The Historical Association

Lisbon Branch

PORTUGAL : 1835 — 1862

Extracts from a Contemporary Englishman's Unpublished Autobiography

(Contributed by Mrs. E. Watson)

John Norton, from whose Mss. autobiography the following extracts have been made, was an early mechanical engineer whose qualifications were gained by trial and error rather than through book knowledge and scientific theory. Born in Birmingham on the 26th November 1801, of what was in those days described as «superior working class» parents, his day schooling ended when he was about 9 years old. Thereafter he worked in local foundries where buttons, brass cocks for tea urns, and similar «Brummagem-ware» was produced, his wages ranging from 3/6 to 7/ — a week, this latter sum not being reached until he was 14. To detail his youthful adventures in full would be interesting but reasons of space compel condensation.

He ran away from Birminghan, joined the navy, and spent some time at St. Helena. There he was one of a working party sent to carry out a small job at Longwood, where he saw Napoleon. Norton's account of the island, and of Ascension, which he also visited, is full, accurate, and interesting. The artless description of his homecoming and paying-off is also notable, as good as a page out of Marryat ! At the age of 17 he returned to civil life and brass-foundry work, but trade

was slack, he went to London and there enlisted in the Honble. East India Company's Artillery, sailing aboard the «Thomas Coutts», East Indiaman, in November 1819.

Again one is forced to leave out, as not being germane to the main theme, Norton's Indian reminiscences, various and unusual though they are. Thanks to his mechanical skill and inventive capacity he was soon taken off routine military duty and employed in other directions, which ranged from cannon casting, overhauling of a steamer newly arrived in Bombay, and eventually, machinist at the Bombay mint.

By December 1833 John Norton had twice been married, was possessed of a small competency and a promised pension of £60. p. a., and had for some time been Master of the local Lodge. There were however difficulties with certain of his superiors so, resigning his position in the Mint he sailed for home with his second wife, Margaret, a girl barely turned 14, and his two small sons by his first marriage. They occupied the whole stern cabin of a barque, the «Undaunted» and sailed from Bombay on the 4th January 1834. Once more Norton set foot on St. Helena, seeking medical aid for his youngest child. The ship stayed there some days. Napoleon was dead and the residence, «Longwood» in a sad dirty state. Some of the rooms served to stable cattle, while Napoleon's own sleeping room Norton found to be full of sacks of grain and flour. The parlour had been turned into a store where wine, beer and spirits were sold to any visitors who called to see the last restingplace of the late emperor of the French.

Back in England, his domestic affairs set in order, he found work as manager of what he describes as «a very large rolling mill — 90 H. P.» — part of the power being «let off» for a sawmill and other kinds of work where steam power was required. «Here», observes Norton, «I was very comfortable and ought to have remained». But it is evident that he was born with «go-fever» in his blood ; another overseas job was offered, and he took it. Here are his own words :

«At a Lodge meeting I met some friends belonging to «the establishment of Boulton and Watts, of Soho, who «told me that they were preparing a set of machinery at

«Soho for a mint at Lisbon and that they wanted people to «go to Portugal to erect it. I told them that I was well «suited where I was and had no wish to go abroad again. «Nevertheless I was sent for by Mr. Watt who asked me «if I would like to go to Portugal and said he was surprised «that I had not called upon them on my return from Bom- «bay after being so many years with their machinery. «They had some trouble in trying to get people that knew «anything about «mint» machinery. They had already «engaged a millwright, which he was now very sorry for, «but it was only for six months. He said that Loge and «Westley had spoken about me (these were my friends «that I had met in the Lodge) and had told him that I «had certificates from the Bombay mint — would I let «him see them? I had them with me and gave them «for his perusal. He then asked me to leave them with him «for a day or two as he wished to let Messrs. Wilcox and «Anderson, of London, see them. These gentlemen were «the contractors for the Mint for the Portuguese Gover- «nment. I let him have them and told how and where I «was employed and that I did not think I should be able «to leave, but about a week after I received a packet «enclosing my certificates and a copy of Boulton and «Watts letter to Wilcox and his answer begging of them to «engage me and offer more salary than they had ment- «ioned.

«...So I gave notice to the Directors of the mill but «did not leave until the latter end of April when we went «up to London and had to remain there nearly a month «until the vessel was ready to sail. It was a brig, belonging «to Mr. Wilcox, called the «Flirt». She had been fitted up «to carry passengers to some ports of Spain and had very «good accommodation. But the vessel was overloaded and «meeting with bad weather nearly all the voyage we did «not get to Lisbon until the 5th June 1835 after a passage «of 21 days. Johnny was still very ill and Ninah (the «daughter by his second wife, Margaret) not yet weaned, «so Margaret had had plenty to do during the voyage but «was in good health. At that time all passengers had to «land at Belem at the Registry Office and as we were «detained some time the vessel had sailed up, so that we

«had to walk to Lisbon. A Mr. Vanzellen was agent for «Willcox and had received instructions to have lodgings, «etc., prepared for us on our arrival as our contracts «specified to be found in board and lodgings. This he had «not done but on our going to his office he sent his clerk «with us to look for any place that could be got. So he «took us to a place where a woman kept a sort of boarding «house where she accommodated soldiers and sailors who «were lately discharged from Dom Pedro's army, the war «not being long over. I considered this as an insult to be «offered such a thing and went back and told Vanzellen «so, but he took little notice of me further than saying «if I did not go there he would look for no other.

«I went aboard again and remained that night. The «next morning I made further search and learnt that a «Mrs. Blount had just arrived from St. Michael's and «that she was about to set up a lodging house and had «taken a house in the Largo de St. Paulo for that purpose. «I soon found her out and found her a very respectable «Englishwoman with five daughters. She was a widow, «having lost her husband and son but a few months before, «their vessel having foundered at sea and all hands lost. «On enquiring if she could accommodate us she said she «should be most happy to do so but had no furniture but «what I saw in the dining room. She had no beds either «but what herself and her children slept upon and her «means did not allow her to purchase anything for the «present. I asked her if she would let us have a room or «two and we would endeavour to get beds etc., for our «immediate use. To this she gladly agreed so I went on «board and brought Margaret and the children ashore».

Later Mr. Norton took a house on the other side the Largo St. Paulo but the friendship with the Blounts continued, two of the daughters, who were older than Margaret, being inseparable friends and company and assistance to the young wife.

Troubles at the Mint began almost at once with the man Mr. Watts had previously engaged, while the millwright, though good, knew nothing of coining and Norton, naturally, saw no

reason to show him the mystery. At length Mr. Willcox came to Lisbon but that did little good since, to quote Norton «he was a man much given to loose company and frequently coming to the Mint in a state of intoxication. At such times he would abuse everyone, particularly the Portuguese employees, which made him very obnoxious to all». Then the young man who came out with the Nortons to set up the steam engine was very ill from the first month of his arrival, so his work fell to John Norton and eventually this engineer, a Mr. Jones, was sent home «in one of the Peninsular Steam Company's packets that had just begun to run between Gibraltar and London, touching at Lisbon, and of which Messrs Willcox and Anderson were managers.

«I went with him intending to bid goodbye at Be-,«lem» continues Norton's narrative, «but a gentleman «who was employed at the Mint as draughtsman begged «of me to send away my boat and return with him. I «foolishly did so and to my surprise a few minutes after, «on looking over the stern I saw him in his boat sailing «away towards Lisbon. What to do now I did not know ; «all the boats had left the ship and the vessel steaming «away over the bar. The captain then told me I could go «on shore with the pilot but no pilot boat hove in sight «and I expected to be taken on to Oporto. Luckily a large «fishing boat offered to take the pilot and as he got into «it I followed close upon him, but he did all in his power «to prevent me. The fishermen also made a great fuss and «said they were liable to get into trouble as I had no «passport, but at length they became more civil when I «said I would remunerate them. I happened to have some «silver with me and promised them half a moidore, but «as they saw I had more in my pocket they did not seem «satisfied. Nevertheless they were broiling some fish for «their dinners and gave me some. At length we got to «Triffaria, when they demurred about my landing, «although there was no difficulty about the pilot. At length «they said I must give them the remainder of the silver «I had in my pocket and they would get me taken to «Lisbon. This I agreed to, althought in much doubt of «their doing so and I felt myself in a very awkward si-«tuation and rather alarmed as it was now nearly dark.

«At all events they sailed further up and got a boat that «was leaving for Belem, put me on board, bid me «boa «viagem» and sailed away. I landed at Belem about 8 «o'clock, very thankful for getting there safe. When I «got home I found Margaret in great trouble, she having «heard from the Mint that I had gone on in the steamer «to England. I afterwards found that it had been a plan «made up between the millwright and draughtsman to get «rid of me».

This was only the beginning of the trouble; indeed Norton prepared to leave, having served for longer than the term originally agreed upon. He proved conclusively that the trouble-makers knew nothing about the coining process by at once setting the machinery in motion after they had failed to do so. The Minister and the Mint Committee were present and, to continue Norton's narrative, «they then wished to see the «process of coining and the millwright tried for about two «hours but failed in putting the coining process to work. They «then begged of me to try and see if I could find what was «the matter with them. I told them there was nothing the «matter and I would put them to work if they would guarantee «that I was not interfered with. So I set the back machinery, «locked the door to keep all out, put the key in my pocket «and put the process to work, much to the surprise of all. «I then asked if they were satisfied. They thanked me. I «then went into the back machinery and put the springs «back».

After this there was still much discussion over a new contract, which Norton eventually signed after many alterations had been made in its text. The millwright and Clegg were discharged and 10 reis pieces were being coined at the rate of 75 to 80 per minute. A member of the Mint Committee, a Senhor Gaspar Marquez, was however still intriguing hoping that at the end of a year, when Norton's contract expired, he would be able to replace him. The actual Mint Master, who was Senhor Antonio Cabral de Sá Nogueira, was a deputy and seldom came to the Mint, the upshot of all this being that Norton went home at the end of his contract, but promised to return if he was sent for in two months and given a contract stipulating that he was not to be interfered with in his duties,

this contract to be drawn up and signed in London. The two months passed by, no news came from the Portuguese authorities, so Norton took a post at home. Some time afterwards they sent for him and after some discussion, leaving his wife to sell up his furniture and follow when the weather was better, he returned to Lisbon. The account of his departure is interesting.

«I was to leave in the «Iberia», but she had met «with an accident and had to put in to Falmouth, to which «place I had to go, it being winter time and very cold. «The coach I went by stopped at Exeter, where I had to «wait one night for the Falmouth coach and I should not «have got a passage by it if it had not been for the «kindness of the landlord (but he made me pay very dear «in his bill for his kindness !) I had to take a seat next «the coachman. It was dreadful cold and I was now glad «I had not brought Margaret and Ninah with me. We «arrived in Falmouth just in time, for the «Iberia» had «her steam up ready to start and as the coach I came by «brought the mails she would not have waited for another. «At length we started and after a very boisterous voyage «of eight days we arrived at Lisbon all safe on the 26th «November 1838. I went to the Mint the next morning «and found the machinery all covered up with oilcloth. «It had never been moved from the time I had left».

Norton completed this contract to the satisfaction of all parties and another was drawn for 2 years, with a clause covering six months notice and an obligation on his part to render advice and superintend any work that might be required by any of the Government Departments. If required to go out of Lisbon 2 mil reis per day were payable. He continues; «I «was frequently called upon, most particularly to the Marine «Arsenal as they were wishing to have machinery erected in «the different branches but had no one competent to do it. «Gaspar Marques had made some attempts but failed in all. «Then a Senhor Fontana who also tried, and with the same «success, and ultimately went mad and lived in the lunatic «asylum for a number of years. I was then called to erect a «steam engine in the dockyard. My son William was now with «me in the Mint, having left school in 1841. So I took him

«and another apprentice to assist in the Arsenal when I could «dispense with them from the Mint. By this William got much «information of the steam engine, which otherwise he had no «opportunity of obtaining in Lisbon».

In the year 1845, the country being in a very unsettled state and the finances at a low ebb, all official salaries were reduced, that of the Mint engineer being brought from 1200 to 800 milreis per annum. To this Norton very reasonably protested, alleging his contract. and asking the Conde de Tojal, then Finance Minister, for a certificate «to show the reason of my «leaving the situation of Mint Engineer after holding it for «twelve years». The Minister gave Norton this letter and he prepared to leave, never intending to return again to Portugal. Once more he sold up his household goods, said goodbye at the Arsenal and the Ministry — where he received a gift of £20 from the Minister of Marine — and left for England. Evidently he remained on friendly terms with the Portuguese authorities, being asked to look after the purchase of some material and machinery for the Azambuja Canal Co. He also went with a Portuguese gentleman to buy Manchester goods for his store in the Ilha Terceira. They went to Cook's warehouse in St. Paul's Churchyard and had been there several times when on one occasion, crossing Cheapside, «an omnibus, dri- «ving furiously, knocked us both down; he passed under the «horses feet and omnibus without getting any serious harm but «the pole had struck me in the side. I had seized the reins of «the horse close to the bit and hung on for some time, but «the driver still kept whipping the horses until I was forced to «let go my hold and went down; the horses and omnibus went «over me and did not touch me. By this time someone had got «the omnibus stopped and some policemen were soon on the «spot and the driver made prisoner».

Both Norton and his friend were taken to St. Thomas's Hospital where it was found that the Portuguese gentleman had not been hurt but Norton kept his bed for eight days. He says that he suffered much for many months and «if I heard a carriage coming after me it always made me tremble».

Shortly after his recovery came a letter from Senhor Sá Nogueira asking him to return as he was much wanted

and a few days later backed up the request, with a letter from the Conde de Tafal. It stated that the writer had been made «Minister de Fazenda» and that if Norton returned he should receive his pay as usual.

«We sailed», (he records), «on the 13th November 1846 «and had a very rough passage until we got to Vigo, «where we found the whole of the Portuguese fleet «anchored and learnt that a revolution had broken out «and had been going on for some time. It appeared the «insurgents had the upper hand. It was called the Re- «volution of Maria da Fonte. Many of the officers came «on board and had long conferences with Conde Tafal. «At lenght we started for Lisbon where we arrived late «at night, after being nearly 11 days on the voyage. Many «gentlemen came on board to receive the Conde and some «of the officers told me that I was expected. One of them, «a delegado of Finance Department, said that my business «was all settled and that I had only to present myself at «the Mint and begin upon silver coinage immediately, as «it was much wanted to pay the troops».

This was all very well but there was nothing doing in the matter of a contract and Norton now notes that «I per- «ceived now the benefit of paying my own passage. I called «on the Conde de Tafal. His constant answer was that he «expected to be in office daily and then he would see all made «right. It came to my knowledge that they wanted to make «me take the reduced salary, and if I had received any money «in advance they would have forced me to do so. When I «landed I had but £5 with me and had to live very frugal. I «took a small room in Largo de S. Paulo on the 5th floor, for «which I paid 480 reis per week. I had plenty of bedding «with me. I got an iron sofa in lieu of money a person had «owed me before I left. The room had a table, an old couch «and 3 or 4 chairs so that I had sufficient furniture. I had a «galego who attended to clean my shoes, sweep my room and «make coffee in the morning and go on errands, for which I «paid him 1.500 per month. I generally had my dinner by «invitation of some friend or other. At my friend's Mr. Mosley «there was always a plate laid for me, and where I generally «spent the evenings».

Time passed by and in January, 1847, John Norton wrote a straightforward letter to the Government. He had been 3 months awaiting the contract and if it was not forthcoming he would leave by the packet for England, sailing next day at 2 p.m. The contract was then handed to him to sign, at the Mint, and Senhor Azevedo, in charge there also showed him a portaria ordering him to pay Norton from the time of his arrival in Lisbon. «This proved that the delay had not been caused by the Government but by some of the employees of the Treasury. I had got a friend to give the letter into the Minister's own hand, or I don't think it would have been settled as it was».

He then notes that «I now went to work in earnest and «all went on well. A short time after this Conde Tafal came «into office and got the law passed for making vintem pieces, «and I received orders for the coinage of a very large amount «for the Island of Madeira. Conde Tafal was a native of this «island and had been deputy in Parliament for it and always «supported its interest». The Conde also looked after his own «interests and joined a company that was about to open a «new copper mine from which he hoped to supply the metal «used for copper coinage. This was not successful and a con«tract was made with Mr. Laidley, «and also with my friend «Mr. Mosley» who imported copper from England as fast as «it could be coined. A large amount was first made for Ma«deira and then was continued for the Continent for about 12 «months. Meanwhile I had taken a house in Rua Formigal do «Baixo and got it pretty well furnished before Margaret re«turned, bringing her step-sister with her, and in April Robert «was born. We were now comfortably settled and the work at «the Mint went forward pleasantly but they began again to call «me to the Arsenal. I was also called upon to erect a pumping «machine at the dock in the Arsenal and was frequently called «upon for other departments, one of which was to erect the «machinery at the National Printing establishment».

Norton's contract was now coming to a close and he expressed his readiness to make one based on more permanent terms. It was therefore settled that he should receive 800 milreis from the Mint and 400 milreis from the Arsenal and hold the rank of Lieutenant in the Portuguese Navy, a decree

to that effect being published. He continues: — «I now wore «the uniform of a Naval Officer and was in charge of all «steam vessels and machinery belonging to the Marine, as «well as the Mint which was now in constant work. I had a «foreman at the Mint and a Portuguese engineer in the Arsenal «and all repairs were done to steamers in my department.

«Soon after the revolution was over Dona Maria II and «her husband Don Fernando went on a tour through the pro- «vinces and embarked at the Arsenal on board the steamer «Terceira» and I was ordered to go in her as Inspector of «Machinery to Villa Franca. This was my first voyage with «Royalty. On the way up river a splendid breakfast was served «in the ship's saloon and all the staff officers were invited to «partake of it, myself among them. I had never mixed with «such company before and felt very shy of joining but the «Minister of Marine came on deck and took me below and «placed me alongside of himself The Queen sat at the head «of the table and Dom Fernando on her right hand. She «appeared to enjoy herself very much and ate very hearty and «drank champagne, to keep off seasickness I suppose, but «everybody did the same. I was highly pleased with the trip «as it gave me a position among the officers».

The eldest son, William, now wrote saying that he wished to marry (actually he was married already) and wanted to come out to Portugal. So his father managed to get them a free passage on the «steamer of war» «Mindello» which was under repair in London after receiving damage through neglect during the Revolution. Just before his son's arrival Norton had to mount the machinery in a large dredging vessel which had been in the Arsenal for several years, nobody being able to do it. The job finished, Norton put his son in charge. He drew £14 a month and had permanent employment. Then a vessel called the «Dom Luiz» (formerly the P. & O. steamer «Royal Tar») was found in such a bad state that her boilers were only able to take her to England for repair, and in order to make the voyage the engineers of the «Mindello» had to transfer to this vessel. While they were away another revolu- tion broke out and as a steamer was urgently needed to take despatches and a diplomat to Oporto, volunteers were called and responded willingly, but there were no engineers until

Norton offered to go, taking with him his son William and a couple of young men that had had some practice aboard. The trip up north was quick but the «Mindello» had to wait 2 or 3 days off the bar, waiting for the diplomat's return and on their return passage it came on to blow a complete hurricane. «Storm canvas was set to steady the ship and the engines kept «working slow but steady. The captain kept anxiously enqui- «ring of me how the machinery stood. I said it was working wonderfully well but slow. He said, «if you can only keep on «in this way until midnight I am sure the wind will abate».

Which it did, and though the bar of Lisbon was much agitated, it being moonlight they passed it very well and got up to the anchorage about 3 a.m. Then, says Norton. «I got «all made snug and the fires drawn and boilers blown out «and went on shore. Along the river I saw the watermen's «boats lying about in all directions broken to pieces and some «had been washed over the wall on to the Caes de Sodré. «Many vessels in the harbour had dragged their anchors and «much damage done. I had not had my clothes off from the «time I left Lisbon and had slept very little, consequently I «was much fatigued».

John, the son, who had been learning die-sinking at the Mint but wanted to be an engineer, was now sent as third on the «Dom Luiz» when she came back from England. At this time, Norton continues, «Senhor Santo P. de Mello was Minister «of Marine and was desirous of establishing a line of steamers «to the western coast of Africa, the «Dom Luiz» being ordered «to make the first experimental voyage. While she was away «I was asked to give my opinion upon the form and classifi- «cation of a corps of engineers for permanent service of the «Portuguese Navy, so I gave it in a form of the regulations «of the British Navy in regard to their steam department, «which was adopted and the engineeers got rank and «uniform».

Another vessel for the African service was found necessary and the P. & O. offered the Portuguese Government the steamer «Montrose», employed carrying mails between London, Lisbon, and Gibraltar. Norton was told to examine her while on the run from Lisbon to Gib. He went aboard on

24 Decr. 1851 and all went well until the next night. Then began what was quite an adventure. Norton tells it as follows: — «About 11 o'clock I was just getting into bed when «I heard the steam blowing off, so dressed again, went on «deck and found one of the paddle shafts broken close to the «ship's side. We were about 20 miles from Cadiz. They got «the paddle wheel disconnected and securely lashed and then «started again with one wheel. We got in to Cadiz all safe and «the Spanish Government put a small steamer to carry the «mails and passengers to Gibraltar. The captain of the «Mon-«trose» sent a hamper of provisions for the use of the passen-«gers, but the Spanish boatmen did not deliver it and as «there were some ladies on board it was a great privation to «them. The engineer of this vessel was an Englishman and his «wife lived on board with him. At my request they very «kindly made some tea for the ladies. It was a very dark night «and the Spanish officer sent to take the vessel was employed «in the dock, seldom went to sea, and was unacquainted «with that coast; the engineer had been in the habit of going «frequently, knew the lights and pointed out their direction to «the Captain who kept a very eager look-out. To get a better «view he placed his hand on the guide-frame of the engine, «which is called a steeple engine, and he happened to put his «hand a little too far and the guide pulley in its descent took «his little finger clean off. It was picked up by the stoker who «brought it up on deck.

«The passengers began to be alarmed about who was to «take the vessel into Gibraltar, and, my being in naval uni-«form, they called upon me, but I excused myself by saying «that the Mail Agent was the proper person, he being a «lieutenant of the British Navy. He was waited on by some «of the passengers and begged to look to the navigation of the «vessel; he was lying snugly in bed in one the paddle box «cabins and pointedly refused to interfere, stating that he was «in charge of the Mails and nothing to do with the navigation. «But luckily the Spanish captain was now much freer from «pain and came on deck, lamenting that he had no more «cheroots. I gave him what I had about me, he then took his «post on the paddlebox and all was now content. The Mail «agent called and asked me to take a glass of brandy, stating «when that hamper left the «Montrose» he thought it would

«not get on board here, knowing what thieves those Spanish «boatmen are. I brought 2 bottles of brandy under my pea «jacket, or I should not have been so comfortable as I was. «At length day began to break and we saw our way into Gi- «braltar».

Norton passed 8 days on the Rock before he could get a boat back to Lisbon but time did not hang heavy on his hands as the Portuguese Consul, a Señor Benson, treated him royally and showed him all over the place, which, it is worth noting, Norton refers to as «the Island». What impressed him most was «the galleries cut out of the «solid rock, with embrasures for the guns like the portholes of a ship». Back in Lisbon, Norton was kept busy with various important jobs in connection with the steadily growing Portuguese navy. He made two business trips to England, but though interesting the details are chiefly concerned with purely commercial matters, and would take too much space for inclusion here.

Dona Maria II was now dead and Dom Fernando regent for his son Dom Pedro V who, with his brother Dom Luiz, was going to travel about Europe, the «Mindello» being fitted up to receive them, with the «Saldanha» to accompany. John Norton was ordered to join the former vessel as Inspector of Machinery and went again to England, lying off the dockyard at Woolwich for some time.

«The Royal party, «Norton continues», were living at «Buckingham Palace, where I went several times with the «Admiral and officers. At length he and all his suite made «a tour throughout all England, but chiefly the manu- «facturing districts. I now got liberty to visit my friends «at Birmingham and put up at my sister's Commercial «Hotel near the railway station. The next day I attended «on the King and went with him to several of the largest «manufactories. The first was Collis's Silver Plate works, «Mr. Collis being Portuguese Consul for Birmingham. The «King was highly delighted with his visit and remained «about 3 hours. After three days in Birmingham, seeing «all that was worth seeing, they went on to other towns, «but I went to Woolwich and rejoined the ship. We «remained at Woolwich for some time longer and the King

«returned and was at the opening of the Crystal Palace at «Sydenham. We than took him to Ostend and lay there for «a long time. At length we returned to Lisbon and after «staying there for about a month were ordered back to «Ostend to wait for the King. We had to wait nearly two «months. At length he returned and we left for Southam- «pton. As soon as we got into the basin, Prince Albert «came on board with his two sons, the Prince of Wales «and Prince Alfred, who were then little boys. The King «and Dom Luiz then went with them in their yacht to the «Palace at Osborne in the Isle of Wight where the Royal «Family were then residing, and remained there some «days. I went on shore daily and had an opportunity of «seeing a great part of that beautiful island. At length «all was ready and we started for Lisbon.

«During the voyage the officers dined alternately at «the King's table, two each time, and the first Lieutentant «nominated in the evening who should go next day. I «suppose my being a foreigner, he thought I had no right «to go and did not nominate me. While I was observing «the working of the engines the King's particular servant «came to me and said; Lieut. Norton, His Majesty has «sent me to tell you that you are to dine at his table today. «So you had better get dressed as soon as you can. I got «ready, having to go in full uniform, and went to the «saloon, where the gentlemen were all seated and the King «at the head of the table. The King rose and pointed to a «chair and the servant attended to me. The 1st Lieut. «got orders not to nominate anyone for the future and «after this I dined there in my turn. We got into Lisbon «the day before the King's birthday, but the cholera was «then prevalent in England and we had to ride in qua- «rantine for 3 days, so the King's birthday was kept up «on board and all the officers dined with him and a Levee «was held, the 16th September 1854. On the 27th of the «same month a decree was published granting me the title «of Cavalheiro of the Order of Christ and in May 1855 I «was promoted to 1st Lieutenant.

«The King and his brother were again about to travel «on the Continent and I was ordered to join the «Min-

«dello» as on the previous voyage: but this time it was to «Bordeaux, where we remained three months. The Paris «Exhibition was now open and all the officers were allowed «liberty to go and see it. The «Dom Luiz» had «accompanied us to Bordeaux and my son William was «now her chief engineer. I frequently walked out with «him through the city and as he spoke French we had «many pleasant walks into the suburbs. The King was «now in Rome and after a time we got orders to go to «Ostend to wait for him. We then left for Southampton «and the Queen's yacht came and took him and his «brother to Osborne where they remained many days. We «lay in the basin until orders came for us to go and «anchor off Cowes and take coals and be prepared to start «for Lisbon at a moment's notice. At last the King came «on board and we started for Lisbon accompanied by two «English war ships and the Queen came in her yacht and «accompanied us a good distance. We had a very good «passage home. The King was now of age and his father «resigned the Regency which he had held during the «minority.

«A few days after our arrival I was ordered to Aveiro «to examine a dredging vessel that was out of order. The «cholera was now raging and all vessels entering the bar «of Lisbon were forced to ride quarantine. So I returned «by land, stayed a couple of days at Coimbra ,and from «there I came by mail coach to Lisbon. This was in «October 1856.

«I was not called on again to embark until April 1858, «when I was ordered to go as Inspector of Machinery on «the new vessel «Bartholomew Diaz» which had been «purchased by the Government and fitted out to proceed «to Antwerp to bring the Princess of Hohenzollern, Dona «Estephania, to be Queen of Portugal, having been «previously married by proxy to Dom Pedro. We made a «good voyage to Antwerp, the «Mindello» accompanying «us, of which vessel my son John was now chief engineer. «There was some difficulty in getting the «Bartholomew «Diaz» over the bar at Ostend. She could only get over at «High Water Spring Tides, and then not without striking,

«so we got the pilot and promised him a good present if he «would get us out. He said he would try but was sure she «would strike but, being sand, it would do no harm. We «got up steam and made the trial. The vessel struck three «times and so heavy that I thought she would have gone «all to pieces, but as the pilot had said, it being sand no «damage was done. We had to anchor about three miles «off on account of the depth of water, so that the «Mindel-«lo» had to receive the Queen and take her over to Dover, «where she landed and went to London. We then went to «Plymouth where we waited her arrival.

«The Acting Admiral of the squadron was Soares «Franco and the port Admiral of Plymouth had asked «for a Standard flag for the boat to bring the Queen on «board. When the Queen arrived she was brought on «board in the Dockyard barge bearing the standard that I «had delivered. It was removed and hoisted at the ship's «mast head. We proceeded on our voyage and all went «well until we were near Vigo, when it came on to blow a «complete hurricane. A consultation was held and it was «thought prudent to put back to Corunna where we «anchored and remained for two days. Many boats came «alongside with bands of music, and numbers of men and «women kept up dancing in the boats while it was «daylight. The weather cleared at length and we again «started for Lisbon. We all landed at Black Horse Square «where the King and all the nobility were waiting under a «triumphal arch erected for the purpose of receiving the «Queen. After certain formalities were gone through they «went to the St. Domingo Church where the marriage «ceremony was performed. While we were away I had «been promoted to Captain by decree of the 9th June «1858 and on the 4th December decorated with the Order «of the Conceição de Villa Viçosa. My voyaging was now «over for some time and I had time to pay attention to «both Mint and Arsenal and no further commission until «September 1862.

«During this time Dona Estefania died and some time «afterwards Dom Pedro also, which caused a general «mourning throughout the country for he was greatly

«beloved by all, rich and poor. His brother Dom Luiz «now ascended the throne. He had been brought up to «the Navy and was at this time post-Captain command- «ing the corvette «Bartholomew Diaz». Shortly after he «was proclaimed King a marriage was negotiated for him «with the Princess Maria Pia, daughter of Victor Emma- «nuel, King of Italy. On the 10th September, 1862, I was «ordered to join the «Bartholomew Diaz» and we went «to Genoa, accompanied by the corvettes «Estephania» «and «Sagres». My son William was engineer of the «Sa- «gres». The Duke of Loulé went in our vessel to receive «the Princess and to whom she was married by proxy for «the King. The wedding took place in the Royal Chapel «within the Palace of Turin and a certain number of «officers from each vessel were ordered to proceed to «Turin to be present at the ceremony, myself among them. «On our arrival at Turin we found an hotel provided for «us and every provision made for us by the Italian «Government. The next day the wedding was celebrated «with great pomp and the city was superbly illuminated. «In the evening we were all invited to the palace to be «received by the Queen and to kiss her hand When all «this was over we were allowed to range about the pa- «lace. What interested me most was a very large room «called the Armoury, the largest room I ever saw in my «life. It contained all sorts of war instruments and along «each side were placed horses the size of life with their «riders, also full size and armed according to the order «that they belonged to, as Knights, Crusaders, etc., with «their lances at rest. There were many people of rank in «this room, and numerous servants carrying about con- «fectionery, fruit, wines, etc. In front there was a place «erected in the middle of the palace square for the mu- «sicians, I was told 300 in number, who constantly played «The windows of the room had balconies, which were «occupied by the ladies.

«We now returned to Genoa and the Queen came on «board, accompanied by her father, the Royal Family «and ladies and gentlemen that were to go with her to «Lisbon. Her father and suite remained on board some «time and after they left we got up steam and left,

«accompanied by 3 large Italian corvettes. On our way «we put into Gibraltar where we stopped but a few hours. «We arrived in Lisbon on the 6th October 1862 and the «same ceremony was gone through as when Dona Estepha- «nia arrived. A few days after our arrival a dinner was «given by the Government to the Italian officers who had «accompanied us, which went off very well and I enjoyed «myself much. All our officers were decorated with Orders «by the King Victor Emmanuel, giving the medal and «diploma of the Order gratis. Myself and the second «commander of the corvette Estephania, being captains, «got superior orders».

There then we must leave this record for the present. His further account deals with certain difficulties and differences with the authorities which it would be out of place to discuss here. From the Lisbon Registers one gathers that John Norton died in Lisbon on the 29th June 1876.