to Lapland: Or, Pictures of Scandinavia in 1850. In Two Volumes. Vol. II
by William Hurton

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WILLIAM HURTON

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IN 1850.

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IN TWO VOLUMES.

VOL. II.

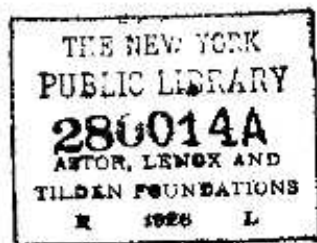
LONDON:

RICHARD BENTLEY, NEW BURLINGTON STREET.

1851.

5 5

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LONDON:
PRINTED BY HARRISON AND SON,
ST. MARTIN'S LANE.

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LEITH TO LAPLAND;

OR,

PICTURES FROM SCANDINAVIA.

CHAPTER I.

CHRISTIANIA TO DEORAK—FREEN IN THE SOUND—ELSINORE
—COAST OF SWEDEN—CHRISTIANIA FJORD.

I OBTAINED a passage in the first vessel bound direct to Christiania the present year (1850)—the Danish schooner "Prindsesse Caroline," skipper J. Momme. On embarking I watched with much interest the strict operations of the custom-house officer, who attended her clearing out. He nailed wires across the hatchways, and various other parts of the vessel containing cargo, and sealed them with the large official seal. The crew care-

fully covered the seals with oakum and sail-cloth to protect them from injury, as suspicion would be excited that they had been tampered with, if they presented a mutilated aspect on the vessel arriving at her destination. The bill of lading, or invoice of cargo, is made up to the moment of closing hatches, and duly certified. When the vessel is delivered, the cargo must exactly tally with this invoice. The "Prindsesse Caroline" was a small but large-masted, full-rigged schooner, of perhaps ninety to a hundred English tons burthen (dead weight), and our cargo was a very general one, comprising a great variety of goods and articles of consumption. The vessel was rather deep in the water, having about eighteen inches of dry side amidships.

We hauled out of our berth in Nyhavn in the midst of a violent snow storm. The wind was powerful even in that sheltered haven, and the cold piercing. This was on March 22nd,* and

* By-the-by, this was a *Friday*—the seaman's evil day. The ancient superstition, however, which augured disasters or shipwreck to any vessel sailing on a Friday, is rapidly wearing away. As Lieutenant Lynch (the American explorer of the Dead Sea) well remarks, "why superstition should select this day as an unlucky one, I cannot conceive. On the sixth day, Friday, God created man, and blessed him; on Friday, the Redeemer died for man's

although a passage had been opened through the ice in Nyhavn, it had so far frozen up again, that it was with some difficulty the schooner hove through. We ran the gauntlet of the inner harbour at a dashing rate, but the snow was so dense that even the hulls of the big line-of-battle ships and frigates lying within a score of yards, or less, loomed quite indistinctly. We were quickly in the open Sound, and then we felt the unbroken power of the gale. We had several extra hands on board to help to work the vessel fairly out; and they were needed, for it was rough weather. No other vessel seemed on the move but ours, and the elements battled so fiercely, that our captain prudently let go both anchors about a couple of miles from the shore. All was secured, and we rode tolerably easy when the cables were well paid out, although the storm howled savagely, the snow beat mercilessly, and the waves roared like angry lions all night.

The next morning, Saturday, 23rd, at ten

salvation; on Friday, Columbus sailed from Palos in quest of another world; on the same day of the week he saw a realization of his dreams of life, and returned on a Friday to electrify Europe with the wondrous tidings of his discovery."