U. S. Steamer "Ossipee"
1867.

This Journal contains an account of the transfer of Alaska from Russia to the United States 1867.

# Journal

## United States Naval Squadron List.

CHANGES IN THE DISPOSITION OF ALL OUR SQUADRONS.

Since our last publication of the Naval Squadron List many changes have taken place in the disposition of all the squadrons. The Gulf and Atlantic squadrons have been reduced to less than half their former strength. Our foreign squadrons have been increased, and there are now over twenty vessels fitted out for service in foreign waters. Several of the squadrons have been renamed and consolidated. The West India or Flying Squadron will henceforth be known as the North Atlantic Squadron; the Asiatic is the new name for the East Indian Squadron; the Brazilian Squadron is to be called the South Atlantic, and the old Atlantic Squadron will now be known as the Atlantic Coast Squadron. A new squadron is to be formed under the name of the North Pacific, with the sloop of war Lackawanna for its flag ship. The cruising grounds of the various squadrons have been extended so as to embrace Africa, Australia, and the numerous islands of the Pacific and Indian Oceans. It is understood to be the intention of the Navy Department to fit out for foreign service a number of the new screw frigates of the Neshaming, Madawaska, and Chattanooga class, and as soon as they can be placed in sea-going order, they will be at once despatched to the stations assigned them.

The following is an accurate list of the vessels comprising the various squadrons of the United States, showing where each vessel was at the latest advices:

EUROPEAN SQUADRON,

Rear-Admiral Louis M. Goldsborough, commanding.

Present headquarters, Lisbon, Portugal.

| *Vessels.* | *Guns.* | *Class.* | *Reported at.* |
|---|---|---|---|
| Colorado (flagship).. | 52 | Screw. | Toulon. |
| Frolic..... | 4 | Paddle. | Toulon. |
| Ino..... | 5 | Storeship. | Lisbon. |
| Guard..... | 5 | Storeship. | Lisbon. |
| Purveyor..... | 4 | Storeship. | En route. |
| Ticonderoga..... | 18 | Screw. | Toulon. |
| Canandaigua..... | 11 | Screw. | Southamt'n. |
| Kearsarge..... | 8 | Screw. | Lisbon. |
| Total..... | 107 | | |

In addition to the vessels enumerated above, the new steam frigate Chattanooga, 17 guns, and the gunboat Shamrock, 11 guns, will shortly be despatched to join this squadron. The iron-clad monitor Miantonomah is also to proceed to Europe on special duty, and is now waiting at Halifax for the Assistant-Secretary of the Navy.

ASIATIC SQUADRON.

Acting Rear-Admiral Henry H. Bell, Commanding.

Headquarters: Hong-Kong, China.

| *Vessels.* | *Guns.* | *Class.* | *Reported at.* |
|---|---|---|---|
| Hartford (flag)..... | 22 | Screw. | Macao, China. |
| Shenandoah..... | 8 | Screw. | En route. |
| Wachusett..... | 10 | Screw. | Batavia. |
| Wyoming..... | 7 | Screw. | Hong-Kong. |
| Total..... | 47 | | |

This squadron is to be largely increased, and a number of vessels are being fitted out for it. Among them is the new-double-ender Monocacy, now nearly ready for sea, at Washington. The gunboat Ashuelot is also intended for service in the Asiatic squadron.

SOUTH PACIFIC SQUADRON,

Acting Rear-Admiral George F. Pearson, Commanding.

Headquarters, Panama, N. G.

| *Vessels.* | *Guns.* | *Class.* | *Reported at* |
|---|---|---|---|
| Powhatan (Flag) . | 22 | Paddle-wheel. | Valparaiso. |
| Fetallones ..... | 6 | Store-ship. | Callao. |
| Fredonia..... | 2 | Store-ship. | Callao. |
| Mohongo..... | 10 | Paddle-wheel. | Callao. |
| Nyack..... | 8 | Screw. | Callao. |
| St. Mary's..... | 23 | Sailing Sloop. | Panama. |
| Suwanee ..... | 10 | Paddle-wheel. | Panama. |
| Wateree..... | 12 | Paddle-wheel. | Panama. |
| Total..... | 93 | | |

NORTH PACIFC SQUADRON,

Comodocre John Rogers, commanding temporarily.

Headquarters, San Francisco, Cal.

| *Vessels.* | *Guns.* | *Class.* | *Reported at.* |
|---|---|---|---|
| Vanderbilt (Flag)... | 17 | Paddle-w. | Panama. |
| Tuscarora..... | 10 | Screw. | Panama. |
| Lancaster ..... | 30 | Screw. | San Francisco. |
| Monadnock..... | 4 | Iron-Clad. | Panama. |
| Saginaw..... | 4 | Paddle-w. | San Francisco. |
| Saranac ..... | 13 | Paddle-w. | Acapulco. |
| Camanche ..... | 2 | Iron-Clad. | San Francisco. |
| Cyane ..... | 19 | S'lp Sloop. | San Francisco. |
| Dacotah ..... | 8 | Screw. | En route. |
| Total ..... | 107 | | |

The sloop of war Lackawanna is to be the Flag Ship of the North Pacific Squadron and Commodore Henry K. Thatcher will go out in her, to take the command in room of Commodore Rodgers, who will return North.

SOUTH ATLANTIC SQUADRON.

Acting Rear-Admiral Sylvanus W. Godon, commanding.

Headquarters, Rio Janeiro, Brazil.

| *Vessels.* | *Guns.* | *Class.* | *Reported at* |
|---|---|---|---|
| Brooklyn (Flag).. | 26 | Screw. | Rio Janeiro. |
| Susquehanna..... | 16 | P.-wheel. | En route for U.S. |
| Juniata ..... | 14 | Screw. | Rio de la Plata. |
| Kansas ..... | 8 | Screw. | Rio de la Plata. |
| Mystic ..... | 7 | Screw. | Rio de la Plata. |
| Nipsic..... | 7 | Screw. | Rio de la Plata. |
| Onward..... | 3 | Store-ship. | Rio Janeiro. |
| Shamokin ..... | 10 | P.-wheel. | Maranham. |
| Shawmut ..... | 8 | Screw. | Rio de la Plata. |
| Wasp ..... | 3 | P.-wheel. | Rio Janeiro. |
| Total..... | 103 | | |

NORTH ATLANTIC SQUADRON.

Acting Rear-Admiral James Palmer, Commanding.

Headquarters, St. Thomas, W. I.

| *Vessels.* | *Guns.* | *Class.* | *Reported at.* |
|---|---|---|---|
| Rhode Island (Flag). | 12 | Paddle w. | Cruising. |
| De Soto ..... | 8 | Paddle w. | New-York. |
| Mackinaw..... | 10 | Paddle w. | Boston. |
| Monongahela..... | 11 | Screw. | Boston. |
| Winooski..... | 10 | Paddle w. | Portland, Me. |
| Angusta..... | 10 | Paddle w. | New-York. |
| Bienville ..... | 11 | Paddle w. | St. Thomas. |
| Dog..... | 8 | Screw. | Washington. |
| Florida..... | 7 | Paddle w. | Aspinwall. |
| Total..... | 87 | | |

ATLANTIC COAST SQUADRON.

Commodore Joseph Lanman, Commanding.

Headquarters, Norfolk, Va.

| *Vessels.* | *Guns.* | *Class.* | *Reported at.* |
|---|---|---|---|
| Agawam (Flag)..... | 10 | Paddle w. | Pt. Royal, S. C. |
| Taconey ..... | 12 | Paddle w. | Chas'ton, S. C. |
| Chicopee..... | 10 | Paddle w. | Wm'ton, N. C. |
| Conemaugh ..... | 9 | Paddle w. | Norfolk, Va. |
| Yantic ..... | 8 | Screw. | Beauft, N. C. |
| Lenapee ..... | 10 | Paddle w. | F. Monroe, Va. |
| Squando ..... | 2 | Iron-clad. | Chas'ton, S. C. |
| Total..... | 61 | | |

GULF SQUADRON.

Commodore John A. Winslow, Commanding.

Headquarters, Pensacola, Florida.

| *Vessels.* | *Guns.* | *Class.* | *Reported at.* |
|---|---|---|---|
| Estrella, (Flag)..... | 5 | Paddle W. | Pens'la, Fla. |
| Potomac ..... | 42 | Frigate | Pens'la, Fla. |
| Mahaska ..... | 8 | Paddle W. | Apala'la, Fla. |
| Muscoota ..... | 10 | Paddle W. | Key West, Fl. |
| Paul Jones..... | 7 | Paddle W. | Tam'co, Mex. |
| Tallapoosa ..... | 10 | Paddle W. | Galves., Tex. |
| Chocura ..... | 4 | Screw | New Orleans. |
| Total ..... | 86 | | |

NAVAL ACADEMY PRACTICE SQUADRON.

| *Vessels.* | *Guns.* | *Class.* | *Reported at.* |
|---|---|---|---|
| Macedonian ..... | 14 | Sail. Sloop | Norfolk, Va. |
| Marblehead..... | 7 | Screw | Annapol., Md |
| Mercury ..... | 2 | Paddle W. | Annapol., Md |
| Phlox..... | 2 | Paddle W. | Norfolk, Va. |
| Saco..... | 12 | Screw | Annapol., Md |
| Savannah ..... | 7 | Sail. Sloop | Norfolk, Va. |
| Winnepec ..... | 6 | Paddle W. | Annapol., Md |
| Total ..... | 50 | | |

HOME SQUADRON.

| *Vessels.* | *Guns.* | *Class.* | *Reported at.* |
|---|---|---|---|
| Massachusetts.... | 5 | Screw (supplies) | At sea. |
| Michigan..... | 2 | Paddle-wheel. | Lake Erie. |
| Newbern..... | 7 | Screw (supplies). | New-York. |
| Sabine..... | 36 | School Ship. | N. L'dn, Ct. |
| South Carolina... | 8 | Screw (supplies). | Pensacola. |
| Total..... | 58 | | |

RECEIVING-SHIPS.

| *Vessels.* | *Guns.* | *Class.* | *Reported at.* |
|---|---|---|---|
| Vandalia ..... | 21 | Sailing-sloop, | Portsmouth. |
| Vermont..... | 18 | Ship-of-the-line. | New-York. |
| Ohio..... | 16 | Ship-of-the-line. | Boston. |
| Princeton..... | 0 | Ship. | Philad'a. |
| Alleghany..... | 6 | Ship. | Baltimore. |
| Independence .... | 40 | Frigate. | Marc I., Cal. |
| Constellation..... | 22 | Sailing-sloop. | Norfolk, Va. |
| Total..... | 123 | | |

ARRIVAL OF THE "PENSACOLA," CAPTAIN WORDEN.—On Saturday the flagship of the United States Pacific squadron, the war steamer *Pensacola*, Captain J. L. Worden commanding, arrived in this port, thirty-three days out from Callao. It is but seldom that we have had on this coast an officer more entitled to national honor and respect than Captain Worden. He it was, who, in the very crisis of the late rebellion, so far as the naval supremacy of the north was concerned, turned the tide of fortune, which for a short time had appeared to favor the rebel arms, and at the moment when the *Merrimac* was causing the greatest excitement and alarm, by her apparent invulnerability and unlimited power of destruction, sallied forth in the untried *Monitor*, brought the huge ironclad of the enemy to bay, and, after a brief but terrible conflict, compelled the boasted destroyer to retreat, baffled, crippled and beaten. No honors that San Francisco can accord to such a man will be misplaced, and it must be the duty, as well as pleasure, of all our citizens, to give him a hero's welcome. The vessel he now commands is a fine specimen of modern naval architecture. She is 2,600 tons burden, carries twenty guns, and her complement of officers and men is three hundred and sixty-six. The following is a list of her officers:

Captain J. L. Worden; Lieut. Commanders J. G. Mitchell, H. D. Howison and A. Kautz; Acting Volunteer Lieutenants S. Howard and J. H. Eldridge; Acting Masters T. W. Gardner and T. Nelson; Midshipmen C. D. Griswold, G. W. Hunter, S. P. Baird, A. S. Snow, F. H. Parker, T. P. Wilson, A. H. Vail and T. Perry; Surgeon S. Jackson; P. A. Surgeon N. H. Adams; Assistant Surgeon J. W. Flint; Paymaster G. L. Davis; Chief Engineer W. W. Dugan; First Assistant Engineers H. S. Davids and A. V. Fraser, Jr.; Second Assistant Engineers H. H. Cline and J. J. Barry; Third Assistant Engineer J. H. Diamond; Acting Third Assistant Engineers J. V. Elliot and F. Van Brunt; Second Lieut. of Marines G. H. Thompson; Captain' Clerk J. F. Farrell; Pay Clerk G. C. Rickett; Acting Boatswain J. Wilson; Acting Carpenter L. Hanscom; Sailmaker Thos. O. Fassett.

### The Washington Family—Card from Corbin Washington.

U. S. S. "OSSIPEE,"
MARE ISLAND, August 22, 1867.

EDITOR BULLETIN.—I find in one of your columns of the 20th instant, my name mentioned, as the nearest living relative of General George Washington. How this came to your notice is a mystery to me. I do not boast of my family; nor do I talk in public of family lineage. There are many of our naval officers who are acquainted with me, and probably the author of the article derived his information from them. As the matter has been made public let me give my lineage:

I am the son of Bushrod Washington, Jr., who was the son of Colonel William Augustine Washington, who was brother of Judge Bushrod Washington, Sen., Judge of the U. S. Supreme Court. The latter were the sons of Lawrence Washington, who was a brother of Gen. George Washington. Therefore I am a great-grand-nephew of Gen. Washington and a grand-nephew of Judge Washington. My mother was Miss Henrietta Spotswood, a niece of Gen. Spotswood of the Revolutionary War, a native of Fredericksburg, Spotsylvania county, Virginia. These families were nearly connected.

I was born at Mount Vernon, Fairfax county, Virginia. This is my correct descent from Gen. Washington. At the outbreak of the late rebellion, seeing our country in imminent danger, I found many bearing my name holding important positions in the Southern Confederacy, and assisting to destroy our glorious country, I offered my services, in the humble position which I now hold, to assist in defending our national honor.

Very respectfully, your obedient servant,

CORBIN WASHINGTON,
(Seaman,) U. S. S. Ossipee, Mare Island Navy Yard.

THE FLAG-SHIP "PENSACOLA."—Rear-Admiral H. K. Thatcher has hoisted his broad pennant on the United States war-steamer *Pensacola*, now lying in our harbor, and she is now the flag-ship of the Pacific Squadron. The following is a correct list of the officers of the *Pensacola*:

Rear-Admiral H. K. Thatcher; Captain and Fleet Captain and Executive Officer, Paul Shirley; Lieut. Commander and Navigator, H. L. Howison; Lieut. Commander, Albert Kautz; Flag-Lieut. Commander, G. K. Haswell; A. Vol. Lieutenants, J. H. Eldridge, Samuel Howard; Acting Masters, T. M. Gardner, Thomas Nelson; Flag Ensign, G. M. Hunter; Ensigns, A. S. Snow, S. P. Baird; Mid-shipmen, A. L. Sprague, James H. Dayton, Frank Turndull, P. H. Irving, H. Watson, John Ponte; Fleet Surgeon, Samuel Jackson; P. A. Surgeons, N. H. Adams, George W. Woods; Fleet Paymaster, Geo. L. Davis; Fleet Chief Engineer, Edward D. Robie; First Assistant Engineers, H. S. Davids, A. V. Fraser; Second do. do., H. H. Cline, J. J. Barry; Acting Third Assistant Engineers, F. Van Brunt, J. W. Elliot, J. H. Diamond; Admiral's Secretary, Adrian Phillips; Chaplain, Harry B. Hibben; Fleet Captain of Marines, John Schegmerhorn; Second Lieutenant of Marines, Geo. H. Thompson; Admiral's Clerk, Edwd. B. Coolidge; Captain's Clerk, Frederick Klapp; Pay Clerk, G. C. Ricketts; Fleet Pay Clerk, P. H. Browne; Boatswain, James Wilson; Acting Gunner, Wm Kneeland; Carpenter, Leonard Hanscom; Sailmaker, T. O. Fassett.

FINES.—To-day, Judge Rix imposed the following fines: Ah Low, misdemeanor, converting sidewalk into firewood, $5, or stay in the City Prison twenty-four hours. Edward J. Dougherty, misdemeanor, swearing at a man, $15 or seven days. John Devine, the "Chicken," for blacking a French gentleman's eye, $100 or fifty days.

### *RETRENCHMENT IN THE NAVY.*

It is announced that in consequence of the action of Congress in cutting down the Navy estimates, several vessels are about to be withdrawn from our squadrons in foreign waters; and the Democratic press seizes the opportunity to denounce the niggardly policy of the Republican party, and to represent it as belittling the country in the eyes of the world. We are unable to perceive any injury which would be likely to follow from a great reduction of our foreign squadrons; but if all the United States ships now cruising about the world are really needed on their respective stations, let us see if Mr. Welles cannot save enough money at home to keep them there. For instance, no fewer than 9 vessels, namely, 1 frigate, 5 sloops-of-war, 1 large iron-clad, and 2 steam-tugs, are kept in commission at the United States Naval Academy. One frigate and 2 sloops of war are devoted to the instruction of naval apprentices. We have only 60 vessels in service, and thus one-fifth of the entire Navy is turned into a training school. Will anybody pretend that none of these 12 vessels could be spared and sent abroad? Moreover, attached to the Naval Academy there are 75 officers, nearly all of them lieutenant-commanders, receiving high pay, and 36 civilian professors, assistant-professors, clerks, and other employés, drawing $73,000 per annum. And how many little midshipmen do our readers suppose engross the services of these 111 gentlemen? Why, only 344. It takes one professor to manage every three boys. Columbia College, with more than twice as many pupils, has only half as many teachers.

There is a further consideration which springs from this. If midshipmen cost so much, had we not better do without them for a few years, or at least reduce their number to the very lowest figure short of abolishing the Naval Academy? There are hundreds of worthy and experienced officers of our late Volunteer Navy who would gladly fill the lower grades to which the graduates from the Academy are annually appointed. They require no training. They have been schooled already by four years of hard patriotic service, and many of them, besides, had long previous experience in the mercantile marine. A few have obtained staff appointments, in which they endure the chagrin of seeing young lads with no particular claim upon the country promoted over their heads. A midshipman rises in two or three years to a much higher rank and pay than a passed assistant surgeon, passed assistant paymaster, or first assistant engineer, who may have served honorably all through the war, perhaps in a superior grade to the one which he now holds. While we have so much excellent material on hand from which to officer the Navy, it is mere extravagance to go to an enormous annual expense in the manufacture of superfluous stock.

Was Coxswain of my Dig. G. T. E. 66. Rebel. Dr Gunner May 67.

# Journal

Pacific Mail Steamer Rising Star
Via New York & Panama

A
PANAMA
MR 9

Captain George F Emmons
U S S Ohio
Valparaiso
South America

# Chronometers

No. 1178 Maker. J. D. Negus New York

Error January 1st. 1867. $-22^m\ 45^s.454$

Do February 1st. " $-25^m\ 5^s.636$

Rate $+4^s.522$

July 1st 67. Fast - $36^m.29^s.718$ Gaining $4^s.522$ pr. day

Sept 11th " " - 43.57531 — " — 5.473 " — "

No. 2011 Maker. ~~Negus~~ Bliss & Creighton New York

Error January 1st. 1867 $+23^m\ 27^s.696$

Do February 1st. " $+24^m\ 58^s.464$

Rate $+2^s.928$

July 1st 67. Slow - $32^m.17^s.564$ Losing $2^s.928$ pr. day

Sept 11th " Slow - 35.04417 — " 2.188 — " —

No 1706 Maker. Frodsham London

~~Error~~ January 1st 1867 $+0^m\ 23^s.556$

Error February 1st " $+0\ 1^s.174$

Do.

Rate ~~+722~~ - 722

July 1st 67. Fast - $11^s.3$ Losing $1^s.8$ pr. day

Sept 11th " " - 1.291 - Gaining 0.754 — " —

also a Pal. - Sloth Circuit Mt Gale of Mt 27th of Oct. off Sitka.

Oct. 13th 1866.

Recd. orders to proceed to Philad. see copy below.

(Copy)

Navy Department
Bureau of Navigation and Office of Detail

11th October 1866.

Sir:

Proceed to Philadelphia without delay and report to Commo. Selfridge Comdt Navy Yard, for the command of the U. S. Steamer "Osipee" Spec. Duty.

By direction of the Secretary of the Navy

Respectfully
[Signd] Thornton A. Jenkins
Chief of Bureau

Captain
George F. Emmons
U.S. Navy
Princeton N. Jersey.

[Endorsed]

Reported Oct. 15. 1866
(Signd) Henry K. Hoff
Commo
Comdt. pro. tem."

**NAVY BULLETIN.** Sept 20 66

SAILING OF THE UNITED STATES SLOOP-OF-WAR PENSACOLA.

The United States sloop-of-war Pensacola, Captain John L. Worden, of iron-clad fame, sailed from this port early yesterday morning for the South Pacific squadron, of which she is to be the flagship. On the voyage she will touch at St. Thomas, Cape Haytien, Bahia, Rio Janeiro, Valparaiso and Callao. At the latter port she will take on board Acting Rear Admiral Pearson, who will raise his flag on her, and after that be the flagship of the squadron. The Pensacola was fitted out for the cruise at the Brooklyn Navy Yard. She was thoroughly overhauled in machinery, hull and rigging; had a new poop cabin placed on her, which was fitted up in elegant style for the Admiral, his staff and the officers of the ship. The Pensacola carries a battery of twenty-two nine-inch Dahlgren guns on broadsides, and two one hundred and sixty pounder Parrott guns amidships. Her crew consists of about three hundred men. The Pensacola is a splendid specimen of naval architecture, and pronounced by many naval officers to be the model vessel of the United States navy.

THE EAST INDIA SQUADRON.

Despatches received at the Navy Department to-day announce that the United States storeship Relief sailed from Hong Kong for New York on June 21. The storeship Supply arrived at Macao on the 9th of July, whence she would proceed to Hong Kong to discharge her cargo.

ORDERED.

# Estimated Complement of Ossipee as pr. Example H. Allowance Book based upon Col. 6.

| | | |
|---|---|---|
| One XI in. Pivot | 25 men | |
| Two IX " | 17 " | |
| Two Broadside 24 pdr. | 7 " | |
| Two " 12 " | 5 " | |
| One 60 pdr. | 11 " | |
| | 65 A | |

65 A — 60
22 — 22
22 B — 82
87 C

41
+ 5
46

| | | |
|---|---|---|
| Petty Officers 41. + 5 = | 46. + | Gun Mate in Charge - 2 Capts of Tops & 1 Sleeping Steward & Cook in addition |
| Seamen | 15 - 2 = 13 | See Circular No 1. on Allowances |
| Ordy. Seamen | 22 - 3 = 19 | |
| Landsmen & Boys | 9 + 6 = 15 | |
| | 92 | 93 |

14 Furnaces 6 feet 8 inches long by 3 wide
280 Square feet of Grate Surface

15 Firemen 15 Coal Heavers = 30.
according to table of allowance.

| | | |
|---|---|---|
| 8 - 1st. Clas. Firemen | 7. 1st C. | 10. |
| 10 - 2nd. Clas. Do | 12. 2nd C. | |
| 16 Coal Heavers | 16 | 17. |
| | | 36 |

Reduced Allowance

| | |
|---|---|
| Petty Officers | 44 |
| Seamen | 15 |
| Ordy. Sea (L & B) | 22 + 9 |
| Marines | 26 |
| Firemen & C. Heavers | 34 |
| | 150 |
| Officers | 31 |
| | 181 |
| App. Boys Extra | 24 |
| | 205 |

But the addition was finally allowed, being 2 less than given to the "Ticonderoga". 52 more were transferred in

## Recapitulation

| | |
|---|---|
| Officers | 31 |
| Petty Officers, Sea. Ordy. Lands. & Boys | 09 |
| Marines | 26 |
| Firemen and Coal Heavers | 36 |
| | 185 |
| Apprentice Boys - extra | 24 |
| | 209 |

George Foster Emmons
Captain of the U.S.S. Ossipee
October 11, 1866 to December 31, 1867

Off Navy Yard Phila. Oct. 27th 1866. The U.S.S. Ossipee was delivered over to me by Capt. Macomb acting under the orders of Comdr. F.O. Selfridge having recd her coal provisions water & some of her stores. but still with hands of the Yard Mechanics, with many things left undone to render her efficient as a Cruiser. Recd on board the crew from the U.S.S. Rec & Ship Constellation including 24 Apprentice Boys. & went into Commission mooring with 40 fathoms on each chain.

Saturday night Nov. 10th recd Sailing orders. Sally to Exchange - 20 Tons of Coal to take in and complement to fill up - & Executive Officer to supply Mr. Sand's place which detained the Ship until the 18 when we dropped down to the Buoys off League Island to swing ship for determining the deviation of our Compasses caused by Local attraction -

Muster Roll

| | |
|---|---|
| Petty Officers | 46 |
| Seamen | 13 |
| Ord. Seamen | 19 |
| Landsmen | 12 |
| Boy 3 & App. do 24. | 27 |
| Firemen | 18 + 1 Enlisted off |
| Coal Heavers | 16 + 1 do |
| | 151 |
| Officers | 31 |
| Marines | 26 |
| | 208 & One Passenger |
| | + 2 |
| | 210 |
| | - 1 Sea lost |
| | 209 |

+ Master's Guard

# List of Officers

| | | |
|---|---|---|
| Captain | Geo. F. Emmons | Commanding |
| Lieut. Comdr. | A. H. Crossman | Executive in the place of W. H. Dana resigned - suspended |
| Chief Engin.r | ~~E. D. Robie~~ | detached Aug. as Fleet Eng. of Pensacola |
| Surgeon | B. F. Gibbs | |
| Lt. Commdr. | ~~John Weidman~~ | Navigating Officer - suspended in place of H. D. Dodd resigned |
| Passd. Apt. Pay.r | George E. Henderson | |
| Asst. Surgeon | J. McD. Rice | |
| Act'g Master | ~~James McDonald~~ | Invalid. home from Rio. Feb. 22nd 67. in |
| " " | J. D. Halloway | |
| " Ensign | Thomas Golding | |
| " " | Jas. F. Perry | |
| " " | F. H. Bacon | |
| 1st. Lieut. Marine | N. G. Nokes | |
| 2nd. Apt. Engr. | A. W. Morley | Ro. to 1st Asst. Nov. 66. |
| 2nd. " " | ~~W. H. Crawford~~ | Continued by medical survey & rec. to be sep. |
| 2nd. " " | Arthur Price | |
| Act'g 3rd. " " | John Reilly | |
| " 3rd " " | A. T. Greenwood | |
| 3rd. " " | F. C. Burchard | |
| Midshipman | ~~A. L. Sprague~~ | detached Aug 23d-67. to the R. |
| " | R. M. Cutts | |
| " | ~~J. M. Dayton~~ | detached Aug. 23d-67. " |
| " | ~~Frank Turbull~~ | do do do " |
| " | F. McCormick | navigator |
| " | G. M. Totten | |
| " | C. H. Judd | |
| " | D. Probert | Ins. Jan. 12th |
| Capts. Clerk | E. V. Lansdale | |
| Pay. Clerk | F. L. Henderson | sent on shore sick at Mare Island in Aug. 67. |
| Boatswain | ~~W. Green~~ | Deserted in Callao May 26th-67. subsequently |
| Carpenter | J. P. Carter | |

Orders generally dated 11th Oct. reported on the 15th Ex. Officer 22d Master 24th

John Walker from Saranac

Mr. M. Duncan ordrd in his place — she detached Sept. 16 — & J. M. Middleton to P. in place of Henry S. Davis to this ship Sept. 17th

Resign tendered by Gud. C. M. at San Francisco Aug. 25 & declined to ~~Aug~~ Sept. 3rd ordered to the Independence.

Arrived Sept. 16

Mr. U.S.S. Reward. Mustered out. N. A. Blume reported Nov. 27 67.

Detached Sept. 12th 67.

Granted by Adl. Dahlgren on July 1st rec — on board by order of Adl. D. Fred in Aug. Sentenced to pub. R. to be deprived of liberty one year. Jan. 29th 68 order to 11th S. Sat. Navy Yard Brooklyn

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 3 | 4 |
| | | | | | | | | 2 | 3 |
| 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 |
| 1 | | | | | | | | | |
| 4 | 4 | 4 | 4 | 3 | 4 | one | | | |
| 4 | 4 | 4 | 4 | 4 | 4 | 4 | | | |
| 3 | 3 | 4 | 4 | 4 | 4 | 3 | in | | |
| 5 | 4 | 4 | 4 | 4 | 4 | 5 | | | |
| 4 | 4 | 4 | 5 | | | | | | |
| 4 | 5 | 4 | 4 | 3 | 3 | 4 | 4 | 3 | |
| | 4 | | | | | 3 | 3 | | |
| 4 | 4 | 5 | 3 | 2 | 2 | 3 | 4 | 3 | |
| 3 | 3 | | 4 | 3 | 3 | 3 | | | |
| 3 | 3 | 5 | 3 | 2 | 2 | 3 | 3 | 2 | |
| 2 | 2 | | | | | | | | |
| 3 | 3 | 4 | 3 | 2 | 2 | 3 | 3 | 2 | |
| 3 | 3 | 4 | 3 | 4 | 3 | 3 | | | |
| | | | | | 4 | | | | |
| 4 | 4 | 4 | 4 | 4 | 4 | 4 | | | |
| 3 | 4 | | | | | | | | |
| 4 all | | | | | | | | | |
| 3 | 3 | 4 | 3 | 3 | 3 | 3 | | | |
| 3 | 3 | 2 | 3 | 3 | 3 | 3 | | | |
| 3 | 3 | 4 | 4 | 4 | 4 | 4 | | | |
| Fair | | | | | | | | | |
| 5 | 5 | 5 | 3 | 3 | 4 | 4 | 5 | 3 | |
| Fair | | | | | | | | | |
| in | | | | | | | | | |
| 4 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 3 | |
| 5 | 5 | 3 | 3 | 3 | 3 | 4 | 4 | 3 | — two |
| 4 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | |
| 4 | 4 | 5 | 3 | 3 | 3 | 3 | 3 | 3 | |
| 4 | 4 | 4 | 3 | 3 | 3 | 3 | | | |
| 4 | 4 | 2 | 3 | 3 | 3 | 3 | | | |
| 4 | 4 | 4 | 4 | 4 | 4 | 4 | | | |
| 3 | | | | | | | | | |

No 5 Excellent
4 Very good
3 Good
2 Indifferent
1 Bad —

# List of Petty Officers

| | | | |
|---|---|---|---|
| C. F. C. | Thomas | Herbert | |
| C. | ~~John~~ | Winants. | Bennett O. S. |
| C. F. Top | Cornelius | Washington | Fwd 13.6 Aft 15.1 before filling Boilers |
| Coxswain | Lewis | Payne | " 14.1 " 15.3 After do |
| C. M. Top | Alexander | McCone | " 14.6 " 15.6 Coal do |
| Coxswain | Thomas | Pond | |
| C. A. G. | Charles | Keyes | |
| " " | John | Conway | Ships Draft. ready for |
| P. Mate | William | Thompson | Sea & both anchors down |
| G. M. C. | John | Merritt | Forward 14.8 Aft. 15.8 |
| Qr. Gunner | George | Preston | both anchors up - |
| Qr. Mr. | Francis | Trainer | Forward 14.10 Aft. 15.9. |
| " " | Peter | Welsh | Funchal Madeira |
| C. Mate | William | Monks | One Anchor down & full of Coal |
| Painter 2d C | George W. | Young | Fwd. 14 Aft. 15.2 |
| Schr. Mr. | W. D. | Paynter | Rio - full of Coal & Water |
| Asst. Hold | William | Maguire | Fwd. 14.4 Aft. 15.5 |
| Surg. Stwd. | C. A. | Tufts | Straits of Magellan April 8th |
| Pay. " | P. D. | Justice | Fwd. 14.6 Aft. 15.4 Water in Boilers |
| Cab. " | Isaac | S. Bradley | Valparaiso |
| " Cook | Lewis | Thomas | Fwd. 12.6 Aft. 14.10 |
| Ships " | Charles | Thompson | Callao |
| Steer. " | John | Fusby | Aft. 15.3 Fwd 13.8½ Light |
| Eng. " | Charles | Ellender | 2d time July 2nd 67 full |
| P. W. | James | Crawford | Fwd 14.6 Aft. 15.6 full |
| G. W. | C. L. | Wood | San Francisco |
| Qr. Gunr. | John | Lane | Arrival Aft. 15.2 Fwd 12.10 |
| C. Pr. Mr. | R. W. | Watson | Coal in 15.6 " 14.4 |
| | | | Ready for Sea 15.8 " 14.6 |
| | | | Silka Oct. 18th |
| Qr. Mr. | John | Burns | Aft 15.6 Fwd. " 13.00 |
| S. M. M. | James | P. Simmons | Corinto July 7th 68. |
| Armorer | William | Connelly | Fwd. 13.3 Aft. 15.4 - 1 - |
| Cooper | James | Davis | |
| S. Water | James | McClintock | |
| W. at Arms | W. C. | Seymour | |
| Yeoman | Daniel M. | McCool | |

| | | |
|---|---|---|
| | W. R. Legot | John E. Conroy ✓ |
| | Steer. Stew.d | Jerimd Jacobs ✓ |
| | For.d Offs. | Octavius DaCosta ✓ |
| | Cailker | Geo. W. Seyton ✓ |
| | W. R. Stew.d | J. J. Vanbraskle ✓ |
| Callao Aug. 2.d | ~~Eng.d B~~ Mate | ~~James Crawford~~ ✓ |
| | Capt.n | P. H. Connell ✓ |
| | Nurse | John Kenney ✓ |
| | Cook | Corbin Washington ✓ |
| | | John Wyseans ✓ |

Admiral ordered after joining the ships in Philad. Nov.r 2.d on board a crew mostly all of whom were in debt to the Govt. & before leaving in Washington had condemned & sent to the Hospital 9 men from Rio Aug. 14th Mr. McDonald & 4 men were condemned & sent N. & from Callao 4 more men were condemned & sent N.

## Hospital List

U. S. S. Osceola

Philada. Navy Yd. Nov.r 12.th 1866

Sir:

The following is the list of men sent from this Ship to Naval Hospital.

| | Name | Rate | Age | Born | Dis charged |
|---|---|---|---|---|---|
| 1. | Gustaus Anderson | Ser. | 35 | Sweden | Nov.r 2d. 66. |
| 2 | Andrew Donaldson | 1st. C.F. | 37 | Scotland | " " |
| 3 | James Kelly | Sea. | 31 | Ireland | " 4th. " |
| 4 | James Clifford | C.H. | 25 | Virginia | " " |
| 5 | Florence Burnett | 2nd C.F. | 26 | Ireland | " 7th. |
| 6 | Robert Harley | Cap. Top | 58 | Baltimore | " " |
| 7 | Charles Stoothoff | 2d. C.F. | 42 | New York | " " |
| 8 | Henry Sinclair | C.H. | 26 | New Jersey | " 12th. |
| 9 | Francis Jordan | Fds | | | " 14 Mission |

Very Respectfully &c.

P. F. Gibbs Surgeon

## Deserted &c

| Date 1866 | Name | Rate | Remarks |
|---|---|---|---|
| Oct. 29 | James Lowey | Sea. | Deserted |
| Nov. 7 | James Barrett | Stg. St. | Taken out on a writ |
| " " | John Dulaney | C.H. | Sent to N. York as witness: N.B. Since returned |
| " " | John P. Fairchild | C.H. | Do Do " " Do |
| " " | John Howard | C.H. | Do Do " " Do |

U. S. S. "Ossipee"
November 1866.

To the Paymaster.

Sir:

The following named men have been given the rates set opposite their names, and you will please so enter them on your books, dating from the 1st of November inst, except in cases of subsequent transfers or enlistments, which will date accordingly.

## Petty Officers

| | | | |
|---|---|---|---|
| Daniel W. | McCaul | Yeoman | Abuse of Liberty & Deliriam Tremens. |
| ~~William C.~~ | ~~Seymour~~ | Wardroom | Discharged on ac. of his health. |
| A. C. | Tufts | Surg's Stwd. | |
| ~~Benjamin A.~~ | ~~Jackson~~ | Pay's " | Discharged in Valparaiso May 3rd 67. for |
| ~~Milton J.~~ | ~~Paynter~~ | Schl. Mr. | Disrated to Lds. Jan. 1st 67. Incompetent |
| James | McClintock | S. Writer | |
| Isaac S. | Bradley | Cab Stwd. | to W. R. Stwd. Sept. 24th |
| Lewis H. | Thomas | " Cook | |
| ~~Isaac N.~~ | ~~Hagarty~~ | W. R. Stwd. | Deserted in Rio. Feb. 26th 67. due 54.47 |
| John C. | Conway | W. R. Cook | |
| James | Crawford | B. Mate | to Gun. Mate March 1st 67. |
| William | Thompson | " " | S.C.M. 1 Mo pay — $6 Mo deduct |
| ~~John~~ | ~~Merritt~~ | Gun Mt. in Chg | Invalid home from Rio. Feb. 22d 67. |
| ~~Charles L.~~ | ~~Wood~~ | Gun. Mate | to Fill vacancy above March 1st 67. exchanged |
| ~~George~~ | ~~Porter~~ | Qr. Gunr. | to 2d M. Dec. 11. / Wm E. Wilson / Stk |
| ~~Wm E. Wilson~~ | ~~Q.M. Jackson~~ | " " | Aug. 20. Deserted Sept. 13 $15 due returned 15 |
| John | Lane | " " | to B. Mate in Crowder's place March 1st 67. |
| Robert W. | Watson | C. Qr. Mr. | |
| ~~Peter~~ | ~~Welsh~~ | Qr. Mr. | Reduced to Sea. Dec. 11. 66. Geo Preston |
| ~~Geo. Bayard~~ | | " | June 20th 67. |
| Francis | Trainer | " " | |
| ~~Henry Martin~~ | ~~Burns~~ | " " | Disrated. & S.C.M. for Incompetency to |
| Lewis | Payne | Cox'n | |
| ~~Henry W. Sewell~~ | ~~Carlin Washington~~ | G. Mate in Chg | Insubordinate Reduced to Sea. March 1st 67 |
| Alexander | McLane | Cox | |
| ~~Henry Harrison~~ | | " | Deserted Sept. 18. due 65.$ |
| ~~[illegible]~~ | ~~[illegible]~~ | " | Deserted in Rio. Feb 15th 67. due 10.18 |

# Petty Officers

| | | |
|---|---|---|
| Wm H Hart | Master at Arms | |
| Wm E Wilson | P. M. Steward | Injur. S.C.M. – 1 M. pay & Reduction – remitted Letter |
| Corbin Washington | Gun. Mate in C. | Drunk S.C.M. – 6 M. L. & 1 M. pay. |
| James Travers | 2d Gun. | |
| James Conway | " " | |
| Geo. Bayard | 2d Master | |
| Henry Martin | " " | |
| Henry W. Sewell | Coxswain | |
| Wm Young | C. A. Guard | Drunk S.C.M. – 6 M. L & 1 M. pay Again Dec. for disobeying orders – One Week Sol. on B. & W. by S.C.M. |
| Richd Agnew | Carpenters Mate | |
| ~~Francis Banks~~ do | ~~S. M. Mate~~ | to Sea. Sept 26. do to S. M. Mate Oct. 1st |
| ~~John Donaldson~~ | S. M. Mate | do Deserted Oct. 4th $39 in debt |
| John Smith | Cooper from | Oct. 1st |
| Wm N. Walker | Coxswain | " " |
| Richd Hooper | Capt. of Top. | " " |

Wm H. Hart appointed in his place. $235.70

for incompetency & dishonesty – Wm E Wilson 2d Gun. in his place

## West Indies

## Peru.

Aug. 20th 67 at Mare Island $375.55

Letter to Pay Masters Steward May 3rd 67. P. Gun't N. from Panama June 14th 67. Invalid'd

Deserted ~~from~~ caught in S.F. Sept. 8th 67. ~~Again~~ Drunk. S.C.M. 8 M. L. & 1 M. pay – remitted Letter.

Invalid horse from Rio, Feb. 22d 67. Delaud

Deser in Rio. Reduced to O.S. Qm's C.M. Sentence to 6 M. Ball & Chains & then discharged.

Substitute 2d Gun. in place of Wm E. Wilson above & Gun. Mate in place of Wood exchanged Aug 15.

## Maryland.

| | | |
|---|---|---|
| ~~James Bennett~~ | C. F. C. | S.C.M. Drunkenness Deserted 3 mos. |
| Thomas Hubert | " " " | do |
| ~~Thos. Somerset~~ ~~Thomas Hayes~~ alias of | C. F. F. | Deserted Aug. 18th 67. $4.64 reduced to Sea. Aug. 1st 67 for incomp. |
| ~~Thomas Bond~~ | C. M. F. | Deserted Sept. 20 due $35. |
| ~~Charles Freyes~~ | C. A. G. | Invalided N. from Panama June 20th 1867. |
| ~~Wm Young~~ John Conway | " " " | Drunk. S.C.M. 6 m. L. & 1 m. pay |
| ~~William Mynks~~ | C. Mate | Abused Liberty. R. to Sandy March 1st 67. |
| ~~Francis Backes~~ ~~[illegible]~~ reduced to Sea. | S. M. Mte | Deserted in Rio. Feb. 15th 67. |
| George W. Young | Painter 2d c. | |
| ~~[illegible]~~ | Cooper | Deserted in Rio. Feb. 25 67. |
| William Conley | Armorer | Drunk. S.C.M. – 6 m. L. & 1 m. pay. |
| William Maguire | C. of Hold | |
| Charles Thompson | Ship's Cook | |
| ~~James M. Ailey~~ ~~Crome G. Jacobs~~ | Stgt. Shd. | Invalid home from Rio Feb 22, 67 |
| Joseph H. Michie | " " | abused Liberty 2. |
| ~~John Friebey~~ | " Cook | rated Steward from June 1st 67. deserted |
| Charles Ellender | " " | |
| Octavius A. Dickenson | F. Off. Shd. | |
| ~~John Williams~~ | " " Cook | " |
| Barthol. H. Connell | Carpenter | Deserted Feb. 17th 67. Found in Pa |
| George W. Seyran | " 's Caulker | |
| John McKenney | Nurse | |
| ~~Chas. Smith Col.~~ | W. R. Steward. | called May 25th to Stew. Jan 1st 67. |
| Zacharia Johnston Col. | Steerage Cook | " " " to Cook " " " |
| William H. Quinlan | " Stew. | |
| Thos. Hayes | Capt. of Top. | |
| Edward Collins | " Forecastle | |

Caught in S.F. Sept. 8th 67. D again Nov. 16 Caught 2d day due $45 S.C.M. Reduced to 1st class of 1st pay.
do do Sent to Hospital Dec. 12th

June 14th 67 entitled to an Hond Discharge

having due him $9.9 Va.

" " " 33.63 England

his successor (Autor) deserted in Valparaiso May 3d 67.

at San Francisco Sept. 6. 67. due $60.

Prison in the Country released.

No C. S. from Sept. 24th Run Nov. 15th

# Muster Roll continued

## Seamen

~~Francis Banks~~ — to 5th M. Mate from Oct. 1st 67.
~~Charles Bailey~~ Drunk on board S.C.M. March 1st 67. S.C.M. 2 Mo pay — Deserted
~~Wm Robinson~~ Deserted Oct. 1st $12 due
~~James Brown~~
~~Henry Martin~~ — to 2nd Master March 1st 67
~~Thomas Collins~~ Desertion S.C.M. Jan. 67
~~Daniel McCarthy~~ — Deserted Sept. 20. due $10. caught Sept. Paid 20, R
~~Charles Butler~~ Disrespect &c — " — " " Deserted Nov. 16th due 15,
~~Francis Banks~~ to 5th M. Mate March 1. 67. & back to Sea. Sept. 28th
~~James Dorand~~ Desertion — " — " "
Marcus Peterson
~~Henry Marcuson~~
Edward Harris
~~John Pickens~~ (Absalom Perkins. English) Nov. 26th 66.
~~Richard Hooper~~ to Capt. of Top.
James Prince
~~Henry Brown~~ Deserted Sept. 20 In debt 35 $ Caught Sept. 25th? —
~~Thomas Summers~~ deserted
~~Corbin Washington~~ to 2nd Gunner May 3rd 67.
~~Thomas Daniel~~ Attempt to Desert S.C.M. Feb. 25 67. R to O.S. & lost 3 Mo pay
~~Thomas Hayes~~ reduced from Capt. of Top. & subsequently appointed again Oct. 67.
~~Henry Bennett~~ To Cox. March 1. 67.
~~Alexander Brown~~ — Deserted Nov. 16th in debt $ 51.
~~William E. Wilson~~ to 2nd Gun. Dec. 11th 66. (Rebel Rebel) latter sent
~~Wm H. Walker~~ to Capt. of Top & to Cox. from Oct. 1st 67.
~~William Young~~ XXXXXXXX, Rebel Radcard, deserted in Rio

## Ordy. Seamen

~~Robert Anderson~~ — Deserted Sept. 20. due $40.
~~Edward Thompson~~ from U.S. Resaca Oct. 23rd 67 — Deserted Nov 16. Caught 2d day. in debt 9,
~~Charles Ashburg~~ Deserted at Callao May 25th 67 due $ 23. & effects
~~James McCarthy~~
~~William R. Mansfield~~ Theft & Insubordination S.C.M. Dec. 66. 3 to 2 seals —
~~Joseph Barber~~ Deserted Sept. 18. due $30.
~~George Bagnall~~ Drunk on Duty S.C.M Jan. 67. Subsequently rated
~~John H. Bolton~~ Do — — " " Deserted Aug 18th 67 m. sit
Robert Cummings
~~Theodore Davis~~ deserted in Callao May 25th 67. due 20 $ & effects
~~James A. Emerson~~ S.C.M. July 6th Reduced to 2ds.
~~John Featherstone~~ Drunk on Duty S.C.M. Jan. 67. lost 1 Mo pay
Andrew Fenton Deserted Sept. 18th due 25. $ Returned 26th
~~John Flood~~ Deserted in Callao May 25th 67. due 61 $ & effects
~~Thomas A. Jacobs~~ Deserted Sept. 18th In debt $ 60.
~~Thomas Collings~~ — Do — " 20 due — 10 caught Sept. —
~~Thomas Morgan~~ Disrated for incompetency Jan 18. 67.
~~James Dermid~~ — Deserted Sept. 20. In debt $ 18. caught Sept. Paid 20 R
~~Thomas Hallett~~ Do — " 20 due — 40 — — — —
~~John Burns~~ Mate by Capt. C.M. at Mare Island Sept. 4th Sentenced to S.M. with
XXXXXX XXXXXX & Disrespect Deserted in Rio Feb 26th 67. due 11. 10
~~Peter Nilson~~ Rated Sea. Feb. 1st 67. Deserted in Rio. Feb. 25th 67
Benjamin Radford
Samuel A Thompson Drunk on Duty S.C.M. Jan. 67. Deserted Aug 18
~~George Wilson~~ taking a boat contrary to orders S.C.M.
Guy Lewis transferred from Dixie to be discharged in San Francisco Aug 8. 67
~~Joseph~~ XXXXXX D. from U.S.S. Sacramento no — Dec. 25 66 Madeira

James Bennett Deserted Dec. 16th Caught 18 paid 6. S.C.M. - 3 m. pay & D. Discharge

~~Henry Martin Sea. Rio. 23d 67.~~

~~Edward Collins~~ Sea. from R. Oct. 23. 67 Rated Capt. Forecastle

~~[illegible]~~ " " J. " " " Deserted Nov. 16th in debt 53.

Sept. 20th due $15. Thos. O Neal " " " "

~~Joseph [illegible]~~ " " " Deserted Nov. 16th in debt $38.

D. again Nov. 16th & Caught - $ paid 20. S.C.M. 30 d. on reduced rations & - 3 m. pay. Sent to Hospital Dec. 12

Killed by falling from aloft.

Deserted again Nov. 16th in debt $36.

and subsequently deserted in Valparaiso May 2nd 67.

Rec'd. Home Feb 22nd Invalid

Rio Feb. 25 67. due 15. 52 - Swede & Burns attempted to desert S.C.M. Feb 28. 67. R to O. Sea. sleeves of 3 m pay

S.C.M. Reduced to Lds. & loss of 1. m. pay

Rec'd C.M. Aug. 20 & transferred to the U.S.S. Dal M. 2d Sept. 4th 67. $16 in debt.

$10.12

delivered himself up - Rec'd on board June 28. 67. Transferred to Resaca Oct. 23d 67.

Deserted Sept. 20. due $10.

delivered himself up. Rec'd on board June 28. 67. D. again Nov. & caught 2d day. due $22, S.C.M. Reduced to Lds. & loss of 1. m pay.

Paid $20 R. Deserted again Nov. 16th in debt $24.

Deserted again Nov. 16th at Esquimalt in debt. $37.

Deserted again Oct. 4th at Esquimalt. $10. due.

bill & chain at Marine Barracks Mare Island. $30.

English

Swede

$26.18 brought on board Sept. 19th w/ the a bill of $65.½

Erasing Ship. Deserted in Valparaiso May 4th 67.

Deserted in Valparaiso May 2nd 67.

# Muster Roll - continued

## Landsmen

Jas. A. Emerson

~~Lewis W. Hunter~~ to Electric Elec. March 1st 67. Desertion

~~John Altree~~ Sick of Drink R. No. 16th Caught 2d day. due 26, S.C.M. Rd

~~Joseph Parker~~ Drunk on Duty S.C.M. Jan. 67. Rate O.S. July 5th 67.

~~Thomas R. Cornish~~ Sent N. from Panama Jan 14. 67. Discharged

~~William Daugherty~~ Ships Boy Deserted Sept. 8th $125. due

~~William Hartel~~ Deserted in Rio. Feb. 25th 67. due him 44.38

~~John Hall~~ Deserted Sept. 20. due $4.

Reuben Howard Colld

~~William M. Long~~ Transferred to Jamestown Oct. 23d 67.

Nathaniel Solomon Colld

Charles Smith

~~William R. Wilmore~~ Colld Sick at Mare Island Aug. 10th to Hospital, Sick

~~Wm. J. Paynter~~ Born School Master Jan 1st 67. For incompetency,

~~John H. Phillips~~ Colld Transferred to Resaca Oct. 23d 67

~~Thomas Hogan~~ from O. Sea - S.C.M. " 18 " for incompetency, Oct.

John Cairns Left at Mare Isl. Hospital Aug. 67.

~~Richard Agnew~~ to Sail Makers Mate March 1. 67.

~~Wm. Monks~~ from Carpenters Mate March 1st 67. Deserted Nov. 16th due 45.

## Ship's Boys.

1st. class.

~~William Bobbs~~ Colld to Landsm. Aug. 1st 67.

Richard S. Cornish "

~~Richard W. Thomas~~ Transferred to Jamestown Oct. 23. 67.

Antonio D. Viamia - Colld 3d class pronounced [Viámela] to 2d C Boy

~~Wm. J. Paynter~~ Transferred to Jamestown Oct. 23d 67.

~~Wm. Sheriff~~ 1st C. Boy Sept. 22d

John Altree Reduced - Deserted Dec 16th Caught 18th paid $6. S.C.M. - 3. M. pay 3 D.P.

### Supernumaries

~~Patrick Malley~~ S.P. Deserted from U.S.S. Lackawanna Jan 67.

~~Edw. H. Hutton~~ Invalid from Callao to Panama - return no mar left

~~Edw. R. Spaulding~~ from Victoria to San Francisco

~~John Conner~~ do do

# Landsmen

William Bradley. Sept. 24, 67 Deserted Dec. 16th Caught 18 paid $6. S.C.M. – S.M. pay and D. Discharge

~~John Dunstan~~ " 26, " to S. M. M.

~~Wm H. Lexington~~ " 27, " to S. Steu.

John Williams Col.

Wm Bell – " Aug. 1st 67

Rich. B Cornish " Oct. 1st 67

Antonio D. Vianea " "

Wm Sheriff – "

John Flood Reduced S.C.M. Deserted Dec. 16. Caught 18th Paid $6. S.C.M – S.M. pay, & D. Discharge

Penn. ~~Ex. Hoxxxxxx~~ 20 " " in debt $28.

Angle McCaffery Reduced from C. Heary

David Stewart Oct. 18th at Ft. Simpson

N. Aug. 30th for prime discharge

March 25th to 1st C. Boy.

Ordered him for John Smith Sils. & Co. per from the Pensacola

Aug. 1st

Deserted again Jan. 16th 68 – due $16.

# Muster Roll - continued

## Apprentices

Frank P. Cooley to Or. Sea. Oct. 1st 67
1st. Charles A. Gilbert do do
class Caleb R. Hunt
o. John Warrington smuggling sent to Hospital Mar. Del. Dec. 67

o ~~William H. Adams~~ Absent without Leave - supposed to have been shanghai'd had 34.42 due him
~~George H. Brown~~ deserted in Rio Feb. 20th 67. due $2.92, Maine
o Isaac T. Broderick o P to 1st C. Boy Aug. 1st 67 drunk
o Alfred B. Cannon
E. E. Chipman P. to 1 C. B. Aug. 1st to Or. Sea. Oct. 1st 67
o William A. Darnell P. to 1st Class Inst 1st 67 do do
2nd. Peter J. Fort " "
class Frederick W. Harrington " "
John Lieper " "
o ~~John A. Dougley~~ Deserted Sept. 8 in debt 50. Nov. Herbert Security
F. T. Smith P. to 1st Class June 1st 67
~~Albert E. Smith~~ sent W. Aug. 30. as an Invalid
o ~~James Widdis~~ Deserted Sept. 11th in debt $12.

Edward W. Brown P. to 2nd Class Inst 1st & to 1st C. Aug 1st 67.
Charles Gadwin " o to Or Sea. Oct. 1st 67.
3rd. John S. Journey " Aug 1st
class Jacob Kulph " " Deserted Sept. 20 due $14. P. 10. to him
George Kopp " to 1st Aug. 1st to Or. Sea. Oct. 1st 67.
James F. McKenna " o 1st " "
o James Richardson " Aug 1st Drunk. S.C. M. 30d. in Sol. Cen. on Bg W.

same day

# Muster Roll - continued

## Firemen

William Agnew
~~Thomas J. Barron~~ Sent N. Aug. 30. 67. as an Invalid. $362.
John Haggerty
Richard Harrington
1st class ~~Michael Kelly~~ deserted Sept. 12th - $90. due
~~Lawrence~~ Lawrence Invalid home Feb. 22nd 67.
Christopher Schroeder
~~John Wards~~ left at Marine Del. Hospital Aug. 67.
Henry Black Absent Liberty do
John Bates
John Carpenter
Franklin Connor
~~John Harney~~ Accidental & sent N.Y. as an Invalid
2d class William Keedn
John Murray
Owen McDermott
John Rahall
~~John Williams~~ left at Hospital Marine Del. Aug. 29th 67.
Thomas York
Michael Ledguidder

## Coal Heavers

Thomas Burns
Patrick Cogan Deserted Dec. 1st 67. due 72.$ Caught Dec. 7th paid $6.11
Robert Collins
~~Thomas Davis~~ absent Liberty - Deserted Sept. 12th. $95. due was caught & brought in to Marine Del. Jan. 4th by Police Mr. C. M.
Peter Engle
Francis Grant
William Kelly Insubordination
Henry Le Sage
George Mullen
Charles O'Brien Arrested for theft - Dec. 1st 67. dis'd & brought off Dec 7th paid
~~William Price~~ Deserted Dec. 1st 67. due $4.
~~Christopher Peck~~ Deserted Aug. 18. 67 $66.87
John Rupell
~~George Robinson~~ R.S. 1st C. F. Aug 1st 67.
Richard Tyre
Darby Toey
John Delaney

1st C. Fireman

Geo. Robinson - from C.H. Aug 1st
Alexander Peters from Dec. 2nd 67.
Matthew Hogan Dec.
Thomas Flynn
William Cogan

2d C. Fireman

from Panama June 14th 67. entitled to an Hon. Discharge.

Coal Heavers

Joseph O Halloran Sept 21. 67
~~Hugh McCaffrey~~ " 22 " deserted Nov. 16th & Caught 2d day & Ret. to Sds & Imp.
Martin Foran " 23 "
John Quirlin " " "
Jan 25th 68 Sentenced to $120 - 3 M. in Ball & Chain at Hard Labor 2d & dishon. Discharge -

$8.11.

# Muster Roll - continued

## Marine Guard

| | | | |
|---|---|---|---|
| ⊙ | ~~Orrell C. Baker~~ | ~~Q. Sergt.~~ | Aug. 21 Deserted Dec. 9th at Mare |
| | ~~Charles Vollmer~~ | ~~Q. Sg.t~~ | broke leg & sent to Hospital |
| | George Byrnes | Sg.t | |
| | Michael Nugan | Corp.l | |
| | Edwin A. Peckefus | " | |
| | Patrick Boylan | Private | |
| | John Carroll | " | |
| | Andrew Fortune | " | |
| ⊙ | John Hughes | " | Drunk on Duty S.C. Mil. at Sea March 1. 67. 2 Mo. |
| ⊙ | Samuel Hill | " | |
| ⊙ | ~~Mayor Lees~~ | " | Deserted Sept. 5th $80. due caught in |
| | James S. Malloy | " | |
| ⊙ | ~~Edward Morris~~ | " | Deserted Sept. 6. $42. due |
| | Robert McKenney | " | |
| | Thomas McClure | " | |
| ⊙ | John Nolan | " | drunk on duty - S.C.M. - 6 M L & 3 M. pay - rem |
| ⊙ | Daniel J. Patterson | " | |
| ⊙ | ~~Lewis Smith~~ | " | Deserted Sept. 14th $100. due |
| | John Stewart | " | |
| ✓ ⊙ | ~~Samuel H. Stone~~ | " | Drunk & Disobedient. S.C.M. at Sea March 1. 67 |
| ✓ ⊙ | Charles Willard | " | Deserted Dec. 1st 67. due $74. caught |
| ⊙ | James A. Winter | " | Sleeping on post S.C.M. - 2 M pay & 15 d. ex. d |
| ⊙ | James Ward | " | Left Ship Without leave at Squimalt. B. |
| | Robert White | " | |
| ⊙ | ~~Henry Williams~~ | Aug 26 " | S.C.M. Sleeping on post - exchanged for Aug. 26th Mare Island. |
| ⊙ | ~~Francis H.~~ Love | " | Do. Drunk - S.C.M. - 6 M L & 3 M. pay. |
| | James H. Sweeney | Music | |
| | Joseph C. Megonigal | " | |
| | John McDonald | Private | |
| | Chas. G. Massey | " | |
| | Frank Rivere | " | |
| | Geo. F. Stoepler | " | |
| | James Simpson | " | |

Among the applicants for clerkships out of Phila. were

J. F. Farrel of Brooklyn N.Y.
J. H. Thatcher Wilmington Del. "
Wm H Hervey 37 Lowell St. Boston
C. A. Pollard Garden St. Do
Jas. McClintock Balto.

Deserted due 26 ß
Aug 16th

Loss of pay & 1 M. Extra duty Do Nov. 29th S.C.M. – 1 m.p. 36 M. Liberty

In the absence of this ship's R. & Rec. on board 1425 P.

remitted 1 M. pay.

3 M. loss of pay & 2 M. extra duty Deserted Dec. 12 67 due ß 12.
brought off Dec. 7th paid ß 8. = 11. S.C.M. – 8. M.p. & D. Discharge

S.C.M. Reduced from Corpl. loss of 2 M. pay – 1 M. remitted. Sent to Hospital M. 9th. Jan. 27th

1866. Nov. 18th. Off Phila. Navy Yard.

Lt. Commander A. F. Crossman having reported for duty to supply the place of Mr. Dana - obtained by telegraph from the Depart.t leave until Tuesday, 20th. to return to New York and make his preparations for Sea.

Bent Sails and made some alterations.

Nov.r 19th. Mr. Dana who had been relieved from further duty aboard since my report to the Departmt. forwarding his resignation - was detached from the Ship under the following order

"Navy Department. Bureau of Navigation &c
Washington. 19th Nov.r 1866

Sir,

You are hereby detached from the "Ossipee" and you will keep the Bureau advised of your address

By direction of the Secretary of the Navy

Respectfully (signed) Thomas A. Jenkins
Chief of Bureau."

Lieut. Com.r
W. H. Dana, Philada.

Employed in taking observations on distant fixed objects to determine the local deviation of our compasses - Bouys out of position and tides too strong to swing the Ship by hawsers, Navy Yard Tug bringing us daily mails and supplies

Nov.r 20 - Lt. Com.r Crossman joined and reported for duty, accompanied by his Father Mother & Wife to bid him good bye -

Nov. 21. Blowing a Gale from West.d dragged the Bouy & let go Bot Anchor.

finished our compass observations, which were not altogether satisfactory - Received some additional Coal and wood from the Navy Yard.

Served out Clothing &c to the crew some of whom were very destitute and much in debt.

Examined Equipments and internal arrangements including Magazines &c. found a space under the Starbd. Condensor that had been left in a filthy condition from which we removed some 12 buckets of dirt

including some decayed shavings - coal bags & rusty grabbers which had evidently escaped the observation of the inspecting Officers (mentioned the same in a note to Commo. Selfridge)

Nov. 22d. Overcast with wind light from East. Lt. Comr. Crosman returned on board having taken Mrs. C. to the City the previous evening with despatches to the Commo. -

Weighed anchor Got up Steam, made last reports and as soon as the Tug arrived from the Yard (1120) with our Males, Shipped our hawser to Bony and Steamed down the Delaware River against a flood tide.

Ebb tide made below Wilmington. Several Sail bound up and out - Averaging about 6½ Miles per hour moderate Steaming - Stopped engines frequently to cool hot journals - Soon afterdark anchored opposite Liston's point in 5 fathoms water low tide and veered to 30 ft. chain, Banking fires during night, Engineers busy overhauling the Machinery and Executive Officer Shakeing Crew.

Nov. 23.

Under way at early daylight Steaming and Sailing down the Bay with a Moderate Westerly Wind which Gradually freshened - Tide flood until near the Ship Ledge Light Boat -

At noon logged 7½ knots under Top Gallt. Sails Wind on Starbd. quart. Engines making 36 revolutions - Prepared a mail to go by Pilot.

Coal Account - from Meridian Nov. 22d to Merid. Nov. 23d '66

Expended $7\frac{1120}{2240}$ tons

$293\frac{1907}{2240}$ "

Fall of water -

Sick on Master & 3 men -

At 1.10 hove to & discharged Pilot then kept away S. E by S. until 2.25 when took departure Cape May distant 15 miles N by W ½ W Cape Henlopen W N W ¾ W Course E by S true.

At Sea Nov. 24th Lat. 37°.40 N. Long. D.R. 71.10 W Course E by S.
Wind fresh from W to WNW. Air 48 to 52 W. 60 to 63 Bar. 30.15
Continued steaming until about Meridian having stopped firing at 8 AM when all the surplus coal on deck was used up. Then lowered the smoke stack cleaned out furnaces & bent the Mainsail. blew off the water in the boilers to about 2 feet which was left to cool before letting into the Hold to pump out. Bent the Storm stay sail. Enough swell to make several sea sick on board including my pet Cat, that so nice seemed alarmed at the manner the House rocked about. Passed two Ships.
Beat to Gd. Quarters & Shotted the Guns.
At Sunset secured the Topsails & Set S.G. over.

Sunday 25th Lat. 37.20 Long. 68.00 DR 67.48 Obs.
Mod. W by W to WW. Tales. Cloudy & following Sea. occasional flaws acc. by light rain. Averaging about 6½ Knots pr. hour the Propeller making about 24 turns pr. minute uncoupled Vessel rolling easy. During the night struck the Gulf Stream (75°) in about 70° Long. & 4 off Shore Air 51° to 54° Gulf Weed & Sea fowl about. The Ex. Officer reported the Crew all properly Watched Quartered & Stationed.
Sick Report 4. Coal on hand 282 tons Guns Water & Wood full.

Nov. 26th Lat. 36.30 Long 64.31 D.R.
Mod. Tales & heavy Sea. Wind gradually hauling from N. to NE & E. Wind Strong in puffs accompanied with Light rain. Propeller averaging 20 to 35 rev. pr. min & occasionally racing. During the night under double reef Topsails & foresail. towards daylight pr. moderating turned out one reef. in doing which a Seaman by the name of Absalom Pickins. English. aged 27 fell from the Main Topsail Yard on deck & immediately expired from concussion of the brain. he was several $ in debt to the Government. and from papers found in his possession it appears that his true name is Absalom Perkins. native of Torquay where he served his apprenticship to a Ship Master by the name of John Crossman and in all his discharges had been given a good character.

At 1.30 P.M. called "all hands bury the dead" read the usual service & committed the body to the deep - Mosin debt to Govt. $1240 which his effects will probably cover -
Examined the crew at Gun Squashes & Fire Stations.

Nov. 27th Lat. 34.20 S Long. 62.12½ W.

Fresh N.E. winds - Sky overcast Cumulo Stratus clouds sea going down - scattering Gulf weed - Bar. 30.30 to 43 Air 67.63 W 65.70
Since 8 M. squalls passed over - Carried T.G. sails over night reefd. Top sails during the night - and after day light all drawing sail on port tack - At 9 A.M. the cry of a "man overboard" created some sensation - The ship was immediately hove too with the main sail up, & after yards aback - port yc boat lowered in charge of Mr Boatswain & Life Buoy let go -
A Dr master sent into the Mizen cross trees with a spy glass, who finally reported that he could see the man swimming towards the Buoy - subsequently that he had taken hold of the same & finally lost his hold & sunk - All of which was in the imagination - for after the Boat returned & the crew mustered - it proved a false alarm - no one fell overboard - and I deeply regret the exercise that better prepared as for such an event - Tacked Ship twice - finally hitch to work better than I had anticipated considering the sea & drag of her propeller -

Nov. 28th Lat. 32° 54 Long. 61, 21

Mid fresh in squalls a.c. by light rain & considerable sea - Wind gradually veering to the E.a Gulf weed & temp. of the 70. & air 60 to 64 showing that we are in the Gulf - Bar 30.43 - Var. of Compass 1 to 1½ points - averaging 5 to 6 knots on a mile - Propeller barely turning at 4 knots speed & spite musical - The Ex officer failed in two attempts to tack owing to a sea in the bow & then wore taking nearly ½ an hour to bring her by the wind on the Starb.d tack -
Lat since 20 miles to the E.a by the Gulf stream -
Condensing Water from Donkey Engine - had to fire the main boiler -

At Sea. Nov 29th 66, Lat 32.1 Long 60.28

Wind & W. much the same Air & W. Do Bar. 30.40 Wind veering on either side of W & by S – Ugly Sea. Disc. that the Fore Topmast rigging had cutted on the head of the mast – Shifted the bolts for the main Lack about 5 feet further for. and it difficult to set the sail on acc. of the Smoke Stack – Sick list increasing.

Nov. 30th Lat: 33.50 Long 61.10

Wind W.S to E varying in force & direction heavy Sea & Ship rolling so as to prevent endeavoring water during the night – some rain squalls passed over – Saltpeter about Fish & Birds scarce – Bar. & Temperature not varying much – Lowered main Lyzail Yoff to copper the Yards & mast – Sick List – 11 –

Ship labouring during the night owing to a heavy Sea from the E. and trying to sails & rigging the latter became so slack that it was fearful of the safety of the mast & was therefore obliged to run some risk in setting up the lower rigging & Top mast back stays which could only do, on acc. of setting up with Screws – as there was no extra Yoffs on board – Bar. falling

Shifted main Lack bolts about 6 feet further for. in either Gangway which made the main sail set better & Made less on Smoke Stack –

Surveys for 1866

| Sat 1st 2nd Board | | |
|---|---|---|
| Lt. Comdr. Weidman | Surveyed, condemned & thrown overboard | |
| Asst. Surg. Jno. D. Rice | Nov. 29th 4 lb Preserved Meat | $ .97 |
| Acts Engrs F. H. Golding | Dec. 8th 95 do Butter | 49.00 |
| | " 13. 4 do Preserved Meat | 97 |
| | | $ 50.94 |

At Sea. Dec. 1st 66. Lat. 34.20 DR Long. 51.4 Bar. 30.4 A. 71 W 72
Long swell from ESE Nimbus clouds - Breeze springing up from W.a Made sail - Bar. gradually declined to 29.94 when the wind increased to a gale in puffs threatening nimbus clouds rising - heavy bank to the E.a Sea irregular reduced sail to double reef.d Lopsails fore sail F.S.M stays.l & main Lowsail - Ship labouring in a heavy sea all night & rolling too deep to allow the Donkey Engine to condense us fresh water

Dec. 2d Lat. 34.31 Long. 59.29
Gale moderating but sea still heavy and from various directions - hauled her up E.N.E. to relieve her rolling somewhat at 8 A.M turned out one reef & set Jib Lop. G. Sails & main sail Send. Inspection at Quarters Read Divine service - Capt. Lowry's explanation in regard to the accounts of the Apprentice Boys sent from the Sabine to this ship.

Dec. 3d Lat. 34.32 Long. 57.8
Wind var. & squally with oc. Rain some L. & Thunder - Ugly sea. Ship labouring & leaking some - difficult to write or Read with any comfort - and obliged to live on half allowance of sleep - Made double reef during the night with Main sail furled -
Bar. com. rising from 29.94 Wind com. hauling from West.a to W.a Air 68° & water 70° some Gulf weed -
Split Main sail in chafing against Smoke stack -

Dec. 4th Lat. 34.16 Long. 54.25
Wind gradually hauling to W.a & E.a & sometimes blowing a Gale. Cc. by squalls & light Rain Sky generally overcast Bar. 30.15 to 30 - A. 62 W. 70. Heavy cross sea - some Easterly current. Gulf weed - No seafowl - Carried away M.S. sail Eye Leader & Lifeskarp to reef tackle Block - Cadiusing water - Made 9 knots on a wind under single reef.d Lopsails & Courses -

Wednesday Decemb.r 5th Lat: 33.01 Long: 52.28
Bar. 30.44 A. 67: W. 71: Fair with squally horizon. weather warm ~~Strong~~ Strong winds from N.d & East.d Sea becoming ~~Lat~~ towards night - Some lightning along the horizon Aired Bedding - Gulf weed about -

Decr 6th. Lat: 32°.30 Long: 52°.15'. Bar 30.45 A 65.24 W. 72
Cat paws & Calms partially clouded - some dead swell - Ship making 18 rolls pr Minute thro. an arc of 4° to 20°.
Variously employed - repairing chafes - Condensing Water &c
The Master reported a mistake of 10' in his Long. (2nd time)
With the Ship's Head to the Eastward the Binnacle Compasses agreeing "E N E" while the Bell Tale in the Cabin was S by W.

Decr 7th: Lat: 32°.58 Long: 50°.42 Bar: 30.20 A. W:
Wind mod. to fresh from N to N.W. Sky overcast some rain - Mod. swell - Crew busily & variously employed fitting out Boats &c - Still Condensing Bar. falling to 30. wind come out to S.W. and increased to a strong Gale by midnight accompanied by squalls of rain & lightning & a heavy sea - reduced Sail gradually to close reef'd Main Topsail & 2nd reef'd Fore do & Fore Storm Staysail.
Battened down Hatches. Shipped spare Tiller and made preparations for worse weather.

Dec. 8th Lat. 33°.20' N Long. 47°.14'.20 W
Bar. gradually fell to 29.74" 9 A.M when the wind had hauled to N.W. & continued to blow very heavy in squalls &c. by Rain & a Towering Sea that occasionally come on board over the Hammock rail & Gangway. Kept the Scuppers & two gangway ports open to relieve the deck of water.
Bent the Storm Mizzen & set the Foresail to keep ahead of the Sea - ship swinging down 3 points on the Seas, and scudding better than ahead anticipated - Rolling easy & describing an arc of 23° to 36°. The propeller racing & making 50 revolutions down to 30 - The rose gradually to 29.80 at 11 A.M falling again to 29.76 at Mid. and declined $\frac{2}{100}$ more during the night squalls increasing in force furled the Foresail at 8 P.M & kept her E.S.E. during the night -
Suspended the Master for disrespect to the Ex officer in my presence - Got but little Sleep.

Sunday. **At Sea.** 1866.

Dec 9th Lat 32° 38' Obs Long. 44° 17' 168° W by Bar. rose slowly
33. 00 DR 43. DR
from 29.74 at Mid. to 29.82 at Mer. Still blowing a N to NW
Gale ac. by fierce rain squalls & heavy sea which
occasionally boards us & makes it necessary to keep the
Hatches battened down — At 11 AM one struck the bottom
of our launch resting upon iron beds — lifted her up and
broke one of latter. When shifted her into the fenced way
for better security — keeping offons crews to keep the
sea from coming on board — took sea into cabin ports.
Restored the master to duty — Gave in many Long. 3rd time

Dec. 10th Lat Obs. 32° 32' Long. Chro. 41. 05
47 DR 19
Gale Moderating DR Sea going down Bar at Mer. 30.25 A 65 W 68°
At Daylight made all sail Mid Var. from N by W —
Sea same yr Disc. that a sea that came on board had
carried away the launches mast & punched a hole in the
bottom of the Dingy stowed inside of her —
Unbattened all Hatches sounded Stem Main & un-
shipped Spare Tiller — Passed a ship standing
to the N & E on the port tack — reef top sails —

Dec: 11th Lat: 32.37 Long: 38.44
40 39. 30
Wind gradually dying away leaving a long deadwell
from W & W out, the refuse of Sea weed & Birds
saw some "Portuguese Man of War" — Bar. 30.58 A 65.75 W 68.
Served out clean Hammocks. Disrated Peter Welsh
Qr M. for mutinying under Lop G. F. Castle & placed him
on bread & water for 5 days under the Sentry & Charge
Rated Geo Pester Qr G. in his place & Wm Nilsen Sea in place
of latter — Disc. a leak in shaft alley —

Dec: 12th Lat 32.48 Long: 37°. 42.45' Bar. 30.60
DR. 43 — DR — 7 — 59.
Light var. airs from West & pleasant but too much motion
for me to do any thing with comfort. Nevertheless
had a gen. Exercise at Quarters. The Chief Engineer
examined one of his Boilers inside & found considerable
rubbish including Oil Cans & blocks of wood &c —
showing great neglect on part of Engineer Dept.
at Phila. Navy Yard — Ex. Officer & Chief Engineer submitted
Watch Qr Station — Fire Bills & Internal Regulations
for my approval: Served out Clothing &c

# U. S. S. Ossipee

Decr. 13th: Lat: 32°56' Long: 36°52'.45" Bar. 30.15
DR 48 37. 6. 45

During the Night a Light breeze came from N.a & E.n hauled to S.n of E.a & finally to South.n & strengthened up. Sky partially clouded. Sea smooth with exception of a swell from N.a & W.t Air & water about 70. Some Phosphorescence & Pyrosoma about.
Roused up, examined & marked the Bower chains

Decr: 14th: Lat: 33°17' Long: 34°23' Bar: 30.40+46
DR .11 DR .57
A. 65 to 70 M. 67 to 70 – N.W. swell culminating – Some passing rain squalls – M. Star bearing about N.N.E by our Binnacle compass – Propeller ceasing to turn when Ship's speed is reduced to 3 knots – Roused up & examined sheet chains & paid them below – Several Rats Killed in the fr.a chain lockers – Repaired Dingey –
Reef.d Topsails in 1'36" from the time of flying aloft to hoisting the Topsails up –

Tried Wm. H. Blanchard O. Sea. by Sum. Court Martial for Theft & insubordination and sentenced him to 30 days solitary confinement on Bread & Water – (~~3 consecutive days & then one day in 4 intervals~~ & one months extra Police duty – Approved, & dissolved the Court.

Dec. 15. Lat. Obs 33°25' Long. Obs. 32°43' p Bar. 30.35 A.s W. 69.
DR .18 DR .53
Wind light & var. from Sly E to S.S.W. Long dead reckoning from N.a & W.t – Var. of Compass nearly 3 points W. Passing Nimbus clouds – Called all Hands & read Sentence of Blanchard & then returned him to Confinement – A Bark passed to the W.d & E.a – Fitted Mainsail to Cem. Condensing Water. Reef.d Topsails in 1'38" –

Sunday Decr: 16: Lat 33°46' Long. Bar: 30.30 A 62 W 69.
DR 33.47 DR .30.
Mod Southerly winds & pleasant W.r Sky occasionally partially covered with Cumulus & Cumulo Stratus Clouds Gen.l Inspection, Divine Service Articles of War & Muster – Condensing water expending for this purpose one Ton Coal p.r day. = to 600 Gall. Water and for cooking purposes + do do p.r Week – saw 2 small Petrel – Reef.d Topsails as usual.

At Sea. 1866

Dec. 17th Lat. 33.39 Long. 26.1.15 Bar. 30.25 A 73 W. 69. Mer.
20 34
Wind gradually freshening & hauling S.W. Sea getting up. furled Top Gallt. Sails & mended rep in Topsails. Master gave in Long 24.46 but subsequently disc^d in error of comparison of some 80 miles - ending squally with rain. double reef^d Topsails & trailed up Spanker.

Dec. 18th Lat. obs. 33.01 Long. obs. 23.09 Bar. 30 to 30. Acc. 70 W 69
D.R. 33.01 D.R. 23.13
About midnight alleay squall from West^d kept the Ship off furled main Topsail & main Topsail parted main Top sail sheet split block & sail. also fore Top m. staysail. unbent both sails for repair & bent another m. Topsail. carried away sheet cleat of main Topsail. Wind hauled suddenly to the N^d & paid the Ship off into the trough of the Sea. when the ballast came on board in large quantities which made it necessary to batten hatches. fortunately another shift of wind enabled us to keep her before the worst Sea & relieved our decks. hauled up foresail set fr. Storm staysail, & laid her to. for the Sea to abate.

1866

Dates at which Steam has been ordered

October 28th — To heat Ship
November 3rd — & dispel damp and
November 18th — unwholesome air.
November 22nd — " No 3 Boiler
November 23rd — To go to Sea. all Boilers
November 28th — "
December 3rd — "
December 15th — "

1866

Dates at which Steam has been ordered

October 28th
November 9th
November 18th
November 22nd
November 23rd
November 28th
December 9th
December 15th

To heat Ship & dispel damp and unwholesome air.

" No 3 Boiler

Go to Sea. all Boilers

"

"

"

# At Sea. 1866

Dec. 17th Lat. 33.39 (20) Long. 26.1.15 (34) Bar. 30.25 A 73 W. 69. Mer.
Wind gradually freshening & hauling S.W. Sea getting up. furled Top Gallt. Sails & mended rep in Topsails. Master gave in Long 24.46 but subsequently disc^d in error of comparison of sun 80 miles - ending squally with rain - double reef^d Topsails & trailed up Spanker.

Dec. 18th Lat. obs. 33.01' D.R. 33.01' Long. Obs. 23.09' D.R. 7.43' Bar. 30 to 30. A 65. 10 W 69
About midnight always squall from West^d kept the Ship off furled Main Topsail & Main Topsail parted main Top sail sheet split block & sail - also Fore Top m. stay sail - unbent both sails for repair & bent another m. Top sail - carried away sheet cleat of main Topsail. Wind hauled suddenly to the N^d & paid the Ship off into the trough of the Sea. when the latter came on board in large quantities which made it necessary to batten Hatches - fortunately another Ship of wind enabled us to keep her before the worst Sea & relieved our decks - hauled up foresail set S. Storm Stay sail, & laid her to - for the Sea to abate -

Repaired & set the S. S. Staysail after daylight also M. Topsail double reefd. Wind fresh N.W. with a following Sea.

Decr. 19th. Lat. Obs. 32.53 D.R. 58 Long. Obs. 20.41.22 D.R. 20.57.
Bar. var. down to 30 & up to 30.12 A 62 W 68 Heavy N.W. Sea. squally & rainy with heavy lowering Clouds - Wind from nearly all Points of the Compass - Ship under snug sail - passed & showed our Colors to an English Bark - saw two Petrel -

Also another Bark. Ship & Schr. standing to the S^d & W^d Filled the Tanks with fresh Water and Dried fires in Donkey Boiler

Double reefd for the night: wind growing light & baffling - wore several times - Ship very slow at this evolution -

Decr. 20th. Lat. Obs. 33° 17' Long. Obs. 20° 22' 21" Bar. 30.12 A 67° W 68°
D.R. 2 D.R. 20.18.12
Light N.E. airs and pleasant with the usual N.W. swell under all sail on port tack - scattering cumulus clouds passed a Turtle - Cleaning Boats & paint work
Funchal bearing pr. Comp. S 6 1/2 E. True do E by S 1/2 S dist 175 miles

Decr. 21st. Lat. obs. 32° 49' Long. obs. 19.2 Bar. 30.25 A 62 W 69
Light Cat paws & Calms and pleasant sea with smooth
Fresh sick myself 10 Grains Calomel & 5 do calcine
Boil in an unpleasant & awkward place.
Gun Exercise at quarters reg.d Top sail in 1' 18" very good.
At Sun Set (5 P.M.) Western point of Madeira (Pt. Porgo) bore S.S.E (East True) Dist 77 miles, & in certain Clear Wr would perhaps be in sight from Mast head,

Dec. 22d. Lat 32° 39' 44 Long. 18. 37 35 Bar. same A 70 W 69.
Calm & flapping Not Sturage way, so that we lay much of the time in the trough of the Sea & rolled from 25° to
Touching up Ship & Boats - Scraping Mast &c
At Mer. 69 miles from Pt. Porgo. Propeller revolving at 3 knots
Surgeon Pibb lanced Boil. feel much relieved & on sick list
Saw several Gale Rain squall passed over.

Sunday

Dec. 23d. Lat. 32. 43. 52 Long. 18.14.15 Bar. same A 70 W. 68
44. 33 -- OR 22.45
Calm until after Daylight when a breeze sprung up from the South.d - wore Ship & made all sail on Starb.d tack. Passed & shewed our Colors to an English & Hamburg Ship. the former made Marryatts numbers which we could not read having non of his Signal Books on board -
Gun & Inspection at Quarters & Read Divine Service

Decr. 24th. Lat. 32.58 Long. 17.34 Bar. Bar. 30.40 A 7 W 68°
Pr. 59 33
Pt. Porgo at Mer. pr. Standard Comp S 32° E True S 56° E dist 18 miles
Light S.E airs & Calms & pleasant. some dead swell
Gun Exercise at Quarters - 8 sick. & 4 Confined
Saw several Gale. & one Fin back Whale that appeared disposed to keep us Company.
Roused up & bent both bower Chains.

# List of Wines, Spirits, Ales, &c.,

SUPPLIED BY

## JOHN PAYNE,

OPPOSITE THE CUSTOM HOUSE,

## MADEIRA.

*Established* 1825.

| MADEIRAS— | Per Doz. Quarts. | Per Doz. Pints. |
|---|---|---|
| GOOD DINNER WINE ... ... ... ... ... | 25/. | 6.25 |
| SUPERIOR „ strongly recommended ... ... | 30/. | 7.50 |
| FINE DESSERT „ ... ... ... ... ... | 40/. | 10.00 |
| SUPERIOR „ ... ... ... ... ... ... | 50/. | 12.50 |
| CHOICE „ „ very old ... ... ... ... | 60/. | 15.00 |
| MALMSEY ... ... ... ... ... ... ... | 70/. | 18.00 |
| BUAL ... ... ... ... ... ... ... | | |
| SERCIAL... ... ... ... ... ... ... | | |
| TINTA ... ... ... ... ... ... ... | 60/. | 15.00 |
| *The above Wines may be had in pipes, hhds. and quarter-casks, and are guaranteed the pure produce of the Madeira Grape.* | | |
| PORT ... ... ... ... ... ... ... ... | 40/. 50/. | 10.00 |
| Ditto, fine old ... ... ... ... ... ... | | 12.50 |
| SHERRY ... ... ... ... ... ... ... ... | 40/. | 10.00 |
| Ditto choice ... ... ... ... ... ... | | |
| Manzanilla ... ... ... ... ... ... ... | | |
| BORDEAUX ... ... ... ... ... ... ... | 35/. | 8.75 |
| Ditto superior ... ... ... ... ... ... | | |
| St. Julien ... ... ... ... ... ... ... | 40/. | 10.00 |
| Médoc ... ... ... ... ... ... ... | | |
| Leoville ... ... ... ... ... ... ... | | |
| Chateau Larose... ... ... ... ... ... | | |
| LISBON ... ... ... ... ... ... ... ... | 25/. | 6.25 |
| Collares ... ... ... ... ... ... ... | | |
| Bucellas ... ... ... ... ... ... ... | | |
| CHAMPAGNE, Royal St. Marceaux ... ... ... | | |
| „ Carte Blanche ... ... ... ... | 72/. | 18.00 |
| „ Sparkling ... ... ... ... ... | | |
| FINE PALE COGNAC BRANDY, Hennessey's Brand ... | | |
| „ „ „ Martell's Brand ... | 40/. | 10.00 |
| „ „ „ Denis Mounie & Co.'s Brand | | |
| BRANDY... ... ... ... ... ... ... ... | 20/. | |
| Old Jamaica Rum ... ... ... ... ... ... | 40/. | |
| Schiedam Hollands, in flasks ... ... ... ... | 20/. | 5.00 |
| Irish Whiskey ... ... ... ... ... ... | | |
| Scotch „ ... ... ... ... ... ... ... | | |
| Old Tom Gin ... ... ... ... ... ... | | |
| CHERRY CORDIAL ... ... ... ... ... ... | 40/. | |
| Curaçoa ... ... ... ... ... ... ... | | |
| Orange Wine ... ... ... ... ... ... ... | | |
| Bitters ... ... ... ... ... ... ... | | |
| Madeira Lemon Syrup ... ... ... ... ... | 20/. | |
| SODA, VICHY & SELTZER WATERS ... ... ... | 24/. | |
| Ginger Beer ... ... ... ... ... ... ... | 24/. | |
| BASS' PALE ALE ... ... ... ... ... | | |
| GUINNESS' EXTRA STOUT ... ... ... ... | 12/. | — 3.00 |
| BARCLAY, PERKINS & Co.'s PORTER ... ... | 12/. | |

Madeira

...ed swell as usual
...caught for the 1st time.
...e sails & prepared for
...fter the Marines sappers
...e down by the new
...into the Pepper stack
...& Got the Anchors off
...ed - making about
...ed the whole South-
...lest Veil of the spirit
...by Vineyards & Shrubbery
...ues -

...ock in 12 f. water
...to Heaven Boat that
...ded as an infected
...ulent 5 days -
...Jealous R Adl - Sir Geo. Hastings
...Ship - Rec^d an offer
...from the Ara Cuma
...- but offered to send
...supplies &c -

...klingdom has declared the ports of Philadelphia and New York as infected with cholera, and all the other ports of the United States as suspected of the same disease, from the first of July last.

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I have the honor to remain, very respectfully, sir, your most obedient servant,

C. A. MUNRO, Consul U. S. A.

...sea breezes with occasional light rain
...ing over the Island & abundant Moisture
...in - Bar. 30.38. A 65° W 65° -
...ling. Rec^d - on board 35 Tons of Welsh
...pr Ton delivered in bags & Lighters
...their Ration & Grog Money - allowed
...to trade with Ship in fruits &c
...getting Stores &c from shore
...Lower Rigging Fore & Aft - also
...Fore & Main Top Mast Do & Stays -
...Left the Ex. Officer to return the Courtesies of
...the English Admiral. Flags flying on shore in honor
...of Christmas Holy days - Rec^d - 2 Cords at $6 pr Cord of wood -
...Water $1.80 for 222 Gals at $ [illegible]

30d

# List of Wines, Spirits, Ales, &c.,

SUPPLIED BY

## JOHN PAYNE,

OPPOSITE THE CUSTOM HOUSE,

## MADEIRA.

*Established* 1825.

| MADEIRAS— | Per Doz. Quarts. | Per Doz. Pints. | |
|---|---|---|---|
| GOOD DINNER WINE ... ... ... ... ... | 25/. | | 6.25 |
| SUPERIOR ,, strongly recommended ... ... | 30/. | | 7.50 |
| ✓ FINE DESSERT ,, ... ... ... ... ... | 40/. | | 10.00 |
| ✓ SUPERIOR ,, ... ... ... ... ... ... | 50/. | | 12.50 |
| CHOICE ,, ,, very old ... ... .. ... | 60/. | | 15.00 |
| MALMSEY ... ... ... ... ... ... ... | | | |
| BUAL ... ... ... ... ... ... ... | 72/. | | 18.00 |
| SERCIAL... ... ... ... ... ... ... ... | | | |
| TINTA ... ... .. ... ... ... ... | 60/. | | 15.00 |
| *The above Wines may be had in pipes, hhds. and quarter-casks, and are guaranteed the pure produce of the Madeira Grape.* | | | |
| PORT ... ... ... ... ... ... ... ... | 40/. | | 10.00 |
| Ditto, fine old ... ... ... ... ... ... | 50/. | | 12.50 |
| SHERRY ... ... ... ... ... ... ... ... | 40/. | — | 10.00 |
| Ditto choice ... ... ... ... ... ... | | | |
| Manzanilla ... ... ... ... ... ... ... | | | |
| BORDEAUX ... ... ... ... ... ... ... | 35/. | | 8.75 |
| Ditto superior ... ... ... ... ... ... | | | |
| St. Julien ... ... ... ... ... ... ... | 40/. | | 10.00 |
| Médoc ... ... ... .. ... ... ... ... | | | |
| Leoville ... ... ... ... ... ... ... | | | |
| Chateau Larose... ... ... ... ... ... ... | | | |
| LISBON ... ... ... ... ... ... ... ... | 25/. | | 6.25 |
| Collares ... ... ... ... ... ... ... | | | |
| Bucellas ... ... ... ... ... ... ... ... | | | |
| CHAMPAGNE, Royal St. Marceaux ... ... ... | | | |
| ,, Carte Blanche ... ... ... ... | 72/. | | 18.00 |
| ,, Sparkling ... ... ... ... ... | | | |
| FINE PALE COGNAC BRANDY, Hennessey's Brand ... | | | |
| ,, ,, ,, Martell's Brand ... | 40/. | | 10.00 |
| ,, ,, ,, Denis Mounie & Co.'s Brand | | | |
| BRANDY... ... ... ... ... ... ... ... | 30/. | | |
| Old Jamaica Rum ... ... ... ... ... ... | 40/. | | |
| Schiedam Hollands, in flasks ... ... ... ... | 20/. | | 5.00 |
| Irish Whiskey ... ... ... ... ... ... | | | |
| Scotch ,, ... ... ... ... ... ... ... | | | |
| Old Tom Gin ... ... ... ... ... ... | 40/. | | |
| CHERRY CORDIAL ... ... ... ... ... ... | | | |
| Curaçoa ... ... ... ... ... ... ... | | | |
| Orange Wine ... ... ... ... ... ... ... | | | |
| Bitters ... ... ... ... ... ... ... ... | | | |
| Madeira Lemon Syrup ... ... ... ... ... | 30/. | | |
| SODA, VICHY & SELTZER WATERS ... ... ... | 3/4 | 2/. | |
| Ginger Beer ... ... ... ... ... ... ... | | | |
| BASS' PALE ALE ... ... ... ... ... | 12/. | — | 3.00 |
| GUINNESS' EXTRA STOUT ... ... ... ... | | | |
| BARCLAY, PERKINS & Co.'s PORTER ... ... | 11/. | | |

kingdom has declared the ports of Philadel-

ca oranges with o

# Christmas

Funchal — Madeira

Light airs & calms & pleasant some dead swell as usual
Made in Co. some small fish were caught for the 1st time
at 4 A.M. ordered steam furled all sails & prepared for
Port At 8.20 Com. steaming soon after the chief sappeaing smoke stack parted & let the pipe down by the run
kept up draft by letting a jet of steam into the pipe or stack
hoisted the launch out in her place & got the anchors off
the bows. Wind brisk up ahead - making about
6 knots with 30 revolutions - passed the whole southern side of Madeira & had a beautiful view of the quint
little cottages & villas surrounded by vineyards & shrubbery
perched on the hills & in the ravines -
At 4 P.M anchored close to Loo Rock in 12 f. water
with 45 f. chain - & was told by the Health Boat that
being from Phila - (which is regarded as an infected
port that) that I would be quarantined 5 days -
Found in Port H.B.M. Ships Leander & Rd - Sir Geo. Hastings
bound to the Pacific as flag ships - Rec^d an offer
of service from him, & a visit from the Am Consul
who could not come on board - but offered to send
off for our letters - & to send supplies &c -

**Quarantine Regulations at Lisbon.**

The State Department has received the following communication:—

UNITED STATES CONSULATE, Oct. 21, 1866.—Hon. W. H. Seward, Secretary of State, Washington—Sir:—I have the honor of informing you that the Board of Public Health of this kingdom has declared the ports of Philadelphia and New York as infected with cholera, and all the other ports of the United States as suspected of the same disease, from the first of July last.

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I have the honor to remain, very respectfully, sir, your most obedient servant,

C. A. MUNRO, Consul U. S. A.

## Dec. 26th

Sea breezes with occasional light rain
ing over the Island & at night Monza
in - Bar. 30.38. Lat 6.5° W 66° -
ling. Rec^d on board 35 Tons of Welsh
pr Ton delivered in bags & lighters
their Nation & Eng money - allowed
to trade with ship in fruits &c
getting stores &c from shore
Lower Rigging Fore & Aft - also
Fore & Main Top Mast Do & Stays -
Sent the Ex. Officer to return the visit of
the English Admiral. Flags flying on shore in honor
of Christmas Holy days - Rec^d 2 cords at $6 pr cord of wood -
Water $1.80 for 222 Gals at $ [illegible]

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# Christmas

Funchal Madeira

Light airs & calms & pleasant. Some dead swell as usual
Made in Co. some small fish were caught for the 1st time.
At 4 A.M. ordered steam furled all sails & prepared for
Port. At 8.20 Com. steaming. Soon after the chains sappo
ing smoke stack parted & let the pipe down by the run
kept up draft by letting a jet of steam into the pipe or stack
hoisted the launch out in her place & got the anchors off
the bows. Wind breezed up ahead. making about
6 knots with 30 revolutions. passed the whole South-
ern side of Madeira & had a beautiful view of the quint
little cottages & villas surrounded by vineyards & shrubbery
perched on the hills & in the ravines.
At 4 P.M. anchored close to Loo Rock in 12 f. water
with 45 f. chain. & was told by the Health Boat that
being from Phila. (which is regarded as an infected
port that) that I would be quarantined 5 days.
Found in Port H.B.M. Ship Leander R. Adl. Sir Geo. Hastings
bound to the Pacific as flag ship. Rec. an offer
of service from him, & a visit from the Am. Consul
who could not come on board but offered to send
off for our letters & to send us supplies &c.

## Dec. 26th

Light land & sea breezes with occasional light rain
clouds hanging over the Island & ab. noon Monza
smle setting in. Bar. 30.38. A 65° W 65°.
Employed coaling. Rec. on board 35 tons of Welsh
A. Coal. 10.50 $ pr ton delivered in bags & lighters
Gave the Crew their Ration & Grog money. allowed
a Bumboat to trade with ship in fruits &c
officers busy getting stores &c from shore
Stays sewn rigging fore & aft. also
fore & main top mast Do & stays.
Sent the Ex. Officer to return the visit of
the English Admiral. Flags flying on shore in honor
of Christmas Holy days. Rec. 2 cords at $6 pr cord of wood.
Water $1.80 for 222 Gals at $ [redacted]

Dec. 27th Funchal & bound South – Bar. 30.26.
At Sunrise clear & pleasant Island uncovered –
making preparations for sea & getting up steam –
At 10.30 the English Flag Ship Leander Ad. Sir Geo Hastings
steamed S.W. The English Corvette Mr. Rinaldo
arrived from Lisbon & anchored to the N.W. of us –
At 11. hoisted Ensign & fired a Gun to notify our Consul
and other parties supplying us on shore that we
were impatient to get off. At Noon all were off
to present bills & take leave – and at 1.30 hove up
& steamed S by S – securing Anchors & paying chains
below – stopped to tighten up & at 2 P.M being 2 miles
S.W of Funchal, passed over the Patent Log & steamed
ahead – Learned from our Consul that
the Crew of the USS Sacramento had behaved
shamefully at Santa Cruz, Tenerife – while on
shore on liberty there –
The English flag ship was just 2 hours in sight from Deck
after steaming out – which would give her a speed
of + 8 knots per hour – allowing the usual altitude to her
masts – Went to quarters & loaded the Guns –

At Sea. Dec. 27th Cont.d – Said a Whale –
Light airs & calms & pleasant – Sail from the N.W. &
stopped the Engine on account of hot Journals twice –
Averaging about 7½ knots pr. hour at Daylight a
light wind from the S.W. & E. at 8 A.M Set fore & Aft Sails

Dec. 28th Lat: 27°.57'.15" Long. 17°.24' W. Bar. 30.26 A 70 W 68
DR – 30.3.24 DR – 30.48
Wind S.E. Easterly winds & pleasant – Sky partially clouded
Long & rolling Sail as usual – Stopped firing at
11.30 A.M still running about 8 knots pr. hour
under reduced steam & fore & aft Sail. The Patent
Log showing a run of 166 miles when it became clogged
by sea weed – Exercised at fire quarters – passed
several Sail. At 2 uncoupled the Propeller & made sail
on port tack. At Daylight found ourselves as expected
about 8 miles to windward of Palma. the N.W. Isl.d of the
Canary Group. Wind died away & finding the Sea

drowing us on a rocky shore. Got up steam to relieve us of an unpleasant position. At 9 A.M. light head wind irregular chopped sea & hazy weather.

Dec. 29th Lat. Obs. 28°.3' Long. by Projection 17°.40' Bar. 30.25 A. 70 W. 67. Village of Santa Cruz on Island of Palma Dist. 6 miles N. by W. Weather hazy. Sea chopped. Var. airs & Calms. Steaming South (Mr. Comp. 3 S W.) At 1.45 a fine N.E. breeze sprung up set all sail to it & in 15 minutes it hauled suddenly ahead. furled sail. Lost Mists to see the adjacent Islands. At 2.15 wind came out ahead again and a short sea soon followed that obliged us to alter our course S.S.E. to prevent the ship labouring too much. Already we had rolled our Guns under water & lost a shot from one of the IX Guns.

Continued steaming moderately until Midnight when I concluded we had weathered the Island of Ferro. the S Western most of this Group.

When passed the order to stop firing & the fires run down. but continued Cruising

Sunday

Dec. 30th Lat. 26°.59' Long. 17°.31' Bar. 30.12 A 68 W. 69
27.10 3rd 29

At 2.30 A.M. the steam run down so that the propeller ceased to revolve. When it was unshipped. and sail made on port tack. Wind moderate & became baffling with an irregular sea that was very trying upon our Spars Rigging & Sails. Split M. Topsail & lowered it up for repair.

Read Divine Service. Inspected & Gen. Muster. Sick List 2 officers & 8 men. Prisoners 5. Black List. 10.

Dec. 31st Lat 26°.50'.10" N. Long. 17°.48'.45" W Bar. 30.5 A. 70 W. 68
Light & var. cloudy with occ. light rain. Sea smooth.
Filled up with water & hauled fires in duty Boiler pumped out water from main Boilers & commenced repairing some leaks. Gen. Exercise at quarters. Ship tacking with two knots head way. but making considerable lee bowell.

Ordered Steam

Nov. 23rd To leave the Del. Bay & get an offing off the Coast.
Occasionally to condense fresh water.
which usually consumed one Ton of coal pr day.

Dec. 25th To enter Funchal, Madeira
" 27th To leave do do.

1867

Jan 11th 67. To enter Porto Praya, St Jago. Cape Verde's
" 18 " On Donkey Engine to condense fresh water. (600)
" 21st " Steam to cross the Equator having reached Ver D. in 5° N
Feb. 2nd On Donkey Engine to distill water (500)
" 12th Steam to Enter the Harbor of Rio de Janeiro. to coal & return
" to Anchorage from Coal Island up the Harbor.
" 27th Steam to leave Rio & cross a Colm belt & head sea
April 6 to 16th Passing thro. Magellan Straits & to an Offing. } Distilling
" 22nd to 26th to reach the Harbor of Valparaiso. } also.
May 4th to leave do & get an offing off the Coast.

# At Sea S. of the Canaries Jan. 1st 67.

Lat. Obs. 26° 19' N Long. DR. 14. 10 W Bar. 29.90. A 70 - W. 71.

The New Year was ushered in with vivid lightning and loud thunder accompanied with squalls of heavy rain and very threatening appearances - reduced sail gradually to double reef'd top sails main try sail & fore & main stay sail & finally dowsed down M. topsail.

At 2 A.M. Weather improving & ship heading to the S. turned out one reef - set fore & foresail.

All the officers met in the wardroom & drank a glass of wine to the New Year - & to absent friends. Ship very uneasy during the night & attempted to sleep in a cot for the 1st time for many a year. but found the motion more unpleasant than my berth. Passed through discolored water - evidently a portion of the sea filled with whales feed - a few Petrels about.

Sick List 11.

## West Coast of Africa Jan. 2d 67.

Lat. Obs 25° 32' 10" Long DR 16° 32' 20" Bar. 30. A 67 W 66.
DR - 44.33 Ad - 17.03.

Ugly choppy sea & headwind gradually as onto the W coast of Africa - & not enough wind for steerage way much of the time.

At Mer. seeing no prospect of a change and being upon soundings (140 fathoms) with the sea setting me in ordered the Engineer to get up steam at Mer.

Discharged Mr. J Paynter School master to land - for incompetency & misconduct - It was 6 P.M. before steam was reported ready - furled all sail & stood to W.S.W. (S.W. true) about 6½ knots per hour which increased to 7 during the night - the sun showing but little current.

Jan. 3d 67. Lat. 24° 4' 41" Long by Chro. 18° 9' 30" Bar. 30.4 A 67 W. 72
DR - 12.26 4.50

Wind gradually veered from SW to N.W. & brisk up - stopped firing at 11 A.M. & unchopped at 2.30 P.M. fresh having gradually died out. Set all sail on starb'd tack free. passed second sail. Long swell from N.W. W. pleasant - some rain about horizon - Exercised Great Guns and small Arms men - Wind gradually died away

Water with Phosphorescent.

At Sea between the Canaries & Cape Verde Islands

Jan. 4th Lat. 22.58 Long. 19.17 Bar 30.20 A 72 W. 69
D R 23.8 D R 16.14

Light airs from N. & Calms with a long W swell weather clear & pleasant. a large school of Whale about. Mostly Black fish - a pair of large Sulphur bottom Whales playing about the ship. Our North Mr. Holloway (an old Whaler) asked per. to attack them with our Whale boat using the ships harpoon & deep sea line - but declined thinking it would prove a dry wet hunt - gave the Ex. Officer permission down to practice the 12 lbs. howitzer on the fore castle on them fired once & overshot the school -

Jan. 5th Lat. 22°.53 Long. 19°.26. Bar. 30.28 A. 68° W 69
20

Light airs - not sufficient to give the ship steerage way - & Calms & clear & pleasant - our reckoning on the shore no perceptible current - swell still from N. & W. Exercised at Quarters & reducing & making sail - and lowered a boat to give the Middies exercise at the oars - Whale & Petrel about & the water full of phosphorent matter -

Sunday

Jan. 6th Lat. 22°.42'.32" Long. 20°.4'.18" Bar 30.34 A 70° W 72°
D R 23.12 D R 3.50

Light var. airs & calms until about Sunset on previous evening when a light breeze sprung up from W. & E. which barely gave us steerage way until 3 Mor. to day - Long swell as usual from W. & W. A Shark & some Petrel about. W. pleasant - Cu. clouds -
Read Divine Service & Articles of war after the usual inspection at Div. Quarters - Sick list diminishing -

Jan. 7th Lat. 21°.27'.21" Long. 20°.47'.45" Bar. 30.34 A 78 W 74?
D R - 33.14 D R - .13
pumped out Boilers

Light Trades - breezing up towards Sunset & dying away at Mor. W. pleasant - Air dry - & long swell from W. & W. Div. Quarters - Crew busily employed making Clothes Bag Covers &c -

At Sea, Jan. 8th (an. of Battle of N. Orleans)

Lat. 19°.43'.10" Long 21°.49'.15" Bar. 30.27 A. W.B. 72 D.B. 78 W. 73
47.3 57.
Gradually increasing trades & pleasant with usual
Mr Swell & N.E. Sea setting up. saw flying fish.
Airing Bedding & Exercised at Quarters –

Jan. 9th Lat. 17°.42'.25" Long 22°.41'.50" Bar. 30.20 A 76.82 W. 75.
DR – 30.28 – – 2 – 48.10
Mod. Trades clear & pleasant. following Sea & W Swell –
2d Div. Exercised Boat Gun – Flying fish –
At 4.30 P.M. made the Island of Sal – from aloft 1 pt. on port B. Dist. 30 miles – This is the N.E. Isl. of the Cape Verde Group & is 1340 f. above the Sea – San Antonio & St Jago is 7400 & do while Fogo is 9760 feet – all of Volcanic Origin –
At Midnight was abreast of, & saw Sal – made est about 10 miles to the West. during the night –

Cape Verde Islands

Jan 10th Just 24 Years ago to day !!! Mod. Trades & Pleasant
Lat. 15°.59'.8" Long 23°.40'.5" Bar. 30.12 A 76 to 79 Water 76 –
At Mer. Changed our course from SW to W.S.W. & at 3 P.M. being by our reckoning 25 miles to windward of St Jago – barely in sight owing to the hazy atmosphere. Reduced sail to double reef. Top sails & hove to on port tack with main Top sail braced up – & fore aback with F.T.M. Stay sail. Got a cast of the Deep Sea Lead with 120 fathoms line & no bottom – At 6 P.M. wore on starb. tack. Ship uneasy filled away Fore Top sail & forged ahead to W. & W. until early Daylight. then wore & made all sail to S. & E.

Jan. 11th Lat. 15°.14' Long. 23°.34' about 6 miles to windward of St Jago which we made on our lee bow. at 6.30 A.M. Bar. 30.19 A 71 W. 76 Quite hazy over the Land At 11.30 Wind dying away & the Swell setting us in towards the Land – furled Main sail & ordered Steam Exercised at Fire Quarters – At 11.20 made the Isl. of Mayo upon which the U.S. Corvette Vandalia & an English man of War (H.B.M. Perseverance) was wrecked – on our port bow At 1.30 hove to & coupled the Propeller & in 10 Minutes moved ahead – gradually reducing sail when at 4 P.M. while furling T.G. sails before a fresh trade wind

suddenly came abreast of the Roadstead - which I had supposed lay behind a point some 8 miles distant which obliged me to haul immediately in both W^m & W^m for the Anchorage - only about 1 mile dist & to close down to furl at once as the wind blows strong in squalls over the high land -

And in a few minutes we were snugly Anchored in 7 fathoms hard bottom just ahead of a Spanish Steamer & between a Spanish Brig - Constituting the principal shipping in port - was visited soon after by the Health Officer & Custom House Officer. the former a Portuguese & the latter a Black man - Subsequently our Vice Consul Mr. ~~Xxxxxx~~ H. J. Silva - a Portuguese who speaks English came on board & I made an opportunity to send him on shore in the morning to arrange for some fresh supplies of provisions water &c -

Learned that the U.S.S. Sacramento had left 3 days previous for the S^th leaving a deserter behind - and that soft Coal could be had for $10.50 pr Ton -

Was glad to escape Quarantine having no bill of health from Madeira - but it is Visiters, so much afraid of Marooning Island. that should require a bill of health from the Inhabitants -

Was informed by our Consul that the famine of 1864 carried off 20.000 out of 60.000 composing the whole population of this Island at that date -

He speaks of Brava the S.W Island of the Group - as the most healthy & fertile of the Cape Verde Group - owing to the clouds & more humid atmosphere it somewhat resembles Madeira in this respect - & is mainly indebted to our Whalers for its support - Sent down S.S. Yards.

Jan. 12th Fresh Trades & Pleasant. Employed in various repairs & getting water from shore - Gave Liberty to a portion of the Crew. $4 to Petty Off. & $3. to all others but Boys who rec^d 2 each - Rode in to the Interior of the Isl^d in Co. with our Consul & Mr. Forle to a Pretty Country Seat of the Belgian Consul

Henrique Olivera -
situated in a Valley 5 miles N.W. of the City - called St. George's -
were given as many of the Tangerinas Oranges as we could
eat & take - & returned by Moon light -

## Sunday

Jan. 13 - Bar. 30.15 A. W. Bulb. 76 do D. Bulb. 77 & 80 Water 76
Hands fresh in flaws. at 7 40 AM hove short to allow the Spanish
Steamer F.S. to get her anchor under our stern
Sent on board a small mail for Cadiz - & compliments to her
Capt. who called upon me during my absence. when she
departed to leeward dipping her flag -

Inspected at Gun-Quarters & Read Divine Service
& informed the crew that 2 hr. give no more liberty
here - as 6 out of the 25 had contrary to orders & the
Regulations of the Service remained over night &
were still absent from the Ship - while several of
those who came off - had behaved themselves badly
& came on board with bloody heads & black eyes - quite
in character however with the Sailor - after a long
time at sea - (35 days) and the 1st time on shore -

Men absent from Ship on 13th Jan. 1867.

Jno. Merritt Gunner's Mate

Major Lees private (Marine)

Thos Barron 1st class Fireman

Henry Black 2nd do.

Geo. Robinson Coal heaver

Thos. Davis do.

Ed. M Auler Lds -

In Confinement

Wm H Blanchard - O.S. C. Mate
Geo. Bayard - "
John Featherstone - "
Joseph Larkins - "
John Peterson - "
Saml. Thompson "
Robt. - Cummings "
Geo. Ropp - Ap. Boy
John Warrington - " } S. Signal
W. H. Darnell - "

Became. upon Court in the case of the four first named
remitted 15 days Sol. Confinement in their sentence which
leaves 10 days for the 3 first & 15 for the fourth -
leaving the sentence in case of the last, 30 days confine-
ment in double irons on bread & water - & loss of one
months pay. The 6 absentees were brought on board
by officers sent on shore for them - in good order -
visited a Peak 3 miles interior. saw Fogo & Mayo -

time at sea - (33 days) and the 1st time on shore -

Men absent from Ship on 13th Jan. 1867.

Jno. Merritt Gunner's Mate

Major Lees. private (Marine)

Thos Barrow 1st class Fireman

Henry Black 2nd do.

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In Confinement

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Geo. Bayard - "

John Featherstone - "

Joseph Larkins - "

John Petersen - "

Saml. Thompson "

Robt. - Cummings "

Geo. Ropp - Ap. Boy

John Warrington - " } S. Lizzie

W. H. Darnell - "

Recommend upon the case of the four first named
remitted 15 days solitary confinement with the

Henrique Oliveira -
situated in a valley 5 miles N of the City - called St. George's -
were given as many of the Longerinas Ranges as we could
eat & take - & returned by moon light -

Sunday

Jan. 13 - Bar. 30.15 A. W. Bulb. 76 do D. Bulb. 77 & 80 Water 76
Trades fresh in flaws. At 9 40 AM hove short to allow the Spanish
Steamer F.S. to get her anchor under our stern
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Capt. who called upon me during my absence. When she
departed to leeward dipping her flag -

Inspected at Gun Quarters & Read Divine Service
& informed the crew that I shd. give no more liberty
here - as 6 out of the 25 had contrary to orders & the
Regulations of the Service remained over night &
were still absent from the Ship - While Services of
those who came off - had behaved themselves badly
& came on board with bloody heads & black eyes - Spirits
in character however with the Sailor - after a long
time at sea - (55 days) and the 1st time on shore -

14th

Wind S W - Same. Atmosphere quite dry - Painted
the poop deck - Sent down Fore Yard to get at 2nd
bands on Fore Mast - Scrubbed Hammocks & Cots -

Tried & Sentenced by Sum. Court Martial

| | |
|---|---|
| Saml Thompson OS | Charge of Drunkenness on duty |
| Geo Bayard " | Do. |
| John Bolsin " | Do. |
| John Featherston " | Do & Disobedience of orders |
| Chas. Decker " | Contempt to Sup. Officer &c. |

On acc. of previous good conduct &
recom. of the Court in the case of the four first named
remitted 15 days sol. Confinement in their sentence which
leaves 10 days for the 3 first & 15 for the fourth -
leaving the sentence in case of the last, 30 days confine-
ment in double Irons on bread & water - & loss of one
months pay. The 6 Absentees were brought on board
by officers sent on shore for them - in good order -
Visited a Peak 3 miles interior. Saw Fogo & Mayo -

Port Praya – Jan. 15th 67.

Fresh Trades bringing some swell into the bay – Employed variously – watering from shore in casks and paying the Govt. $1. pr. 240 Galls – Wood $12 pr Cord Sheep $4. each and other things in proportion accepting Oranges which are very fine at 5 cents pr hundred –

Preparing for sea – Sent up fore yard – bent sail &c J. G. Yards – Rec'd alongside from shore 1440 Galls water $6½ one boat load (Cord) of wood $12 5 Tons soft (Newcastle) Coal $10½ pr Ton = 52.03 $ Our Consul dined with me – Called upon Sen. Oliveira British & Belgian Consul who had been very civil to me – Payed bills & prepared for sea – Intending to sail at Sun set but two of my Sea. having deserted from a Boat ashore – Sent a party in search of them with an offer of a reward of $20. each delivered on board – this bait the natives could not resist, & they started off on Horses to pursue them interior, and during the night they were brought on board somewhat in liquor & their Captors made happy by receiving $40 in Gold –

Jan. 16.

Wind S W – Sail – at early daylight hove up made sail to top Gall'nt sails & stood to sea steering S by W or S¾ E true – Secured Anchors & Boats & paid chains below & then pumped water out of Boilers –

Called all hands to muster & read the Sentence of a Sum. Court Martial in the case of the 5 men previously tried – to take effect from the 15th inclusive –

Released others – & ordered Charges against the Capt. of the Forecastle & the two Deserters – Relieving Hold –

Placed Mr Henderson Pay Master under arrest – having delayed a claim for two days on acc. of the public Service –

At 8 AM 12 miles S & E from Porto Praya the Island of St. Jago Fogo & Mayo in sight – Lost sight of the former from the top-sail when 30 miles distant – owing to haze.

Lat. at Mer. ~~24.27.10~~ 14.32.30 Long 23.24.15 – Bar. 30.16 –

Passed two, several Tide Rips – shewing an uneven bottom below – Many Flying fish, & some dolphin

Ordered a Sum. Court Martial for the trial of several delinquents composed of Ex Officer Holloway, Folding – & Rice –

At Sea. Jan. 17th Bound to Rio.

Lat. 11. 20. 32. Long. 22. 47. 15 Bar. 30. 4. A. 76 to 80 W 78. Sick 12.
D.R. 24 D.R. 57.
Water Remaining 930 Gall. Coal do 238. Tons

Fresh N.E. Trades passing Cumulus clouds. some sea
Gun. Court Martial sitting on D. Deck. Exercising Pikes
& Marines & altering Boom Cover so as to serve as a water
sail. Placed charges in the hands of the Pay master. ordered
his Asst. to take up the account of a deserter from the R.S.S.
Decrimus to rec. at Madeira. issued to him some
necessary clothing. Released Decker from Irons on
ac. of Diarrhoea. The G.C. Martial concluded their labors
and were dissolved. A flying fish came on board, & was cooked for my supper.

18th

Lat. 9. 21. 8 Long. 22. 13. 35 Bar. 30. A. 78. 78 W. 80. 570 Gall. remg
D.R. 5 D.R. 27
Mod. Trades Exercised at Fire Quarters.
Called all hands & read the Sentence of the G.C. Martial in
the Case of Jd Bennet Capt. Forecastle. tried for Drunkenness
Guilty. Sentence loss of 2 M pay & Rec. to mercy. Deducted one month
In the Case of Thos. Collings & Jd. Dorand Sea. Desertion. each sentenced
to reduction to 2. Sea. loss of 3 M pay & 3 M extra police duty. Remitted latter
In case of Joseph Barber Lands. Drunkenness
Loss of one M. pay & 1 month extra police duty with Rec. to mercy. do latter
Case of Thos. Hogan O. Sea. Incompetency in his rate.
Reduced to next inferior rating.

Gave the Crew to understand that I had expected better
behavior. their own Misconduct had deprived them of liberty
at Ports Praya. and as many of them had disregarded the
good advice I had given them early in the Cruise they would
now be made to feel the inconvenience of it.

Our water being reduced to 500 Gall. felt obliged to take
the Main Sail off to stow. & commenced Undercoving when apparently
near the rainy region that always exists between the two
Trades near the Equator.

Some little trouble in the Ward Room
Mess owing to Starling Wrong. advised a remedy.
The S.A. Pay Master Mr. Hendee, having made me solemn pledges
in regard to his future Conduct. Withdrew my charges &
Ordered him to duty.

At Sea Jan. 19th 67.

W 670
Distance 260
410
910

Lat. 7°. 31'. 57" Long. 21°. 46'. 35" Bar. 30. 0 A 78° to 82 W. 81 - R 910
Dr - 45 18 - - - 40. 45 -

Donkey Engine employed making fresh water
Trades gradually dying out. Swell still with us.
Passed a school of Black fish & scared up many
Flying fish. Exercised at fire Quarters -
The evening bright & light & romantically beautiful

Sunday

Jan. 20th Lat. 5°. 56'. 44" Long. 21°. 12'. 30" Bar. Air & water same -
Dr 6. 6 6. 27
Lost our Trades. Rain squall from S.E. & E. Conducting -
Read Divine Service. W. & 270 Gallons. Con. 760 Rem. 1400
At 1 P.M. ordered Steam - being cordially in the doldrums
But amid soon after springing up from the S.E. only
Run up the water in the Boilers & Continued along
under all sail during the night averaging 3. K.
pr. hour which brought me at Mer. into

Jan. 21st Lat. 4°. 50'. N Long. 20°. 57'. W Bar. A & water same
Ordered the fires built & Steam was got up in 2½ hours
aided by our Soft Coal & at 2 P.M. we were heading
S. by W. ½ W. or S. true & averaging about 40 Rev. &
making 6 K pr. hour. furled all sail & soon after
passed thro. a very threatening squall from S.E.
ac. by R. L. & T. long swell from W.
At 5 stopped 15 min to keep up - saving water -
Engineer reported the cocks out of order, failing to indicate
the water in the boilers, whereby the water had run very
low, & came near an explosion - Ex. 4 Tons Coal.
Avoided mischief among the officers & Rangers & Bananas
among the Messes - Water caught 250 Gall. Ex 300 R. 1700

Jan. 22d Lat. 4°. 49'. 8" N Long. 20°. 32 Bar. 30. 1 A 79°. 85 W 83°.
Long swell from W. Occasional light squall from S.E.
Some rain - Dent down. I. T. Yards to fit Jaws in the
Slings - & crossed them at 5 P.M. Mended Sails -
Dickapprinkle in not catching more rain
Water - Squalls apparently avoiding us in passing
over. Expended 13½ Tons Coal. Rem. 222 Do -
Released Mich. Robenkrn Suspension.

# Crossing the Equator

Jan. 23rd Lat. 0. 18. 38 N Long. 20. 33. W Current 16 miles W.N.W.?
Bar. 30. A 83 to 88 W 82° Expended 290 R. 1410 –
At 1 P.M. the Trades which have been light ahead for the last day hauled so as to allow us to set fore & aft sail & stand S. (or SSW by Starb. Compass) Crossed the Equator at 3 P.M. by assuming the usual S.E. Trade took passed two Barks bound to the W.N. During the night took in the fore & aft sail & hauled up to Sly W. Ex. 16 Tons Coal.

Jan. 24th Lat. 2. 26. 37 S Long. 20. 30. 3 W Distilled 290 R. 1410
Bar. 30. 6 A 80 to 83 W 83 Fresh Trades S by S or about SSE Time with passing Cumulus & Nimbus Clouds and some Sea – Finding but little prospect of saving water from Rain – Com. distilling – Passed a Bark – averaging about 40 Rev. & 6 pr Knots – Flying fish about, stopped about 20 to light Jenniall – Ex. 15 pr Tons Coal.

Jan. 25th Lat. 4 51. 32 S Long. 21. 15. 45 Bar 30 to 30.10 A. 81 to 84 W 80, 81
D R – 57. 37 – – – 20. 43. 00
Water Ex. 290 Distilled 800 Remaining 2000 Galls.
The Mid.s Obs. place the Ship some 12 miles to the West.d of the Masters Dead Reckoning for the last two days –
Most of the time under fore & aft sails – Av. 38 Rev. 6 pr Knots.
Expended 15 pr Tons Coal – 165 Do Remaining –
Night clear & pleasant – Some Petrel & Flying Fish seen.

Jan. 26th Lat. 7. 39. 28 Long – 21. 46. 52 { Water Ex 297 D. 597 R 2000 Gal.
Mid.s McCormick 7. 40. 18 " 21. 46. 51 { Bar. 30. A. 78 to 83 W. 80 to 81
" Sprague 7. 40. 0 " 21. 44 30 { Coal. Ex 15 tons Reg. 160 Tons
Dead Reckoning 7. 31. 44 " 21. 25. 30 { Repaired Fore Trysail.
Mid.s Roben 7. 39. 30 " 21. 42. 2 }
Mod. Trades. Making about 2 Pts by S. (S by W pr W true) Course under Steam & fore & aft sails Av. 41 Rev. & 6 to 7 Knots – Still ac. by a long dead swell from the W.N. & W.N. & a smaller Sea from op. direction. A Mich. in Engine Room
Ceased firing at 11.30 A.M. & at 2.30 made all sail the propeller ceasing to revolve. Mid Light and gradually lying away. Sea quite smooth.

# At Sea Jan 27th 67. Sunday

Lat. 8°.58'.47" S. Long. 22°.15'.45" W. Bar. 30.8 A 82.84 W. 79.80
.51 .27 4. 28
Wind Light W. pleasant. Sea smooth with exception of a dead swell from S. & W.
Usual Inspection & Divine Service.
Directed both Officers & Men to wear white covers on their caps - to protect their heads from the rays of the Sun which are nearly vertical here & very powerful -
Coal Remaining 168 Tons Water Do 2030 Galls.
Passed a large School of Sperm Whale feeding & spouting.

Jan. 28th Lat. 10°.2'.31" S Long. 22°.33'.45" W Bar. 30.8 A 80 to 82 W 80
Water Expended 260 Galls. Rem. 1770 Do Coal Rem. as above -
Temp. of water in Boilers falling to 115 pumped out.
Trades very light, Propeller nearly turning - W. pleasant.
Exercised at Gun Quarters - Spread Awnings -

Jan 29th Lat. 11°.27'.44" S Long. 23°.11'.18" W Bar 30.8 A. 76 to 84 W 80
D.R. 17. 37 7. 55
Good breeze during the night - Mid. employed working out Lunars - fended the Sheave for the Top sail Eye in Top mast head so much smaller than the hole that the Eye was liable to pack on either side - therefore slung the yard aloft across Eye & lined either side with thick sheet Iron - through which the sheave pin passed
Exercised at Quarters - Mid. did away at Sun set, shift the Vessel uneasy on a S.E. swell -

Jan. 30th Lat. 12°.38'.25" S. Long 23°.54'.42" W Bar. 30.12 A 79 to 84 W. 80
26. 39. 14
During the night a 9 knot wind from S.E. & E. nearly died away at Mer. leaving a short sea - altered the Course to S.W. by W or S.W. ½ S. true - Sky overcast - Engineer reports repairs on Boilers complete for the present.
Jan. 31st Lat. 14.4.18 Long. 25.8.16 Bar. 30.11 A 79.83 W. 81
24 58.
Mod. Trades veering & hauling from N.E. to S.E. scattering clouds & some Sea - Steering S.W. by W. or S.W. ½ S true
Drilling the Crew at the Guns Large & small cold at Length Stick - Ship making 11 inches water each day -

At Sea. Feb. 1st 1867.

Mod. Trades and pleasant - Exercised at Sea Quarters -
Lat. 16° 4.17" S Long. 26°. 57. W Bar. 30.22 A 79 to 84 W 80
Made out Requisitions - Repaired Spanker. Scraps -
Invention - Sick List 12 - Master Mate D. not improving -

Feb 2nd 67.

Lat. 17°. 54'. 43" S Long. 28°. 51'. 39" W Bar. 30.20 A. 77 to 82 W. 80 to 81 -
DR 18.. 3 23 — 29. 39
Mod. Trades & pleasant - with some swell in our favor
Compass Course Still S W by W & gradually curving to the
West as the Westerly Variation decreases -
Amused & Equipped Boats - My Cox. lost a Revolver over-
board - Caught 30 Gall. Water out of a Rain squall - only
500 Gall left - Scraps - 2nd Book - Steam on Donkey

Sunday

Feb. 3rd - 67

Lat. 19°. 17'. 44". S. Long. 30°. 15'. 00 Bar. 30.24 A 80 to 83 W 80 to 81
28 1.8
Trades gradually dying away - Sea quite smooth
Sky Clear - Distilled 200 Galls water, on hand 440
Sent Inspection Muster - Articles of War and
Divine Service -

Feb. 4th

Lat. 20°. 19'. 18" S Long. 31°. 42'. 55" W. Bar. 30.22 A 81 to 85 W 82
DR 22.26 — 23. 45
Distilled during the 24 hours only 570 Gall. Reng. 750
Hauled up N. or N by E true, Wind light from E N E
some swell from E S E - Passed a Spanish Brig.
Exercised at Sent Quarters and finished manuf
of loading & Sight Shell - Shifting Pivot & Rifle
Gun - Scraps 3rd Book - The Master reports Mr. Golding.

5th

Light & Var. Winds & calms, & very warm -
Lat. 20°. 52'. 10" S Long. 33°. 12'. 54" W Bar. 30.17. A 80 to 85 W 80 to 81
Water Distilled 550 - Ex. 260 Reng. 1040. Gals -
At Midnight went to quarters & fired the Starb'd Gun
the Rifle 60 pr. in 2½ minutes from beating to quarters
which cannot be much improved upon. Some
delay in the Fr. Gun on ac. of primers
not being supplied in time - Scraps.

At Sea. Feb. 6th 69.

Lat. 20°. 40'. 39" S Long. 33°. 32'. 6 W Bar. 30.21 A W
Distilled 520 Gells. Reng. 1400 do Repaired sails
& Scraped Masts & booms. & lashed down Rigging.
Made but a few miles to the West^d & Scraps
saw Whales. Porpoises & Sharks & 2 Sail.

Feb. 7th

Lat. 21°. 3'. 42" S Long. 34°. 35'. 15" W Bar. 30.19. A 84. W 82
Light & Var. & Calms. Swell from South with
the Ship's head to the West^d too much rolling
motion to Condense Water. therefore hauled
fires in the Auxiliary Boiler having on
hand 1700 Galls. Cape Frio bearing S 75° W dist 420
Scraping off Iron rust & blistered paint and
priming Iron with Red Lead — & Scraps.

8th

Lat. 21. 32. 6 S Long. 36. 18 W Bar. 30.16 A 80 to 83 W 82.
Light Easterly winds & Cirrus & the Sea as we approach
the Brazilian Bank the water becoming more plus.
phorescent — Scraping — painting &c. Caught a
little fresh water from a Shower — & Scraps.

9th

Lat. 21. 50. 31 S Long. 37. 48. 45 W Bar. 30.17 A 80 to 82 W. 80
Mod. Easterly winds & passing Rain squalls with
considerable cross sea. Caught about 200 Galls Water
Repairing Reports & Requisitions for Port. & Scraps.

Sunday — 10th

Lat. 22. 12. 35 S Long. 39. 17. 45 W Bar. 30.22. A 80 to W.
Wind & Weather much the same. Water gradually
getting cooler as we approach Soundings —
Sea going down. Some fish about. Saw 3 sails.
Usual Sunday Inspection & Divine Service,
Sick 13 Confined 2. Water on hand 1600 Galls. Coal do 154 Tons
$11. per "

11th

Lat. 22°. 54'. 23" Long. 41. 2. Bar. 30.18 A 82 to 84 W 79 to 74 & 51
Wind & Wr as above. Heavy clouds commencing before
Sun set. Made Cape Frio nearly due West pr Compass
when distant 35 miles. Lightning over the high Land. Saw
several sail at & Cape Frio W½ W dist about 22 miles.

# Rio de Janeiro Feb 12th 67

Passed Cape Frio Light about 11 P.M. & stood for Rio during the night. At daylight could see nothing on account of the Fog by soundings in 60 f. water fudged ourselves half way. Wind growing light got up steam & stood W.N.W. until the fog cleared away when disc^d the Highland about Rio and stood for it 7½ K^ts per hour till Rio. passed several sail. about 2 P.M. anchored in 7 f. with 25 f. chain on Praya Grande side near the U.S. Juniata, Capt. Alney the only am. man of war in the Harbor. Was boarded by an officer from the English H^M Guard Ship & a Spanish man of war. Also by the Health Boat which gave us pratique. Was told that the place was usually healthy. few cases of Cholera. Sent down T.G. Gould

Spent the evening at the Am. Consul Mr Monroe's his family in Co. with Capt. Alney.

## 13th

Calm & sultry until the Sea breeze set in about Bar. 30. Air in Cabin 86 on Spar Deck under Awning 91 On Berth deck between Galley & Engine Room 88 On Engine Room (fires out) 94 Water alongside 86. Sent down T. Top sail Yard & Topmast for repairs. Sent some of the Crew on 24 hours Liberty. $3 to 5

Sent on shore to make preparations for Coal Water & Provisions. Returned the call of the English & Spanish officers. At 8 P.M. J. Reindeer steamed out bound to the W. Pacific in company with Capt. A.

## 14th

At 10 A.M. hove up anchor. having on the previous evening veered to 45 f. in a square from the West & Cam. steering up the Harbor for Coral Island the Anchor [owing to the chain slipping thro. the compressor] went down in 10 f. Water immediately stopped Engine & backed then hove up. & finally anchored in 6½ m. Mid. of Coral Island. to wait for a ship to come out so that we could haul in & Com. Coaling & Water Tank Comm. along side. Sent a gang in to

# Rio De Janeiro

Bar. 29.90

Feb. 14th Cont'd. Visited the City found it very sultry in the afternoon weather looked very threatening so that I endeavored to return in my Gig & was caught in a heavy squall of wind & Rain from N.W. form some difficulty in riding clear of vessels off Coal Island — Sent some men on liberty —

15th

Usual land & sea breezes — at Daylight Commencing Chain & hauling alongside of the Brig to coal. Veered to 140 f. Chain & Cont. coaling at 6 A.M. — having a Gang of Waters that brought the coal on board on their heads in small baskets, took in 140 Tons — $14.50 per Ton — filling its up by sunset. this Cast off — hoove up & backed the Ship out & down to her 1st anchorage near the Fanciata off Praya Grande in 9 f. water & 45 f. Chain. Took a sail in Gig to try her speed which was very satisfactory. Finished warping scraps.

16th

As above — partially clouded — Bar. rising — Sent up head Spars & Yards & Setup rigging — turned in some of the standing rigging afresh — Mended & strengthened the after Leech & foot of fib. which still sets very badly —
Sent some men on shore on liberty — some having overstaid their's — Sent on shore descriptive lists & offer of $20. reward — Drove into City with our Consul and Capt. Almy — & made some purchases —
Am. Str. ~~Washington~~ Edward Everett 60 days from N. York arrived. Loaned to the River for future use —
An English Str. arrived from the River bringing the news that the Allies had finally captured Humaitá — ??
The English & Spanish Capts. called to see us my Cousin.

Found since my cruise here in Comd. of the U.S.S. Savannah 1856. Many improvements ashore & afloat — but learn that this war has reduced the Port to the necessity of depriving all their Cruisers & sending them forth to vindicate the prowess of the Brazilian Navy.

Rio. Sunday Feb. 17th 67.

Hot & sultry as usual during the absence of the Sea breeze which usually com. about Mer. & ends before midnight. Long swell coming in.
Bar. & Thr. varying but little. Inspected & Read Divine Service. Allowing some of the Crew to go on shore. Sl. Makers Mate & Capt. of Forecastle not returned. Said to have enlisted in the Brazilian Cavalry. Sentence shore offering a reward. but the Cost. is interested in securing them.

18th

Usual land & Sea breezes. Mountains covered in the interior. Bar 29.98 & 30. Air 78 to 83 Water 74. Went to Lop sail & trood sails. Sent a gang to Enchadas to clean off the Barrels containing our provisions (very filthy & smelling on opening.) after four P.M. called all hands up Anchor, Hove up & made sail to Lop sails & stood across the Bay & anchored in 8 f. water near Rat Island & inside of the English Guard Ship. Veered to 45 f. chain & furled sails.

19th

During the latter part Wind squally from the S. & W. with some light rain. Mountains covered with heavy clouds. Modifying somewhat the atmosphere.
Capt. Alley steamed over & anchored near us. & at sunset asked permission to send down T. G. Sl.
The US Store Ship Onward arrived from the River 10 days passage & anchored near us, contradicting the report previously rec. of the capture of Humaitá by the Brazilians. Rec. our Pork & Beef from the Storehouse in a lighter towed by a Jug. Sentence Offrin for Libert. Men who have been stayed with Liberty & several now brought off. The Brig had been run down by a carriage & considerably bruised. Some Ladies from shore visited the Ship.
The Am. Mail Sh. N. America (formerly the Sol Jackson) Capt Tinkham arrived with mails and several hundred emigrants. bringing dates to 28th of Jan. from N. York. dipped her colors in passing up. rec. one letter by her. Sea mail. She sunk a Danish Bark loaded with Coffee 1st night out of N. York.

Rio. Feb. 20th 67

Mod. & N. winds & cloudy with fine weather
Receiving, cleaning & stowing provisions & stores
Giving liberty to the men - many of whom overstaid their
liberty & were brought off by our officers -
Ordered a survey upon Hd Master McDonald - Merritt
Gun. Mate - Jacobs, Sergt Marines - Lawrence 1st C. Fireman
& Peter Welsh Seaman all of whom were condemned & recommended to be sent home in 1st public conveyance -
Directed the Paymaster to draw bills on our Navy Agent in London for 1000 £ having exhausted much of our funds in paying for coal & in Liberty money -

21st

Heavy clouds obscuring the tops of the high land - but the usual land & sea breezes set in - towards sunset raining considerable swell setting into the Harbor -
At 8 A.M. Loosed sails & made signal to the Squadron
Receiving onboard provisions from shore
Sent the invalids condemned above onboard of the Onward with their accounts - transcripts & description lists with a letter to the Hon. Secy of the Navy, & the Comdr of the Navy Yard at N York in regard to them - besides their sick ticket with clothes list to the Surgeon of the Hospital at N York - 2nd Engr Crawford called for a Medical survey on himself -

Washingtons Birth Day 22nd

Lowering clouds which modified the temperature, the sea breeze not coming in until P.M. At Daylight & sunrise displayed the colors at each masthead & at the cross Jack Yard arms & dressed ships - the Juniata & Onward the English & French also displaying our flag -
At Mer. fired a gun as a signal to the Juniata to go on with the usual National salute - this vessel by the late regulations not being permitted to salute on account of carrying less than 10 guns.
Filling on board our ships provisions - touching up with paint outside, & fitting a plug to our Quigslen Valve -

Rio. Feb. 23d. 69.

Wind & Wr. much the same but becoming more settled Bar. fluctuating but little - returned the call of the Comdr. of the French Str. Cuirass - Caliber - sent our mails on board of the Am. Str. N. America which leaves in the morning for the U.S. filled up with water - Still giving Liberty -

Sunday 24th.

Land & Sea breezes. Rain during the night & cloudy Bar. 30, A. 80 to 82 - Usual Quarters & Inspection & Church Service Loosed sails to dry - The Am. Str. N. America passed & dipped her colors bound to N. York. was detained at Villa gaon. Sent a Boat to ask the reason - were searching for a man that killed one of the Police on shore. furled sails.
Drills with musketes at Boto Fogo.

25th

As above - with rain at night - paying bills & completing ov. for Sea. some of the crew missing - & many applications to fill their places - but many very objectionable characters among them - sent a chest, bag of coffee two boxes of wine & some small packages on board of the U.S.S. Onward bound to N. York.
Shipped a Boy as my servant & several seamen -
1 Box of Potatos to Sect. & two Boxes of Cigars to Wilson. & one basket of wine to Paymaster Little - Am. Coal Vessel arrived -

26th

Wr. more settled, regular Land & Sea breezes. Bar. 29, 85. A. 83. Loosed sails - bent Top Gallt. sails - filled up with water - and coal - shipped seamen - Mate room Steward deserted - Mr. Lange neglected to send off the coal spoke for our Carpenter. Connell was found in a prison several miles in the Country & brought on board - Capt. Alny dined with me. & while the music was beating off for 9 P.M. the cries of one of our Sea, by the name of Burns was heard astern & a Boat sent to pick him up - he said he had fallen overboard but he evidently attempted to desert but finding he had miscalculated his powers, cried for assistance - which reached him just in time. placed him in double irons -
At daylight found an O. Sea. by the name of Jenkins missing a bad character & no loss. Perhaps drowned -

Sus pended Boat. Prisn. Intoxication

# Rio, at Sea Feb. 27th 67.

Usual Lands & Sea brazes - Recd our coal that ought to have been sent off yesterday - Left description lists & accounts of of the following named men who are missing with Capt Alley & our Consul Mr Monroe - with an order for their apprehension & confinement & final disposition -

| | | | | | | $ |
|---|---|---|---|---|---|---|
| Jas. B. Simms | Sail Makers Mate | deserted | Feb. 15th 67. | | due | 9.9 |
| John Mynatt | 2d Capt. Forecastle | — | " | " | " | 10.18 |
| Jas. Davis, | Cooper | — | " | 24. | — | 33,63 |
| Mr C. Herbert | Lands | — | " | " | | 44.38 |
| Geo. H. Ames | Sp. Boy | " | " | " | | 2.92 |
| Peter Nelson | Sea. | " | " | 26 | | 15.52 |
| ~~xxx~~ | ~~xxxxx~~ | ~~do~~ Richmond | " | " | " | |
| I. T. | Van Brackle | W.R. Steo | " | " | " | 54.47 |
| Joseph | Larkin | O. Sea. Bad. | " | " | " | 11.10 |
| | | | | | | 181.29 |

Most of these men were good men & were doubtless drugged by a set of scamps on shore & put out of the way while my departure. When some will be used as substitutes for Brazilians Conscripted for the war.

Shipped in their places the following named men.

| | | | | | |
|---|---|---|---|---|---|
| Henry Martin | Seaman | Feb. 23d | advanced | | $20 |
| Francis Banks | do | " | 25th | " | 30 |
| Edward Harris | do | " | " | " | 30 |
| Antonio S. Viamita | 3d C. Boy. Cdc | " | " | pro. (Viamita) | |
| John Cairns | Lands | " | 26 | | 5 |
| Richd Agnew | do | " | " | | 20 |
| Mr Robinson | Sea. | " | " | | 20 |
| Jas. Macarthy | " | " | " | | 20 |
| Marcus Petersen | " | " | " | | 25.50 |
| Richd Hooper | " | " | " | | 40 |
| Michael Kelly | 1st C. F. | " | " | | |
| Henry Brown | Sea. | " | 27. | | 20 |

Many others applied & would be glad to get rid of Brazil if they dared having been left at the London Mercies of Beneath Jumpers & Boarding House Landlords. & Vile Class of Mr Amo Genus -

At 1 P.M. Hove up afoul anchor & steamed out of

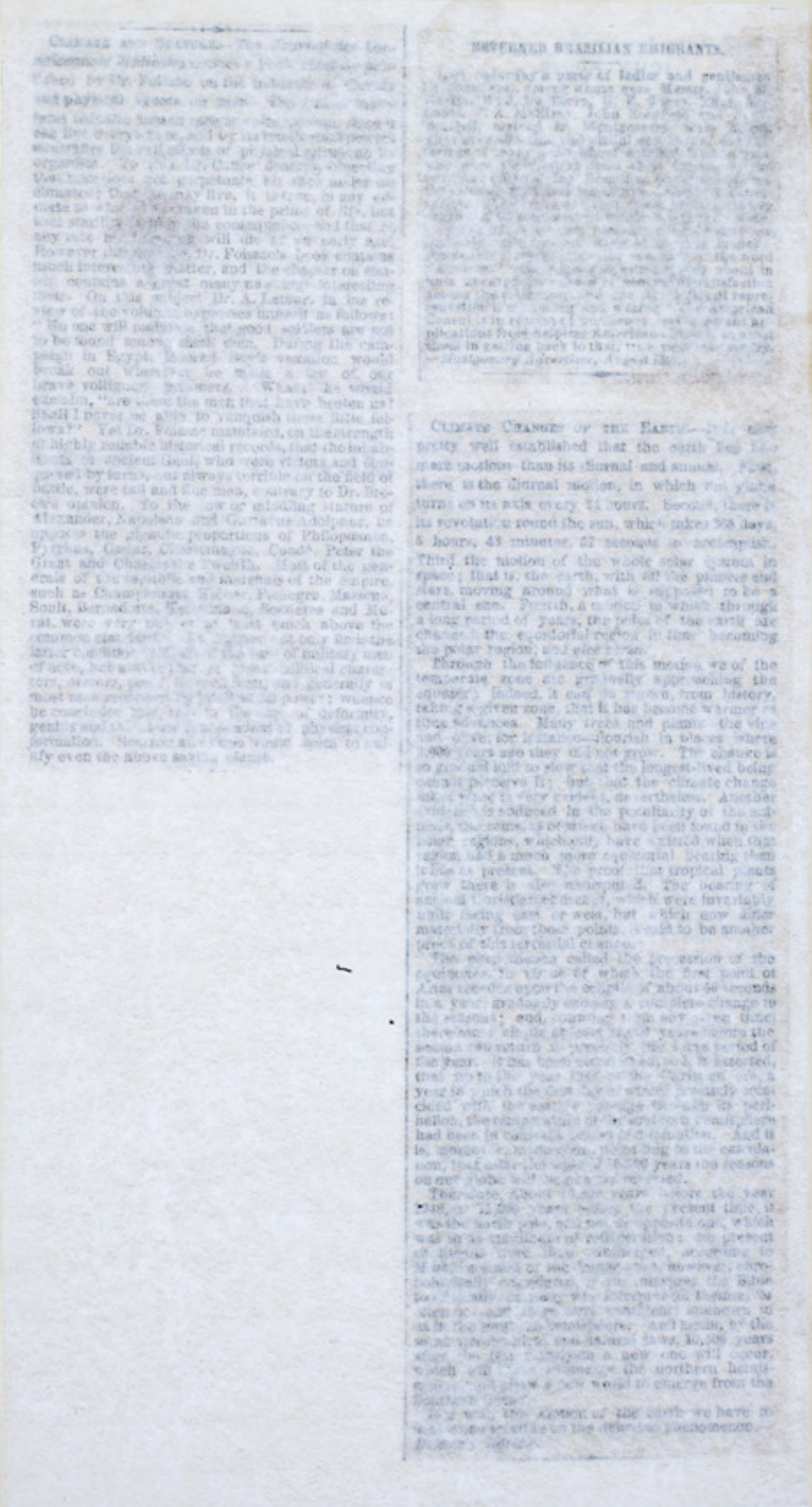
the Harbor against Mid & Tide. had to slow down on account of a hot Journal. & at 4 P.M. were passing just to the South of Raza under steam & fore & aft sails. heavy swell ahead. steering SW by E. Variation of Compass.

Moral said bound out close hauled. Secured the Anchors on the bows. Made & furled all sail. Inboard Chains,

Mid. English
Peru.
Maine
Swede

W. Indies
English

Delaware
N. Brunswick
Halifax
Brazil
N. York
England
do
do
Norway
England
do
Prussia



RETURNED BRAZILIAN EMIGRANTS.

CLIMATE CHANGES OF THE EARTH.

CLIMATE AND STATURE.—The *Journal des Connaissances Médicales* notices a book recently published by Dr. Foissac on the influence of climate and physical agents on man. The author maintains that the human race is cosmopolitan, since it can live everywhere, and by its intellectual powers neutralize the evil effects of physical agents on its organism. To this Dr. Caffee demurs, objecting that man does not perpetuate his race under all climates; that he may live, it is true, in any climate to which he is taken in the prime of life, but that sterility is often the consequence, and that at any rate his offspring will die at an early age. However this may be, Dr. Foissac's book contains much interesting matter, and the chapter on stature contains a great many new and interesting facts. On this subject Dr. A. Latour, in his review of the volume, expresses himself as follows: "No one will maintain that good soldiers are not to be found among small men. During the campaign in Egypt, Moorad Bey's vexation would break out whenever he made a few of our brave voltiguers prisoners. 'What!' he would exclaim, "are these the men that have beaten us? Shall I never be able to vanquish those little fellows?" Yet Dr. Foissac maintains, on the strength of highly reliable historical records, that the inhabitants of ancient Gaul, who were victors and conquered by turns, but always terrible on the field of battle, were tall and fine men, contrary to Dr. Broca's opinion. To the low or middling stature of Alexander, Napoleon and Gustavus Adolphus, he opposes the gigantic proportions of Philopœmen, Pyrrhus, Cæsar, Charlemagne, Condé, Peter the Great and Charles the Twelfth. Most of the generals of the republic and marshals of the empire, such as Championnet, Kléber, Pichegru, Massena, Soult, Bernadotte, Kellermann, Bessieres and Murat, were very tall, or at least much above the common standard." Dr. Foissac not only finds the latter condition fulfilled in the case of military men of note, but also in that of great political characters, orators, poets, learned men, and generally of most men representing intellectual power; whence he concludes that, save in the case of deformity, genius and talent are independent of physical conformation. Scarron and Pope would seem to nullify even the above saving clause.

## RETURNED BRAZILIAN EMIGRANTS.

Last Saturday a party of ladies and gentlemen (Alabamians), among whom were Messrs. John M. Harris, W. J. De Berry, G. E. Jones, Thos. McCants, T. A. McElroy, John Stanfield and D. W. Braziell, arrived in Montgomery, from Brazil. They give affecting and pitiful accounts of the sufferings of many hundreds of deluded Southerners, who were lured away from their friends by the tempting offers of the Brazilian Government, and the tales of wild and impulsive American adventurers. They represent that there is no regularly organized Government in Brazil—there is no society—but little cultivation among the inhabitants—no laudable ambition—no ways of making money—the people scarcely know the meaning of the word "kindness"—the American citizens live about in huts uncared for—there is general dissatisfaction among the emigrants, and the whole Brazil representation is a humbug and a farce. The American Consul is in receipt of numerous and constant applications from helpless American citizens, to assist them in getting back to their true, rightful country. —*Montgomery Advertiser, August 13th.*

CLIMATE CHANGES OF THE EARTH.—It is now pretty well established that the earth has two more motions than its diurnal and annual. First, there is the diurnal motion, in which the globe turns on its axis every 24 hours. Second, there is its revolution round the sun, which takes 365 days, 5 hours, 48 minutes, 57 seconds to accomplish. Third, the motion of the whole solar system in space; that is, the earth, with all the planets and stars, moving around what is supposed to be a central sun. Fourth, a motion in which, through a long period of years, the poles of the earth are changed, the equatorial region in time becoming the polar region, and *vice versa*.

Through the influence of this motion we of the temperate zone are gradually approaching the equator; indeed, it can be shown, from history, taking a given zone, that it has become warmer as time advances. Many trees and plants—the vine and olive, for instance—flourish in places where 2,000 years ago they did not grow. The change is so gradual and so slow that the longest-lived being cannot perceive it; but that the climate change takes place is very evident, nevertheless. Another evidence is adduced in the peculiarity of the animals, the remains of which have been found in the polar regions, which only have existed when that region had a much more equatorial bearing than it has at present. The proof that tropical plants grew there is also undisputed. The bearing of ancient Christian churches, which were invariably built facing east or west, but which now differ materially from those points, is said to be another proof of this terrestial change.

The phenomenon called the precession of the equinoxes, in virtue of which the first point of Aries recedes upon the ecliptic of about 50 seconds in a year, gradually causing a complete change in the seasons; and, counting from any given time, there must elapse at least 21,000 years before the season can return to precisely the same period of the year. It has been ascertained, so it is asserted, that up to the year 1248 of the Christian era, a year in which the first day of winter precisely coincided with the earth's passage through its perihelion, the temperature of the southern hemisphere had been in constant course of diminution. And it is, moreover, made plain, according to the calculation, that after the lapse of 10,500 years the seasons on our globe will be exactly reversed.

Therefore, about 10,500 years before the year 1248, or 11,000 years before the present time, it was the north pole, and not its opposite one, which was in its maximum of refrigeration; our present continents were then submerged, according to Mosaic account of the deluge—not, however, chronologically considered, if we interpret the Bible too literally, as many who interpret for themselves often do—and there were continents unknown to us in the southern hemisphere. And again, by the same astronomical and natural laws, 10,500 years after the last cataclysm a new one will occur, which will again submerge the northern hemisphere, and allow a new world to emerge from the Southern Ocean.

It is with this motion of the earth we have to deal when treating on the deluvian phenomenon.—*DeBow's Review.*

At Sea Feb. 28th 67.

Light airs & Calms & a heavy Head Sea - Course SW½S making about 35 rev. and 5 Knots - expending Coal in bags on Spardeck - One tube bursted in Boilers - Loaded Guns. Securing Boats - Anchors &c - Bar. 30.15 A 79.81 W 87 At Mer. Lat. Obs. 24° 48.26 S Long. Chro. 44° 1.48 W } Water on hand 37 40
Do by DR - 24.36.6 Do by DR - 44.5.54 } Do Expended Coal 260 284 24 134
Ship without Anchor down & full of Coal water & prov. Bord 14.4 Aft. 15.5 At 8 P.M. there being enough Wind from the S.E. to steer stopped firing & made all sail Course S.S.W. to avoid the St Medeiros Rock which we passed near the last cast land down with good look outs on deck & aloft, without seeing it Clear * light night & a heavy head Sea which would have disclosed it several miles off - Shotted the Guns.

Tried the following men by Sum. C. Martial -

John Burns Sea. for attempting to Desert by securing Sentence to reduction of Rate & loss of 3 months pay - app.

Thomas Smith Sea. Same Offence & same result - "

John Featherstone O. Sea Leaving a Boat on Shore - 1 Month's pay deducted

Jas. Berry Sea. Drunk on Guard Reduction of Rate & 2 M. loss of pay - the first remitted -

Saml. W Stowe Marine - Drunk & Disorderly on duty, loss of 3 M. pay & 2 M's duty

John Hughes Marine Do - Do Do 2 Do 1 - Do

Rated & Disrated the following men

Michael Kelly Shipped as 1st C. Fireman in the place of Joseph Lawrence Discharged Worn in Onward.

Antonio Domingo Viana Col.d free Brazilian in the place of my Boy Arthur - given to the Steward as Mess Steward

March 1st 67.

Long head single light Var. Winds S.W. & E.N. & pleasant W.N.
Unshackled & paid below Chains - found Berry Sea. in Legion which
must have been smuggled on board - tried it in by S.C. Martin
See result on previous page -
Lat. Obs 26.18.22 Longly Chro. 44.56.55 Bar. 30.19 A 78.8 W. 78
D.R. - - 26.17.26 do D.R. - 44.44.28 Coal R. 266 S.W. 3440 - 5.
Examined Store Rooms & Mens bags for Legion found none.
Made out Clothes Lists Requisition & Mess do -

Changes - Rating the following Men.

Chas. L. Wood Gun. mate to Gun. mate in charge in place of J. Merritt, Invalid Home
Jas. Crawford B. mate - in place of Wood.
John Lane 2nd Gun. do Crawford
Jas. Conway Sea. do Lane
Jas. M. Antier Lds to Stevedore - in place of J. Jacobs, Invalided Home
Henry W. Lewell Sea. to Cox. in place of Corbin Washington R. for Insub. & Drink
Henry Marcusser Sea. do do John Mynatts - Deserted -
Henry Martin Sea to 2nd Master in place of Burns distrated
Francis Banks Sea - 3d M. mate do Jas. B. Simms Deserted
Richd Agnew Lds. to Cor. Mate in place of Wm Meeks. broke Liberty, &c.

Do

Wind gradually increasing from N.W. & E.N.E. W. pleasant
Lat. at Mer. Obs. 28.5.56 S Longly Chro. 45.41.45 W Bar. 30.10 A 79. W 77
" D.R 27.56.6 do 45.17.40 - Var. & Dev. 1 point W 29.80 at Mill -

Called all hands & read the Sentence in case of the Men above - & ordered the Changes to correspond on Pay Masters Books
Bent new Main Topsail in place of old one sent down which was found quite worn & the crew were set to middle stitching it - bent the F. Storm Stay Sail & Mizn do.
Wind increased to a Gale with a following Sea & passing Seeds - Weather looking very threatening during the night - reduced sail gradually to close reef Topsails & F. Storm Staysail - battened down some of the Hatches.
Wind finally hauled to N. & the bar. ceased to fall below 29.80 - Got no sleep until after Daylight - or
5.4 M

At Sea. E. Coast of Brazil.

Sunday March 3rd 67. Fresh Winds & squally from N.E. to W. around against the Sun to S.W. at Mer. Overcast & very changeable - having turned out all reefs soon after Daylight was obliged to take a single reef soon after squally with rain, & much cross Sea -
Lat. obs at Mer. 30°. 8'. 33" Long. by Chro. 46°. 6'. 05" Bar 29.90
do D.R 30.3.38 do D.R. 46.3.45 A. 75 W 75°
Capt. F. McCannich Mate the master being on sick list.
Employed on main Topsail & Machinery - Ship very unsay,

4th

Lat. obs 31°. 9'. 15" Longly Chro. 45°. 7'. 25" Bar 30.1. A. 72 W 73
do D.R. 31.11.7 do D.R. 45.23.15 Found 100 Gall. of water Bad from some Beans having got in the tank.
Mr. Clear. Sea rough - & Vessel labouring until the Wind hauled so that could make S Westing when at 1 P.M. lacked in a heavy sea under all sail to Topsails, but not without rapid down board Wind finally hauled to E. during the night. but owing to the head Sea. bearly made steering way -

5th

Clear pleasant W. & light Easterly winds with a long head Swell - Course S by S. & made about S.W.
Lat. obs Mer 31.44.15 Longly Chro. 45.33.15 Bar. 30.24 A 74 W 73
do D.R 31.49.33 do D.R 45.36.50 Sick 12.
More Seaweed (Boobies & Petrel) about than usual
Empl. Middle Stitching Fore Topsail & Airing Bedding & Exercising Divisions &c - Was agreeably surprised upon breaking out sail room, to find a new Jib not in charge. saw several Sail -

6th

As above Sea gradually going down & Bar do to 30.23 -
Lat. obs. 32°. 21'. 41" Long. 46°. 25'. 41" Air 73 Water 73
do D.R. 32.23.57 do D.R 46.28.00
Employed in Exercising Divisions. Repairing foresail & bent new Lib. & found it required altering to make it fit. Wind & Sea increased during the night & should more to W. Bar. falling about 100 pr hour -

Wind gradually increased - Sea do. Bar fell to 30 before Mer's Subsequently to 29.80 at the rate of about 3/100 pr hour wind gradually veering to W^d of N. & W^d getting hazy Water on hand 1780 in Tanks 600 Gallns

Lat at Mer. 33. 57. 42 Long do. 47. 55. 15 Bar. 30 to 29.

D.R. 45. 53 do 49. 55 A 75 W 72

At 7 P.M. the Bar. had reached its minimum. & the wind came out of a dark & threatening bank of clouds in a heavy gust from S.W. & c. with rain L. & Thunder - the helm had been previously put up so as to take it on Starb^d beam or yr. and Sail had been reduced to close reef^d F. & Main Topsails & F. Stm Staysail - men before it for a short time - then brought by the wind on the Starb^d tack with the Ship's head to the S^th & E^t

Continued to blow a Gale with occasional squalls veering several points with the above mentioned accompaniments & a rising sea during the night - made preparations for catching rain W. but the wind was too heavy to spread the boom cover.

8

Strong W^d & westerly Gales & squalls with rain & a heavy sea - Ship rolling 38° to Leeward & 36 to windward stretching her down rigging so, that I felt bound to run the risk of setting it up to save the mast - stranded both F. & Main Top Sail sheets & clewed up the F. Top sail while repairing - Got a pendant tackle on the W^d Fore Yard arm as a fumpor the Yard buckling very much - Set the Main Try sail to keep her to the wind & sea - & to relieve her labouring.

Between the squalls - the Sky beautifully clear & serene above but the sea very rough & turbulent covered with white caps & spray -

Lat obs - 34. 59. 24 Long by Chro 47. 50. 00 Bar. 30. A 64 W 68

D.R. 57. 6 - do DR - 48 26 35

The difference of Long between Ob. & DR attributed to Lee way and a strong current out of the Rio de la Plata -

A Bark laying to, to leeward of us drifting out of sight during the day -

Off the Rio de La Plata March 9th 67.

Strong Gales & heavy Seas. Ship labouring & uncomfortable to all on board. but under snug sail with most of the Hatches battened down. a Sea occasionally finding its way on board over the Waist. One landed upon the Boom Cover & split it. The Bar. rose to 30.12 when the Wind hauling to the W.ward of W it fell $\frac{8}{100}$ & gradually commencing again as it hauled back to the S.ward of W. Set the Foresail single reef.d & Foore T. M. Stay sail but the wind freshening again & Vessel carrying a Lee helm took them in. One Man was thrown into the lee scuppers over the Mule. but considering the heavy & irregular Sea the Vessel behaving as well as could be expected of a Model that is always inclined to roll.

Commenced distilling water, but owing to the ships motion the Engineer reported that he could only make brackish water owing to the motion of the Ship, dashing the water against the sides & ends of Boiler & being carried up in distilling pipe by a fresh opening

Lat at Mer. 35.38.6 Long do 46.46.10 Bar. 30.16 A 68 W 66
by DR 35.37.42 do DR 47.25.20 Water on hand 160

finally by carrying the water lower in the Boiler & having a hand ready to shut off the steam pipe in the heavy rolls, succeeded in getting fresh water. during the night the wind gradually died out & came out to the W.ward & W.ward with a rising Bar.

Sunday 10th

Usual Inspection & Divine Service.

Wd Clear & pleasant. Sea Going down. Wind Breezing up from W.ward & W.ward Made all sail on Starbd tack course SWby W. Head way very much impeded by the head sea.

Unbent the F. T. M. Stay sail for repairs, found some other sails with holes chafed in them.

Distilling water reduced the allowance to 20 Gallons pr day.

Some Petrel & Albatross about.

Lat. Obs. 35°.53'.35" Long by Chro. 46°.30'.50" Bar. 30.34 & falling
do DR — 36. 1.42 do DR — 46.31.20 A. 67 W 68

Reported & sent F. T. M. Stay sail.

Distilling water slowly. Second Steam Engine broken

11th

Wind S W. Bar. fell to 30. at Mer. clouds rising to S & W & the wind followed from same direction. Weather damp less seaweed about. Condensed some Beef & charged pr to P.M. Steward for his employment. Lat. Obs 37.10.50 Long. do 48.40.45. A 67 W 67,
do DR. 8.28 do DR. 48.45 W. ex. 200 distil. 700
Employed repairing Hawse plugs - Caulking seams and fitting ports - At sun set single reef & furled S.G. sails & Jib - Wind fresh S W & W. damp & cloudy At 8 P.M. double reef & stood in Spanker - Squally & to S.W. & E -

12

Wind fresh & blowing more to E. at 8 A.M. backed to W. heavy sea - turned out all reefs & set all sail - water slightly discolored - Aired Magazine & Nav. Stores -
Lat Obs. 38 15.27 Long Obs. 47.50.40 Bar. 30.2 A 63 W 68
do DR - 37.45.32 do DR - 48.18.35 Mag. Var. 7° E
Distilled 500 - Expended 200 Remaining 2040 Local. do 7 W
Split fore topsail, clewed it down & mended it in the tops, the high, main & yard head sails, spars & rigging - saying nothing of the human species generally - Condensed some Pickles
Bar. fell to 29.82 during the night. Sky clear - cool & wind fresh from W. & W.N.W. reduced sail to double reef topsails & spanker & storm sails -

13th

Bar. rose to 29.85. wind still fresh from W. & W.N.W. Sky overcast with a sea that made it necessary to stop condensing water for several hours - At Mer. Bar. had fallen to 29.75. no material change in appearance of weather - Wind more moderate - Set fore sail spanker & F.S.M. stopsail heading S.W. & making about 4 knots.
Lat. Obs. 39.24. Long Obs 48.19.10 Sick 13. A 65 - W 66
DR. 4. DR 34.40 Water distilled 400 Gall.
During the afternoon clouds flying over & banking up to leeward - wind fresh from W.N.W. to W.W. Bar. falling. At sunset reduced sail to close reef'd top sails & fore storm staysail - got pumps on & main hatch to. wind & battened down the hatches. soon after was knocked off from W.S.W. to S. wind strong in squalls &c. by light rain & bad sea - Bar. 29.60.

Off Rio de La Plata March 14th 67.

Strong Gales from W by N to SW by W. occasional Squalls & passing Cumuli with a heavy irregular Sea ship rolling 16 times pr minute in an arc of 50° to 75°. 11 but taking in but little water - Conducing slowly -
Bar. fell to 29.54 at Midnight, & then rose rapidly to 29.86 at Mer. the wind in the meantime having backed to the Wd & Wd or from SW by W at 4 Am to W. at Mer. & still blew very heavy in puffs - Clear Cool atmosphere -
Lat. Obs. 40°. 16. 39 Long. Obs. 48.28,50 Bar. 29.86 A. 60° W 60
DR 39.54.6 DR 48.28.16 W D. 500 & 200 R 2540
Albatrosses & Petrels about & apparently enjoying the Gale so savorily as to allow themselves to be caught by baiting a hook & line - at dark turned out one reef & set fore & Aft sail to keep the Ship to - Bar. rose to 29.96 -

15th

Wind veering up from Wd & Nd Bar. falling - Weather getting damp - made all sail. found both backs of Main Top sail chafed. clewed up & repaired sail Exercised at Gun Fire Quarters -
Lat at Mer. 41°. 12. 25 Long 20 49.4.30 Bar. 29.82 A. 64 W 62
do DR - . 1. 3 do DR. . 20.35 W d. 600 & 200 R 2940
Bar. fell to 29.72 wind hauled from NbyW to W. & W single reef'd the foresail & double reef'd Topsails - showing a Mod. Gale & Sea cramming indicating a current setting to Wd & Nd which our subsequent reckoning confirmed at Sun set gradually moderated & remained so during the night, weather clear - course a little to Wd of South -

16th

Fresh Westerly winds & occasionally clear with con. Sea - turned out one reef - saw some Kelp - sea fowl -
Lat. Obs - 42.37.54 Long. 49.25,41 Bar. 29.86 A 57 to 63 W 63
do DR 39.37 do DR. 22.23 W d. 200 & do R 2940 Calm.
Detached several fathoms of rope that was found hanging down from Stern post abaft the Rudder - saw that several fathoms more were entangled with the propeller At 1 Pm set Top. G. Sails - lost Tail in sight to leeward -
At 9 P.m. We moved to a Gale with heavy squalls under a rising Bar. & Sea. reduced Sail to close reef'd Topsails

This would seem to be a writing from General Washington to his brother. It was among some old letters of my Grandfather Parme Francis Anthony Thornton Ashway, but no one knows anything about it.

602

To Wm. Augustine Washington

Dear Brother Germantown 5th Decr 1777

I have taken Capt. Lesley P Thornton into my family, as an extra Aide-de-Camp — This I have done, his own merit, as well as the great worth of his Father will induce him to

having previously wore Ship to the W^d. & split F. S. M. Stay sail & fore Top sail. Wind heading the Ship off to W.W. wore again to the South^d on Starb^d. Tack & lay very uneasy all night.

Sunday 17th.

At Daylight Wind & Sea moderating disc^d the lee leach of the main Top sail blinded again. Clewed up & sent down the sail for repairs & bent the other Top sail which is not so good a sail. Turned out all reefs & loosed all sail to dry then furled mainsail again, on acc^t of Cudemin William single reef^d & furled Top Gallants. Employed entire afternoon in bending & repairing sails among others the single in F. Top sail & stitching in lee clew gave way. Divine Service.

All such work very much retarded by the mutiny Seamen a class almost extinct in our service — and the few remaining generally broken down & fit subject for the Hospitals — Mag. Var 12°. 40 E Dev. of Starb^d Comp 6 W = 6° 40 E —

Lat. at Mer. 42. 34. 24 Long. do 48. 57. 15 Bar. 30. 16 A 57 W. 38
do D.R. 44. 18 do D.R. 49. 7. 41 W. d. 500 E. 200 R. 3240

At Sunset a breze sprunging up from the W^d with rising clouds & falling Bar. Made sail to F. Gallants but owing to the Southerly swell it was some time before we had steerage way, & longer before the propeller w^d turn. Wind freshened rapidly heading W.S.W. and before Midnight were reduced to close reef^d Top sails and double reef^d Fore sail. Split the F. S. M. Stay sail and ~~fitted~~ at Mid. Mid blowing a Gale N.N.W. Bar 30.5 Sea increasing

18

At Daylight. Strong N.W. Gale Coming Sea & hazy about the Horizon. Kept the Ship off to S.W. & maintained 4 knots Sea Day & Sea in her violent motion. Having repaired the F. S. M. Stay sail reef^d & set it. When it split again on the head & was obliged to take it in & unbent it for repair. Set all hands that could furnish Palms & Needles to mending sails. At 8 A.M. Bar 29.82. Clear overhead. Air humid. Got pumps on F. & Main Yards. Occasionally shipping a Sea. Halches battened down. Too much motion to be comfortable anywhere. Stopped distilling water, & Dry ferris. Passed some Kelp. Seafowl very numerous. Petrel, Loo &c —

At Sea. Blowing a N.W. Gale. March 18th 67

Lat. obs. 43°. 37'. 30" Long. do 50°. 00'. 30" Bar. 29.76 A 63 W 61

D.R. 43. 50. 6 D.R. 47.47.15 W. d. 200 Bx do R. 3240 Gals

Ordered a daily reduction of 10 Gals. in the allowance of Water - Crew employed repairing & new reefing Main Top sail on the Berth deck & the F.T.M.S.S. on the poop - the only dry places left to work in - Continued light airs & calms during the W

19th

Calm & thick hazy W. until 11 A.M. when a light Easterly breeze sprung up - All hands employed mending sails aloft & on deck - and driving down Iron bands on Main-mast head which were found so loose as to endanger the mast - supplied some 15 reef points missing in the sails - sea going down.

Lat. Obs 44°. 5'. 16" Long do 50. 3.45 Bar 29.78 A 64. W 56. 61

D R 1. 42 do D R 6.00 W Dx 190 R - 3050

Turned out reef & made sail to top gallt sails - finished repairing & bent F.T.M.S.S. & bent Jib for repairs - The Bar. falling rapidly as per Col. on next page & the W. looking threatening with sharp lightning & heavy thunder at 6 P.M with some indications of a Cyclone - The thunder first heard S.E. then S.W - W. W.S.W & finally all roundus - but F.T.S.S. & furled all sail - & battened down Hatches and prepared for it. The thunder gradually died away to the S. & E. the wind continued fickle from East veering several points S & W. until 7 P.M when it fell calm thick W. & light rain - At 10 P.M. wind sprung up from W. gradually handed to W. & W.S.W. & soon after to S.W & increased to a gale - set F.T.M. Trysails & F.T. Malayaise - but soon after took in latter -

Being so close to the Equinoctial - the falling of the D & Eclipse of the latter - expected bad weather and these disturbing causes may have influenced the singular fluctuations of the Barometer -

| | D h m | h m | | d h m | for March 20 |
|---|---|---|---|---|---|
| Time of full moon | 19. 20. 553 | − 3.205 | Diff. Long. = | 19. 17. 348 | 5. 30 A.M |
| " Eclipse com. | 19. 12. 568 | + 1.475 | do at W. | 19.14.443 or | 2.443 A.M |
| " " Ends | 19. 20. 12 | | | | |

Barometrical fluctuations March 20 & 19th

| Mer. 19th 29.71 | | Mid. 29.66 | | March 20th |
|---|---|---|---|---|
| 2 P.M. | .68 | 40 Am | 68 | S W. Gale & Heavy Sea |
| 3 " | .64 | 1.10 " | 69 | ac. by passing squalls with |
| 4 " | .65 | 1.20 " | 70 | Nimbus & Cumulus clouds |
| 5 " | .60 | 4 watch 3.20 3.30 -- | 72 | Temperature of the Air falling from |
| 6 " | .53 | 4.30 | 74 | 61° to 56° Water do 60 to 53° do |
| 7 " R | .63 | 5. - | 75 | Many Seafowl about |
| 7.55 --- | 53 | | | |
| 8 " | .58 | 6 - | 79 | Several Albatrosses were |
| 8.10 R | .61 | 6.30 | 82 | caught with a hook & line |
| 8 50 | .62 | 7. - | 84 | Employed mending and |
| 9. R | .60 | 8 - | 88 | Altering the Jib - |
| 9.10 | .62 | 9 - | 89 | Ship rolling 18 to 19 lines pr |
| 9 20 | .60 | 10 - | 91 | Minute & averaging about 20 |
| 9.40 | .58 | 11 - | 92 | to 25 either way - Sometimes |
| 10. | .56 | Mer. same | | as much as 26° to leeward - |
| 10.10 | .53 | | | Which makes it rather difficult to eat |
| 10.30 | .54 | | | much less write or read in the Cabin. |
| 10.40 | .58 | Lat. Obs. 44.23.8 | | D Reckoning 44.9.10 S |
| 10.50 | .57 | Long " 49.56.45 | | D 50.6.45 W |
| 11 - | .56 | | | Fore & fore Topsail on ac. of its making the |
| 11 10 | .59 | | | Galley smoke - Ship coming up & falling |
| .20 | 60 | | | off - 2 points - drifting bodily to East |
| .30 | 62 | | | About sunset a Boy fell overboard & was soon |
| .40 | 63 | | | hauled in by a rope thrown to him from for |
| 50. | 64 | | | |

21st ☉ + ☾.

Lat. Obs 44°.19' S Long. Obs 50°.2' W Bar. 29.92 to 30.5 A. 51 W. 55
do DR " .19.56 do DR " .4. W. & 190 R 2670

During the morning watch a light wind sprung up from the S & E made sail to single reef Topsails - Wind soon freshened & became squally with rain - Sea quite rough Double reef Topsails (carrying of main course daring) & at double reef main sail - which we can carry over smoke stack. Found by our Obs. at Mer. that we had lost ground during last 24 hours although generally heading to S & W wind currents, we think we are in the W.E. current setting around Cape Horn. Wind increased & blew strong in squalls ac. by rain

from the S.a with a heavy sea from S.W which materially interfered with our progress & gave us about 2 points lee way. So that in heading W.N.W we were not making better than W. wind & sea gradually going down during the night — Examined relieving Tackles.

22d

Made all sail to a light var. S.W. wind & dry & pleasant. Sky partially covered with clouds — Exercised at fire spearers, shifted main topsails and continued work on Jib; & shocks for slings of top sail yards which have been split by the violent rolling motion of the ship — Ship barely steering way — Cleared up & furled all but topsails & F.J.M. St.s to save the sails —

Lat. Obs. 44. 5. 41 S Long. Do 57. 40. 45 W Bar 30.30 A 53.8 W 55.6
Do DR — 43.58.30 Do DR 57.37.20 W. Ex 190 R. 2670 Gulls.
Many seaweed, some kelp & one sail seen.

At 8 P.M a light & increasing breeze from N.W made all sail to single reef.s topsails — F.J.S.s Jib & Spanker, making a S W to S W by W course — Bar. falling fast —

23d

Wind & sea increasing — at 8 A.M heavy coming sea & wind — Gale passed main top s.l sheet — Clewed down & double reef.d the W.r clew run up on lift to y.d of yard by a leader provided for such accidents — thereby preventing splitting. took in main topsail & spanker for repairs — Served out necessary clothing & Boots & shoes to the crew.

Lat. Obs.d — 45.1.58 Long. Do 52.53.21 Bar. 30.5 A 68 W 57.
DR 9.23 DR 57.45 Local Var. of St.d Emp. 6 E.

At 8 A.M furled reef.d main sail & close reef.d topsails with jumpers on lower yard arms — Steamed F.J.S.s Sheet Gale increasing during the night from W.N.W furled fore sail & F.J.M stays.s — Heavy sea heading S W to S W by W.

Passed preventer lashing around heel of main topmast & main mast head.

Battened down Hatches — Bar. fell to 29.80

Partial footrope of main topsail — took in fore on acc. of smoke in berth deck — Saw a Right Whale

At Sea March 24th 67. Sunday

Lat. Obs. 46°.5'.25" Long. Do 54°.5'.15" Bar. 29.82 at Mid. Hazy
Do DR 46.7.58 Do DR 54.12.21 " 70 " 6 Am —
" 74 " Mer. —

A. 56 to 60 W 5 to 5½ - Heading S W to 10 Am when Bar. Com. rising & wind knocking us off to S. having moderated at daylight set fore sail close reef'd & F. S. M Stay S'l - the cleat to which the sheet of the latter belonged on forecastle carrying away the sail was split so that I was obliged to take it in & unbend it for repairs At 11 Am furled courses & kept ship by the wind on starboard tack heading to the S'd clouds rising ahead & passing over. wind moderating. Sea irregular & heavy - latter part rainy -
Put the ship under close reef'd topsails & storm sails for the night

25th

Com. light var. airs & calms. Sea going down sky overcast At daylight light breeze sprung up from S'd & E'd made all sail & steered S W by W. Empl'd mending sails rigging &c.
Lat. Obs. 46.26.41. Long. Do 54.50. Bar. 30. A 54 W. 56
DR .24.19 Do DR 54½ Sick 8 - Help about.
Tried Milton J Payter Lds. on several charges & specifications and sentenced him to reduction to next inferior rating (1st C. Boy) loss of 2 months pay & 1 months extra duty - (Police)
Also Geo. Wilson O. Sea for misbehaviour in port Rio - & leaving a Boat without permission - & sentenced him to loss of two months pay & 1 month' extra duty - all of which I approved - the case of Wilson I intended to have deferred for a Genl Court Martial - but making his services, & his conduct having been good of late - gave him the benefit of a Minor Court.
Lt. Comdr Crossman - Acting Engineer Golding & Bacon & Dr Rice composed the Court & the record was ready in 3 hours.
Wind hauled to the W'd & W'd during the night and at daylight had freshened to a 4 knots which subsequently increased to 8 with the wind abeam & under Top S. S'ls over single reef'd topsails.

26th

Fresh N W winds with an overcast sky and moderate sea - with occasional sprinkling of rain -
Got up preventer braces & jumpers on lower yards heading S W by W. took in T. S. sails, set & double reef'd

At Sea - Bound South

Lat. DR 47°. 3'. 41" Long. DR. 56.25.10 A. 53 W 54 47
Bar. fell to 29.57 at 5 P.M when the wind gradually hauled to the S.W. & W. & then S.S.W. when the Bar. cam; rising slowly - wind puffy - W. thick at times and light rain - Sea clean usual - reduced sail to close reef. Topsails - wore ship with her head to the West. Sun set red & W. looking like clearing up - loosed, single reef. & set foresail -
Mainsail furled on acc. of steam on Turkey Rock for condensing water - 300 Gals last 45 hours -

27

Fair part. wind from W. var. & flaky increasing like Mor. & 3 P.M with a falling Bar. to 29.44 with heavy banks of clouds to S. & W. where the wind came & heeled us off to S. then S.E. & moderate with hail - Bar. still falling to 29.36
A Mer. Lat. Obs. 47°. 13.40 Long. 56.57.15" A 57. W 54
Do DR - .24.47 Do DR 57.34.35
shortened sail & exchanged Reckoning with a Danish Bark that stood under for us with signals flying, which led me to suppose she was in want of something else.
1 P.M. Reduced sail to close reef - Topsails brought by the wind on the starb. tack - thick - rain & hail with a moderate but irregular sea - At 6 P.M Bar. had fallen & remained 2 hours at 29.36 - when it commenced blowing a S.E. Gale Mor. & stood to S.W. & W., at 7. furled foresail, battened down Hatches & got Jumpers on F. & M. Yards: clouds lifting to S.W., Sea coming from W. & W. & S. & E. Bark in Co. S.S.E. 2 miles dist. Bar. rising - D 2rs
Hard & stormy & unpleasant night.

28

Lat. Obs. 46°. 49'. 41" Long. Do 58°. 2'. 45" Bar 29.65 A. 42 W 45
DR .54.39 DR 58. 9.10 W.d. 500 R. 2800
During the morning Gale hauled to S. & S.W. in heavy squalls &c. by rain & a heavy sea clewed down double reef. Topsails & reduced Staysail to them, & after they had passed set double reef. Foresail & main Topsail,

(Gain per Log. running by about 30 miles, opin. of the master)

split S. S. M Stay & sent boat off for repairs - rove preventer brace &c.
Lost sight of the Bark on our W. off Sicklist 11.
Ship laboring in a heavy sea. Spardeck kept continually wet by the crest of seas coming aboard - Wore to S.
Sea fowl around the ship all night & apparently enjoying the W. that proves so disagreeable to man - Kept about.

29th

Wind moderated during the night & backed to the W. & W. when as usual the Bar. which had rose to 29.73 at Mid. commenced falling - W. becoming damp & hazy - Wind & sea gradually increasing - Made all sail - Steered S by W.
Lat. at Mer. 47°. 12'. 13" Long. do 59. 27. 15 A. 46 to 50 W. 45 to 47.
do DR - 15.53 do DR - 44.25 W. d. 450 R - 31.10
Employed repairing S. S. Stay & put up Jumpers on Iron Yards Bar. continued to fall & the W. looking threatening - before dark - reduced to close reef & storm sails - battened down hatches & prepared for a gale. Sorry to lose a fair wind - but the risk to ship & sails too great to carry sail under such circumstances - Remained up all night W. Bar. fell to 29.10 at Mid.

30th

Heavy squalls & thick weather with an increasing sea some rain & occasional flashes of lightning to the S. & W. Wind W. W. W. - heading S W & W. Bar. continued to fall until 10 A.M. when it had reached 28.92. Wind blowing fearfully & hauling to S. & W. Heavy sea & driving spray drift passing over the ship so as to keep her continually wet & occasionally hid from view. The motion such as to prevent distilling, & therefore ordered the fires drawn, as I prefer the discomforts of the cold & damp W. to burning my coal simply to supply the heaters.
Lat. DR 47. 54. Long do. 61. 8 Bar. 29.7 A. 47 to 47 W. do 48 to 50
Course R 248 Dist. W. 190 R 3110. Sick 11. Ship in rolling describing an arc of 77°!! making it necessary to secure every moveable article - & to hold on to the berth to prevent being thrown on deck - My food for meals frequently escaped from the table in spite of me - and I have to chase it about the Cabin - During the night the Starb'd port was stove in by a sea. & the timbers of launch broken.

At Sea near the Falkland Islands

March 31st Sunday weather cloudy squally, and a heavy coming Sea - Lay-to on port tack (having more sky to N. & W. at 3 A.M.) with close reef'd topsails & storm sails. Occasional rain & W. too bad to have Divine Service read - Hatches battened down - Decks continually washed from Seas coming on board - but ship behaving well considering the weather which is the worst that I ever encountered S of the Equator. Shipped Preventer braces & Jumpers for port tack.

At Mer. Lat. Obs. 48.16.51" Long. Do 60.45 Bar. A 13.49 W 30.48,

Do DR. 4.13 Do .20 W ex. 190 R. 29 20 Gales

Fluctuations of Bar. since Yesterday at Meridian

| | | | | | |
|---|---|---|---|---|---|
| Mer. 30th | Bar. 29.7 | Gale from | West. | acc. by | rain squalls |
| 6 P.M. " | " .10 | " | W & W | | coming Sea and |
| Mid. " | " .6 | " | " | | rain & hail. |
| 1 A.M. 31st | " .10 | " | W.S.W. | | " |
| 6 A.M. " | " .30 | " | SW ½ S | | " " & moderating |
| Mer. " | " 29.53 | " | SW | | " " " |

During the afternoon the Bar. continued upwards and the squalls from S. & W. increased in violence acc. by hail rain and a coming Sea - fearful that our topsails would go every succeeding one - but felt obliged to keep them on to assist in steadying her motion - and to be under some command in case of a sudden change which was continually threatening from the working of the mass of clouds - which rose & spread above the horizon every few moments -

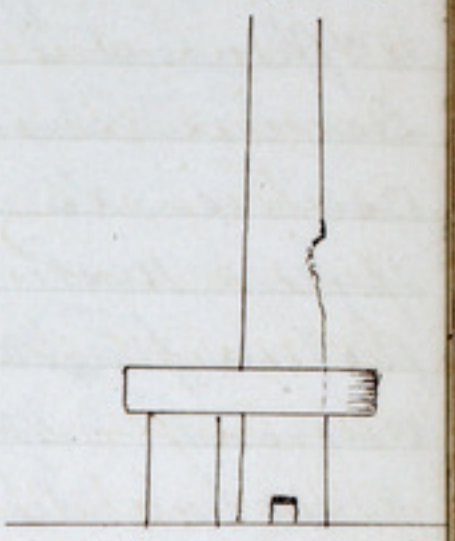
A spagg - evidently blown off from the Falkland Isl.ds came on board to rest, & for a time became the sport of the Sailors - who finally relieved her.

Surveyed Condemned, & thrown overboard this 1st Dy 1867.

| | | | |
|---|---|---|---|
| Board of Survey | Feb. 27. | 50 lbs of Pickles | $ 7.52 |
| Chief Eng. E. D. Robie | March 11th 147 | 1 Beef (½ charged to steward) + | 19.74 |
| Act'g Master Geo. E. Walcott | " | 12 57 lbs of Pickles | 7.52 |
| " Engineer J. F. Perry | " | 26 57 " " " | 7.52 |
| | " | 30. 20 " (4 cans) Tomatoes | 2.44 |
| | | | $ 44.74 |

+ On acc. of his disobedience & carelessness which caused the loss.

Wind gradually blew itself out leaving an ugly sea that proved very trying to our spars &c. Upon examination of the main topmast in the make of the slings of the yard it was found to present the appearance of diagram, the spar being white pine, or spruce instead of red proved too soft for the chafe caused by the jaws of the gaff which had split, & left a sharp angle which worked into the mast notwithstanding the precaution of rolling lackles & buntlines hooked shoulder tack and mats placed between the jaws & topmast immediately set all the mechanics



to work making oak fishes, iron bands, & preparing lashings and wedges, to strengthen this weakness. Repaired seam rents & chafe in sails & at 8 A.M. made all sail to an increasing breeze from the N.E. at noon going 4 knots S.W. by W or W.S.W true

Lat Obs - 47. 48. 00 Long. Obs. 60. 50 Bar. 29. 70 A. 46 50 W. 46. 48

D.R. - 48. 6. 47 , 49 Cloudy & getting hazy -

The master gave in the Long. 30 miles too far to the East^n which is corrected as above & agrees very close to the work of 3 Bells Mid^n - reduced sail for the night & to allow the Carpenter & his men to fish main topmast which he succeeded in doing by 8 oak fishes & two iron bands surrounding it -

Wind gradually died away leaving a S.W. & W.N.W. swell that caused so much chafe, that sail was taken in -

2nd

More ship & made sail to a light Southerly breeze keeping the M. Top G.S.^s & Top sail closed up to allow the Carpenters to continue & finish their work on main topmast. Tampering off upper ends of fishes so as to admit the parrel to fit over when the Y^d is down for close reef - and to further secure the fishes by two more iron bands.

Lat. Obs. 48° 18' 44" Long do. 61. 38. 36 Bar. 29. 86. A. 47. 51 W. 59. 50

D.R. - 17. 24 do 47. 15 Sick 11.

Clouds rising to S^d & W^d & opposite Horizon. At 3 P.M. finished work on M. topmast & set M.T.S.^s & T.G.S.^s Wind mod. from S^d & E^d from several quarters - Single reef^d & furled T.G. sails at dark. Clouds continued settling to the W^d all night - Bar. gradually rising

Wind unsteady - Course S.W. ½ W.

At Sea April 3rd 67. On Soundings

Lat. Obs. 48. 17. 50 Long by Chro. 63°. 18'. 15" Bar. 30. 20 A46 W48
do DR 34. 33 do DR 5. 30 Lick 13.

At Daylight made all sail on our course SW p W. Mid light Mr Pleasant!!! Sea Mod. from S.E. & W. Sea full about. Water discolored Sounded at 8 A.M. in 65 f. f. g. & b sand. Calm.
Exercised the Divisions at Arms. At 10 light breze springing up from West. Set up wheel ropes afresh and look in that portion found to be chafed. Our Reckoning shows a Northerly current. A pretty white Sand Bird endeavored to come on board but striking one of the braces fell dead in the sea [a bad omen?] the superstitious would say.
At Sunset a bank rising to the S.E. & W. Single reef & furled top S. sails. Bar. having fallen to 30.14 rose slowly to 30.18 wind moderated & after Mid. hauled to S. W. Jacked ship.

Was obliged to take my Water Closet fixtures down to clear the pipes that became choked with shavings owing to the neglect & carelessness of the workmen at the Phila. Navy Yard. The port water closet was stopped up the same way, but this I discovered while at the Yard, & had it taken down there. In each instance, gross carelessness is evident. And proved very injurious to the paint work. Some two dozen more brass screws, than necessary were found to have been used. Which cost the Govt. much more for the labor, than the material.

4th

The D changes. Mr Pleasant. Mod. S.W. winds & Sea. Sounded in 68 f. Water fine grey sand. Mechanics variously employed at ships duty. Found many of our leaden pipes leaking on ac. of the ships working. Finished repairs in Cabin.
Lat. Obs. 49. 44. 193. Long do 64. 24. 45" W Bar. 30.18 A46 to 50 W 49.
" DR - 32.26 do 18. 15 at 5 P.M. the navigator wished to correct the above pr his pencil mark on reckoning attached. this makes the 5th time that the reckoning has been handed in wrong & afterwards corrected. Exercised the Divisions & Marines at small arms wind died away, leaving a rolling motion that was very numerous upon our sails. Clewed them all up but the Lepsails, & those clewed down. Sounded in 68 f. sandy bottom. ship drifting to W. & E. Very heavy dew.

April 5th

Lat. obs. 50° 11.2" S Long. do 65°.17.35" W Bar. 30.8 – A48.51 W.48.50
do DR – 9.49 do – 18.5 Sick 14, W.R. 1970 Galls.
Breeze sprung up from W.S.W. after Mid. & hauled to W.

April 4th 1867

Lat. D.R. 49° 32' 26" S
" Obs 49° 44' 19" S
~~Long~~ D.R. 64° ~~18' 15"~~ W 64 18 15
" Obs 64° ~~25' 25"~~ W 64 04 45
Water expended 190 gals.
" on hand 2160 "

Respectfully &c.
John Weidman
Navigator

53. 50

reckoning two straits dist. about 120 miles S½W.
Dec. a Bark on our starboard beam.
Lat obs. 50°.39.36" Long do 66.51.40 Bar. 29.85. A. 53. W 50
do DR 46.29 do DR same – Coal R. 244 Lens W. do 1780
At 10 A.M. luffed in the wind for 25' to allow the Engineers to couple the propeller – when we steamed ahead S.S.W. moderately under half fires, & com. distilling water – At 1.30 P.M. wind dying away furled all sail & sent down top g.'s & sent both bower chains – Bar. going down. Sands rising –

Sunday – 7th

Weather cloudy & suspicious continued steaming about 5 miles pr hour all night which from our reckoning ought to have brought in sight of Cape Virgins at daylight – but the W. became so thick & rainy that it was doubtful whether we had been K.ed or S by the Current therefore kept away from S. to W.S.W. bringing a string S.E. mid nearly ahead & about 7 A.M. made high land under our lee which subsequently proved to be Cape Virgins much to my relief: kept away S.E. hoisted F.S.M. S.T.'s & main Trysail

Breeze springing up from N.E. & at Midd. & hauled to N.

April 4th 1867

Lat. D. R. 49° 32' 26" S.
" Obs 49° 44' 19" S.
Long. D. R. 64° ~~18' 15"~~ W 64 18 15
" Obs 64° ~~25' 25"~~ W 64 04 45

Water expended 190 gals.
" on hand 2160 "

Respectfully &c.
John Weidman
Navigator

53. 50

Reaches the Straits dist. at noon 120 miles S 1/2 W.

April 5th

Sat. obs. 50° 11.2' S Long. do 65°. 17'. 35" W Bar. 30.8 – A 48.51 W. 48°. 50
do DR – 9.49 do – 18.5 Sick 14, W. R. 1970 Gallns.
Breeze sprung up from W. & S. after Mid. & hauled to W. made all sail. Sea smooth W. pleasant, Cumulo & Stratus clouds rising to the S. & W. Steering S.W. & W. in anticipation of the wind hauling to the W. as usual with a falling Bar. At Mer. wind dying away & hauling to the W. & S. exercised afore quarters – Released Blanchard (under charges for Gd. C. Martial) upon his promises to behave himself as a prisoner at large. The W. looking so mild that I kept under all sail during the night with but little wind passed some Penguins – Sea quite smooth.

6th

Beautiful day – for which I will recollect April, so unlike anything I have experienced in this Army begin. Sea smooth. Mod. N.W. wind sprung up soon after Mid. but dying away at 8 A.M. whereupon ordered steam got up. so to take advantage of the smooth sea. if possible to escape a S.W. blow before reaching the Straits dist. about 120 miles S. ½ W. Descd. a Bark on our Starb. beam –
Sat obs. 50°. 59'. 36" Long do 66. 51. 40 Bar. 29.85. A. 53. W 50
do DR 46.27 do DR same – Coal R. 244 Lns W. do 1780
At 10 A.M. luffed in the wind for 25' to allow the Engineers to couple the propeller – when we steamed ahead S.S.W. moderately under half fires, & Cm. distilling water – At 1.30 P.M. wind dying away furled all sail & sent down Top G.Ds & bent both bower chains – Bar. going down. Clouds rising –

Sunday – 7th

Weather cloudy & suspicious – Continued steaming about 5 miles pr. hour all night which from our reckoning ought to have brought in sight of Cape Virgins at daylight – but the W. became so thick & rainy that I was doubtful whether I had been R. or S. by the Current therefore kept away from S. to W.S.W. bringing a string S.E. mid nearly aft. & about 9 A.M. made high land under our lee which subsequently proved to be Cape Virgins much to my relief. Kept away Set Jib F.S.M. St. & main Trysail

and stood in - Mid blowing a mod. Gale & N.W. so thick that we could only get sight of the Land at intervals. We set towards the Cape Virgins by a strong northerly or flood tide until abreast of Point Dungeness when we stood in with the flood tide and by feeling our way with the deep sea Lead, finally cast anchor in 16½ fathoms - 5 ch m. 4 ch s. 50 f. chain to the West^d of ~~Cape Possession~~ Point Dungeness in the following Compass bearings (2 pts. E. Variation) & furled sails -

Mt. Dinero N 68° E } under the lee of Mallis shoal
Catherine pt. S 10 W } upon

thankful for this exposed shelter for the night - being wet through & no sleep last night -

At 1 P.M. The French Bark of War Gui^e passed & spoke us. the W^r having cleared up so as to allow her to continue on her course. ~~[illegible]~~ of Possession Bay. The same officer with whom we exchanged visits while in Rio -, & Coal expended during the last 24 hours 9½ Lbs + 1 Lb for cooking for the last week - 15 lb. Bar. fell to 29.40.

~~Cape Possession N 68° E and Mount Aymond~~

Cape Range S 10 W At 2 P.M. Tide changing Ebb -

Mid hauled to S.W. & blew furiously in squalls from 4 P.M. to Mid - with a sea that would have caused me much anxiety but from being under the lee of Mallis shoal upon which it broke very high - & finding myself at low water in 11 f. & good holding ground -

8^m

Mid still fresh from S.W. and water rough W^r clear & cool. Considerable Kelp floating past. Lenfuel & Whales seen. At ~~high~~ 8 A.M. hove up & steamed up the Straits with the flood & against a fresh Mid crossing the S.E. end of Mallis Shoal. At 11.30 Tide getting slack anchored in 15 f. soft bottom in Possession Bay at the point marked by an Anchor. & veered 45 f. chain Loosed sails & prepared to send down the main Top sail Yard to have cleats fitted in the Jaws - Disc^d the French Bark steering thro. the 1^st Narrows. At 1 P.M. sent down M.T.Y^d -

Mid died away - Bar. rose rapidly from 29.40 to 29.75 upon the

S.W. Gale & continued to rise to 30.14 at Mer. when the wind died away & changed to W.S.W & then S.E. & found the rise & fall of tide 38 feet
Mag. bearings { Mt. Aspiend W. 70° W { Orange Peak S 12° W.
by Azimuth Comp. { Direction Hill S 47 W { A 48 to 51 Water 47 to 48.
Sent the Midshipmen & Master Holloway to sound out a shoal about ½ mile to the S.ly & E.ly of us. the latter found 7 fathoms at high water which reduces it to about 4 fathoms at low water instead of 8 as marked on the chart.

9th

At Daylight wind increasing to a Gale from W.ly S.ly thick & threatening. had made all preparations for getting under way, but the W.ly obliged us to veer to 75 fathoms chain & prepare for worse W.ly distilling water found the tide to ebb alongside about 3 knots pr. hour after flood less. rising from 15 to 21 fathoms. bunches of Kelp floating past. Bar. having rose to 30.18 at in a mod. S.W. wind fell to 30 at Mid. with the wind W by W. & to 29.52 at Mer. when it was W by S & moderating. with appearance of coming out from the W.ward heavy stock clouds all about the Horizon. A. 46 to 52. W. 47 to 48.
Expending about 3 tons of coal under banked fires, distilling the Bar. fell to 29.35 at 7 P.M when the wind which had moderated very much hauled to W.W. & finally to S.W by 8 P.M and commenced blowing a Mod. Gale in squalls. the Bar. then rose at the rate of 5/100 pr. hour. Overcast with light rain at change of wind. A light streak & rising bank gave notice of a change two hours before it occurred.
A sure Canoe in from Sea. indicating a S.E. blow outside
Bent port stern Cable. & let 2nd Watch. Yards braced to the wind.

10th

Fresh S.W. winds and Clear W.ly Side ebbing at Daylight 3 knots alongside. saw Seal & Scrag Whale about. waiting for slack water to get underway. At 11 hove up & stood for the 1st narrows which we reached at 12.30 & left at 1.25
2d do 3.25 do 4.20 and
anchored about Sunset in Royal Roads in 7 f. hard bottom 9.5 fathoms & shells.
with 45 f. chain E. pt. of Elizabeth in range with center of the Isld. of Magdelana dist. 2½ miles to W.ly & E.ly

with about 46 Revolutions made 7 knots against a fresh S.W. wind & with a Tide of 4 knots averaged about 11 knots on a strait course.

Disc.d a steamer in St. Philip's Bay to the S.d of us which showed English colors - and disc.d another coming into the Strait astern entering the 1st Narrows that gained upon us. & communicated with the ~~French~~ E.d to the E.d of Gregory point then came down & anchored to the W.d of us, just out of speaking distance. Wind & W. looking squally. Some rain passed over. Wind shifted to W.d & E.d blew fresh. Tide fell 8 feet & appeared but little alongside

Royal Roads to Sandy Point

11.th 1st D.y of Mo.th

Sky partially clouded. Some rain with the wind at the W.st.d At 8.20 got underway & stood to the S.d & W.d previously boarded the Chilanean S.r Paquet de Mande that preceded us under English colors. She informed us that the S.r spoken yesterday was the English Surveying S.r Warrau employed in surveying these Straits. that she was herself last from Montevideo and is intended to run between Valparaiso and one of the Chilanean ports on Pacific coast.

At 11 A.m wind came out fresh from S.d & W.d Bar. having fallen to 29.32. Set all fore & aft sail and at 1 P.m anchored in 7 f. soft bottom op. & to the E.d of the Chillanean Settlement at Sandy Point and veered 45 f. into 9 fathoms. The Governor of the Colony came onboard to pay his respects & gave me some specimens of their Coal Mine about 10 miles in the interior and offered me a Horse to visit it. Requested that I would take his dispatches & a Prisoner to his Post at Valparaiso which I promised to do. and he in return promised to furnish me with some fresh Beef for the Crew & officers.

Sent on shore the Launch with a party of men to cut & bring on board wood. And allowed the officers to go on shore in search of game.

The tops of Mountains S.W. covered with snow,

property. The last heard from them was that they numbered 94 armed men, and were about two days' march from here, on the way to Santa Cruz. As a last act of destruction the mutineers burned all the public property and a number of stores. In fact, the best part of the town is in ashes. Upon my arrival the streets were strewn with the dead bodies of the killed, 30 of which were gathered up. Most of the killed were soldiers, who had been shooting each other indiscriminately. It is stated that at least 50 people were killed. Many of the dead and wounded were burned in the buildings. The hospital was burned, with five wounded men in it. Since the time of my arrival the peaceable citizens, particularly women and children, have been coming in from the mountains, where they had been concealed for several days, and suffered very much. The town is now guarded by a force landed from the Magellanes, and is comparatively quiet. Upon my arrival here I immediately made offers to the Governor of any assistance he might require, for which he seemed very much gratified, and stated that he thought the presence of this vessel of great importance at the time. He also thanked me for the measures I had already taken. The Governor has requested me to remain here for the present, until he feels secure, and I have told him I would do so. The only force at his disposal is the crew of the Magellanes, and there are a number of persons to be looked out for. Reinforcements are expected from Valparaiso in about 10 days, when the mutineers will be pursued. As to the cause of the revolt at this time, there seems to be as yet no reliable information. It seems to have been sudden and entirely unanticipated. It is reported and believed that the Padre, or priest, of this colony has had much to do in instigating it, he being an enemy of the Government, and he is now one of the prisoners confined on board the Magellanes.

In the destruction of property here not the slightest regard was paid to any nationality. A 12-pounder shot was fired clean through the English Consulate, and the Vice-Consul himself was pursued and fired at a number of times. He, however, escaped in his own boat. There are no American citizens or subjects of the United States here. The coal mines have not been worked for some time, and there is no coal to be had here. Fortunately, there is a small quantity of Government coal here, and the Governor kindly allowed me to have 50 tons, which I have taken on board. The general health of the officers and crew continues good. We should be in Valparaiso by the last of November, notwithstanding our unanticipated detention here."

"The cold weather continues."

"The Times' correspondent at Bucharest reports that the railway from Fratesti

& blew off steam to allow the Engineer
love. The Gov. represented his Military
besides some colonists: many of them
milies - but the climate too rigorous
but a few potatoes, cabages &c -
ep - and plenty of game in the interior
vigilance to catch -
came off, to see if they could exchange
birds (Guanaco & Ostrichs) and such
leave for clothes shoes coffee, salt,

Presented the Gov. with some coffee, wine & cigars, & in return was presented about 2 bbls of very nice fresh butter
One of our officers paid $20 for an Ostrich robe & another $30
for a Guanaco do. after wards returned on board & got up steam

# CHILIAN SOLDIERS MUTINY.

## *A TOWN SACKED AND BURNED.*

FIFTY PERSONS SLAUGHTERED IN THE STREETS—THE GOVERNMENT FUNDS AND OTHER PROPERTY STOLEN—CONVICTS LIBERATED AND ARMED BY THE MUTINEERS—RETREAT OF THE PLUNDERERS TO THE COUNTRY—SUFFERINGS OF THE INHABITANTS.

1878.

WASHINGTON, Jan. 8.—Commander Rodgers, commanding the United States steamer Adams, writes to the Secretary of the Navy from "Sandy Point," Straits of Magellan, as follows:

"I have the honor to report that, in accordance with the department's instructions, I sailed from Montevideo on the 1st of November, 1877, for Valparaiso. I experienced light and variable winds and much foggy weather during the passage to Cape Virgin. On the evening of Nov. 12 I passed Cape Virgin and anchored for the night at Sarmiento bank to await the tide. At about 10 o'clock P. M. a steamer was discovered approaching us from the westward, making signals with rockets and blue lights. She passed within hail and asked for a boat to be sent on board, reporting at the same time that a revolution had just occurred at Sandy Point, and that she had some refugees on board. I immediately sent an officer on board, who returned with Capt. Wilson, of the German steamer Memphis, from Valparaiso, for Montevideo. He reported that some distance to the westward of Sandy Point he had been boarded by the English Vice-Consul at Sandy Point, who had informed him that a mutiny of the entire garrison had broken out at Sandy Point, and that the convicts had been liberated and all sorts of violence and outrages were being committed, and warned Capt. Wilson not to stop at Sandy Point. He, however, determined to do so. Upon approaching Sandy Point the Memphis was boarded by a boat containing the Captain of the post, in irons, three of the mutineers—soldiers—two convicts, and three other persons, one of whom was a Government official. Capt. Wilson disarmed the soldiers and took all the occupants on board. While hoisting the boat the Memphis was fired at several times from the shore by the mutineers, who were in possession of all the artillery, as well as the small arms of the post. She was not struck, however. The Memphis then proceeded with all dispatch toward Montevideo, and in doing so fell in with this vessel. Capt. Wilson requested me to take the people from Sandy Point on board, that they might return. I accordingly did so, and took, also, the boat which belonged to the Captain of the post.

"Upon receiving the persons on board I placed the three soldiers and the two convicts under guard, and then discovered, from the Captain of the post, that the mutineers in the boat had been sent from shore with him as prisoners, to bring, or decoy, the steamer Memphis into an anchorage, under the penalty of being shot, with the result above stated. It appears that the plan of the mutineers was to take possession of the Memphis and go off in her; or, failing in that, to take the Pacific Steam Navigation Company's steamer, then about due from Valparaiso. I got under way with all dispatch for Sandy Point, hoping to reach this place before dark on the 13th. A strong westerly gale, however, prevented my getting farther than Gregory Bay, where I was obliged to anchor for the night. I got under way on the morning of the 14th and reached this place [Sandy Point] at 6:30 P. M. In the afternoon, on the way up, the guns were loaded, as well as the small arms, and all preparations made for any emergency. Upon my arrival here I found the Chilian corvette Magellanes already here, having come down from Skyring Water, where she had been employed surveying. I went on board of her and found the Governor of the colony there, and have since gathered the following particulars of what seems to be the most terrible mutiny on record, so far as numbers are concerned. It appears that at about midnight of Sunday, Nov. 11, the people of the town were alarmed by the discharge of artillery and firearms. The first murder committed seems to have been that of the Captain of the company of soldiers, numbering about 100, who were regular artillery troops. They mutilated the Captain in the most horrible manner and then opened fire with several pieces of artillery upon the Governor's house, directly in front of the barracks. The Governor, upon making his appearance, was knocked in the head and left insensible. He, however, recovered after some time and made his escape to the country. His family also escaped, almost naked, to the woods. The mutineers then released the convicts, and altogether they numbered nearly 200, armed with Winchester and Spencer rifles. During Monday, Nov. 12, the mutineers seem to have committed the most incredible excesses in the way of wanton killing, burning, and sacking. On Tuesday, Nov. 13, the mutineers deserted the place and took to the country, carrying with them all the public funds and much private property. The last heard from them was that they numbered 94 armed men, and were about two days' march from here, on the way to Santa Cruz. As a last act of destruction the mutineers burned all the public property and a number of stores. In fact, the best part of the town is in ashes. Upon my arrival the streets were strewn with the dead bodies of the killed, 50 of which were gathered up. Most of the killed were soldiers, who had been shooting each other indiscriminately. It is stated that at least 50 people were killed. Many of the dead and wounded were burned in the buildings. The hospital was burned, with five wounded men in it. Since the time of my arrival the peaceable citizens, particularly women and children, have been coming in from the mountains, where they had been concealed for several days, and suffered very much. The town is now guarded by a force landed from the Magellanes, and is comparatively quiet. Upon my arrival here I immediately made offers to the Governor of any assistance he might require, for which he seemed very much gratified, and stated that he thought the presence of this vessel of great importance at the time. He also thanked me for the measures I had already taken. The Governor has requested me to remain here for the present, until he feels secure, and I have told him I would do so. The only force at his disposal is the crew of the Magellanes, and there are a number of persons to be looked out for. Reinforcements are expected from Valparaiso in about 10 days, when the mutineers will be pursued. As to the cause of the revolt at this time, there seems to be as yet no reliable information. It seems to have been sudden and entirely unanticipated. It is reported and believed that the Padre, or priest, of this colony has had much to do in instigating it, he being an enemy of the Government, and he is now one of the prisoners confined on board the Magellanes.

In the destruction of property here not the slightest regard was paid to any nationality. A 12-pounder shot was fired clean through the English Consulate, and the Vice-Consul himself was pursued and fired at a number of times. He, however, escaped in his own boat. There are no American citizens or subjects of the United States here. The coal mines have not been worked for some time, and there is no coal to be had here. Fortunately, there is a small quantity of Government coal here, and the Governor kindly allowed me to have 50 tons, which I have taken on board. The general health of the officers and crew continues good. We should be in Valparaiso by the last of November, notwithstanding our unanticipated detention here."

stopped condensing & blew off steam to allow the Engineer to repair a leaky valve. The Gov. represented his Military force here at 250 besides some colonists: many of them having wives & families - but the climate too rigorous to raise anything but a few potatoes, cabages &c. Some cattle & sheep - and plenty of Game in the interior that required some vigilance to catch.

Several of the settlers came off, to see if they could exchange skins of Animals & Birds (Guanaco & Ostrichs) and such Vegetables as they have for clothes shoes coffee, salt, &c which they appear to be in need of.



12th

Cor. pink light winds off the land, clear & pleasant but cold the day so to S.W. at 6 to 8 Bar. 29.50 at noon 29.42 at men. noted the wind was blown so small from 7.5 P.M. with one or two [illegible] which heave rain & it packed up.

Very [illegible] but without perhaps success.

Presented the Gov. with 2 oxes Coffee, Rice & Cigars, & in return was presented about 2 lbs. of very nice fresh butter. One of our officers paid $20 for an Ostrich robe & another $30 for a Guanaco do. at Mer. returned on board & got up steam

Jn9

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12th

Com. with light winds off the land, clear & pleasant but cold the Air 38° to 50° W. 46 to 47 Bar. 29.50 at Mid & 29.62 at Mer. when the wind was strong in squalls from S.S.W with snow over the high land which became rain as it reached us.

Returned the Governors visit with some of my officers & accepted of his offer of Horses to ride a few miles into the mountains back of the Settlement. And if I could have had the time would have visited the Coal Mine some 11 miles distant - but only having coal & provisions enough to carry me there, only remained a few hours while the Gov. "Damian C Riobó," who signes himself "Gobernador de Magallanes" prepared his despatches, and had a Bullock killed for us, which he charged 12½ cents a pound for "cut up", only two bushels of poor watery potatoes could be obtained $5. pr bushel!! - a few chickens at $2. a piece - the officers shot a few Ducks - which were unusually tender & fat -

Found the country thickly & heavily wooded but most of the Trees defective at the heart & showing other signes of decay - great efforts had been made to destroy the forest by fire within a few miles surrounding the Settlement - & as to make use of the soil that was dark & mellow & appeared very rich; but with only partial success -

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# Port Famine April 12th 67.

At 1 P.M. The Gov. came off to pay a parting visit,* and brought with him a Chilenio Colonist by the name of José Amanuel - Charged with plotting against the little Colony and requested, as a particular favor that I would carry him to Valparaiso and deliver him to this Govt. which I cheerfully consented to do, believing our Govt. would under the circumstances would approve of this act to a friendly Republic.

At 2 P.M. hove up set fore & aft sail & steamed down the Straits. 7 K pr hour with 46 Rev. & a fresh S.W. wind which was typically & baffling off the Land, obliging us to reduce sail occasionally -

At dusk. 6 P.M. puffed up into the deserted Bay of Port Famine and anchored for the night in 7½ f. water soft bottom & moored 45. & set anchor watch - Quiet night -

* was very anxious that I should let him have one of the Ship's Rifles.

13th

Ordered the Ex. Officer to get underway by early daylight - but there was some delay on acc. of the chain coming up foul of mud - showing that there is excellent holding ground here & it was no doubt one of the considerations in selecting this place for the 1st Settlement - At 9.18 A.M. doubled round Cape Froward (the Southern Cape of S.A. as Cape Horn is of Terra del Fuego) and as the wind came out fresh in squalls shewing acc. by rain and the tide was found setting from the W.ds as we ran into Port Gallant at 2 P.M. and came to in 7½ f. hard sand bottom just outside of the inner Harbor. Found anchored here the English Brigantine Julia Langley - Norris Smith master from Scotland bound to Rio Janeiro with Ale, Beer & Coal on freight. Had just put back from English Narrows to avoid being attacked by the Natives in Canoes - engaged to take some Coal from mine but finding it of a very poor quality only filled up over Bags or 2 Lan loads = to 11 Tons - for which we offered him his price of $8 pr Ton but he asked $10 pr Ton. The high peaks on each side of the Strait covered with snow - and looking awfully bleak & dreary as well as grand - No human foot steps will ever disturb them - passing from to leeward of some of these the Ther. rose 5° in a few moments - Spent a quiet night the English

Note

Ten miles NW of our anchorage at Playa Parda and some 60 or from the W entrance of the Straits began to feel the Pacific Ocean swell, which caused us to roll very much when we doubled round Cape Parian & stood for Cape Philip - as we entered the Straits Channel the natives on the Eastern Shore some 10 miles distant built a large fire -
This the Mate did also on the morning subsequent when we were about to leave Deep Harbor - the Males had disappeared or did not show themselves for some reason -

J. H. E.

U.S. Steamer "Osage",
Straits Magellan, Apr. 14. 18

Report of Coal Account, Engineer's Department,
from Mer. april 13, to Mer. Apr. 14 - 1867 -

| | | |
|---|---|---|
| Expended in ship's galley during past week | | 248 lbs. |
| Expended in Engineer's Department: - | 8 tons | 530 |
| Total. | 9 tons | 740 |

Remaining on hand: — 200 tons 1090 lbs.

Respectfully,
E. D. Robie
Chief Engineer

Capt. George F. Emmons U.S.N.
Commdg U.S. Str "Osage"

Note

Ten miles NW of our anchorage at Playa Parda and some 60 or from the W entrance of the Straits began to feel the Pacific Ocean swell, which caused us to roll very much when we doubled round Cape Tarar & stood for Cape Philip - as we entered the Strait Channel the natives on the Eastern Shore some 10 miles distant built a large fire -

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G. H. E.

Sedgar River
PORT PAMINA
cables
1 mile

PORT GALLANT
10 cables
one mile

Captain & his wife very glad of our Co. as we knew of the hostile demonstrations of the natives to the West. and for this reason. (he being short handed with two Chilano prisoners on board) & promised to take him in tow in the morning - I under the names of some of our vessels of war including those under the Cmd. of Comd. J. Rodgers - Menadnock, Vanderbilt and Lucesoro - painted on pieces of board & nailed to a tree on the little peninsula that shelters the inner Bay - called the Ostipee -

Some lights were seen in the Straits to the West. and thinking the Natives might contemplate an attack upon the English Brig during the night - had our small arms loaded to protect him -

Cloudy & occ. rain. Bar. fluctuating between 29.77-91 Alt 1047 W 44.48.

## Playa Parda 14th

At daylight got up steam. tow up - & took the English Brig in tow - wind gradually increasing from the W. & passing thinly clouds, with occasional rain & thick W. averaging about 5 knots pr. hour & not feeling our tow much - but when in cross Red Reach had to slow down several times on acc. of some derangement in the Machinery - and at one time was fearful I should have to cast off my tow - & put back to Boga Bay for a shelter - just east of this & the entrance leading to the Otway Water. we met a number of Canoes filled with men women & children, that appeared very desirous to get on board whooping & hollooing like wild savages, as they are, and grasping at the lines we threw them but we were going too fast for them to hold on (and the steam having run so low from some neglect in firing - that I could not slow down or stop for fear of not getting the Engine going before the ship had fallen off - when there was no room for turning)

The Officers & men were therefore deprived of an opp. of seeing more satisfactorily the Savages that inhabit this desolate region - who rank among the lowest in the scale of human beings - according to my varied experience of savage life -

The men had only a partial covering of skins - & the women were nearly nude with nothing on their heads - but looking stout & healthy

 Playa Parda - Magellan Straits. Sunday 14th April

They all manifested great disappointment in not getting on board - & was somewhat vexed that I was in such a condition that I could not gratify them - for I am still curious in regard to these people that I have often seen before, & when exist & strive upon what would soon kill most any of our civilized people at home - Read Divine Service.

Finally reached the exposed anchorage of Playa Parda about 3 P.M. and veered to 25 f. in 6 f. W. hard bottom within 1 cable length of the peninsula that shelters the inner cove - which I might have easily anchored in - but from the narrowness of turning the ship & probable delay of getting off in the morning - found here as at the last stopping place the names of several of the ships that have stopped here - for shelter - repair - wood or water.

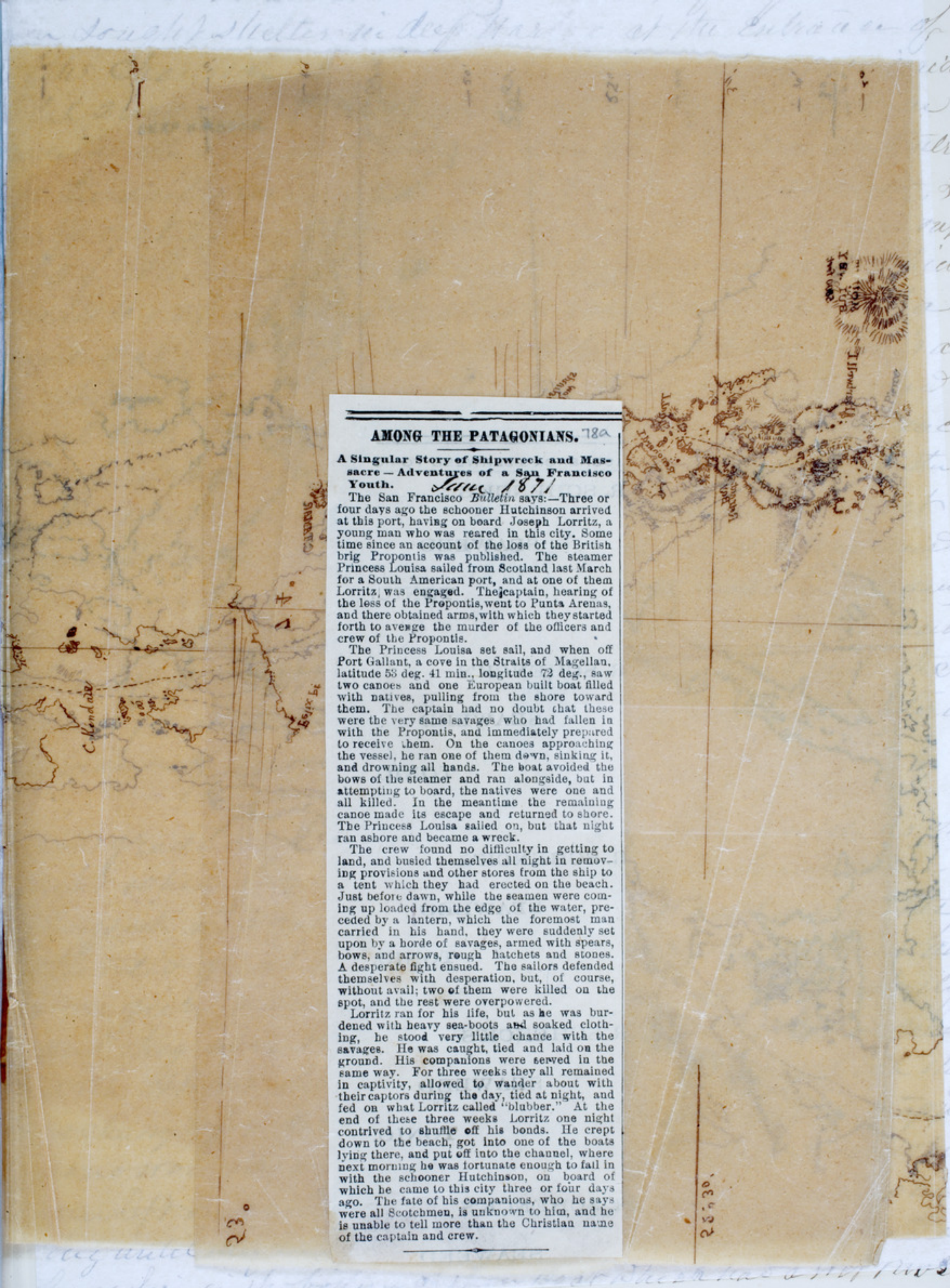
The English vessel anchored near us, sent a boat to assist him in handling in his hawser & taking out a line to steady him on shore - the master came on board to express his thanks & those of his wife (who sent me a scotch barley sausage) for the aid I gave them - & the former said it was more than he would have expected from his own countrymen

On either side of the Straits were high snow & ice clad mountains, with miles of glaciers filling valleys apparently several hundred feet deep, & presenting an awfully sublime spectacle that is seen by a very few of the human race & appreciated by very few, perhaps, that witness this grand display of our Maker. Saw many seal & sea fowl - And gathered from the rocky shores about a bag of mussel shells & limpets which furnished officers & crew a meal - they compose the principal food of the natives of this region - and without them I doubt if they could exist with their rude hunting & fishing implements -

Bar. var. but rose to 30.8 & declined Air 46 to 50 Water 44 to 45

15th

Lowering clouds hanging over the snowy clefts partially hiding them and occasionally precipitating fine rain when driven over from the W. & N.W. light in the morning and gradually increasing to a moderate gale by Min. & blowing keen in flaws - under shower of early daylight & standing to the W. against a head wind. Hot journals in the engine dept. delayed us about ½ hour when to




## AMONG THE PATAGONIANS.

78a

**A Singular Story of Shipwreck and Massacre — Adventures of a San Francisco Youth.** June 1871

The San Francisco *Bulletin* says:—Three or four days ago the schooner Hutchinson arrived at this port, having on board Joseph Lorritz, a young man who was reared in this city. Some time since an account of the loss of the British brig Propontis was published. The steamer Princess Louisa sailed from Scotland last March for a South American port, and at one of them Lorritz was engaged. The captain, hearing of the less of the Propontis, went to Punta Arenas, and there obtained arms, with which they started forth to avenge the murder of the officers and crew of the Propontis.

The Princess Louisa set sail, and when off Port Gallant, a cove in the Straits of Magellan, latitude 53 deg. 41 min., longitude 72 deg., saw two canoes and one European built boat filled with natives, pulling from the shore toward them. The captain had no doubt that these were the very same savages who had fallen in with the Propontis, and immediately prepared to receive them. On the canoes approaching the vessel, he ran one of them down, sinking it, and drowning all hands. The boat avoided the bows of the steamer and ran alongside, but in attempting to board, the natives were one and all killed. In the meantime the remaining canoe made its escape and returned to shore. The Princess Louisa sailed on, but that night ran ashore and became a wreck.

The crew found no difficulty in getting to land, and busied themselves all night in removing provisions and other stores from the ship to a tent which they had erected on the beach. Just before dawn, while the seamen were coming up loaded from the edge of the water, preceded by a lantern, which the foremost man carried in his hand, they were suddenly set upon by a horde of savages, armed with spears, bows, and arrows, rough hatchets and stones. A desperate fight ensued. The sailors defended themselves with desperation, but, of course, without avail; two of them were killed on the spot, and the rest were overpowered.

Lorritz ran for his life, but as he was burdened with heavy sea-boots and soaked clothing, he stood very little chance with the savages. He was caught, tied and laid on the ground. His companions were served in the same way. For three weeks they all remained in captivity, allowed to wander about with their captors during the day, tied at night, and fed on what Lorritz called "blubber." At the end of these three weeks Lorritz one night contrived to shuffle off his bonds. He crept down to the beach, got into one of the boats lying there, and put off into the channel, where next morning he was fortunate enough to fall in with the schooner Hutchinson, on board of which he came to this city three or four days ago. The fate of his companions, who he says were all Scotchmen, is unknown to him, and he is unable to tell more than the Christian name of the captain and crew.

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SCHENCKS
SEAWEED

prevent the Ship paying off before the wind set fore & aft sail

Dis: the English Brig following us some miles to the East but soon passed out of her sight – rounded Cape Tamar at 2 P.M. and at 5 coming on thick & squally ahead with rain sought shelter in Deep Harbor at the Entrance of Smyth's Channel – but finding no bottom when once inside until 2 had very much exposed the safety of the Ship in veering all over it. 2 finally struck 25f. near the entrance opp: the entrance when I let go the port anchor, & could not bring up the chain until it had run out 85f. which finally brought the Ship up; after which veered to 110f. which just allowed me to swing clear of a small rocky Island – to keep a little more clear of this as the ship was gribbleted about by "Willy nas" I cleared ahead with one of the latter broad on the bow and succeeded in dragging the anchor (apparently) a little further to the West – where I remained and spent a most uncomfortable night – during which I determined if I ever escaped from this (misnamed shelter for any ship) I would abandon the Western Channels and Straits (for which I was furnished Charts but not the plans for the Anchorages) and go to Sea by the Western Entrance of Magellan Straits –

16th

Wind gradually died away as has been usual with us at night when from the 4th & 5th some Indians came alongside in a Canoe & remained until sent away – they afforded great amusement to the Officers & Crew and were given a variety of Presents – like those previously met they were real Savages but somewhat better armed with Skins – they had some Duck & Geese which they exchanged for Tobacco – they appear to have been entrapped as no wounds were discovered – also several Dogs which were left on a small Island near, & made a dismal howling until they were joined by their Companions – they had a large fire in the bottom of their Boat which had a rot wood foundation – and served for cooking & keeping them warm – a female had with her two naked children that appeared to care

very little about the latter luxury - & the smaller about 18 months old was practicing with the paddle - the boat was composed of pieces of wood bound together by sinews of animals and appeared light & commodious, but not of mechanical about 15 feet by 4 - & very buoyant -

At early dawn were heaving in our cable & head steam up which last we broke ground we used in connection with the fore & aft sails to keep the ship in her position until we could get the anchor up - which was a very delicate operation & I feared might cost us an anchor & chain if nothing more - but the W. & Engines served me on this critical occasion & I was enabled by 8 A.M. to steam ahead with barely room enough to clear the left point where 4 Bells carried me out safely & safe - the head sails giving to assist in paying me off to the West.a where I soon new Mer. steering W.S.W. with Cape Pillar bearing abeam - dist 6 from which I take a departure against a Westerly swell

The clouds having lifted to the S.a & W.a now lowering to the W.a & W.a with light rain Bar. 29.82 A.M. 7 - W.M. 9 ship making 42 revolutions under fore & aft sail with the wind light from the W.a & W.a

At Mer. took our departure with the following Amp. bearings

| | | |
|---|---|---|
| Cape Pillar | S.W. p W. 6 m | The Variation being 23.30 easterly |
| St Victory | W.W. p W. | Tide apparently setting out - |
| West. Mt Hall | N.E. | Sun occasionally shining. |

I am very much disappointed to feel myself obliged to abandon the passage of the Straits leading to the Gulf of Penas - but I find myself without the charts of the Anchorages, which for some reason were not furnished me by the Bureau of Navigation with one exception - and having sought shelter in this & found it not reliable I have therefore not felt justified in risking the ship, for the sake of a more pleasant passage & to gratify the officers who have not the care of the management & the responsibility that attaches to me -

During the night the wind hauled to the S.e & E.d moderate gale - long swell from S.e & S.W. across sea

Overcast - some light rain -

47°
47°
CULF
of
PENAS
48
48°
49°
49°

April 17 Lat. Obs. 51°.57'.30" S Long Do 78°.41' W. Bar. 30.3 A 48° W 48°.
Do DR 59.10 Do DR 35. Mov 220 D. 120 R. 3300 Dev.
Sent aloft T. G. Yard & set the sails. Wind fresh from E.S.E heavy swell from S^u & S^w banked fires & uncoupled propeller and found we could make about the same 7 to 8 K as with the aid of Mod. Steam or 40 Rev. Sky partially covered with Cumulus Clouds. Seaford about distilling water.
Stood out of the Straits in a true westerly North course or W by S. by compass, which was subsequently changed to W & finally to W N W at 6 P.M to day or N.W. True. Bar. at 8 P.M 30.8.
Wind moderated during the night.

18th

Com. with light S.E. winds sea going down sky overcast.
Wind nearly died away & hauled to the W^d & N^w of W. and freshened with light rain. Got up steam & furled sea sails & steered N.W. under 9 fires & about 36 Rev. making 4 to 5 knots in a seaway.
At Mer Lat. Obs. 50°23'.½ S Long. DR 81°.14.20" W Bar. 30. A 45 W. 47
Apparently but little Current. W. Cx 220 D. 160 R. 3240

19th

Mod. N.W. Gale steady & hazy W^d with an increasing sea. that reduced our heading to 3½ to 4 knots under 10 fires & some 35 rev. with a consumption of about 13 Tons of coal pr 24 hours. Ship very uneasy and several affected with sea sickness. The Cabin became the most uncomfortable place on acc. of the motion. Stopped the Engine ½ hour to tighten up crank pins and shift valves. Found leak in Boiler.
At Mer. Lat. by DR 48°.51 Long. Do 82°.35 Bar 29.46 A 51° W. 51°
Wind hauling to the W^d in the 1st watch banked fires and uncoupled the propeller & set all fores & aft sail with the fore sail. it subsequently moderated & hauled back & forth several times, usually with rain. Bar. rising $\frac{5}{100}$ pr hour.

20th

Wind & W^d moderated. Heavy sea. Cloudy & dynacy with some rain. Ordered steam got up but before 8 o'clk the wind becoming more steady at W.S.W, banked fires again & set all sail. making 9 K pr hour.

 At Sea bound to Valparaiso April 20th 67.

Good Friday - passed quietly as a rolling ship would allow -
At Mer. today Lat. Obs. 46° 45.59 Long Do 82.16.30 Bar. 29.94 A 50 W 50
Do DR. same but DR 83.37.30 showing a very
strong easterly current which we anticipated & have
kept more to the W^d to counteract it. the Bar. remaining
high did not reduce sail at sun set as usual in squally
W^r but during the night the squalls increased in force
&c. with rain & hail and a very cross ugly sea so that
I ordered the 2^d reef taken in. split G. & M. stay sail.

Sunday 21st 67.

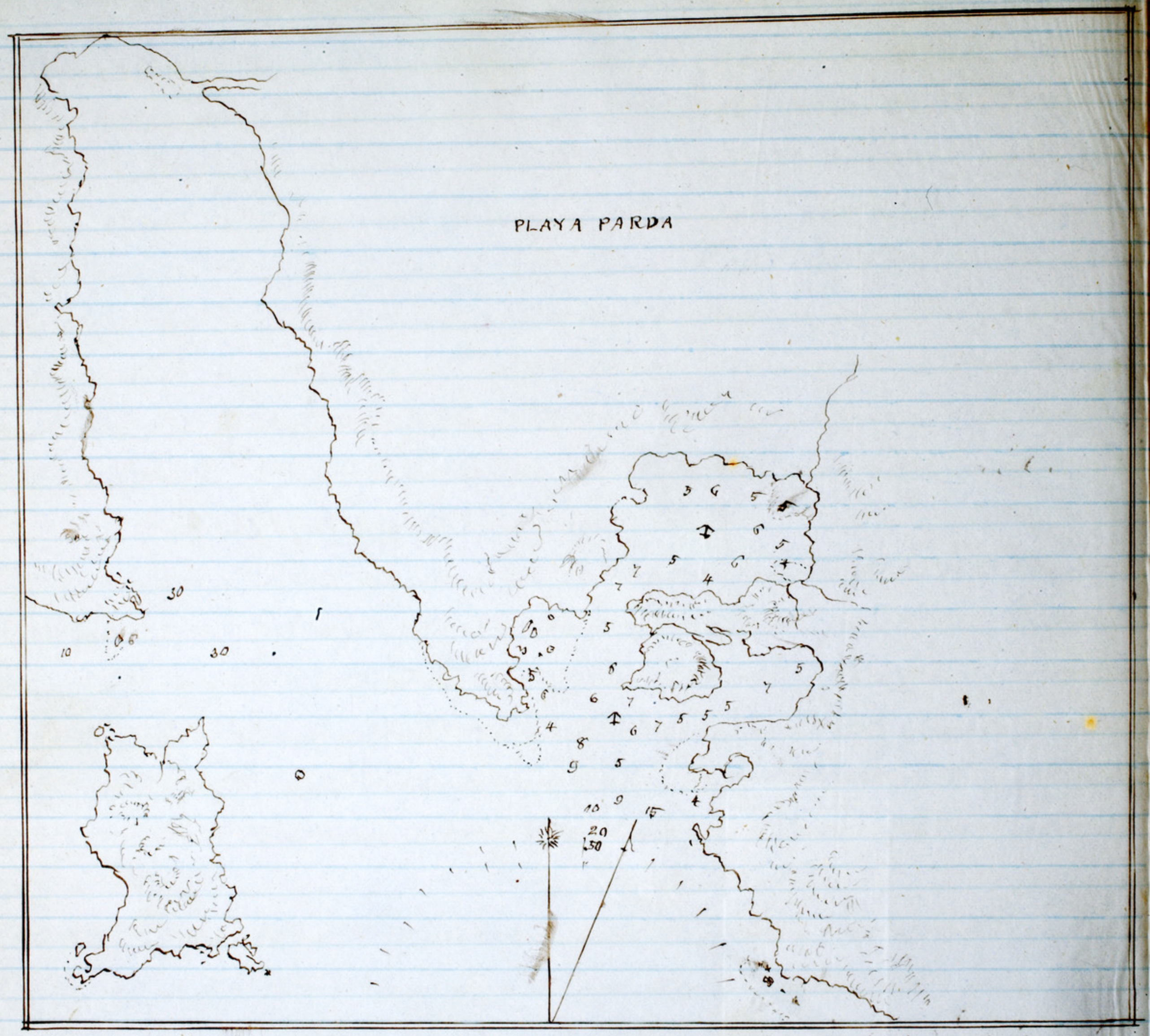
Bar. which had remained stationary for many hours
started up at daylight & the mid Mod. a little & veered
more to the S^n of West - made all sail - sea occasion
ally coming on board & keeping the deck continually
wet. at 10 A.M. temperature of the sea rose to 55° which
I regard as a sign that we have entered the Humboldt
Current that sets up the coast to the W^d & S^d.
Read Divine Service - The Albatross & Petrel
keeping us company - occasionally lighting on the
waves to rest themselves - Parted main topsail sheet.
At Mer. Lat. Obs. 43°.54' 10" S Long. Do 82°.47.36 W. Bar. 30.28 A. 52° W 55
Do DR. 43.53.17 Do DR 83.4.50 Banked fires 131 Tons Coal
Heavy sea & the wear & tear of sails much in consequence

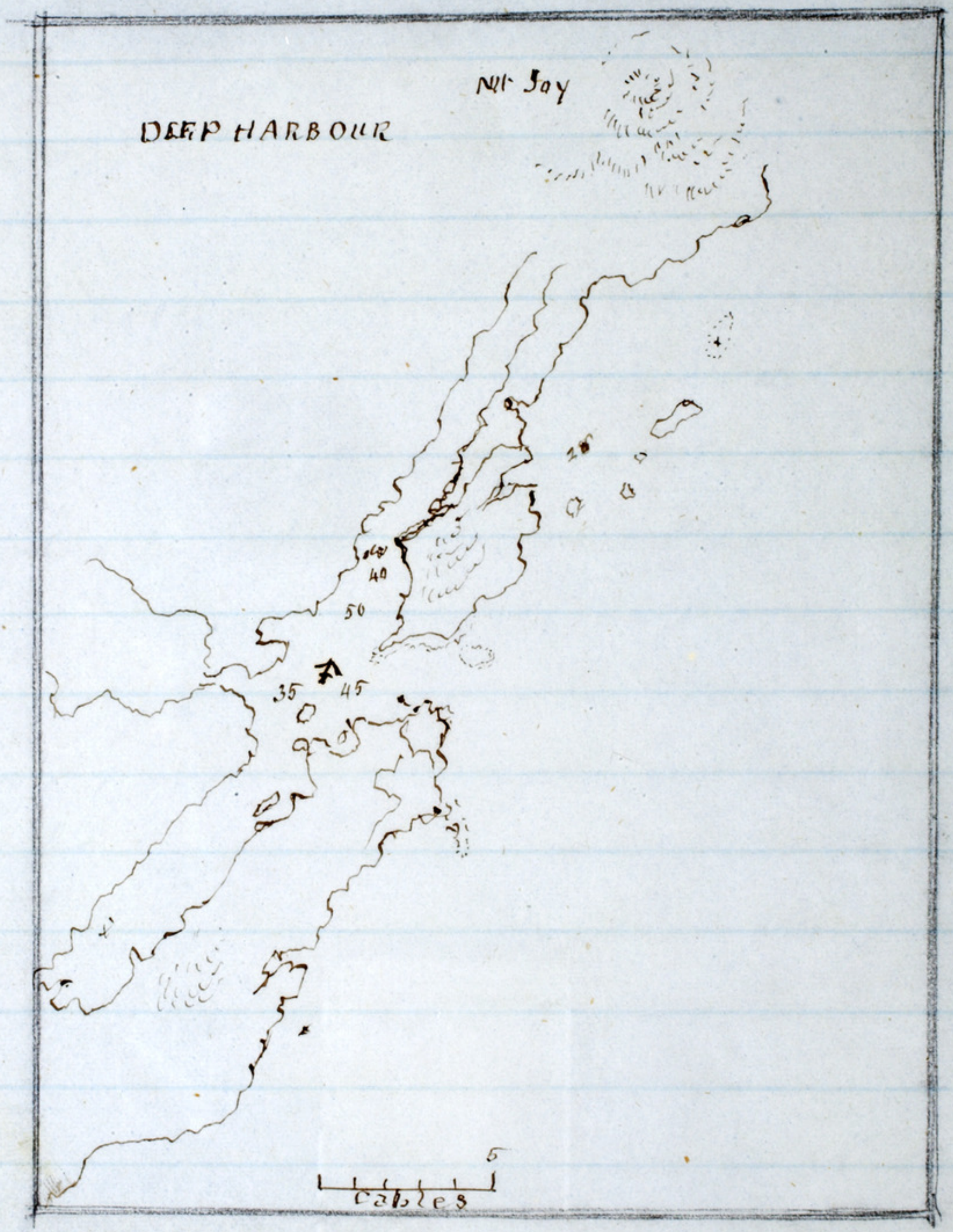
22d

Lat. Obs. 41°.47. S Long Do 83.6.? Bar. 30.52 A 57 W 56
Do DR 54.40 Do 23.½ W Ex. 210 L. 100 R. 3230
Sea going down. Sick List 13 - Albatross keeping us Co.
Wind light & baffling - got up steam at ½ 4 A.M. & veered ½ hour
coupling propeller - Wind soon after breezed up from the
West^d at Mer. stopped firing steering N.N.W. & making
about 7 K p. hour under all sail & steam
Exercised at target firing with small arms - Mon 2 hours
Man leffen in the mid & unshipped propeller made
a good night's run under all sail.

23d

Westerly winds & overcast sky with occ. light rain -
Steering N to N.N.E. Ship logging 8 to 10 - banked fires
from Banked - to repair leaks in Boiler.


PLAYA PARDA


DEEP HARBOUR
Mt Joy
20
40
50
35
45
5
Cables

Lat. obs. 38°.50'.47" S Long. do 81°.49'.33" W Bar. 30.46 A 61 - W. 61
do DR - 45.29 do DR 82. 7.00 Sick 13. W. ex. 190 R. 3010 Gulls
Employed in getting Ship & Boats ready for Port. every body appearing to feel the benefit of a milder change in the W. & less motion of ship.

24th

Mid var. in force & gradually hauled more to the E. Sky partially cloudy & occ. light sprinkling of rain. Mod. sea in our favor hauled up to W. E½ N. expecting to feel the influence of the northerly or "Humboldt Current" as we approach Land. The Albatross still keeping us co. Saw a school of Sperm whale. & disc. & sail to the W. & S. of us, the first seen in the Pacific.
Lat. obs. 36°.50'.58" Long do - 78°.53'.00 Bar. 30.45 A 57 W 62
do DR 36.59 do DR 79. 7.55 W. ex. 210 R. 28.00 -
Continued under all sail but S.G. sails during the night and steering N.E. logging 8½ knots at times averaging 2 9. 100. p. hour. Mending & touching up Boats & Hammock Cloths.

25th

Fresh S.E. winds & Sky partially covered with cold looking Stratus & Cumuli Clouds - Long Southerly Sea - Holystoning & scrubbing decks & paint work - Large sick list as usual -
Lat. obs. 35. 9.38 Long do - 75.47.30 Bar. 30.38 A 55 W 60
do DR 3.04 do DR 21. 10 True Course to Valparaiso N 65 E
Continued running in for the land during the night with good look outs - having reduced sail to double reef Topsails and single reef Foresail. The sea indicating a current for & against us at times - partially discolored - some kelp.

Compass do do N E ¼ N.

26th

At Daylight had the coast of Chile in sight ahead, on both bows, dist. about 25 miles - Made all sail & ordered steam as the wind was moderating. Bent bower chains & got anchors ready for letting go. At 10.15 luffed up for 20' to couple propeller. At Mer. found ourselves more to the South of our port than had anticipated, having been less affected by the northerly set, or Humboldt Current - that had reason to expect. Kept away N.N.E. squared yards - Coal Rem. 121 Tons W. Dr 2400 Gals. Sick 11.
Mer. Lat. obs. 34.33.11 Long. do 72.23. Bar. 30.3. A. 50 W. 59. W.
DR - 20. do 71.58.30 at 1.20 Kept away N.

# Extract

The Chief Engineers Quarterly report ending March 31st
mentions among the casualties that have occurred in
Boilers & Machinery - the following -
No 3. 5. 6. 11. & 14 furnace door frames cracked by unequal expansion
& flows - not exceeding 2 inches in length in after crank pin of main C. Shaft
Cap brasses of after M. C. shaft formed, cut & cracked by heating
The Main Boiler Water gages failed to register the height of
water correctly, as the connecting pipes inside of each Boiler
were too long & had three 2nd turns & couplings in them - their defect
was remedied by removing two of the 2nd turns with two sections
of the pipe in each boiler -
Feed Water Thermometer was found broken - & another substituted
Engine & fire room Ladders strengthened with additional braces
rendered necessary on acc. of the rolling motion of the Ship
Stop Valve of No 3 Boiler found loose & repaired
Rubber joints of waste Water Valve flanges in after main
Cylinder blew out, & new joints made to replace them
A Stay bolt in No 13 furnace gave out & was repaired
The Auxiliary Starting Gear has required frequent repairs
The Elliptical tube of Ashcroft steam gauge in No 3 Boiler
split & was repaired by soldering.
The Spherical thrust balls have been much injured by
being bruised - owing to 2 of the balls having been left out.
It has frequently been necessary to stop distilling water
for the Ships use on acc. of the vessels rolling so heavily as
to throw the water from the Auxiliary boiler over into the distiller.
All these repairs have been made by the Engineer
Dept. of this Vessel & the total time occupied in such repairs &
adjustments has been 731 hours - Leaving the machinery
& boilers at this time in good order.
Note Uncoupling at Sea - I find it requires from 10 to 20 ⅌
the Vessel must not have so much headway as to burn the
propeller - but may be uncoupled with more speed. ⅌
Assistant - H.E. With 30 lbs of steam 24 inches Vacuum in Condenser
80 rev. pr minute (Throttle valve 8 holes open) cutting off at 18
inches - with an expenditure of 2996 lbs of Coal pr hour.
That a speed of 9½ knots would be obtained under favorable
circumstances

At 6 P.M. abreast of Rapel Shoal off Bucamala head - distant 5 miles - changed course from N by E to N by W ½ W (or N true) and reduced sail to double reef Topsails - light airs & moderate from S.W. & W. Bar. rising Wr pleasant. Gave out clean Hammocks - Midn Field's Hammock lost overboard this a.m. the careless act of the Capt. of the After guard - for which the latter will have to pay - Stopped firing at 11 P.M. and hove to for the night about 13 miles from our Port.

Valparaiso 27th 67.

Light airs & calms. Bar. 30.12 Ther. A 62 M 58 Coal R. 111 Tons At daylight spread fires and steamed in slowly for our port furled sails & sent down T.G.Yd - several sail off - and the port crowded. At 10 40 Anchored in 31 f. water soft bottom 75 f. chain inside of the Peruvian & Chilanian Squadron also English & French men of war - all of whom sent an Officer onboard to offer the usual civilities -

| Chilian | Peruvian | English |
|---|---|---|
| Abtao flag ship williams | Independencia, Garcia | Columbine |
| Esmeralda | Huascar | Topaz - Comd Pole |
| Covadenga & | Union | French |
| 3 smaller | America | Guychen |

Look following Cross Bearings -

Signal Hill S 38 W pr. Compass - Piedra Pt. N 63 E
Angeles Pt. Rock off. N 60 W do -

Find the place much altered since my last visit 12 years ago - and only one name (Dr Page) that I could recognize among my former acquaintances -

The Am. Consul Adm Tucker & his officers have returned home. My former 1st Lt. Barton engaged to be married to the daughter of a Mr Brown formerly from the U.S. & now one of the merchants of this place. Turned over the Chilian prisoner to the Capt. of the Port with dispatches for this Port.

The U.S.S. Dacotah, Comdr E Thompson came in and asked permission to anchor - having sprung her F. Topmast on her 2d day out from here bound to Juan Fernandez.

Ordered a survey upon the same.

Light airs & Pleasant. Bar. 30.15 Lat 32°16' N 58.

Sent the Chief Engineer on shore who examined the different varieties of Bituminous & Lignite Coal in market here (there being no Govt. Supplies, & no Anthracite for sale) who reported that the Cardiff English Coal was the best in this market, suited to our Martin Boilers & that the price for this was $16 pr. ton with a new 40 cents a dollar increase pr. ton for bringing off in Lighters. The Lota or Chilian B. Coal a species of Lignite can be had at half the above price here and for about $5. pr. Ton delivered at the mine but it burns rapidly, produces great smoke & soot & is poorly adapted to the Martin Constructed Boilers & Tubes which belong to nearly all of our Men of War. And there appears no economy in buying this or the indifferent Welsh & English Coals for sale here at prices varying from 8 to 16 $ & have ordered 170 Tons of the best Cardiff which comes nearest to our good Anthracite & which will cost delivered alongside in Lighters about $2800.

Sent Inspection Divine Service & Articles of War. Drew bills on London for £3000 or $15,000 to meet the Govt. expenses of the Ship. Coal. Wood. Fresh Prov. Ration & Prog Money to Crew. & Officers pay due.

The English Frigate Topaz Comd. Pelham came from Concepcion. Sent a boat to offer the usual Civilities.

29th

Light airs & Pleasant. Southerly winds outside. The little Str. & Brig we met in the Straits of Magellan came in & anchored. The foreign Man of War here died at the same hour. Employed Coaling & scraping Ship. Outside. Had a very pleasant ride about the fortifications up to Signal Station over the Hills with our Consul. Mr. Clark who furnished me a very good Horse. Comd. Powell of H.B.M. Frigate Topaz came on board to pay an official visit.

Approved requisitions of Cmdr. Thompson of the U.S. Dacotah for a Head for Top Mast and Top G. mast. Ordered Wood, Water, Flour, Bread and Beans to be purchased here as & when we can do so.

Mid Mr Mc Lane finished Coaling - 170 Tons @ $2.00 !!

At 10 AM took the Cars for Santiago. The Capital of Chili - Dr Rice & Midn Totten in Co. had a very interesting ride of Miles thro. Mountains & Valleys & reached S. at 4.30 P.M. well covered with dust - took lodgings at the "Hotel Donnay" Kept by a Frenchman -

Took Tea with Lieut Wilpatrick & his Bride a very pretty interesting Spanish Lady of Santiago - met there also Mr Cook the Secty of Legation - suffering some what from the effects of his imprisonment during the late Rebellion at Valdersville - also a Mr Clarkson of Phila. & Mr Graham of N. York - Heavy clouds here at Night -

{ No signs where the Burnt Cathedral - & some 2000 perished in 1863 - but a near view is found !!!

Ship making about one foot water daily, when the Engines are in motion much more which they pump out -

Gave the Ex. Officers permission to convert two Pantries into the Wardroom into 2 Staterooms for one of the Ensigns & the Asst Surgeon who have thus far occupied the Cuddy, much to the discomfiture of all the others -

This is one of the evils of the Service - too many young Officers are now in the wardrooms.

Rec.d here the first news of our prospective Russian possessions - If as reported, the proposition comes from Russia, to cede all of their possessions on our Continent (embracing some 10° of Lat. & 20° of Long) for the sum of $7.000.000 I hope we will not hesitate to take it - and to pay in "Iron Clads" if they will take from us their expensive plaything which can all be improved upon & will only add to our yearly expense while laying idle in our hands -

It will more than remunerate us in Lumber & Coal besides furnishing a Nursery for our Seamen on this Coast. while it will narrow the bounds upon which we must finally enforce the "Monroe Doctrine".

Now only a question of time -

Valparaiso May 1st 1861.

Wind & Wr Continues pleasant some clouds over the Mountains of the Andes. Rose early & in Co. with Mr Clarkson and Dr R & Midn F. rode all over the City of Santiago before Breakfast $3,00 then took leave of allowing my officers to remain for the evening train and returned to Valparaiso having the whole of a 1st Class Carriage to myself $5. and after another hurry ride reached Wintrim for a sunset Boat & took a late Dinner on board. $20.

Found that the Peruvian Cmdr & Chilian Cmd had visited the Ship during my absence.

1st Lt. & Navigator Festival.

2d

Weather Continues pleasant Southerly winds outside but so Calm under the Land that the shipping have to employ a Tug to tow them outside the Harbor.

Returned the visit of the English Comd Force of H.M. Frigate Topaz. who had a Diver cleaning his Ships bottom & presented me with a specimen of Barnacle that was brought up from the Men of his Ship which was on board measuring some Inches in Circumference the work of about 1 Year.

Also Called upon the Intendente or Gov. on shore sent an Officer on shore to order on board the Ex. Officer & Navigator who had suspicions were seeking a hostile Meeting. Loosed Mainsail & furled sails and Com. distilling water, finding that the Water here is brackish and unwholesome. and sent the Sails on shore that had been previously ordered off.

Finished scraping Ship & painted one side.

Sailors Smith O. Sea & Joseph Mason deserted from Boats sent on shore for same.

| | | |
|---|---|---|
| Recd from shore 153 Tons of Cardiff & 13 do Morantic Coal | | $2.700. |
| do 7000 Sticks of Wood (about 1400 lbs to Cord) | | 47 |
| do 12000 lbs of Ship's Bread | | 510 |
| do 400 Gallons of Beans | | 150 |
| do 3,100 lbs of Flour | | 105 |
| do 7,10 & Vegetables for Ship's company 2160 lbs | | 130 |
| | | $3.643 |

The U.S.S. Dacotah Comdr. E. Thompson steamed out bound to the Isl.d of Juan Fernandez - Sent our mails on board of the English Mail S.r Panama - Capt. Hall bound N.
The Peruvian & Chilian Squadrons & the forts on shore fired a National Salute - 21 Guns - at Mer. in Com. of the battle at Callao one year ago with the Spanish Squadron in which they claim a Victory - Afterwards the Band of the Flag Ship of the Peruvian Squadron lying close to us played the National Airs of the U.S. England & France in the order here named -

3d

Overcast with a fog in the morning & appearance of a change of W.r Several Vessels sailed among them the French man of War S.r Guychen for Lahita her Comd.r called upon me before his departure -
Employed getting on board stores & preparing for Sea - Ship under sailing orders - Sent several officers on shore in search of the two missing men - with a descriptive list & offer of 20$ reward if delivered on board -
The Steerage Steward Jas. Otter, Col.d - missing - No loss -
Rode out with Mr Thomas, the Sister of our Consul's wife and spent the evening in Co. with several of our officers at his house - Ensign Goldering apprehended and brought on board a man Patrick Kelly claiming to be one of the deserters (among some 30) that ran from the U.S.S. Lackawanna when here last Jan. He afterwards denied this, & told so many contradictory stories that & taught fit further evidence & being convinced that he was a deserter from our Service told him that & detain him when he declared that he would do no duty & was then ordered in Confinement -

4th

Pleasant Com. with light land breezes - Bar. 30.22 at 9 A.m
The French Frigate Victoire
arrived under Steam 18 days from Callao & anchored close in where & sent a Boat to offer the usual Civilities. & was informed that they had been relieved by an Iron Clad & was bound home - The English Com.d saluted them with 13 guns at 8 A.m which they returned & at 9 A.m saluted the

Chilean flag with 21 guns which their forts returned.
Geo Wilson O.S. smuggled himself into the market Boat & ran from her as she touched the wharf. Sent a description with a request to our Consul that if he or the other two deserters were caught, to have them confined & delivered to the 1st Am. man of war that touches here.

Ordered steam to get into an offing & at 11 were standing out slowly past the shipping and at 11.30 having called & fastened the anchor went ahead & Bell. An Am. & English Bark bound in. English Frigate Topaz ~~& Sloop Columbia~~ getting underway bound N. French Flag Ship exchanging salutes with the Chilean authorities ashore & afloat.

At Mer. letting the fires burn out in ~~[illegible]~~ 5 furnaces and took our Departure the Light House bearing S.E. ½ S. dist. about 6 miles. Long swell from the S.W. wind light from S.W. Ship going S. ~~[illegible]~~ Knots with 36 Rev. which continued during the night. Wind & W. variable.

Sunday May 5th

Wind & Weather unsettled. Sky overcast. Long swell, swell changed course to W.N.W. at 7 Am & stopped Coaling fires. Engines running until 10 Am when unshipped prop. and made all sail to the West. on the Starb. Lock. Gun. Inspection. Master read Divine Service. Rated Wm E. Wilson from 2nd Gun. to Paymasters Steward in the place of Benj. D. Justice discharged for dishonesty & incompetency. And Rated Corbin Washington Sea. to 2nd Cl. in place of the former. School of Blackfish.

Lat. Ob. 30.59.40 Long. Do 73.26.15 Bar 30.10 A 59 W 59
Do DR. 31.5.42 Do DR 3.36 W. Ex 220 Cm. 590 Rang. 2080
Coal Ex 11.1020 Engines 82.420 Lens in Galley leaving 262 14 4th Lens.

At 1.40 Wind came out suddenly ahead S. & W. with rain braced around on port tack head N.W. continued var. & squally with rain during the night. New D.

6.

Light S. & W. winds & pleasant. Bar. 30.36 Long swell from South. Albatross & Petrel about. Condensing water. Dis. a bladder in Engine room which had been accepted of its Lessor. Had a search & found Jas. Dorand O.S. Drunk hid

him confined & ordered a Gen. Court in his case
Patrick Kelley - Prisoner concluded that he would perform duty
if taken out of confinement & Ordered him released upon trial
Sold Deserters effects at auction & furnished Kelly a change out
of mine - The Court was composed of the Ex Officer Master Halloway
& Ensign Golding - & Dr Rice as recorder -
Lat. Obs. 30°. 11. 57" Long. do 74. 4. 5 Bar. 30.36 A. 60 to 64. W. 59.
do DR 13. 46 do DR. 9. 45 W. ex. 190 - Dist. 670 Rang. 2560 -
The Court convened & finished the trial of Jas. Dennis
O.S. & Jas. A Winter Private Marine for sleeping on his post
while guarding prisoners - in about an hour and
sent in their record soon after see letter Book.

7th

Mod Breezes S.S.E. long swell - Mt Pleasant passing Cabotan
Clouds Thr. rain & Bar. falling - Gun Parade exercise
Great Guns do - Gun Master & read sentence of two
prisoners - Broke out & examined the Cont'd provisions
and condemned & threw overboard several cases -
Lat Obs. 28. 2. 30 Long. do 75. 16 Bar. 30.20 A 64-8 W 63
do DR - 27. 55. 9 do DR. 8. W Ex. 190. D. 800 R - 3170 Gals
Course W by N altered at 1 P.M. to NW ½ W or W by N true

8th

As above less sea - Course same averaging about 5 knots -
Wind moderating Bar. at Noon 30. 23 Air. 65 to 70 Water 64 to 65
Lat. Obs. 26. 8. 14 Long. do 75. 59. 45. W. D. 586 Rang. 3533
do DR - 18. 24 do DR - 45. 50 Coal Ex 2070 lbs R. 258 Tons.
Gun Exercise at quarters - XI to up circle - employed repairing it -
and at Howitzer exercise - Ex. & Master at loggerheads again
as usual - & Mate also being as usual - Passed Kelp.
Wind nearly died away during the night - Sky clouded -

9th

Light & Var. Breezes & cloudy - Bar. 30.18 A. 65-68 W. 67.
Lat. Obs. 24. 41. 44 Long. do 76. 19. W. ex. 200 D. 550 R. 3900 Gals.
do DR. 53. 7 do DR 20 - Sick 7.
Passed a school of Whales - Exercised Guns - Filled upon
water & stopped distilling water - Made but little progress
during the night -

 At Sea May 10th 67. Bound to Callao.

Light & var. Trades & cloudy with occasional clear Sky -
Lat. Obs. 23°. 50'. 13" S Long Do 76°. 44'. 30" W Bar. 30. Course N.N.W.
Do W — 24. 12. 28 Do DR — 28. 00 W. ex 190 D. 230 R. 3940
Exercised at Quarters & fire stations - Touched up with paint -

11th

As above - mod. inclining to S.E. & gradually increasing
painted Boats - gitrigs Bridles & Jackles - Course N & W
Lat by DR - 22. 54. 31 Long Do - 76. 59. 52 W. ex 220 R. 3720
Bar. 30. 20 A. 66 to 71 - W 64 to 65 - Sum Southerly swell -

Sunday 12th

Fresh Trades varying on either side of S.E. swell
more from South - Steering N by W 1/2 W and averaging
7 knots per hour - Inspection & Divine Service
The Albatross have left us the last two days & we are still
accompanied by the little "Mother of Carey's Chickens"
Lat Obs - 20. 28. 18 Long Do 77. 26. 45. Bar. 30. 18 A 67 - 67 to W.
Do DR 31. 34 Do DR - 13. 56 W. ex 190 R 3530 Calms,

13th

As above & moderating - Sky overcast - Course N by W 1/2 W
Lat. Obs. 17°. 47'. 25 Long by DR. 77. 37. by obs. mid-track 78°,
Do DR 18. 5. 30. Bar. 30. 14 A 65 W. 66.
Scrubbing - painting &c - Scrapping as well -
some Westerly & same as Northerly current -

14th

As above - Trades var. in force & direction Sky overcast
Southerly swell as usual - Course W by N
Lat Obs 15°. 53'. 54" Long 78. 20 Bar. 30. 13 A 69 - W 66 to 68
Do D.R. 53. 31 Do DR 12. W. ex. 190 R. 3140 Calms,
At noon, altered the course to N. to counteract the Westerly
Current which set from 10 to 12 miles -
Little Petrel ("Mother Carey's Chicken") following us Night & day.

15th

Wind & W. Cutlines made the Land north less swell
and but little Variation of the Barometer 30. 10 A 70 W 69
Lowering down Rigging &c. Lowered a boat to pick up a spar.
Lat Obs - 14. 27. 9 Long 78. 11. 40 At 4. 30 PM. 14. 10 } Sea Greenish Coast
Do DR - 35. 51 Do DR 8. 55 Do 78. 3. } Porpoises about
N.W. of San Lorenzo Island Pt Camp N by E 1/4 E Do Lone N.N.E.

At Sea Coast of Peru May 16th 1867

Lat obs. 12.29.58 Long. do 77.34.35 Bar. 30.5 A. 64 W. 66
do D.R. 54.5 do D.R. 30.15 W. E x 210 R. 2638.

Hauled up N.E thick fog but lifting occ. so that we disc. several sail heading in shore - water quite Chocolate & discolored. Gave the ship a thorough scrubbing & tolerably cleaning {suspended the Boatswain for disrespect.} some Pelicans Boobies & shags about. Southerly swell -

At 3.20 P.M fog lifting found we were close about 3 miles to the W.N.W of Solar. Pt. Stood the S.a & E.a of Sandoruzo Island - more ship stood to the W.a & West.a (W.N.W) to weather the Palomino Islands - got soundings at 8 fathoms - a schr. in Co. doubled around Sandoruzo Island at Midnight and stood into the Harbor of Callao with a light southerly air and a fog - all hands on deck - Light House seen but once.

17th

Continued fanning in N.N.O. a thick mist & fog gradually shoaling our water until 2.40 P.M when we clewed up & anchored in 5 f. S. bottom

At Daylight fog lifted disclosing the shipping (some 50 Vessels) about 2 miles to the S.E & E.E of us.

Slight air springing up from Sea ward. at 9 A.M hove up & made all sail threaded our way through the vessels and at 1 P.M came to in 5 f. S.b. in about the only best inner berth of the Castle & close to the Navy St. Cendr Feuder Frost & our store Ship Fredonia Capt. Brewster was visited by the Capt. of the Port & an Officer from the French ram frigate Belliqueuse with the usual offer of civilities - Capt. B. finding a Senior present hauled down his flag Ad.l Dahlgren absent to Panama with two vessels to receive his wife & family coming out from the U.S.

At 3 P.M Hoisted all the Square sails & S.T.N. sloopside -

18

Mod. trades - after the light land & sea breezes and calms with fog & dew at night & until late in the morning - Made an Official call upon the Governor of this Province whose head quarters are at Callao & was accompanied by our Consul Macauley & his Clerk Sailori - as interpreter - was rec.d very graciously & the Gov. expressed his intention of paying

the Ship's Visit & offered to ac. me around the fortifications if I would set a day previous –
Also called upon the French Admiral whose flag flies on the Iron Clad sam frigate "Bellayise" of 10 heavy breech loading guns – Also upon the Comdr. of the Wyack and finally dined with Comdr Brooker onboard of the U.S.S. Frederica. of which I was Ex. Officer in 1849 –" Cam burning in our lower rigging.

Sunday 19th

Mid & W. much the same – Bar. & Temperature do varying here but little throughout the year – The Bay full of fish & sea fowl – Several ships arriving & departing daily – employed mostly in the Guano trade.
Fwd. Inspection & Divine Service after which allowed several of the Officers to visit Lima and a draft of men liberty on shore – $2.3,4 & 5. each
The English Mail Str. arrived from Valparaiso & byher rec^d a letter from our Consul stating that he had caught & put in prison two out of 4 of the men who deserted from this Ship just before we left & sent him their accounts by the English mail Str.
The French Admiral & Aid. paid a visit –

20th

As above – Employed about the rigging & breaking out & cleaning the Hold preparatory to receiving prov. Spent the evening with our Consul's family – Some excitement in town & at Lima on ac. of an expected Revolution which appears to be the normal condition in this country – The former President Castellia who is half Indian & very popular with the lower classes has lately landed from the English mail Str. with a small force of arms &c – at Pisco & is opposed to the present Govt. under Prado – who our Minister thinks is an honest man & trying to redeem his country –

21

As above – Visited Lima with the Officers & called upon our Minister Genl Hovey – took a room for the night at the "Morin" Hotel on the Plaza & attended a poor Opera

Find the place considerably larger than on my visits seven 20 years ago & still undergoing certain improvements but as compared to our cities - dead - a poor Revolutionary, Priest ridden country - more indebted to the Seals & Birds for its present prosperity than the virtue or industry of its inhabitants - The Turkey buzzards continue the principal scavengers, & appear to compare favorably with the Police in keeping the City Habitable - Scowed back with Flag Ship.

22d

As above - returned to Callao in the 10 A.M. train of cars (the most Civilizing improvement seen here) $1. pr. trip for 6 miles - Officers in Uniform at price under the Charter) Found the Powhatan - Adt. J.A. Dahlgren had arrived from Panama during the night - having steamed all the way from 10 to 15 Tons of Coal pr. 24 hours -
Recd. most of our prov. & stores on board - Water $2 pr. Ton in a Tank - Coal $15 to 21 pr. Ton ac. to quality - wood very scarce & dear - & most all kinds of prov. dearer than the price charged in Valparaiso - Called upon Adt. D.
The English mail departed for Panama - sent letters.

23d

As above - overcast in Mor. & evening - with heavy dews at night & sometimes clear during a portion of the day.
Bar. 30.8 - A. 66 to 70. Adt. D. visited the French Admiral & was recd. with "Hail Columbia" &c - dined with him in Co. with the Ex. officer of this ship - Recd. a Consul from our Consul, stating one of our Sea. had been imprisoned on shore for injury to public property - & c - saw the Andes back of Lima.
The Ad. & Wyack left to relieve the Dacotah at Valparaiso.

24th

As above - but clear at night with Lightning to the W. & E.
The French Admiral visited our flag ship & was recd. by a Guard & the Band playing the French National Air. Our Minister & his Secty. of Legation Brent, also our Consul Mr. Colley & his Son in Law Hire - visited this ship - & Capt. L. P. Green - Brasher & Calhoun dined with me
Empl. about sails & rigging &c. Having recd. nearly all of our Prov. & Stores - Got the Sail Maker of the P. to alter our F. & M. Stay.

# Callao. May 25th 67.

Light Land & Sea breezes & S.E. Trades as usual - with dense fog & dew - Bar. 30.0 to 30.8, A. 60 to 65.
Ships & Steamers departing & arriving one after latter from down the Coast brings a report that the South of Peru is all in favor of the Revolutionary Ex President, Gen. Castilla - who if he lives another year will & presume supplant President Prado - who is too honest & loved to be popular in this country - A few years more slice on Liberty - Shipped two - Condemned by a Medical Survey. (the following - to be sent N. from Panama.
Geo. Preston Ds. M. Pa. aged 57. Dementia & Gen. debility
Chas. Reyes C.A.J. Mdn 62 Dislocation of shoulder
John Haring 2nd C.F. Island 24 Fistula in ano -
Gustavus Cornish Lds. Pa. 16 Cold. Masturbation.

## Sunday 26th

Light W.N.W. winds and pleasant. Sandy on the Mountains & island covered. Bar 30.3, A 61 to 66
Gen. Inspection and Divine Service. Mr Latter also on board of the Admiral - took Leave with him and fought over the Battles of Charleston again, Ex President Castillia getting up a Revolution to the S.

## 27th

As above. Visited Lima - rec. 30 tons of coal & filled up with water. Stores &c. Anthracite Coal $21. ~~Other~~ Premium or about $15 in Gold pr. ton - water $2. Oil 2.50 to 3. pr. gallon. Our Boatswain from still absent & the 3 following men. Sent all sick.
John Flood O. Seaman having due him 20 ⅌ (Sent up 7.9.)
Thos. Davis " " " 61.31 (Sighting on
Chas. Astorge " " " 22.63 (the Land.
which I shall mark as Deserters, leaving their accounts with the Admiral. Mail being ahead 9 days steam during the evening - at 9 PM weighed & steamed out of the Harbor & Shipping, bound to Panama Rec. - on board C.H. Hudson an Invalid from our Consul to be sent N. from Panama. At 10 took our Departure N.W. end of San Lorenzo 2 L.H. pr. Comp. South 1 Dist. 3 miles. Light land breeze Southerly & well - Heavy dew. Secured Boats & anchors.

May 28th Bound North W.NW. to N.W

light S.E. wind springing up - southerly swell - Sea & horizon smooth
Overcast until towards Mer. when the Sun came out so as to enable us to get a Mer. Alt. which showed but little current ~~stating~~
the logging (6½ Knots per hour with an average of about 36 Nos.)
~~being in~~ showing some 6 miles less than the reckoning -
Saddle & battery - and stopped firing just before Meridian
High Land seen in the morning watch -
Lat. Obs. 11. 11. 31 S. Long by D.R. 78. 38 Bar. 30. 8 A 62 to 72 W 62 to 68
Coal Nos. 31 Fus - 9 Ex 11½ Revg. 273 - W.W. Water Ex. 200 Revg. 41 3800 Gals.
Wind too feeble to turn our propeller, but nevertheless fair & with the swell & perhaps current will enable us to progress slowly and save our Coal for the Calms generally found in Panama. Bay.

29th

Wind light from S.E. & E. & gradually breezing. Wr. pleasant and sky generally overcast. Dist. Land seen at daylight. Cordilleras -
Lat Obs. 10. 3. 10 Long D.R. 79. 32. 53 Bar. 30. 10 A. 66 to 76 W 69 to 72.
Alt Sun 13. 25 Changed the Course from N.W. to N.W. ½ N. Qual. Exercise
Leaned Callao that Adl. Pk Tucker with his two Officers McCorkle & Beth. had resigned their position in the Peruvian Navy - Compelled by the opposition they rec. from the Govt. Officials - and had accepted a less lucrative position of Explorers with a view of examining the navigable tributaries emptying into the River Amazon -

30

As above the wind inclining off the land or E. in the morning & S.E. to S.S.E. in the evening. Sea smooth Wr. pleasant. Exercised Pend - Suspended Lt. Cmdr. Woodman upon the report of the Ex. Officer & ordered Midn. McCormick to assume his duties & take charge of the Ordnance & Navigation Stores - Bar. 30. to 12 A 76 to 71 W 69 to 70 or near
Lat. Obs. 8°. 53'. 23" S Long by Chro. 80°. 20'. 40" W. Ex. 210 R. 3390
" D.R. 9. 3. 17 " D.R. 16. 45 Course W by N.
Found a change of 3 to 5 degrees less in the Water gave a change of Color from blue to a greenish cast - indicating the Current Humbolt's setting to the North -

—The ode to the Sultan was done into English characters for the singers, and Mdlle. Titiens warbled "Afeeldbee ney me degdoo kim nyhee nooree jayleel!"

# PERU AND THE UNITED STATES.

## The Naval Difficulty at Callao.

The following letter from Admiral Dahlgren to United States Minister A. P. Hovey, in relation to the difficulties arising out of the refusal of a Peruvian naval commander to extend the usual courtesies to the officers of our government vessels in the harbor of Valparaiso, has been sent to the State Department in this city:—

UNITED STATES FLAGSHIP POWHATAN,
BAY OF CALLAO, Feb. 16, 1867.

His Excellency the United States Minister, Gen. A. P. HOVEY:—

SIR—I have received your note of the 9th, enclosing the translation of a note addressed to you on the 8th by his Excellency the Peruvian Minister of Foreign Affairs. I find myself obliged to protest against the conclusions of the Minister of Foreign Affairs and the course of reasoning which leads thereto, in which I also notice several important omissions.

With the view of presenting a full understanding of all the facts of the case, I take this occasion to recapitulate the events in the order of their occurrence.

*First*—The government of Peru found it convenient to make use of the services of a citizen of the United States, who, having committed the greatest offence known to our laws, and those of every other country, had left the United States without permission of its authorities, so far as I am informed, and remains to this day excluded from the general pardon granted by the President of the United States, on which account he is disabled from dissolving his connection with the United States, and from the choice of a new national allegiance, which principle is affirmed in the last annual message of the President. This disability to accept public office extends even to those of a domestic character; for the United States government would not permit ex-Commander Semmes, similarly situated to ex-Commander Tucker, to exercise the duties of a Probate Judge in the State of Alabama, though he had been elected to the office by the people.

*Second*—Rear Admiral Tucker, having been clothed with high rank and command by the Peruvian government, was visited on his arrival at Valparaiso by the commander of a United States ship, and rudely repelled the courtesies tendered him by that officer.

*Third*—The government of the United States having formally expressed the hope that this act "will be discountenanced by the government of Peru, and that he (Admiral Tucker) will be required to make the proper apologies for his conduct," I do not learn that this reasonable expectation has been gratified, and the silence of Mr. Secretary Seward, mentioned by Mr. Pacheco, does not seem to imply acquiescence in the position of the Peruvian government, that the affair was personal, and therefore required no official reparation.

*Fourth*—in this condition of things the usual courtesies which would have been paid to a *bona fide* Peruvian officer, who had not already refused them, were withheld by a United States ship-of-war duly authorized to do so.

*Fifth*—Upon which, as I learned informally from yourself, Rear Admiral Tucker issued an order suspending all courtesies to United States officers on the part of Peruvian naval officers, though he himself committed the first act of the kind.

The Minister of Foreign Affairs is pleased to endorse this action, on the ground that the refusal to salute Mr. Tucker under these circumstances is a slight to the Peruvian flag, which I entirely disclaim. The salute of a national flag is twenty-one guns, which has always been paid to the Peruvian flag by our vessels when capable of firing a salute. That of a Rear Admiral is never twenty-one guns; it is also individual, not national, though official and not private, and therefore is the subject of claim by those entitled to it, but not on the ground of a national salute. One may be given while for special reasons the other is withheld. The Tuscarora did actually salute the flag of Peru on anchoring here, though the same vessel did not salute Real Admiral Tucker when he hoisted his flag at Valparaiso. And in this proceeding Mr. Tucker must himself have recognized the fact of difference in the nature of salutes, because I am not aware that he even complained of not being saluted by the Tuscarora.

The question, as it now stands, is properly to be settled by the concurrence of both governments, being international, not domestic; but pending this, its proper solution, Peru takes the decision into her own hands, and while our State department has signified its expectation of an apology for the conduct of Admiral Tucker, her government resorts to a retaliatory measure, going far beyond the original limits of the case, and thus involves indiscriminately all the naval officers of the United States and the *bona fide* Peruvian naval officers, who have no concern in the matter.

This wears the appearance of dictation in regard to an interest of the United States that cannot fail to impress our government and people very unfavorably, and which must be ineffectual. His Excellency, Mr. Pacheco, is pleased to conclude his note by saying, "I can affirm to your Excellency, in the name of the Supreme Chief, that if courtesy be shown to our officers and ships it will be immediately returned." I will assure the Minister of Foreign Affairs in return that no courtesy will be withheld or has been from the Peruvian flag, or from any *bona fide* Peruvian officer, which is due to either. The exceptional case of Admiral Tucker is not included with either, and I may add that in one instance a proper courtesy paid to *bona fide* Peruvian officers was not returned. Captain Strong reports to me as follows:—

> Admiral Tucker's conduct to me has not prevented me from fulfilling the usual civilities between friendly nations, as when the Independencia returned here on the 26th of October, after an absence of seventy-two days, I called on board, saying, "I have called to pay my respects to the officers," though the Admiral's flag had been shifted to that ship the day before. The visit has not been returned.

The date of the visit referred to has since been given to me as the 30th of October, 1866.

In conclusion, nothing more is asked at the present time, by myself, than the revocation of the offensive order, leaving the entire question in regard to the status and conduct of Admiral Tucker as it now stands, to rest on its own merits and the joint decision of the governments of the two countries.

My own action has been communicated to the Navy Department, under whose authority I act, and sufficient time has not elapsed for a reply. Meanwhile it would not be proper for me to make any change in the position I have taken.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear Admiral, United States Navy.

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At Sea - Thursday, 30th 1867.

| | | | | | |
|---|---|---|---|---|---|
| Lat. L. | 5° 03' | Long. | 12° E. | | |
| Long. L. | 80 16 | Dist. | 42. M. | 7.80.53 S | |
| Lat. 2 hrs. | 8 03 | | 23. E. | 81.10.40 W | |
| Long. Chro. | 80 20 | | 110. M. | 7.53.10 | |
| Water on hand | 3390 | | | 80.58.50 W | |
| | | | | 3200 Gals | |
| appendage | 210 | | | Ext. | 190 " |

B/St

At before - Exercised at Fire Muskets
Manning & Arming Boats - Advanced
5 Apr. Boys from 2d to 1st Class and 4
from 3rd to 2d same of them being Men
in Stature -
Found in the absence of our pet cat that
a Rat has not only taken up his quar-
ters in the port Stab room but has
come, taking a pair of Pants & Uniform
over Coat - Sent for Lom & soon
caught & threw her overboard
for it proved a female that was
making preparations for her
family -
(Exercised Howitzers)

Respectfully &c.
Geo. W. Tillotson
Lt. Commdr.
Actg. Master

# PERU.

## SPECIAL CORRESPONDENCE OF THE HERALD.

### American Policy Regarding New Governments.

LIMA, Feb. 22, 1868.

Several anonymous writers in the Peruvian newspapers have thought proper to assail the course pursued by General Hovey, the Minister of the United States in Peru, because of his refusal to acknowledge the revolutionary government of Canseco before he was directed to do so by his government. A few plain facts in regard to the policy of the United States might cool the excited imaginations of such writers when they fully understand the position of the United States and the imperative instructions received by General Hovey. The friends of monarchy see, with no small degree of pleasure; the vacillation in the republican governments of South America, and it is not at all strange that European diplomatists should "*Viva!*" throw up their hats for one revolutionary government, and acknowledge another before their hats come down. Such has been the practice in South America; for they well know they have nothing to lose by the continual distractions in republics. Anarchy is always born in the midst of contentions, and the Phœnix egg of monarchy is ever hatched in the fire that consumes the rights of the people. We publish a few extracts from the second volume of Diplomatic Correspondence of the United States for the year 1866, from pages 617 to 655, which we believe will place General Hovey in his proper position before Peru, as well as in his own country:—

"It is probable that when you (General Hovey) arrive in Peru you will find that country in a state of revolution. You are only to recognize the constitutional government of that republic, at the head of which President Peret now stands, with whom we have hitherto been in amicable relations. The United States are slow to recognize revolutionary governments; and should you find the revolutionary party in power at the capital of Peru on your arrival there, you will report the facts to this department and await its further instructions before taking any steps towards its recognition by this government." (Original instructions; Oct. 10, 1865; page 617.)

Before General Hovey arrived in Peru his predecessor, the Hon. Christopher Robinson, had accepted the revolutionary government under General Canseco, which had overthrown the constitutional government of Peret. In this condition General Hovey was compelled to take one of the horns of the dilemma, either to refuse to acknowledge a government which his predecessor had accepted or disobey the letter of his instructions. He thought proper to choose the latter and sent his original letter of credence to General Canseco on the 20th of November, 1865. Immediately after this and before General Hovey had been received, Colonel Prado, the hero of the hour and co-conspirator with Canseco, took possession of the government and was proclaimed Dictator by the government and by the enthusiastic multitude. This caused a new complication. The Minister of Foreign Affairs, Señor Don T. Pacheco, on the 15th of December, 1865, offered to receive the new Minister, but this General Hovey declined without instructions from his government. On the 20th of December, 1865, Secretary Seward writes to General Hovey that he has learned "with some regret that you (General Hovey) have not adhered strictly to the instructions given in No. 1 of the 10th of October, 1865." The deviation from the instructions here complained of was the offer to acknowledge Canseco as President of Peru, and it will be seen by reference to the said diplomatic correspondence that the government of the United States never did accept Canseco as President, although Minister Robinson before General Hovey's arrival had done so. In answer to General Hovey's despatch refusing to acknowledge the government of Prado, Mr. Seward, under date December 28, 1865, says:—"Your course in not recognizing the government thus forcibly established by Colonel Prado is approved by the President. * * You are especially enjoined in the meanwhile to take no step which may even imply a recognition by this government of the authority assumed by Colonel Prado and his adherents." On the same subject, March 8, 1866, Mr. Seward wrote to General Hovey:—"In reply I have to state that so far as this government is enabled to form an opinion as to the propriety of the measure recommended the time has not yet arrived for the recognition of the revolutionary government instituted by Colonel Prado. The policy of the United States is settled upon the principle that revolutions in republican States ought not to be accepted until the people have adopted them by organic law with the solemnities which would seem sufficient to guarantee their stability and permanency. This is the result of reflection upon national trials of our own."

At last, on the 22d of May, 1866, under authority from the Department of State, General Hovey was duly presented to the government of Colonel Prado. With these lights there can be no doubt of the justice and correctness of the course recently pursued by General Hovey in refusing to recognize the revolutionary government of General Canseco. To have done so would have been a plain violation of orders, which would have met with the unqualified condemnation of the government at Washington. It might be highly interesting to Peruvian statesmen to make a retrospect of two or three years in the history of their country and contrast the actions of other nations with their own in the war with Spain. Is it possible that there can be a single officer in the new Cabinet at Lima who does not know that the Chincha and Guano islands would now be in the hands of Spain but for the timely and firm interposition of the United States? If so, let them examine their own archives a little more closely. What did the European governments and ministers do in their behalf? History must answer, nothing. If, then, the United States has her blunt, straightforward, anti-Machiavellian policy, if she has the boldness to raise her hand to avert the leap from the precipice, if she sometimes wounds the pride of those she loves with plain words, it might be well for them to pause and consider the motives which impel others to action, and not to forget that courtly words cost nothing, while blunt facts are sometimes worth their weight in gold. The attempts made by some of the Peruvian papers to draw a line between the legal rights of Colonel Prado and those of General Canseco are simply absurd, and are but a poor commentary upon the intelligence of their readers. Canseco and Prado both conspired against the constitutional government of Peru, under Peret, and broke it down; then Prado broke down Canseco, called a congress, formed a new constitution, was elected President and governed for nearly two years, when Canseco returned and broke him down, pretending to leap the hiatus of years, and claiming the right to occupy his old chair of office, the last link, which only came down to October, 1865. It is not a little strange that he should now pretend to rule by virtue of a constitution upon which both himself and Prado contemptuously trampled in days gone by.

## The Panama Railroad.

A telegram in last evening's *Bulletin* stated that the Colombian Congress has extended the franchise of the Panama Railroad Company for 99 years, the conditions being the payment to the Colombian Government of $1,000,000 cash down and $250,000 every year. So far as the company is concerned this is a better bargain than the first one they made. They obtained the franchise originally on condition of paying to the Government of New Granada—now Colombia—3 per cent. of the net revenues of the road and $10,000 annually. The average annual revenue of the road up to 1861 was $1,300,000, and the expenses were $350,000; leaving $950,000 net income, the Government percentage on which was $295,000. Adding to this sum the $10,000 annuity, we have $305,000 per annum as the price paid by the Railroad Company for its franchise. But the business of the road has immensely increased since 1861, by the diversion of a large portion of the Cape Horn carrying trade to the Isthmus. The Isthmus freightage between New York and San Francisco alone, increased 150 per cent. the first half of this year, and the tendency is to a steady enlargement of the business to the full capacity of the road. The payments to the Government of Colombia must, therefore, have been much above $305,000 latterly, and under a continuance of the old percentage system would be constantly increasing. The new contract fixes a limit. If we add to the $250,000 annuity 10 per cent. interest on the $1,000,000 to be paid forthwith, amounting to say $100,000, we shall have $350,000 as the price which American enterprise must pay every year for the privilege of making a convenient world's highway between two oceans, and adding to the wealth and importance of the State in which it is constructed.

But this sum will be a mere bagatelle to the Panama Railroad Company, which is probably the most profitable monopoly in the world. It exacts $25 from every passenger crossing the road, and as about 3,000 passengers a month, or 36,000 a year, are conveyed by the Pacific Mail steamers alone, this single item must bring the Company at least $900,000 per annum. From the other items of freight, (which will this year amount to 150,000 tons) and carriage of mails and treasure, at least another $900,000 will be realized, making $1,800,000 from the California business alone. Besides this, the road has other sources of business. In 1858, as we learn from the New York *Shipping and Commercial List*, the business of the South and Central American States by the Panama road was nine times as large as that of California. In 1860, it was more than 15 times as large. Since then, however, the California trade has increased to one-third of the whole amount. It has always been the most profitable, and the net receipts from local sources, while they may be considerable, are probably insignificant compared with the princely yields of the California business. The interoceanic travel is increasing outside of the California steamers, through the establishment of connecting French and British lines running to Europe and Australia. With such sources of business, the profits on the original investment of $7,500,000 must be regarded as the largest derived by any similar enterprise in the world. The Company can well afford to make the improvements it is said to have contemplated in the event of obtaining an extension of its franchise—namely, the construction of a railway pier to the islands in the Bay of Panama, so that passengers arriving by the steamers can step immediately from them to the cars, instead of making an uncomfortably crowded deck passage of seven miles on a small intermediate boat. Besides this they are said to contemplate the erection of large depots or warehouses at each end of the road, alongside of the steamship docks, so as to afford those facilities for freightage and storage which are now lacking, to say nothing about increased comfort of passengers.

As long as there was a doubt of the renewal of the franchise, the company was indisposed to make any improvements, or to hold forth any reason to expect a reduction of charges. There is some ground to believe that both will now be conceded. An enlightened Government would ere this have compelled the adoption of a more reasonable tariff, both for its own advantage and that of the world's commerce and travel; but Colombia seems to be ruled by men who have no broader ideas than to foster a monopoly as a means of obtaining direct revenue outside of legitimate channels. Mosquera demanded a payment so large that he thought it would be refused and he could then convey the road to an English company. He wanted money to aid him in his revolutionary designs. His overthrow has been advantageous to the present owners. While we rejoice that this important highway is to remain in American hands, we must regret that the monopoly is not modified by a more sagacious policy on the part of the Government which permits it. It is true that Colombia has declared the Isthmus ports free to the transit, thereby losing a considerable revenue from foreign customs, and that she allows the free transit of United States troops and mails, and guarantees the protection of the road and traffic, for which things she holds the annual payments are but a small return; but it is altogether probable that the State would derive more benefit from a policy that would reduce the cost of freight and passage, encourage settlement and improvement, and lead to the development of the country. The present policy of levying exorbitant toll on the commerce not only of a neighbor Republic but of the world, by connivance between a corporation and a short-sighted Government, will, however, work its own remedy in time. It must lead to the opening of other inter-oceanic routes, both across Central America and Mexico, and is already quickening the project for a railroad by way of Nicaragua. With the peopling of the Pacific States and the growth of their direct commerce with Asia, will come such an accession of business and wealth as no Central American exclusiveness can withstand. Within four years the completion of the Pacific Railroad will inaugurate a competition for the traffic between East and West, that will make the controllers of every intermediate highway more reasonable and accommodating.

## THE TERRITORY OF MAGALLANES.

EDITORS ALTA: As I am one of the few Americans able to speak of the Territory of Magallanes, or southwestern Patagonia, from a knowledge gained by actual explorations and surveys there, I ask space in your paper for recording a few important facts in regard to that country. I write merely in my own interest, having nothing whatever to do with the efforts of the Chilean Government, further than to show the correctness of its statements in the affair.

In 1864, I passed the greater portion of the southern winter in hunting, exploring and surveying along the entire coast line of Patagonia. From the Rio Negro, on the northeast shore, down the entire eastern front, through the Strait of Magellan, and up the western coast, through the inland channels of Mesier and Sauniento to the Island of Chiloe; landing at almost every point where a landing could be made, and staying sometimes a week at a single place.

The thermometer in this mid-winter never fell below 22 degrees above zero, Fahrenheit. There was very little snow, and nothing more than skim-ice on the water. The climate resembled that of New York, but was much milder.

From the Chilean Governor of Magallanes I learned that the summers were quite warm, and had enough of rain to keep vegetation in good condition.

About midway through the Straits of Magellan we discovered and surveyed extensive coal-fields, which are easily reached from the water.

I know that in this territory of Magallanes millions of acres of the best timber, millions of acres of as fertile land as there is in the world, and almost limitless fields of excellent bituminous coal lie waiting for the woodman, the farmer and the miner. And all these in a fine and temperate climate, where the strawberry and potato grow wild.

I said, I wrote merely in my own interest. I have an exclusive knowledge of the exact location of one of the largest and best of these coal mines, and have claimed it and the surrounding territory under the Chilean laws. I propose to utilize their claim by the formation of a company, and to obtain a full title to the land from the Government of Chile. I have already laid the matter before capitalists in Boston and New York, and one or two here in San Francisco. If I cannot obtain the capital required in America, I intend seeking it in England or France. That there are millions of dollars waiting in Magallanes to repay the judicious investment of money is something as certain as fate. And with cheap coal in the strait, a line of tow-boats for sailing vessels becomes practicable, leaving Cape Horn with its dangers and delays a thing of the past.

I need say little more, although I could fill columns with details. I refer to my companions in this Patagonian cruise for full corroboration of my statements. Captain F. G. Murray, Lieutenant Commander W. S. Sahley, and Chief Engineer C. E. DeValin, all U. S N.; Captain David Page, of the merchant service, and Mr. W. S. Colley, both formerly of the Navy. These gentlemen are all known here, and Mr. Colley is, I believe, a resident of the city or State.

I refer also to my own illustrated account of our cruise, in the April, 1865, number of Harper's Magazine.

GEORGE T. SHIPLEY, M. D.

 At Sea May 1st to June 1st 1869.

Light Var. Trades and pleasant Westerly Swell
Sky partially overcast. Whales Porpoises & Sea
Birds about. Exercised "Man overboard."
Tar the Deck to the Mid.s during the day.
Lat Obs. 6 50, 18 Long do 81, 35, 15 Bar. 30, 10
do D.R. 31, 16 do 36, 5 A. 69, 79 W 68, 72
Showing a current of since 18 Miles against us.
Finished Scrap Book. and have material for one more
which I think will be my last, they have been a pleasant
occupation, but a wearisome one. Course N.N.W.

Sunday 2d

At Mer. off Payta distant 45 miles with 6 Knots S.E. Trade & pleasant
Lat. Obs. 5° 18' 6" S Long. do 81. 52. 26 W Bar. 30.12 A 68.73 W 72 to 69
do D.R. 14.12 do D.R. 44.30 W. ex. 200 R. 2606
Gen.l Inspection Divine Service Articles of War &
Muster. Saw a Shark. Course N. from Daylight until Mer.
when hauled up to W by S in search of the Humboldt Summit
made the Land about Cape Blanco & several Sail. at Mid.
changed the Course to N. or N. 3/4 E true.

3d

Mid More moderate & inclining to S. & West.ly of S, Sea
smooth, W.r pleasant, Sky partially clouded. At Daylight
Sighted 20 Miles from the Land to the S.d & W.d of Guayaquil
experienced a little current setting to the S.d & W.d out of the Bay.
Exercised at Gun Quarters & dismounting Guns. Covered the
Berth deck with Shellac. Repairing Boats &c.
Lat. Obs. 3. 17. 42 S Long do 81. 32. 42 Bar. 31. 12 A & W 73
do D.R. 20.28 do D.R. 22.24 Var. 3/4 Pts E.
At 8 P.M altered the course from W to W 1/2 W during the night

4th

As above more overcast & more Sea with us. At Daylight too
thick to see the Land off St. Helena Pt. at 10 A.M made Plata
Island on our Starb.d bow. Course since daylight N.
Passed 4 Miles to the West.ly of above Island which is covered
with Trees & upon which the Sea beat heavily.
Lat. Obs. 1° 26' 26" S Long. by Bearings 81. 11. W D.R. do 81. 20 Var. 3/4 Pts E
Bar. 30. Air. 78. W 77. A little current against us. Caulking Decks
Bulaba on Drill & dismounting Guns. Land Birds about.

Crossed the Equator 2d time June 5th

Lat. Obs. 38.53 N Long. by chro. 80°.40.27 W Bar. 30.10 30.8
do DR 25.34 " do DR. 81.05.6 A. 77.085 W 77 to 80
81.6½ altering 3½ fill

The diff. above I attribute partly to a current setting to the W^n & W^ly say - 14 miles - but think she has been under logged. Some Land Birds on board. Fish about. Wind as fresh as we have had it since leaving Callao - Exercised divisions. Clouds hanging over the Land - Water Ex 210 Reng. 2200. Gals.

The Act^g Master McCormick made a mistake of 25 miles in Long. which was disc^d by the afternoon sights. Flushed Masts.

6th

Losing our Trades which for the last few days have been from the S^d & West^d of S. more swell than usual from same quarter Water increasing gradually in temperature & phosphorescence Sky less obscured - Repairing Boats &c.

Lat. Obs - 2°.23.19 N. Long. Chro. 80.43.42 W. Bar. 29.98 A. 81.83 W 81.
do D.R. 2.00 - do DR Same - Water Ex. 200. R. 2200 Gals.
Exercised at Target firing with Small arms, some Lightning

7

Light Airs from S^d & W^d with a swell in our favor & a current of some 10 miles setting us to the E^d -
Light rain & squalls about the horizon - Very warm -
Held a Gun Inspection at Quarters - Shifting & dismantling Guns - Shifting Bracings Trucks. Securing Mast Shrouds &c. - Examining Magazine Shot locker &c - for two hours - then fore quarters & Secure.

Lat. Obs. 3°.21 N Long. by Chro. 80.15.15 W. Bar. 29.90. A 83.84 W 81
do DR. 3.17.43 do DR 81.24. W. ex. 203. R. 1799

8th

Light var. airs & squally around the horizon. At Daylight abreast from the West^d from whence we have experienced a current of some 25 miles during the last 24 hours - Sea smooth Mod. S.W. swell - Sky partially overcast -

Lat. Obs. 4°.16.26. Long. 79.46.35. Bar. 29.86 to 29.95.
do DR. 12.0 do DR 80.14.48 A 81 to 84 W. 80 to 83.
W. ex. 210. Reng. 1589 Gals. Sick list. 12. During the night squally & rainy with Lightning & Thunder - Reduced sail to F.T.M. Staysail & Top sails - Lowering down the latter to allow the Watch to save rain water - caught 840 Gals.

Bay of Panama Sunday 9th of June 67.

Mid light & Var. after a very stormy night - Sky over cast & some sh. swell - with tide rips. & many fish about. my Steward hooked one of the largest Dolphins I ever saw & in trying to haul him in the line parted & the fish was so nearly drowned that he remained on the surface sometime - About mid. day a Westerly breeze sprung up - Clouds heavily banked in that direction.

Lat. Obs 5°. 30'. 38" N Long. by DR. 80° - Cor. 3 sights 79.55.
do DR. - 5. 5. 38 giving a current in our favor of 25 mins
Bar. 29.92 A. 81 W. 81 84.200. Caught 840 Keep. 2230
Read Divine Service - Weather not favorable for inspection

10th

Entering the Gulf of Panama - Light Westerly winds heavy Rains & occ. L. & Thunder - filled up 800 Gals of water during the morning - Boy Gilbert fell from Awning on after Hatch - or & was badly bruised

Lat. by DR. 6°. 59' N Long. do 80° W Cape Mala in sight on the port bow - 28 miles distant S

Subsequent bearings at 5 P.M & allowing for a current make Lat. at Mer. 7°. 18" N Long. 79.40 - showing a current of nearly 1 mile pr. in our favor.

There being no prospect of clear weather mid. - Ordered Steam & at 4.30 P.M furled all but fore & aft Sail & steamed N. at 6.30 took in fore & aft Sail - & passed about 20 miles E of Cape Mala through clouds & light squalls - passing in succession the Taboga group of Islands & the Group lying to the N. of which we slowed down for a couple hours to allow daylight to approach being in about 20 fathoms.

11th

Steamed into our anchorage about one mile S. of Panama in 6½ f. soft bottom & 40 f. clear inside of the U.S. Str. Resaca Cmdr. Bradford - who boarded us with a small mail - also very near to the Steam Ship Sonora Capt. Price who sent an officer & did also the French St. Lying further in the only other vessels in port were the Am. Steamer one Am. Ship & one small Vessel.

Generally cloudy with rain squalls in the morning and at night - but with enough sun during the days to make it quite warm and to enable us to dry sails - Bar. averaging from 30.10 to 30.10 and the thermometer from 79 to 85 -

Called officially upon the English & French Ministers who returned my call 10th. I was in Spencerville when I went on the 13th & remained overnight at a miserable place called the Howard Hotel kept by a Mrs. Smith - but got but little sleep owing to the rowdy noises about the Lower-

The Surveyg. Chief Engineer & Marine Officer, also the Pay Master were allowed to cross the Isthmus - the former in charge of the 4 men commencing a medical survey which is called on May 27th. We crossed Wed. in the 8th the following day - Found waiting here Admiral Dahlgren's wife, 2 Nurses & two little children who came out from N York on their way to join the Admiral, but arrived too late for connection with the English Mail Steamship. Mr. Parkes the Superintendent of the Rail Road gave them very comfortable quarters in his cottage - but the change had already made the little Boy very sick & Mrs D. was very anxious to get away from the fevers prevailing on the Isthmus - The Collins fever being one in Aspinwall Panama -

She gave me a letter from the Navy Dept. authorizing any Commdr. of a Vessel belonging to Adm. Dahlgren's Squadron to carry them to their destination and providing upon extending the same authority to the Commdr. of any US Vessel of war of suitable accommodations - Under this clause & all the surrounding circumstances I felt myself strongly appealed to - & therefore tendered Mrs. D. & family a passage in this ship to Callao which she gladly accepted - & in Com. with Commdr. Bradford came over in the Nocloch Vicinity the 15th - when I had a Steam Launch & two Gigs

to receive them - made signal for steam to go up steam at 11.40 A.M., & at 12.30 P.M. the party on board directed the Officer of the Reserve to send in a Boat for two of our officers left - & at 2.20 were midway steaming out - passed in close up at Boat came off with a letter from our Consul enclosing one from Capt. Seelz & Seward to him recommending that he extend to the Chilian Charge d'Affaires Senior F.S. Vela Burnaga who arrived from Mollendo in the last Str. with his Wife & 3 children & Nurse, any good offices in his power - The Consuls letter to me after alluding to the above letter - mentions that he had been called upon by said Charge d'Affaires soliciting a passage S. in this Ship - with Mrs. D. who was an old acquaintance so - and reiterating the request - that the crowded condition of my ship allows me to extend this courtesy - Having only 2 State Rooms for the 6 including children now on board - I could only express my regrets (Thos. Comdr. Bradford - who sent an Officer agreeable to signal to receive my message) verbally as above & the Boatman - & went ahead to Bells thankful if I escape the Yellow fever which has been very bad on shore -

Sent on shore the Swedish Am. Sailor rec^d from our Consul at Panama - to our Acting Ms. Pie Consul Fred. Hicks - who informed me that the Am. Commerce now visiting Panama averaged about 8 Vessels p^r month independent of the regular Mail Steamers

The last of these that went up the Coast on the day of our arrival had lost several of her Officers & Crew & I presume carried away with her the Yellow fever from which they died -

She departed with a crowd of Passengers & Soldiers.

I usually with heavy rain during the night - Mrs. D. & Baby sea sick - carried fore & aft sail - with loss of propeller -

Panama Bay June 16th 67, Sunday

Lat. Obs. 6°.37'.22" N Long by Chro 79°.52. Bar. 29.95/30.15 A 77.82 W 50
do DR. 6 47.12 do 29.45 W. ex. Cond. 500. Ex 240.
Water Remaining 27.20 Gallons Seem after the Rain Water not fit for use until purified by working — Coal 84.12 Tons
Passengers generally Sea Sick. Mild light from S.W. Sea from W.S.W. Set fore & aft Sail occasionally —
Head Device Service — No Material Current —

17th

Mild light & var. ahead — Course S.S.W. 40. rev. only giving 6 Knots
Breeze from S.W. rain about horizon — At Mer. altered course S by W.
Lat. Obs. 4°.14'.41" Long. do — 80°.54'.36" Bar. 30.5. A 80.84 W. 79.81
do DR. 29.16 do DR. 58.00 W. Con. 550 ex. 230. R. 3150 Gallons
Find Quarters — 6 Officers Sick — Passengers do —
Loosed Sails to dry them furled & Coal ex. 15 Tons

18

Mod. head winds & Sea & partially overcast. Course
S by W until Mer. then S. Rev. 36 to 40 Speed reduced
from 6 to 4½ Knots & rising to the increased Sea.
Stopped Engine & set fore & aft sail for 10 to lighten up
Lat. Obs. 2°.5'.9" N. Long by DR. 81.15 W Bar. 30. A 77.84 W 79.
Water Ex. 240 — Cond. 490 Reg. 3440 Coal ex. 17 Tons R. 207 do
Passengers & most of the Officers & Servants that visited the
Shore at Panama Sick —

Crossing the 19th Equator

As above Bar. varying 5/100 either side of 30. A 78 to 75 W 78 to 76
At Daylight Cloudy nothing in sight. At 8. kept off from S. to
S & by S & set all fore & aft sail increasing our speed to 6
Knots — Exercised X/mist, Pumps cleared. Sick 17 — Passengers.
Lat. Obs. 0. 6'.15" S By DR. 0.10.45 N showing a Current of 16 Miles S.
Long DR. 81.22.9 W. ex 230. Cond. 590 Rec. 3800 Gals. Coal ex. 16½ R. 191 Tons
do by Chro 80.57. but by subsequent Bearing about 81. showing an
Easterly Current & drift of about 20 Miles —
At 4 P.M. the Coast in sight 15 Miles to the East — hauled up
S.S.W. and took in fore & aft sail to weather Cape San Lorenzo
At Mid. passed Land to leeward supposed to be the
Island of Plata. then kept away S. & set all fore & aft
sail —

# Crossing the Gulf of Guayaquil.

June 20th 67. Mod. winds from S.W. overcast & damp and rather hazy. Sea quite smooth. Heading about S by E. under all fores & aft sail. and averaging about 6 Knots. Mornings too cloudy for Chro. sights.
Rated Mr Jenings Sea. to Capt. of A. Ward & Ted. Bayard O.S. to Dr Master to fill Vacancies. Exercised the Great Guns.

At 8 A.M. Land having the appearance of an Isl. but supposed to be point St. Helena in sight bearing pr Comp. E. Dist. 12 miles. Av. rev. 38. do speed 6.
Lat obs. 2°. 38', 36" S Long. by Bearings 81°. 10' W Bar. 30.8 A 68 W 91
do DR. 21. 45 W. ex. 230. Cond. 339 R. 3900 Coal ex. 15 Jens R. 176
Sharks, Porpoises & flying fish about. but few fowl. before dark mid heads ran off to S S E when & directed fore & aft sail furled & the ship to steer South.

21st

Light airs winds & clearing up as the ☽ rose at 9 P.M. but leaving the fog covering the S. shore of the Gulf. until 11 o'clock when it lifted & we disc^d ourselves close in. hauled off to S.W. & coursed along the land within 3 or 5 miles doubling round Cape Blanco at 2 A.M. when we met a strong southerly wind. & later, felt the effects of the Humboldt Current with a diminution of 4° in the temperature of the Sea. Ran 2 sail. Exercised at Pad. fire quarters. Passed several Catamarans.
Lat obs^d 5°. 13', 14" S Long. by Chro. 81°. 28' by Bearings 81°. 17' DR 81°. 18'
Current of 20 miles to the South during last 24 hours.
Water Ex. 200 Remg. 3700 Coal ex. 15 Jens Remg. 162 Jens.
A.ly Master made the Long 26 miles too far to the West^d but afterwards corrected it to 11 miles too much by the Bearings.
Doubled around Pt. Agaya with a fresh head wind & at 10 P.M. kept off to S. E by S & at daylight had to haul up to S S E to avoid the Islands of Lobos de Afuera. which are low barren rocks & apparently little patronized by the sea fowl. passed within a mile to the W^d of them & then steered S E by S again. which with the easterly set we experienced during the night would be nearly parallel with the Coast. Tide Rips. passed one Brig.

June 22nd 67.

Lat. Obs. 9.22.20 S. Long. by Rg. 80°. 32' W Bar. 30.4 A 64 to 67 W 63 to 65
do DR .21.26 do DR . 41.42 W. ex 220 R 3480 Coal ex. 15. R 147.
Wind light ahead & sky overcast. long swell from S. & W.
The Cardiff Coal dust & smoke filling our eyes & making everything sooty on deck – The mountains of Peru in sight dist. 60 to 70 miles – 10 furnaces 340 Rev. with a consumption of 17 Tons of Coal giving us + 6 Knots per hour during the last 24 hours ending Mer. 28th. Cape Pigeon about –

Sunday 23rd

Lat. Obs. 9.31.5 Long. DR – 79°. 31' W Bar. 30,5 – A 65 W. 66,67
36.
W. ex. 230 Cond. 330 R. 3580 Coll. Coal. ex 17 Tons R. 129 Tons
Mod. head winds – Course S. E ½ S. at Mer. altered S. E ½ S.
S ½ y Clended S. W. swell as usual – Mrs D. & Babies
improving – Com. on our Anthracite Coal –
Gen. Inspection & Read Divine Service –
Sea fowl more numerous – Coast of Peru in sight.

24th

Light head winds & more S W swell than usual.
Course S E ½ S to S. E ½ E – 12 furnaces 40 to 42 Rev. 5 to 6 ½ Knots
At 9 ½ passed within 2 miles W. of Pelado Island & hope to
reach my anchorage at Callao by daylight or 6 P.M.
Exercised at Gun quarters – The Andes in sight 75 to 100
miles dist. the higher peaks covered with snow.
Lat. at Mer. 11°. 36'. 23" S Long. 77°. 43'. 45" W. Bar. 30,6 A 64 W 67
Callao dist 41 miles S. E ½ E W. ex. 230 Con. 430 R. 3785 Coal. 18 R. 110
At 6 anchored in 5 f. near the Freeman Store Ship and
between the Powhatan & Dacotah – veered to 25 f. chain
Admiral Dahlgren came on board & rec. his wife and
little twins – who have improved by their sea voyage –
Found here the USS Wateree besides the vessels above
mentioned – The Mail Str. left for the South.

25th

Mod. breeze & pleasant with the usual fog & dew –
Unbent sails & washed down Spars & Rigging that had
become blackened with smoke & soot –
Visited Lima & remained overnight at the Hotel Morin
Arranged with Mr. Jos Hobson for Anthracite Coal at about
$14 pr Ton delivered on board – or about $2. pr Ton less than they

Engineer had obtained it before from the same parties

26th

As before. Adt. Dahlgren engaged rooms at same Hotel for his family who came up in the afternoon train as I was about returning to Callao.
Found on board of the Frederica our Boatswain who had been assisted on shore by Adt. Dahlgren. Also two of our men that returned from Lima a few days after our departure from here.

27th

As before. Blacked the ship round. Broke out & restowed Hold. Cleaned Bilges &c. Engineers employed painting the boiler &c. Stepped mast. Many fish Birds & Seal about. Guano Vessels arriving & departing daily.

28th & 29th

As above. Weather clear & comfortable. Everything quiet on shore. The Revolution having subsided upon the death of its head. Genl. Castillo. who is a very old man & whose death was caused or hastened by a fall from his Horse. Employed Coaling from Barges sent off from shore. Recd. an order from Adt. D. to take on board our Boatswain who left his room here & was subsequently assisted by Adt. D.

Visited Lima & dined at the Hotel Morin with our Adt. and family who have 3 of the best rooms in the Hotel at $12 pr. day. While looking around for a House.

The French Admiral and his aid returned my visit. appeared anxious to learn the truth of a report here, that the late Emperor Maximilian had been killed by his captors in Mexico. I could not enlighten him. said I hoped not. But remarked that the Mexicans might perhaps feel themselves justified in carrying out a policy which had been inaugurated by said Empr. which I understood had resulted in the death of many Mexican Officers as well as men."

If his life is spared, I think it will be due to the interest our Secty of State has taken in his behalf.

Court Martial in Session on board of the U.S.S. Frederica.

Sunday June 30th

Less fog than for several days past. San Lorenzo uncovered but the mountains inland covered with clouds.
Bar. 30.6 Air. 63 to 65 Water 67° fogs at night.

Attend Divine Worship on board of the Pocahatan. Read Service on board this Ship.
Allowed the Crew to visit the different U.S. Ships of War in port.
A rumor arrived that Adt Tucker & his party (consisting of 12 persons including McCorcle & Bull (formerly of our service) & his son late of the Chilian service) had been attacked by a party of robbers, & the former had been killed? They left here about one week since for the head waters of the Amazon on a surveying & Ex. Expedition.
Our Purser Steward was drugged & robbed of $100 dollars or more which the men had given him to purchase articles for them. A vile floating population here.

| Condemned & Thrown Overboard | | $ |
|---|---|---|
| Quarterly Board of Survey | 85 bb Tomatoes | $ 111.20 |
| Surg. B. F. Tibbs | 116 Preserved Meats | 42.88 |
| Lt. Noakes | 142 Pickles | 18.55 |
| Ensign Golding | | $ 71.63 |

The Chief Engineer reports that during the last 24 that 8 new grate bars have been fitted in the furnace of auxiliary boiler.
11 joints on Aux. starting gear blown out & were repaired. blow pipe repaired.
Smoke pipe hoisting chains broken & repaired.
Water guage of No. 3 Boiler broke & replaced by needore
Stop valve of Aux. boiler got detached from its stem, by breaking of steady pin, repaired.
Lengthened connecting rod of feed. Engine 3/16 by means of a liner, repaired bilge delivery valve; fitted new steady pins. Repaired frame for smoke pipe hood. fitted a new brace for spherical thrust. replaced 14 burnt out grate bars in furnaces of main boilers, with needores.
Repaired several small leaks in boilers. replaced nuts. &c. &c.
Machinery in good working order

| | | |
|---|---|---|
| Expended Coal for Cooking during the 24 | | 29,400 lbs |
| do do Distilling Water | do | 13,270 " |
| | | 42,670 |

# Callao

July 1st Fog lifted - hung over the Land leaving some of the high Peaks of the Andes visible. Very light Trades. Several Ships sailed & arrived. Employed Coaling Wooding &c. Constant delays & excuses on the part of these dilatory people who can hardly be induced to work or attend to any business on holy days. which help to ruin the Country.

Marcus A Gross & Jas. Emmerson O.S. deserted from the Sun set Boat on shore. An op. having been afforded them by the neglect of the Officer of the Boat, who remained & finally brought off the 1st named.

2d

As above but overcast. finished Coaling. paying for Am. Anthracite Coal - 184 Tons @ $18 Per = to $ 14.40. 2648.60
" Eng. Bituminous " 3½ " 12.50 = 10.00 43.75
" Mixed Wood 2 Cords at 18 = 14.40 & 2 at 25 = 20 pr cord - = 68.80.
" Water 2200 Galls. at $2 pr Ton = 1.60 do - or 1 Ton = 17.60
" Sperm Oil 142 at 3.50 pr Gall. or = 497.7.
3 Globe lamps 19.

Everything dear - the people lazy & full of fleas - Nature has done so much for their people that they appear but little inclined to exert themselves - Hence, all the important business of Steamers & Shipping & Rail Roads and Banking has passed into the hands of Foreigners, who absorbe most of the profits growing out of the Guano trade. And when this fails, as it must in a few Years - an onerous system of taxation must be resorted to support the Govt. with its thousands of lazy soldiers & Priests, & poor population.

3d

Mod. Trades & Cloudy - Bar. 30.5. A. 66 M 67 to 63, & 64 At daylight directed the Ex Officer to cross L.G. 2ds heave short make sail - and then get underway if there was wind enough - Much disturbed during last night but the Crew had been worked so hard that I finally concluded to let them rest over night - Left our mates, Paid all bills & at 6 Am weighed anchor - Cast to Starbd & stood out on a W.N.W course. After some effort in getting the Ship to pay off before the wind - Left some of my wash Clothes behind.

At 6 P.M. took our departure from San Lorenzo bearing per Compass E S E dist. 20 miles, and the Hormegas Rocks in sight from aloft. S W ½ W dist 12 miles - Sky overcast with heavy fog clouds - Wind S.W. swell - Loaded Battery 17 empty Bottles floated past the result of leave taking last night.

July 4th Thursday

Mod. S.E. Trades giving the Ship just headway enough to cause the propeller to turn slowly & to keep up a disagreeable music that would cause a nervous person to go crazy or commit suicide. Sky overcast. S.W. swell - The deserter Kelly still refusing to do duty - continued him in confinement on reduced rations. Served out Flannel to the Crew that was purchased in open market in Callao - there being none in store for us.

Lat. Obs. 11° 15' 53" S Long by DR. 78° 26' 24" W Bar. 30.14
A. 65. DR. 11.22. W. 63. W. ch. 190 - Re. 3910 Coal on hand 293 Tons.
Course W by N after 2 P.M. Dull L. on board -

5th

Trades var. in force & direction - with the swell giving us about 4 miles per hour on a W ½ N course which changed to W N W at Mer. Sky overcast - Fire Quarters -

Lat. Obs. 10° 32' 46" S Long Chro. 80° 28' 30" W Bar. 30.11 A 63 to 68 W 67.65
do DR - - 40.00 do DR 18.42 W. ch 190. Runs. 372 Miles

Ordered a Summary Court Martial composed of Act. Master Holloway Engineer Goldwig & Bacon and Mid. Cutts as Recorder for the trial of Williams Marine found asleep on post with Pistols - and the two Men Potts & Emmerson who deserted from a Boat on shore at Callao. Court Met at 2 P.M. & finished proceeding at 5 o'c bringing in a finding of "not guilty" in case of the former - upon a remark.

"In revising the evidence in this case of Henry "Williams Marine, the undersigned Officer comes to a conclusion "decidedly opposite to that of the Court - and cannot compre- "hend why the contradictory evidence of the Armorer should "have had more weight with the Court, than the direct "evidence of the Master at Arms - The finding therefore "in this case is disapproved, but inasmuch as the Court

July 6th

have upon oath, pronounced "not guilty" - The Accused will return to duty -"

Marcus A. Ross O.S. was sentenced to loss of one months pay & one months extra duty with rec. on ac. of previous good Conduct. And remitted the latter on this account. Jas. Emmerson was sentenced to loss of 2 months pay & reduction to next inferior rating which is approved -

Officers & Crew were assembled & other Gen-Orders read -

Lat. Obs. 7. 32°. 35'. 33" S. Long. by DR 82°. 8 Bar. 30.6-14 A 63.68 W 65.69

Sunday 7th

Trades freshening. S.E by S - Course W N W or NW by W 1mn Passed a School of Black fish - Gen.l Inspection and read Divine Service. Sick List 11, Persons

Lat. Obs. 8°. 33'. 51" S Long 83°. 51'. 00 Bar. 30.8 to 15 A. 65 to 71 W 68.70

" DR 32.23 " DR 50.15

Water ex. 230 Rang. 3280 - Var. 9° E. No Sperm Whale

8.

As above. Course same. Temp. of air & water gradually rising as we near the Equator. Many flying fish & Boobies about - but little evidence of Current from DR.

Lat. Obs. 7. 16'. 27" S Long. DR. 86. 56. 30 Bar. 30.14 A 66.72 W 70

19. 86. 24 evening sights

Took Exercise at Quarters - Served out Clothing &c -

The evening sights show a current of 1 Mile pr hour Westerly

Changed the Course at 4 P.M to W W by W - Paired Main Mast.

9th

Trades not so fresh, Sky becoming more clear - sea as usual - Course N W by W. Bar. 30.12 A 68 to 75 W 70 to 72.

Lat. Obs. 5°. 57'. 42" S Long. 88°. 11.5 W. ex. 200 Rang. 2900

do DR. 58.38 do DR 87. 56. 41 Sick List 12

Some Boobies dropped their Curl upon the Office of Deck

10th

As above. Course the same but Ship making to the S.ward of it daily - which may be due to local attraction.

Lat Obs. ~~DR~~ 5°. 3'. 40" Long. by Chr. 87°. 25'. 28" Bar 30.12

do DR. 4. 59.18 do DR .20 30 A. 67 to 79 W 71 to 73

Sick from S.ward. Shifted the 24 lb. Howitzers on the Poop - Disc.d a rotten place close to port D.r Gallery inside Ship.

11th

mind very light at night - breezing up during the day - seems more conformable to the mind - Sky becoming clearer -
Lat Obs. 4.26.51 Long. 90.23.27 Bar. 30.15 A. 71 to 81. W. 72 to 74.
DR 4.26.52 DR 15.9 W. ex 200 Reng. 2500 Gals.
Gun Exercise at quarters - Spread Awnings - Making a set of sails for the Mate's room Boat - Disc. - Lens of our fixed Compass wrongly capped - so as to be very dangerous in handling - backed out the XI Pivot bolt centres so as to introduce a strip of copper underneath & raise them so as to relieve the friction on the outer circle

12

As above - Clear Sky - has well - many flying fish & usual Petrel about - some dolphin - Bar. 30.61 to 15 - A 73 to 78 W 72 & 73.
Lat. Obs. 3.43.32 S Long. 91.36.36 W Sick List. 11.
do DR 34.9 do DR 29.12 W. ex 200 Reng. 2260 Gall
Gun. Fire Quarters - Painted Port Wm Boat inside -
Saw appearances of distant high land at Sun set to the Wd & N the direction of the Galapagos Islands dist. 140 miles?

13

As before - Course still WNW which has been about the true course on the chart - showing that the local attraction of the Starb. Compass steer by - is about 8 or 9° W. to counteract the Easterly variation of same amount - Changed the Compass for one lighter & more sensitive & apparently less affected by local attraction -
Lat. Obs. 2.52.6 S Long. do 92.56.11 W Bar. 30.5514 A 71 to 78 W 72 75
do DR 53.20 do DR 44.20 Current 12 miles N.

Sunday 14th

Wm Clear & pleasant Mid increasing - Sea quite moderate some side rips - Gun Inspection & Articles of War.
Read Divine Service & Mustered - Course NWby W mid aft.
Lat. Obs. by Master 1.46.00 (53.29) S Long Chro 94.27.41 W DR - 94.20
do Mids. Sprague 1.46.26 " " 94.28.00 W. ex. 230 R 1800 Gals
do " Dayton - 1.45.43 " " 94.27.46 A 71 to 79 W. 72 to 74
Patrick Kelly steer refusing to do duty - returned him to confinement in irons on bread & water

 At Sea. W. of Galapagos Islands

July 15th Light S. E. Winds & pleasant Sky partially covered with Cumulous Clouds Mod. Sea & Swell from S.E. & wind changed do
Lat. Obs. 0. 35. 48 S. Long. do 95. 57. 37 W Var. pr. Azimuth 8°. 32 E.
do DR 49,36 do DR 43,28 Current N NW 12 miles
Bar. 30.16 Air 72 to 81 Water 72 to 74. Fed Quarters —
Started fire in Donkey to condense Water & only 1500 Gals on hand
At 1 P.M. changed the Course from N W by W to W by N with a view of availing myself of the Equatorial Current & avoiding its Counter

16th

Wind & Wx unsettled perhaps occasioned by the D's feeling found a Northerly Current increasing* so that our course actho. changed two points to the West & remained about the same on the Chart. * showing a current 31 miles N by W.
Lat. Obs 0. 23. 23 N Long. 2097. .25 Bar 30.14 Var. 8° E
do DR . 8.12 S do DR 97. .21 Air 71 to 77 W 71 to 74
W. ex. 240 Reng. 2040 Condensd. 700 Coal ex. 1560 lbs Reng. 290 46/224
Exercised 1st Div. & Mental Lanches Howitzer
Changed the Course to W. Short Sea from the South & which as the wind died away during the night made the Vessel very uneasy

17th

As above — some mist & slight rain. Clouds appearing as in high Lat. Course West but when laid off on the Chart nearly W by W owing to a Current of 36 Miles W by W. The Temp. of the Ocean varying from 71° to 74 & the Cool Streak I suppose is found in the W. Current
Lat. Obs. 1. 5. 29 N Long. by Chro. 98. 42. 39 W. ex. 210. Cond. 700 R. 2530
do DR . 29. 35 do DR 34. 27 Coal ex 1630 lbs Reng. 289 650/224
Ordered Steam in the morning — but post poned the fires as above & soon after Spreing up. Exercised 2nd Div. & Marine Guard

18

Clear overhead with scattering Cumuli Mod. Seas & pleasant Exercised Divisions — Sea going down — W. ex. 240 Cond. 730 R. 3020
Lat. Obs 1. 41. 37 Long. Chro. 100. 47. 32 Current N W by N 25 miles
do DR . 15. 41 do DR 27. 32 Bar. 30.31 to 10 A 71 to 78 W 72 to 73
At 1 P.M. Water changed from 72° to 75° * Changed Ships Course to W by N. from W. which owing to the Current, has plotted N W on chart.
* Then back to 74 & 73 & then to 76 at 9 A.M. & 77 at 10 A.M. & Mer.
of the 19th Sick list. 13 — Have a bad Cold myself —
Detailed a Mdn. to instruct the App. Boys.

At Sea July 19th 67.

Lat Obs. 2°.46'.20" N Long by Chro. 104°.00'.33" W Bar. 30.2 to 10 A. 71 to 77 W. 73 to 77.
do DR 2.24.31 do DR 103.11.32 " W. ex. 200 Cond. 790 R. 3610 Gals.
C. " 1800 lbs. ---- 2782 Lns
Course W by N Var. 8° E. Current 48 miles last 24 hours setting W N W
Fresh Trades & Mod. sea with a long swell from S" & E" Many flying fish about scrubbed Hammocks - Fire Quarters -
At Mer. kept away to N.N.W for Duncan's Island - which does not appear on my Mid & Current Chart.

20th

Fresh S.E. Trades & partially clouded - Porpoise & flying fish about - Pumped out Boilers, the water discolored by rust - Bar. 30.10 A 73.82 W 76.78
Lat Obs. by Master 5°.5'.13" N Long do - 104°.54'.33" Current 10 miles N.W.
do DR - 4.45.42 do DR .45.27
do Mida Sprague 5.9.44 Long by Chro. 104.53.48 W ex. 200 C. 810 R. 4220 Gals
do " Dayton 5.3.58 " " 104.53.34 Coal ex. 1800 lbs R. 280 Lns

21st

During the night Slight - passed over the position assigned to Duncan Island without sights of Land. Therefore concluded that it does not exist in the Lat of 6° N & 106 W as laid down on Blunts Chart.

21st

Sunday - Read Divine Service.

Fresh Southerly Trades & Smooth Sea - Sky partially clouded - filled up with water & stopped Condensing - 240 C 525 R 4510 Gals
Concluded that if Duncan's Island exists that it is in the position given to "Palogo" a day sail to the S" & E".
Lat. Obs. 6°.43'.14" N Long. Chro. 107°.2'.45" Bar. 30.2.10 Var. 4° E
do DR 6.8.37 do DR .20.9 Air. 74 to 82 Water 79.80
Giving a Current of 33 Miles N.N.E made a course of about N.W although steering W by N. until 11 then W.N.W.

22nd

As above - Course W by N & making a N W by W course
Send Exercise at Quarters - Hulbert F. Dep. G. sail to repair -
Lat. Obs. 7°.42'.56" N Long by Chro. 109°.17'.35" Bar. 30 to 30.6
do DR 21.26 do DR .33.57 W. ex. 200 R 4400 Gals
Current of 20 Miles N.E by N. Air 74° to 83 Water 80° to 81 -

23d

As above - Bar. & Temperature included some sickness of flooding the Trades - Divisional Exercise Det. Master Lick.
Lat. Obs. 8°.38'.42" N Long by Chro. 111°.13'.5" W W. ex 225 Rang - 4175 Gals.
do DR. .24.15 - DR .16.35 showing but little current to the N" & E" Kept away N.W. at 1 P.M. Wind dying away.

At Sea July 24th 1867.

Light Southerly airs & S.W. swell & pleasant. Overhaul up M. Topsail to repair reef Pennants, & instead the Spanker to middle Stitch it. Men scrubbed their Bed clothes. Found it necessary to increase the daily allowance of water on ac. of the heat. Ther. 84° at Mer. & the Sea 80° Bar. 30.11 Lat. Obs. 9°.50'.13" N Long. by Chro. 112°.11'.24" W. ex. 213. R. 3960 Galls " DR 32.00 " DR. 6.00 Var. p. Az. 6° E 8 Current 18 miles N by E. Sick report 14

Patrick Kelly was released & asked if he was willing to do duty. "Concluded he would" therefore released him.

25

Doldrums & calms. & finding no prospect of wind. Ordered Steam at Daylight and at 7 A.M. was averaging 54 Rev. 56½ R. pr hour N.W. which at Mer. changed to N.N.W. with all sail furled & Yards braced up. Caught a Dolphin. Lat. Obs. 10°.30.00 Long. Chro. 112°.33.26. Bar. 30.8 A86 W 83.

20 DR 28.00 20 DR 44.00 Coal. ex. 5½ Tons R 279.00

Current 10 miles Easterly W. ex. 210 Cm. 130 R. 3880 Galls.

Spread Awnings to protect the Cabana. The ave. Chro. sights and high Temp. of Water (83°) indicating some E. Current altered the Course to N.N.W½W which gave a true N.N.W course on the Chart. Exercised at Sp Drills up & down.

26th

Wr pleasant if hot weather. May be so regarded. Sky partially clouded. Course N.N.W½W against a light head wind. Sea quite smooth. Averaging about 5 knots pr hour. 10 Tons only 9 furnaces averaging 35 rev. pr hour & 50886 during last 24 hours burning 11¼ Tons Coal. Condensing 680 Galls Water & Expending 240 do

Lat. Obs. 12°.29'.19" Long. 113°.22'.15 Shoving a little N.E Current

DR 22.8 DR 29.56 Coal Remaining 268 Tons

Bar. 30.2 to 9 Ther. 80 to 87 Water 79 to 82 Wet & dry bulb 2 to 3° difference

Exercised at Fire Quarters, & Mending Sails & Rowing Boats

27th

In Lat. 14° N. reached what appears to be the Com. of the N.E. Trades enabling us to lay N.N.W & carry fore & aft sail with light & smooth Av. rev. 35½ increased to 37 rev. by fore & aft sail Ex. 11 Tons of Coal Condensed 340 Galls. leaving 256 Tons & 4400 Galls Ex 260 Galls Water Speed increased from 5 to 8 knots by sail

Lat. Obs. 14°.40'.23" N Long do 114°.34'.51" W Bar. 29.98 to 30.3. A 80° to 85° W. 1. to 82
do DR. 22.20 do DR. .23.15 giving a current of 18 miles
N N W ½ W. The local attraction of our steering compass counteracting the variation of 7° E. Repaired Spanker & set it.

Sunday 28th

Light & var. from N.W. & E. W. pleasant. Sea smooth. Southerly swell. Some rain about horizon. Seafowl & flying fish about.
Water ex. 320 Gals. Cond. 430 & Remaining 4510 Gals.
Coal ex. 12 Tons. R. 243½ do Av. Rev. 38½ = 52000 during 24 hours
Read Divine Service. Crossed Lat. 9.4 N & made all sail having allowed the fires to run down & unshipped propeller.
Lat Obs. 17°.9'.38" N Long. Chro. 115.6.3 W Bar. 29.98. 30.7.
do DR 16.57.47 do DR .2.6 Air 79 to 85 Water 81 to 82.
Reduced Thos. Hayes Capt. & Lep for incompetency & rated Thos. Summers Seq. in his stead. Finding the wind light & unsteady & not way enough to turn the propeller, fired up again furled square sails & were under steam again at 4 PM.
At 11.30 made the Island of Clarion N. E. Course N ½ E.

Clarion 29th Island &c.

Passed 8 miles to the West of Clarion Island at 1.30 A.M. which from our reckoning should have been 35 Miles to the E. of us it subtended an ∠ of 12° & in 3 hours = 18 miles changed its bearings from N.E. to S.E. it presented a high & uneven outline with a Peak near the Center apparently about 1000 to 1500 feet high & the shores ending abraptly in the Sea. should suppose it to be about 5 miles from E to W by 3 N & S.
having passed this keep away N N W to examine the positions given to two Islands by the names of "Fresh Water" & "Clouds" at Mer was close to the position given to the former on the charts, & no signs of Land. & doubt if either exist.
Light Northerly winds & partially clouded with light rain occasionally about the Horizon. Swell coming from N.W. The Water fell as we approached the Island from 83° to 80 & rose again to 83° at Mer. when near the position assigned to Fresh water Island. Bar 30.8 A. 80 to 86 W. 80 to 83.
Lat. Obs. 19.27.12 N. Long do 115.21.49 Water ex. 270 Cond. 310 R. 4540 Gals.
do DR. .8.2 do DR. 24.3 Current of 20 miles N ½ E which allowing for & working both ways. would place the center of Clarion Isl. about Lat. 18.22 N. & Long 114.49 or 50 W. Coal ex 13. R 230 Tons Av. Rev. 38½

# Santa Rosa or Clarion Island

Positions Assigned

Lieut. Ponafin. Russian Lat. 18°.28′ N. Long. 115°.6′ W
Capt. Fitzgerald E. " 18.24 " " 114.33 "
Sir E. Belcher S. side " 18.20.36 114.40.19
3) 54.72 3) 343.17
18. 24.12 114 39.1

Capt. E. at Midnight, Center 18.22 Long. 114.50 W. Owing to the time & strong currents, I rise but believe that I am right & am satisfied that I am not far from the truth in Lat. and I think future observations will show that the Island is further West than now placed on the charts. Upon one of Wm Blunt's charts by which I am daily plotting my run this Island is placed about 20 miles too far to the East. Turned Powder.

30th

Mid clear ahead with same sea. Course N.N.W 3 7 kts. and 6 down to 5 knots depending upon the strength of the wind. Clear & pleasant. a strong current of wind passing to the N. Forehead. Squaring yards &c. Divisional exercise.

Lat Obs. 21.44.27 N Long. 116.27.38 W. Bar. 30.10. Var. 9° E
D.R. 28.30 " D.R. .15.19 Air 86 to 76 W 83 to 79.
Current 12 miles N.W. Coal ex 14 Tons R. 215 " Water ex & Cond 230. fresh

These Currents that vary so much in force & direction from day to day. are doubtless due somewhat to the tides, as well as prevailing winds in the neighborhood,

31st

As above latter part fore & aft sails would occasionally draw. Course N.N.W 5 to 6 knots pr. hour. Water fell to 73 then rose to 76. Broke out the sail room to air sails & kill Rats.

Coal ex 11 $\frac{2000}{2240}$ Tons Rem. 203½ " Ao. rev. 35 % = 50882 pr. 24 hours
Lat. Obs. 23°.47′.46″ N Long. 117.19.50 W Var. pr. Az. 10°.52′ East
" D.R. .42.3 " D.R. 20.23 No Current perceptable.
Bar. 30.6 to 10 A. 71 to 79.
Condense so as to keep fresh daily ex. 230. R. 4550 Galls.
Rated Thos. Summers Seaman to Capt. of Fore Top in place of J. Hayes reduced to Seaman for incompetency
" Geo Robinson C. Sea. to 2nd C.F. in place of John Harvey Invalided
" Wm Bell Cold. 1st C. Boy to Landsman & A.B. Vianon to 2nd C. Boy
" Richardson, Journey & Kulp from 3rd to 2nd C. Boys.
" Broderick, Chipman, Brown, Jodwin, Kipp and
" McKenna from 2nd to 1st Class Ap. Boys from the 1st

# At Sea Aug 1st 1867

Light Northerly winds & pleasant. Sky partially overcast
Swell from the S.a & less from N.a & W.a Saw some Kelp. and
many flying fish - but few sea birds - Bar 30.8 to 30.14
Air 72 to 78 Water 77 to 73 at Mer. Var. pr az. 11°. 1'. E -
Lat. Obs. 25°. 58'. 48" N. Long. do 118°. 16'. 15" W Current 8 miles N.W.
do DR - .47.22 do DR .7.20 Coal ex. 12. R. 190 Lns
Course N. N.W. Av. rev. 35 4/10 Speed 5 7/10 - Scraping Iron Carriages
Painting Boats & painting Iron work - Black Albatross about.

2d

As above - Water gradually fell to 68° at 6 A.M. then rose to 70° at
Mer. Air 78 to 66. Bar. fluctuating between 30.5 & 30.8.
Course N.W. until 8 A.M. then N.W. ½ W rev. 35 3/10 Speed 5 7/10 C.R. 179 Lns
Lat. Obs. 28°. 00'. 3" N Long. 119°. 6'. 30" W. Current 6 miles W.N.W.
DR 27.57.18 " DR 118.59.40 W. ex. 240 Cond 170 R 4450 Galls

3d

As above - a little more wind & Sea N.W. by W. Course N.W. ½ W
Ex. 12 Lns of Coal - Av. 35 3/10 rev. & less than 5 knots pr hour
No perceptible Current - Sky overcast. Bar. 30.5.
Lat. DR. 29°. 44' N Long Aro. 119°. 57' by DR 120. Air. 65 to 73
Cen. 120 ex. 230 R. 4340 Galls - Sick 15 in Brig 2 Water 67 to 70

Sunday 4th

Less wind & Sea ahead. hazy & overcast - Course same
Bar. 30 to 30.10 Air 64° to 71° Water 65 to 67 Passed some bunches of Kelp
Brown Albatross about - Coal ex. 12 Lns R. 153 Av. rev 36 Speed 5 ½ K
Lat. Obs. 31°. 50'. 7" N Long. DR. 120°. 53'. 48" W. Con. 330 ex. 230 R. 4440 Gals
Divine Service - Articles of War & Seamen's Muster.

5

Mid light ahead. Course N.W. ½ W first part smooth, latter part
head Sea - The Navigating Officer Lt. Comdr. Reidman who
is under charges awaiting trial for misbehavior in the Conduct
sent in a long written report against me directed to the
Admiral - also another against the 1st Lieut. & Ensign Golding.
Lat. Obs. 33°. 50'. 26" N Long. 122°. 00'. 45" W Ex. 230 Cond. 290 R. 4500 -
do DR .5 to 55. do DR 121°. 58'. 00 Current 15 Miles to S.a & E.
Bar 30.16 A. 71 to 62. W. 66 to 63. & 64 - Coal ex. 12 Lns Rong. 141 Lns rev. 36
Sea increased from daylight lower. A.M. Am kept off to N. & E.
& Set all fore & aft sail - increasing the rev. from 35 to 37.

6

Lat. Obs. 35.48, 00 DR. 35.49, Long. 122.16 DR. 122.22
Is cutts 35.44

At Mer. took in fore & aft sail & hauled up to N.N.W. 1/2 W. being op. to Piedras Blancas dist. 30 miles - Heavy head Sea & hazy about Mathew zon with thin flying fog clouds - the Molly pickes keeping us company.

Lat. at Mer. Master 35.43. Long. 122.16 DR. 35.49. Long DR 122.22
" " Midn. Cutts 35.44 " " .17 Carnot 6 miles to S.W. & E.
" " " Sirubuel 35.44. " " 17 Coal on, 13 R 127 Lins A. rev. 37.

The mid & Sea reduced our speed 1d 1/2 K during the night

7th

Mid & Sea moderating. Ship pitching & rolling so that one of the IX Pines got adrift in Div. Exercise but was soon secured with little damage. Weather thick & foggy at times and when it lifted land was reported at 11 Am ahead - hauled up from N by W to N.N.W. Mer. Alt. on ac. of the obscured horizon Ar. 39 6/10 rev. & expended 14 lines of Coal. R. 113 Lins.

Lat. by Obs. 36.57 DR 37.15 Long by Chro. 122.52 DR. 122.47.
Mid. Foster 36.50 — " 122.48
" Dayton 36.58 — W. of 230 R. 4270
" Sprague 36.52 — " 122.54
Bar. 30.12 Air 57 to 63 Water 51 to 58 - two Whales were seen -

8th

Light Airs & foggy - occasionally getting a glimpse of the Land
Lat Obs. 36.58 DR 37.16 Long. Chro. 122.53 DR 122.46 -
Sprague 36.52
About P.M. Descd a Pilot Boat which soon boarded us
When we kept away NE for the Golden Gate dist. about 8 miles
Proving our Dead Reckoning nearer right than our Obs.
Owing from a false horizon & fog & mist -
We two hours were at Anchor in 9 f water with 40 f. C
op. the City of San Francisco - Found laying near at
Anchor the U.S.S. Saranac Capt. Farrily - flying the flag
of Adm. H. K. Thatcher who is living on shore -
3 The U.S.S. Jamestown Comdr. Mc Dougal -
The Resaca, Bradford, with the Yellow fever on board
at Sancelito & the Supply repairing
at Mare Isl. Navy Yard - & Pensacola Flat Capt.
Paul Shirley - Vanderbilt. hauled up - The Wharves
lined with Shipping - and a Wonderful Improvement
in the Town since my last visit here in 1849. when
the Tide was setting strongly towards the Gold Region.

## Life in San Francisco.

The following is a translation of an article by J. S. Hittell, published in Phily Jacoby's "San Francisco German Almanac" for 1867:

San Francisco, styled figuratively the Golden City, has a population of one hundred and twenty thousand. The people are mostly Americans by birth, but there are also many English, Irish, French, Germans, Italians, Spanish-Americans, Scandinavians, Dalmatians and Chinese. There are French, German, Italian and Spanish newspapers; French, German and Chinese Churches; and French, German and Chinese theatrical companies, which perform occasionally. The religion in which public services are regularly held are Jewish, Buddhist, Catholic, Protestant and Spiritualist. If the rites of the Mohammedian, Mormon or Pagan worship are celebrated the fact is not generally known.

In the matter of public amusements the city is destined to become eminent. The mild Winters and cool Summers are favorable to out-door life. The people spend much of their time in the open air. Processions, picnics, excursions and public displays are frequent. Dancing is in fashion throughout the year. Two theatres are open almost constantly, and we have an opera season every year, beside numerous concerts and lectures. Those who wish to go out in a buggy, usually drive to the splendid ocean beach, on a romantic road, over the hills West of the city. The Spring and early Summer, when the country is green, is the season for leaving the city. The chief Summer resorts are the various towns and warm springs of the valleys near the bay, the Geysers, the Big Trees, Yosemite and Santa Cruz.

The number, however, of those who come to San Francisco for pleasure is much greater than of those who leave it. Everybody who lives on the Pacific slopes wants to make a home in this city, or at least to spend some time here. The miner who has made a successful strike, the farmer who has a good crop, the lawyer who has accumulated a nice property by practice in the interior, looks forward to the day when he can enjoy the fruits of his labor in the metropolis of the Pacific. There is a multitude, a variety, and a rapid succession of entertainments unequaled by any city of the New World save New York. The most costly productions and the greatest delicacies of all quarters of the globe are here collected. Montgomery street, although shorter than Broadway, is not less brilliant. Our hotels are palatial in size, furniture, cost and style of management. When we see a city not yet out of her teens rivaling in luxuries the capitals of Europe, what grandeur may we not expect for her maturer years?

There are a vast number of benevolent and social associations in the city. There is no almshouse in the city, or, for that matter, in the State.

San Francisco is, in proportion to its size, the busiest seaport of the world. No other city twice as large has so large a trade. The annual exports are about $70,000,000, the imports nearly as much; the manufacturers are worth nearly $20,000,000, the real estate sales amount to about $12,000,000, and the cash value of the land, buildings and movable property of the city is about $200,000,000, although assessed for taxation at only $80,000,000. We send away about forty tons of silver and six tons of gold every month—the former metal in bars fifteen inches long and five inches square; the latter in small bars about six inches long, three inches wide and two inches thick. Wagons loaded with the precious metals are seen in the streets nearly every day.

The profits of merchants and the wages of mechanics and laborers are high. The general style of living is luxurious. Travelers have observed that in no place do the mass of the people live in more comfort than in San Francisco. Miserly habits are very rare, and even prudent regard for the future is not so common as it should be. One of the evidences of the common extravagance is observed in the fact that many persons refuse to take any change less than a dime. Half dimes, which are the smallest coins in use, are less prized here even by the poorest than cents are in New York. The drayman carries a gold watch; the washerwoman dresses in silk; the chambermaid is unhappy if her bonnet is not of the latest Parisian fashion.

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California Agriculturally Considered.—The San Francisco *Bulletin* reports the yield of grain in the State during 1865. Of wheat there were grown 11,579,127 bushels, valued at $13,894,952; 558,916 acres were planted with barley. The yield to the acre was 27¾ bushels. The total crop was 15,462,783 bushels, valued at $10,000,000. The oat crop was 2,078,788 bushels, worth about $700,000. The hay crop of the State for the same year is set down at 500,000 tons, and its value was not less than $5,000,000. The number of bushels of beans raised the same year was 150,110; the value of which may be put down at $250,000. Indian corn, 1,003,914 bushels; butter and cheese, 2,250,000 pounds; wine, 1,433,933 gallons. The value of these last mentioned items, added to those not specifically mentioned, count no less than $5,000,000. Putting these items together the agricultural productions of California for the year 1865 were worth upward of $34,000,000.

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Arrival of the U. S. Steamer "Ossipee."—The U. S. war steamer *Ossipee*, which sailed from Valparaiso May 4th, and from Callao May 29th, arrived here yesterday afternoon. Following is her memoranda and list of officers:

MEMORANDA.

Left Philadelphia November 22, 1866, touching at Funthal, Madeira and the Cape de Verde Islands. Arrived at Rio February 12, 1867. Sailed from Rio February 27th. Arrived at Straits of Magellan April 7th, and after a very severe passage through the Straits, came out April 14th. Arrived at Valparaiso April 27th; sailed from Valparaiso May 4th. Arrived at Callao May 18th; sailed from Callao May 27th. Arrived at Panama June 11th; left Panama June 15th, conveying the family of Admiral Dahlgren, commanding the South Pacific Squadron, and arrived at Callao June 25th. As soon as the necessary coaling, etc., was finished sailed from Callao July 3d. Since leaving Callao have had fine weather, with calms, and made a direct course for this port, without seeing a sail or any land save a single island of the Revilla Gagedos group. Officers and crew all well.

The following is a list of officers: Capt. George F. Emmons, Lieut.-Com. A. F. Crossman, Executive Officer; Lieut.-Com.; John Weidman, Navigator; Acting Master, G. E. Holloway; Acting Ensigns, Thomas Golding, J. F. Perry, F. H. Bacon; Midshipmen, F. McCormick, A. L. Sprague, R. M. Cutts, G. M. Totten, D. Rober, C. J. Judd, Frank Turnbull, James H. Dayton; Surgeon, B. F. Gibbs; Assistant Surgeon, J. M. D. Price; Passed Assistant Paymaster, G. F. Hendee; First-Lieutenant of Marines, Norval L. Nokes; Chief Engineer, E. D. Robie; First Assistant Engineer, A. W. Morley; Second Assistant Engineers, Arthur Price and W. H. Crawford; Third Assistant Engineer, F. C. Burchard; Acting Third Assistants, J. F. Greenwood and John Riley; Captain's Clerk, Edward V. Lansdale; Paymaster's Clerk, F. L. Hendee; Boatswain, W. Green; Carpenter, J. P. Carter.

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Losses at Sea.—The Statistical Committee of Lloyds have issued a table, showing the half-yearly returns of the total wrecks and casualties this year up till June 30th. The total number of casualties to ships was 5,525; to steamers, 500; total, 6,025. Number of ships missing, 64; steamers, 7; total, 71. Total number of ships abandoned, 228; steamers, 5; total, 233; of these 120 were totally lost. The number of collisions to ships, 808; steamers, 147; total, 955; of these 85 sunk. Sinking of vessels from causes other than collision, 281. Number of ships stranded, 1,483; steamers stranded, 126; total, 1,609. Cases of piracy, 3; number of vessels burnt or on fire, 65 ships and 5 steamers; total, 70. Cases of mutiny, sickness, casualties to crew, or refusing duty, 201. Ships waterlogged, 11. Number of ships totally lost, 1,072; steamers, 37; total, 1,109. Crews saved, of ships, 503; of steamers, 17; total, 520 crews. Number of crews drowned, 29; number of lives lost, as far as reported, 687.

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Whimsical Instances of Monomania.—A soldier, wounded on the field of Austerlitz, was struck with a delirious conviction that he was but an ill-made model of his former self. "You ask how Pere Lambert is," he would say, "he is dead—killed at Austerlitz: that which you now see is a mere machine made in his likeness." There was a tradesman who thought he was a seven shilling piece, and advertised himself thus: "If my wife presents me for payment, don't change me." Bishop Warburton tells of a man who thought himself a goose pie; and Dr. Ferreday, of Manchester, had a patient who thought he had swallowed the devil. In Paris there lived a man who thought he had, with others, been guillotined, and when Napoleon was Emperor, their heads were restored, but in the scramble he had got the wrong one. A newspaper editor fancied that he was a paragraph, and as he lay in bed, debated whether he should rise altogether or sentence by sentence.

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## VESSELS ON THE WAY TO THIS PORT
### August 8, 1867.

| Sailed. | Name. | From. | Days. |
|---|---|---|---|
| Nov. 3 | Ship Enoch Train | Philadelphia | 278 |
| Feb. 6 | Ship Orion | Boston | 185 |
| Feb. 19 | Bark Chalmette | Baltimore | 170 |
| Feb. 25 | Ship Laurens | Baltimore | 164 |
| Mch. 6 | Ship Germania | New York | 155 |
| Mch. 8 | Ship Ocean Rover | Boston | 153 |
| Mch. 9 | Ship Ellen Sears | Baltimore | 152 |
| Mch. 15 | Ship Swallow | New York | 146 |
| Mch. 26 | Ship Franklin | New York | 134 |
| Mch. 31 | Ship Electric Spark | Boston | 130 |
| April 3 | Ship Haze | New York | 127 |
| April 4 | Ship Fleetford | New York | 126 |
| April 17 | Ship Vitula | New York | 115 |
| April 17 | Ship Edward O'Brien | New York | 115 |
| April 25 | Ship Andrew Jackson | New York | 105 |
| April 28 | Ship Kate Prince | New York | 103 |
| April 28 | Ship Lookout | New York | 102 |
| April 28 | Bark Annie W. Weston | Boston | 102 |
| Apr 30 | Ship Fearless | Boston | 100 |
| May 7 | Ship Nellie Fogarty | New York | 93 |
| May 10 | Ship Robin Hood | New York | 90 |
| May 12 | Ship Golden Rule | New York | 88 |
| May 15 | Ship Favorita | New York | 85 |
| May 19 | Ship Levi Stevens | Boston | 81 |
| May 22 | Bark Harriet | New York | 78 |
| May 23 | Ship Charger | New York | 77 |
| May 26 | Ship C. A. Farwell | New York | 74 |
| May 27 | Ship Thatcher Magoun | Boston | 73 |
| May 30 | Bark Emma C. Beal | New York | 70 |
| June 1 | Ship Black Hawk | New York | 68 |
| June 1 | Ship Twilight | New York | 68 |
| June 4 | Ship Granite State | New York | 65 |
| June 5 | Ship Panther | New York | 64 |
| June 6 | Ship Brewster | New York | 63 |
| June 12 | Ship Cutwater | New York | 57 |
| June 12 | Ship Herald of Morning | New York | 57 |
| June 12 | Ship Carolus Magnus | New York | 57 |
| June 13 | Ship El Dorado | New York | 56 |
| June 20 | Ship Matterhorn | Baltimore | 49 |
| June 23 | Ship Intrepid | New York | 46 |
| June 18 | Bark Sampson | Boston | 47 |
| June 26 | Ship John Tucker | New York | 43 |
| June 30 | Ship National Eagle | Boston | 39 |
| July 1 | Ship Sapphire | New York | 38 |
| July 1 | Stmr China | New York | 38 |
| July 5 | Ship Shooting Star | Alexandria | 34 |
| July 7 | Ship St. Mark | New York | 32 |
| July 15 | Ship Sea Serpent | New York | 24 |
| July 16 | Ship Juliet Trundy | Baltimore | 23 |
| July 17 | Ship Cleopatra | New York | 22 |
| July 18 | Ship John Worster | Philadelphia | 21 |
| July 22 | Ship Premier | Baltimore | 17 |
| July 22 | Bark Nestor | Boston | 17 |
| July 22 | Bark Conquest | Boston | 17 |
| July 22 | Ship Alice M. Minot | New York | 17 |
| July 23 | Ship Belvedere | New York | 16 |
| Aug. 2 | Ship Gen. McClellan | New York | 6 |
| Aug. 2 | Ship Endeavor | New York | 6 |
| Aug. 3 | Ship Geo. Peabody | New York | 5 |
| Aug. 3 | Ship Good Hope | New York | 5 |
| Aug. 4 | Ship Otago | New York | 4 |
| Aug. 6 | Ship Osceola | New York | 2 |
| | FOREIGN PORTS. | | |
| Dec. 20 | Ship Isolina | Liverpool | 231 |
| Dec. 31 | Ship Mountain Laurel | Liverpool | 220 |
| Jan. 20 | Ship Roscote | Liverpool | 200 |
| Feb. 20 | Bark Norseman | Liverpool | 169 |
| Mch. 10 | Ship Golconda | Liverpool | 151 |
| Mch. 22 | Ship Cairnsmore | Liverpool | 139 |
| April 22 | Ship Vanguard | Liverpool | 108 |
| May 4 | Ship Woosung | Liverpool | 96 |
| May 9 | Bark Garland | Liverpool | 91 |
| May 9 | Ship Explorer | Liverpool | 91 |
| June 5 | Ship Hertfordshire | Liverpool | 64 |
| June 20 | Bark Thomas S. Stowe | Liverpool | 49 |
| June 20 | Ship Imperial | Liverpool | 49 |
| July 10 | Ship Anne Mary | Liverpool | 29 |
| July 15 | Ship Beatrice | Liverpool | 24 |
| July 20 | Ship Cape Horn | Liverpool | 19 |
| Feb. 9 | Ship Hermine | London | 180 |
| April 2 | Ship Industry | London | 130 |
| May 15 | Ship Ivanhoe | London | 85 |
| June 20 | Bark Kedar | London | 49 |
| Jan. 24 | Ship Prince Alfred | Glasgow | 196 |
| Mch. 5 | Ship Premier | Glasgow | 155 |
| May 4 | Ship San Lorenzo | Glasgow | 96 |
| May 18 | Ship Elvesia | Glasgow | 91 |
| June 27 | Ship Loyal Sam | Glasgow | 42 |
| July 6 | Bark Professor Airey | Glasgow | 33 |
| May 24 | Ship Oracle | Cardiff | 76 |
| April 20 | Ship NePlus Ultra | Newport | 110 |
| May 22 | Ship Sardis | Newport | 78 |
| May 31 | Ship Gardner Colby | Newport | 69 |
| May 27 | Ship Asia | Shields | 73 |
| Jan. 2 | Ship Sarah | Hamburg | 218 |
| Mch. 6 | Ship Therese | Hamburg | 155 |
| April 8 | Ship Carl | Hamburg | 127 |
| June 2 | Ship Flottbeck | Hamburg | 62 |
| Mch. 29 | Ship Nautaize et Creole | Bordeaux | 132 |
| May 8 | Ship Gustave | Bordeaux | 92 |
| May 8 | Bark B. K | Bordeaux | 92 |
| May 13 | Bark Mahela | Bordeaux | 87 |
| June 13 | Ship Volta | Bordeaux | 56 |
| Feb. 20 | Ship Olympe | Marseilles | 169 |
| ..... | Bark Comet | Honolulu | ... |
| Mch. 31 | Brig Rosario | Rio | 130 |
| May 16 | Brig Lepud | Valparaiso | 84 |
| May 16 | Ship Baronessa | Valparaiso | 84 |
| June 21 | Ship Manchester | Valparaiso | 48 |
| June 28 | Schr Legal Tender | Valparaiso | 41 |
| June 30 | Bark Knowsley | Valparaiso | 39 |
| ..... | Ship Don Juan | Lota | ... |
| ..... | Bark Adriatic | Coronel | ... |
| ..... | Bark Randolph | Coronel | ... |
| ..... | Ship Lady Head | Coronel | ... |
| ..... | Ship Syren | Coronel | ... |
| ..... | Brig Commodore | Iquiqui | ... |
| ..... | Bark Shamrock | Callao | ... |
| ..... | Bark Homeward Bound | Callao | ... |
| ..... | Bark Colima | Peru | ... |
| ..... | Brig Columbia | S. J. de Guat'la | ... |
| ..... | Bark Keoka | Puntarenas | ... |
| April 6 | Bark Victor | Australia | 124 |
| May 1 | Ship Transit | Australia | 99 |
| May 1 | Ship Atalanta | Australia | 99 |
| ..... | Ship Australian | Australia | ... |
| ..... | Ship Douglas | Australia | ... |
| ..... | Brig T. W. Lucas | Australia | ... |
| ..... | Ship Adelida | Australia | ... |
| ..... | Bark Welkin | Australia | ... |
| ..... | Bark Guantanamo | Australia | ... |
| ..... | Bark Marian | Australia | ... |
| ..... | Bark Solomon | Australia | ... |
| ..... | Bark Kate | New Zealand | ... |

San Francisco Cal. Aug 8th 1867.

Pleasant until about 10 to Mn. when the fog and strong Seabreeze came in making the decks very comfortable - Wind falling to 6 V.=W so Dined on shore with the Adl. & several Officers. several of my old Ship mates called upon me. & the Commdr of a French man of war bound to Tahiti.

9th

As above - Adl. & Suite visited the Ship and witnessed the Prize Inspection Quarters including fitting masts Dismantling Rigging and Manning Boats - Gen Quarters &c &c - lasting until 1 P.M when they left. a Pilot Mr. Hansen came off - and having steam up - Hoove up & under steam & sail stood up the Bay for Mare Island with a very strong wind from the W.N.W & W.N.W that sent us ahead at 10 Knots per hour. so that we were alongside of the Navy Yard at 5 P.M but owing to the wind & tide were obliged to anchor above loving ship. & then heave up & steamed alongside heading out -

Found laying here in Ordinary the Rec & Ship Independence St. Mary's, Cyane, & Vanderbilt -

Repairing U.S. Pensacola Comdr. Paul Shirley
" " Monongo. " Drain
" " Mohican " Simpson
" " Sagina " Mitchell

Adl. S. Craven in Comd. of the Navy Yard - made preparations for coaling -

Asked for some Surveys & dental Requisitions.

Navy Yard Mare Island Cal.

10th Light airs & calms during the night & breeze about 7 or 10 A.M. then fresh S.W. winds from dawn until sun set. Moderate fresh breeze for the crew daily while here. Discd a sick Col. Lts whose term of service had expired by name of Milnor & sent him to the Hospital. Recd 58 Tons of Coal. The Mail Str. Montana went off dry dock & the Kearsarge was taken on. Guard officers called. C. Martial met for the trial of different persons. Capt. W. Dungan President. Bar. 30.2 to 20.4 Air 60 to 70 Water 68. Mod. tides

Sunday 11th

Wind & W. much as above. Read Divine Service attended Church at the Chapel in the Yard. Made certain reports. Water & coal in N. Yard

12th

As above. Fog clearing away about Mer. Wind blowing very fresh. Employed coaling with the Crew in watches, & wheelbarrows. Recd Chief Engineer Robie detached & made Fleet Engineer in the place of Fleet Engineer Dungan of the U.S.S. Pensacola called for & sworn & sent in some more requisitions. Some of the Marines behaving badly. got their Grog on board the Recg Ship Independence as report goes. Lt. Cmdr. Weidman was arrested & given his charges. Recd 97 Tons of coal.

13th

As above only clearing up early so as to show the high land surrounding the Bay for the 1st time. Bar. 30.16 Air 62 to 75 Water 66 to 68.
Employed coaling. 8 C. & Hulbert Top sail, fore & aft sail to survey & repair. The Court M. finished the trial of the Mohican's Engineer & summoned myself & others as witnesses on Lt. Cmdr. Weidman's trial.
Pilots bill for bringing us in $138. ie, 7 per foot = 105
and 4 cents per Ton for 328 Tons Mod measurement = 33.12
138.12
all difference in currency 5.5
143.
Filled up with Coal 211 Tons & commenced taking in our provisions. Recd a Telegram from the Ad.

As before – less fog & mists – Employed Mending our sails & at sails
that cannot be replaced here & have been condemned –
The C. Martial took up Lt. Comdr. Weidman's case & took my
testimony – Rec.d some stores – & broken out hold –

15th

Light S.W. winds & no fog but hazy Bar. 30.12 A 62 to 84 W 66 to 68
Hauled our berth further down to give room for the Pensacola
to coal – Sent Sergt. Vollmer R.C.F. Marines & 4 Ds. Carries to
the Hospital for Medical treatment –
And C.M. in Session myself a Witness –

16

As above – Mosquitoes getting very troublesome
The C.M. finished with my testimony in Mr. W. case.
Lt. Comdr. & 2 Midn rec.d answers to their applications
Boatswain Brown rec.d his charges –
The Pensacola came off Dock & the Cyane went on.

17th

As above more wind after sunset & during the day
quite hazy – C.M. adjourned over till Monday 1 P.M.
Cyane came off D. Dock & a Merchant Ship went on.
Crew allowed to run about the Navy Yard –

Sunday 18th

Midlight & from 5 to 8 Hazy – Bar. 29.92 Air 59 to 80 W. 08.
Inspection – Divine Service – & Men attended in the
Navy Yard – Two of my Vol. Ensigns G & B. declined to avail
themselves of appearing before an examining Board.

19th

As above – hot sun & cool air – Disc.d – that 4 Men had
deserted during the night –
Sent officers to Benicia Vallejo
& elsewhere in search of them
offering a reward of $20.

Thos. Summers Cap. F Top
Sam.l A. Thompson O.S.
John R Belson "
Chris. Peck Coal. H.

Took passage in the Str. Antelope to San Francisco, paid
Mrs: a thick cold fog coming into the Golden Gate landed
at San Francisco about 2 hours = 12 miles p.r hour –
Took a room at the Occidental Hotel – accommodations
stable equal to our 1st Class Hotels C.

Aug. 20th Usual Wx. Made a few acquaintances & among all found only one person who I knew when in my 2nd & last cruise here in the U.S.S. Ohio. Can hardly realize the wonderful changes that have taken place here since -

21st

But little sea breeze - Wx warm & smoky so that seldom see objects 5 miles distant -

Returned to my ship at Mare having left San Francisco in the regular Str. at 10 A.M. found her hauled out to the Buoy in the stream to give room to the Pensacola. Asked Adt Craven to tel to the City for the water tank as our water is nearly out, & the Yard have none to spare which can be furnished as at 2 cents pr Gallon which to endeavor it with our coal costing some $25 pr Ton would probably cost more -

22

As before with more wind - Fmd C. M still in Senior Repairs progressing slowly - Recd A.C. Baker Sergt. to take the place of Sergt. Vollmer sent to the Barracks on acc. of a gunshot wound that occasionally incapacitates him for duty. Sent Chas L. Wood Fmn' mate in charge to the Recg Ships. Independence on acc. of old age & infirmity stated Corbin Washington in his place. & Recd Lat. Traders Seaman stated him in place of Washington

Friday Aug 23d

Light airs winds & smoky atmosphere. Employed painting ship - Mending sails &c - Bar. 29.86 to 93 A. 60 to 70 W 67 to 74

Lieu Cdr. finished the case of Lt. Comdr. Weidman on the charge of drunkenness being withdrawn by Adt. T. in consequence of its not being reported by any Ex Officer at the time - Filled up with water 2 cents pr Gallon 4000 = $80. from a steam tug from the City -

Midn Sprague Dayton & Turnbull were detached from this ship & ordered to this ship & ordered to the U.S.S. Pensacola - A vessel loaded with coal for the Navy arrived Cape Horn.

# Mare Island Navy Yard.

## What has been Accomplished and What is Proposed.

PRELIMINARY.

The great mass of San Franciscans know about as much of Mare Island as they do of the moon. If you ask them, they will tell you it is owned by the Government, has a "yard" of some sort or other, is a place where disabled vessels go to repair, and is ruled over by a "commandant;" but if you question them as to details, they suddenly become dumb. While they will talk glibly about Charlestown, Brooklyn and Philadelphia Navy Yards, they know next to nothing of the great national depot and workshop that have been slowly but steadily growing up within a few miles of this city. As the result of a brief visit to the Island, we propose to give our readers some idea of what manner of place it is, what is going on there, and what the Government proposes for the future.

POSITION AND ADVANTAGES OF MARE ISLAND—SHAPE AND SIZE.

The position of Mare Island is admirably adapted for the purposes of a naval station. Vessels of the largest class can come close up to the shore, while there is sufficient anchorage in the stream between the Island and the Suisun county shore to accommodate all the fleets of the world. The climate is of unsurpassed loveliness. While the weather is seldom sultry, there is an almost entire absence of the harsh winds that prevail here during the summer months. There is probably not a more healthy spot in the world. The records of the hospital show a smaller ratio of mortality than that of almost any similar institution in the country. Indeed, there are no diseases which can be really said to originate here, if we except rheumatism and the lighter kind of bronchial affections. The view from the Island, even at this season, when everything is withered up, is very beautiful. On the one side is the lovely San Pablo bay, with the hills of the opposite shore dimly visible in the distance; on the other side are the Mare Island straits, stretching toward Benicia on the one side and toward Napa on the other. Across the straits and immediately opposite is the growing town of Vallejo, full of ambitious projects, with its embryo railroad and large promises for the future.

Mare Island is oblong in shape, with a circumference, we should suppose at a rough guess, of some three miles. It contains about 800 acres. The surface is generally uneven, though there are no very high hills. The soil is fertile, and should Uncle Sam see fit to devote himself to the business, might raise crops that would astonish his neighbors. Indeed it derives its name from the fact that the old Spanish *rancheros* were accustomed to make it the grazing-place for horses of the female persuasion during those seasons when they stood most in need of a generous diet.

GOVERNMENT POSSESSION—REMINISCENCE OF FARRAGUT.

The Government took formal possession of the island in 1854. Farragut, then a commander in the navy, having been appointed commandant, came here with a single war vessel and commenced operations. At first a modest building or two sufficed for the wants of the Government; now a score of stately structures are seen and 600 mechanics and laborers are barely adequate to supply the wants of the service. Farragut remained about four years, and it was under his supervision that most of the Government buildings were projected and put up. The plans were drawn up and the yard "laid out" by William P. Sanger, Civil Engineer in the Navy Department. Some modifications were made at the suggestion of Farragut, while others were overruled greatly to his disgust.

"The Yard" abounds in pleasant traditions of the gallant sailor-hero. He was immensely popular. Everybody, from the highest to the lowest, liked him. He was affable and kind-hearted and never made an offensive parade of the "brief authority" of his office. He was sociable; fond of meeting his brother officers and their families in the little society of the island, and was an excellent hand at whist. He had some pardonable eccentricities, which may fairly be set down as among the foibles of greatness. He did not believe in baths, and fought strenuously against introducing bath-rooms in the houses of the officers. He used to say that a wet towel was all the bath any rational being should ever indulge in. He never could bear to see water wasted even during the rainy season. The surest way to put him out of humor was to fill a glass, drink a part of it and throw the rest away. This he called "wasting" in the most offensive sense. The officers' houses are built double, separated only by a partition wall. Farragut insisted that the halls, instead of being in the centre, should be at the two ends, so that the families occupying each should not come in contact with each other. When remonstrated with, on the ground that the arrangement was inconvenient, he would reply, "But it is necessary to prevent quarreling."

OFFICERS OF THE YARD.

The officers of the Yard, as at present constituted, are as follows:

Commandant, Rear-Admiral Thomas T. Craven.
Captain, J. H. Spotts.
Commander, S. R. Franklin.
Commander, J. H. Russel.
Surgeon, J. M. Browne.
Passed Assistant-Surgeon, G. W. Woods.
Paymaster, William G. Marcy.
Chief-Engineer, Montgomery Fletcher.
Chaplain, J. D. Benglers.
Naval Constructor, M. Simmons.
Naval Storekeeper, Charles A. Morse.
Civil Engineer, — Hoffman.

Dr. Woods has charge of the Hospital at present, but is ordered on board the flag-ship *Pensacola*. Dr. Nickerson, who succeeds him as Hospital Surgeon, is now on his way from the East.

OFFICERS' QUARTERS.

The officers' quarters, including the residence of the Commandant, are built on a beautiful avenue, some distance back of the water front and on a line with it. They stand back some distance from the sidewalk, and have ample gardens in front. They are built, as we stated above, two houses joined together, of substantial brick, and three stories and a basement high. This gives them an unpleasantly sort of orphan-asylumy look, besides making it needlessly inconvenient for tenant and servants; still they are airy and comfortable. The rooms are spacious, and most of the "modern improvements," comprising gas, bath-rooms, etc., are supplied. The Government makes no provision for furniture, and the occupants must fit up their temporary homes the best they can. Because they *are* temporary even those who have the means do not care to invest very heavily, and the consequence is that the most comfortable quarters have a somewhat cold and barren look. Still, it is an improvement on wardroom accommodations, and the gallant representatives of our naval pride and power manage to surround themselves with most of the comforts of home.

OFFICES, ETC.—A NAVAL PHOTOGRAPHER.

There are several minor buildings used for business and other purposes. The Admiral occupies a little one story yellow house for his headquarters; another is devoted to the purpose of an office, etc. Among the attractions of the latter we noticed a billiard table; while, we presume, if one were desperately hard up for amusement, a game of whist or "old sledge" might be extemporized almost any evening. On the top of the hill, back of the storehouses, is a squatty, nondescript structure, which we think it would puzzle the man who unriddled the Sphynx to guess the meaning of. We learned, on inquiry, that it was originally intended for meteorological purposes, but it is now dedicated to the interest of art in the shape of a photographic gallery. The proprietor is a sergeant of marines, who divides his time between garrison duty and manipulating cameras. He takes very decent pictures, and has "done" the island in a variety of styles.

FOUNDRY—MACHINE SHOPS, ETC.

The machine shops and foundry deserve special notice. The main foundry building is an imposing brick structure, two stories high, 360 feet long and 75 feet wide. It has two wings, 400 feet long each, with a chimney in the centre, the tallest in the State—being, we believe, 175 feet high. In the main foundry building are the machine shops, pattern shops, brass foundry, iron foundry, blacksmith shop and general foundry. Here the "heavy work" of the yard is in good measure done. Here shafts are turned on lathes of the most Brobdignagian proportions, and immense *boards* of iron are planed as if they were pine or bass wood. Here boilers are made and mended and "smoke-stacks" are erected or made whole again. Here refractory pistons are brought under discipline and contumacious anchors brought to a realizing sense of the obligations they owe to society.

In front of the foundry is being erected a building for a steam hammer. This hammer, which is already on the ground, weighs 15 tons, and is one of the largest, we believe in the country. When completed it is expected it will be able to forge shafts for the largest steamships, so that disabled war vessels, instead of being compelled to wait six months for a shaft to come around the Horn, can be repaired in a few weeks. At present the machinery is all driven by a single engine of about 25-horse power, but a more modern and powerful engine will ere long be needed. When the proposed improvements are completed—the new building erected, the requisite apparatus for handling heavy pieces of metal put up, and the immense spaces now waiting for machinery filled—the construction shops at Mare Island will be among the most complete in America. But to do this requires a larger appropriation by Congress and a more generous policy by the Department.

DRY DOCK AND BASIN.

A prominent feature of the works of Mare Island is the dry dock. The basin alone, whose walls are of massive granite, cost $800,000, while the whole dock and basin cost over $1,100,000. The dock is a sectional floating dock of 10 sections. Connected with it is a hydraulic railway which will haul up the largest ship in the world. The Government is deriving considerable revenue from the use of this dock by the mercantile marine service. The Pacific Mail Steamship Company have used it in repairing several of their steamers, while sailing and other vessels are frequently taken up to be caulked or coppered.

THE SMITHERY—GAS-HOUSE.

Near the dry-dock is the smithery, one of the most striking features, architecturally, in the yard. It has the shape of the letter U and is 250 feet long, while it has two wings, each 200 feet long and 53 feet wide. It has over 20 forges and 2 or 3 ton steam-hammers. Here most of the heavy forging is done. The smoke from the several forges is made to pass under the floor through pipes which connect with a common flue.

Immediately east of the smithery is the gas-house, which furnishes gas for the entire island, military barracks and the officers' houses. For the latter the Government charges something like $10 per 1,000 feet, which is a great deal more than is paid in San Francisco.

ORDNANCE DEPARTMENT.

Near the Foundry is a large artillery park, with immense pyramids of solid shot, piled up Ossa on Pelion, and huge masses of cannon of various calibres and kinds. But even more interesting than this is the Ordinary Building proper. It is a massive brick structure, 200 feet long by 60 broad, and two stories high. It is filled "chock full" with all manner of ordnance stores, ranging from 160-pound Parrott shells down to the minutest fuse. The eye is bewildered by the array of death-dealing implements. We seem to be in the very ordnance chamber of old Father Mars. The walls and ceilings are festooned with cutlasses; myriads of wicked-looking implements gleam at us from every quarter; shell of the most diabolic pattern block our pathway; cart-loads of knife-sheaths, night signals, rockets, gun-swabs, and the other pharaphernalia of war ships are seen on the right and on the left. There is sufficient ordinance in this single building to supply two or three fleets in war time.

THE MAGAZINE.

The magazine is situated on the eastern end of the island, at least a mile and a half from the yard proper. It consists of three massive fire-proof buildings—the central and larger one being filled with powder. It is guarded night and day by a sentry, while it is additionally protected by a series of earth-works on the hill immediately above. There is powder enough stored here to blow all the navies of the world to Davy Jones, and ammunition enough to keep Uncle Sam's blue-jackets busy firing for many a week.

STOREHOUSES, TIMBERS, SHEDS, ETC.,

Running parallel with the water-front are two immense storehouses, 500 feet long, 55 feet wide and 2 stories high. They are built of brick, fire-proof and are among the most imposing structures in the yard. They are filled from floor to ceiling with ship-stores. It would tax Babbitt's famous counting machine to enumerate the number of barrels of pork and beef, the boxes of "hard tack" and the other delicacies which adorn Jack's mess at sea. The odor of these mountainous masses of favorite dainties is, if not "rank" and "smells to heaven," unequivocal. A walk through this department is not calculated to revive one's youthful longing to become a sailor.

Parallel with the Ordnance Department building, and if we are not mistaken of the same size, is the timber shed, with model loft above; timber shed with house-joiners' department above; cooper shop, with paint shop. These buildings are of brick, with fire-proof roof, are two stories high and 400 feet by 65.

WORKS IN PROGRESS.

In addition to those we have already enumerated, there are several important works in progress. Among these is a sea-wall of massive masonry along the whole northern water front. When this is completed, vessels of the largest size can come close up to the shore and receive their supplies at all stages of water and in any weather.

An immense Bishop's derrick is being constructed, which will be capable of hoisting the largest boilers and spars. The foundations of a boiler-house have, we believe, also been laid.

WORKS PROJECTED.

If the original is carried out Mare Island will undoubtedly be the most complete naval yard on the continent.

1st—Among the works projected and to be prosecuted as soon and as fast as the somewhat niggard appropriations will admit, are the levelling of the hill between the water front and the officers' quarters, and filling up the tulle between the yard proper and the magazine. This is a great undertaking and will cost Uncle Sam a good deal of money, but it is an essential item in the development of the Island into a great naval station and must be done sooner or later, and the sooner it is done the better.

2d. A Naval Court House, library for officers, etc.

3d. A rope-walk, sufficiently extensive to meet the entire naval demands of the Pacific.

4th. A mammoth bakery, capable of supplying the squadron with bread.

5th. A hospital. The proposed new hospital is to be something very grand; indeed, if the designer's idea is carried out, it will be second to no institution of its kind in the country. The plans have been sent on to Washington for approval, and if they are accepted work will probably be commenced in a few months, as the sum of $120,000 has been already appropriated for its erection. It is to be of the shape of the letter "H," and will embody all the modern improvements. When finished it will doubtless receive most if not all of the sick from the Asiatic squadron, in addition to those from our own.

MARINE BARRACKS.

There are at present about 150 marines on the Island, who are officered as follows: Lieut.-Col. Kintzing, Capt. John Wiley, Assistant-Quartermaster I. H. Grimes, and Lieutenants Taylor and Huntington. The Marine Barracks are among the most conspicuous feature in the Yard, and are sufficiently large to accommodate three times the present garrison.

GOVERNMENT VESSELS AT MARE ISLAND.

There are now lying at Mare Island no less than 11 Government vessels. Some are laid up in ordinary, while several are undergoing repairs. We give the list below:

Razee frigate *Independence*, Capt. William A. Parker.
Sloop-of-war *Pensacola*, Capt. Paul Shirley, to be the flagship of the squadron.
Sloop-of-war *Ossipee*, Capt. George F. Emmons, undergoing slight repairs.
Sloop-of-war *Mohican*, Commander Edward Simpson, will be ready for sea in six weeks.
Iron double-ender *Mahongo*, Commander James A. Greer, waiting for boiler tubes to come out *via* Cape Horn. It will be six months or more before she is ready for sea.
Side-wheel *Saginaw*, Lieut.-Comd'r Mitchell—She is receiving new boilers, when she will go to Lower California.
Sloop-of-war *Cyane*—Will go in commission in two weeks for Panama.
Ironclad *Monadnock*—In ordinary.
Ironclad *Camanche*—In ordinary.
Side-wheel *Vanderbilt*—In ordinary.
Sloop-of-war *St. Mary's*—In ordinary.

WATER IN THE YARD.

The arrangements for supplying the yard with water are at present wretchedly defective. There is not a well in the yard, and the inhabitants are compelled to use cistern water not only for culinary but drinking purposes. Some years ago an attempt was made to sink an artesian well, but after boring some 400 feet the appropriation gave out and the work has never been resumed, although there is no doubt an abundance of water can be found if they go deep enough. The neglect of the Government in this particular is the more striking when it is reflected that in case of war, should the island be blockaded, it would be at the mercy of the enemy, who could easily cut off its present precarious water-supply. One or more artesian wells are an imperative necessity, and should be sunk without delay.

AN ILLIBERAL EMPLOYER.

Uncle Sam does not treat his seagoing servants very liberally. In fact he is what is called in vulgar parlance "stingy," to a degree. He allows the officers of the Yard at Mare Island no perquisites, while their pay, as compared with that in most branches of civil life, is small. While the workmen are paid in gold, the officers are paid in greenbacks, and this has been the case for the past five years. At one time when greenbacks were down to 34 or 35, the boss ox-driver was actually receiving larger pay than the Commandant! The Government charges $10 a thousand feet for the gas the officers burn, and makes them pay for it in gold. The present Commandant is an Admiral, yet he cannot so much as use a Government horse to take his family out riding, or a Government truck to bring a barrel of water for his garden, without running the risk of a reprimand from Washington. As to the common sailors the Government has always acted on the principle of doing as little for *them* as possible. At Mare Island they have not so much as a place to wash their clothes. Is it any wonder they get disgusted with the service and sometimes desert? The Government does not own so much as a steamer to ply between the Island and the city. Sometimes a wretched tug is made to do service in this capacity, but it is hardly fit for a lady to go aboard. When officers and their families wish to come down, they generally prefer paying $2 each way on the Napa steamer. As long as the Government keeps its employees on the Island, it ought at least to provide means for getting on and off. It is hardly credible but nevertheless true, that officers traveling between here and the Island, in actual service and under orders, are compelled to pay their own fare.

COURT MARTIAL.

A Court Martial is now in progress at Mare Island. The person on trial is an officer on board the *Ossipee*, and the charges are, we believe, disobedience of orders, disrespectful treatment of a superior officer, etc. It is likely to last some time. Capt. McDougall is President, and Dr. Adams Judge Advocate.

A RELATIVE OF WASHINGTON A COMMON SAILOR.

A man claiming to be the nearest living relative of George Washington is a common seaman on board the United States war-steamer *Ossipee*. His name is Corbin Washington. He says he is a grandson of Judge Bushrod Washington, which would make him grand-nephew of the illustrious Father of his Country. He is a man of considerable intelligence, a good seaman, and seems to be measurably contented with the humble sphere in which he moves.

Aug. 24th. The usual seabreeze and smoky sky. Painting Ship & completing repairs. Mosquitoes quite numerous on shore. Tides from 2 to 3 knots in the stream. Bar. 29.86 to 92. Air 62 to 81. Water 69 to 74. Vide Vallejo.

Sunday - 25th

As above. Ex Officer went to Benecia to be confirmed. Read Divine Service & then attended the Chapel on shore, Officers & crew accompanied. The latter asked permission to go on shore on liberty in the Yard but were refused as upon a former occasion & deserted.

26

As above. Vaccinating employed. Gave the crew $5.4-3 to purchase fruit &c from Benicia boat.
Exchanged Henry Williams Private at the Barracks for Henry C. Love Private. Hoisted the Launch up on the wharf for the Blacks smiths to measure & fit gripes. The Chief Engineer, Robie submitted letters of recommendation to all his assistants on board. Bar. 29.93

27

As above. More wind. less Mosquitoes. Painting lower Masts. Officers preparing to give a hop on board of the Rec. Ship. An Ship's launch arrived to be docked. Called for a survey on 2d Ast. Eng. Crawford. Williams 2d C.F. sent to Hospital. Our officers gave a Hop on board of the U.S.S. Independence which lasted until 3 A.M. so turned early. not free.

28th

As above but wind very fresh & much dust coming off the Island. but the effect of a strong wind clears up the smoky atmosphere. Bar. rising to 30. Air 65 at midday. Overcast.
Our Navy Officers gave a Hop to the Ladies of the Island on board of the U.S.S. Rec. Independence laying alongside of the Navy Yard. Dent my steward with materials to assist flags, lanterns, Musquitoes &c. Some Ladies came up from San Francisco. Rec. invitation to a Wedding.
The Genl. Court Martial met to try two Men Burns & Blanchard that I called to the notice of the Adm. He wished me to dispose of them by a summary court. but this I could not do with propriety, on ac. of the serious charges.

with a rise of Bar. to 30.15 less wind & atmosphere clears
Discharged Mr. C. Seymour Master at Arms on ac. of his feeble
health & at his own request & Rec'd Mr. H. Hart in his place
who was discharged from the Mohongo at Ad. Craons request
to fill his place. Sent to the Hospital for Medical treatment
John Williams 2d C. Fireman with his accounts &c.
And to San Francisco to go N. in the Str. of the 30th to the Hospital
at N. York. Thomas J. Barron 1st C. S. & Albert C. Smith Ap. Boy.
Completed all work on the Vessel & only detained by
the Court Martial — Attended the marriage of Lt. Sterling
U.S.N. of Balto. to a Pretty Miss Haley of Cal. at Capt. Ebbetts House in
the Navy Yard. some 70 Ladies & Gullemen were present and
accompanied the happy pair to the Boat that takes them to
San Francisco, where the P. M. S. will take them — S. to remain
behind home —

30

But little wind — surrounding country, in sight
Weather very warm — Bar. 30.10 A 50 to 85 Water 85 —
Last eve. attended a Hop at Capt. Franklins.
Served out clothes — Gen'l C. M. still in session —
Rec'd & promulged the Sentence of Boat. Green — which
instead of dismissing from the Service as one might have
anticipated from the charges — was only a public reprimand & deprivation of Liberty for one year.

31

Fresh wind — cool — smoky atmosphere Bar. falling air so
the Court Martial completed the trial of Blanchard the last
Case — A Medical survey was held on 2d Asst. Engineer Crawford
of this Vessel — & he was condemned & recommended to be sent
Home — Visited the Sulphur Springs on Horseback — some 4 miles
interior to the North — found it located near the base, south side
of a mountain — where the temperature is sometimes 105°
in the shade — a good grain growing country about,

Sunday

Mid fresh from 8 to 8 Bar. 30. 7 Air 55° to 60° Water 65°
Very dusty in the City - Cpn. giving the Crew Liberty in parties
of 20 - with from $5 to 20 each. Cautioned them to keep
out of the hands of the "Shanghai" party on shore - but advice
is of but little use to a Sailor on shore
Learned on shore that the election had gone in favor of the
Democratic Party - which admonishes the Republicans, to
make the Chinese & Colⁿ People less prominent in future.

6

as above - quite clear - Visited Sancelito a place surveyed
when here in the Ship in 1849. and laid out a Town plat.
Found that the property had changed hands several times, and
now used principally as a place of curing the fish that are
caught on our N. West Coast - Shot one Duck on the way and
returned to the Ship about 1 P.M. - Sent 2ⁿ gang on Liberty -

7

as before - Visited the City - Some mitted Clouds of dust -
5 of the 1st draft still on shore - supposed to have run - Sent
descriptive lists & a reward of 20 $ each - but it will have
no effect - as a Sailor is worth double this Sum to those
who make it a business to drug them & then sell them to
other parties for $40 to 60 or what they can get - the price
fluctuating like other live Stock -

Sunday 8th

As above - Some what Atmosphere smoky Centen Cista barely
visable - Attended Church on shore after Reading Service on
board - Sent a Boat & Visit Merchantmen about to
Sail in Search of our Missing Liberty men - Found 3
Petty Officers - Bennet - Herbert & Lane - on board of the
American Ship Penina Donna - bound to New York & about to sail

9th

Usual Weather - City very dusty - Air smoky - Ship crowded in the
Bay - Officers searching Ships about to sail & on shore for
some of our Missing men - One was found Shanghaied
on board of an English Bark - another in drawing
Wagon - and a 3ᵈ Came off of his own free will.
Sent a Mail for the Str. that departs for the Sandwich
Islands

San Francisco Sept. 10th 67.

Lest mid & Smoke. Comparing Watches lost on board by Orderly White. Charged to his account Caught 1 Deserter. Messrs. Rodgers & Cousins dined with me Steward got ashore drunk & was insolent & fitted himself in double Irons. Ex Officer ashore.

11th

As above. Ordered ashore to state Accts. & purchase stores Witnessed a large crowd in Montgomery St. fancied it was owing to a bet on the late elections the winner having to play on a hand organ through Montgomery St. & the occasion was seized upon by certain prominent Bullimen to take up a subscription for the Orphan Children.

It was an impromptu affair characteristic of Cal. and I presume a success, from the infirm Manifesto Marion Patterson, was brought off - leaving 6 stice mining.

12

As above. Mid light from nor. & in the morning & fresh from West in evening & until after sunset Employed laying in my private stores. My steward having behaved so bad that I have been obliged to place him under a Sentry's charge - & perform his duties myself. Giving liberty till all but one came off after last drafts. On approach of Sat. Middies run from a Boat. Sent an Officer each day in a Boat Aboard all outward bound Vessels.

13 & ##

As above. Bar. 30. Ther. 60. Visited the boys to the S. as far as the City R.R. goes - 4 miles - at the end of which Lots are selling for 2 & 300 $ a piece.

14th

Bar. fell to 29.96. First rain of the season. flying clouds from the S. & W. The Revenue Cutter Wyandotte put to sea to relief of the U.S. Sr. Shubrick - Wrecked to the North. while on Light House duty.

The U.S.S. Pensacola came down & anchored off the City. Adl. F. hoisted his broad Pendant aboard & rec. a salute. took Mrs. F. & Mrs Bixby on shore from her

# Sunday 15th

Mid fresh from Seaward after 10 A.M. till 2 P.M. Sun set. high Land in sight across the Bay.
Inspected & Read Divine Service then attended Church on Shore - where at the "Advent" listened to excellent Music - Aly 4 in the Choir - 2 Male & 2 Female. Service 10 Men Absent overstaying liberty - heard of 4 of them at Sisco in the Interior

16.

Season changing - less smoke - Wind for the 1st time from the W.r & E.r ending from the old quarter - Bar 30.10 Ther. 64 at Mer. Bent spare Jib as a Main S. M. S. sail loose sails to air hoisted the Mexican Colors at the fore. by request of Mexican Consul it being the 57th Year of her "Independence" or Anarchy as some regard it - Purchased a Chron. Watch $27.

17th

Unusually clear as above - Bar. 20. 20 A. Mercurial 30.18. Air 62. Obs.d a round of angles to determine local attraction Spoke for 20 Tons Coal - Purchased 50 Coal Bags $14. and sent to the Navy Yard for our new sails -

THE ANNIVERSARY OF THE INDEPENDENCE OF MEXICO.

International Courtesies—Interesting Correspondence.

The fifty-seventh anniversary of Mexican independence will be celebrated to-day by the Mexican residents of this city. A salute of twenty-one guns will be fired at sunrise and at sunset. The national flag will be displayed at the Mexican Consulate during the day. At 7½ o'clock in the evening the Committee appointed to arrange the celebration of the day will meet at the parlors of the Russ House, from whence they will go to Dashaway Hall, accompanied by those persons that may desire to join in the festivities of the occasion. There will be a display of fireworks in front of the Hall on the arrival of the procession. The exercises will commence with the "National March of Mexico," by Willis' band. This will be followed by the reading of the Declaration of the Independence of Mexico, by the Secretary, and the oration by Señor Don F. S. Guiterrez, the orator of the evening. Señor Don Felipe Fierro, editor of *La Voz de Chile*, will deliver a brief address, succeeded by a speech by R. Guy McLellan, Esq., in English. These exercises will be enlivened by patriotic airs by the band.

The following correspondence embodies interesting historical data, and, as marking a new era in the intercourse between the two Governments and people, will be read with attention:

MEXICAN CONSULATE.
SAN FRANCISCO, September 14th, 1867.

*To Major General Irvin McDowell, Commander of the California Department*—Sir: I have the honor of making known to you that day after to-morrow, the 16th instant, is the fifth anniversary of the Declaration of Independence of Mexico, which was proclaimed in the town of Dolores, by its venerable Parson, D. Miguel Hidalgo y Costilla. Mexico has this year a double cause for celebrating that glorious event, since she has just consolidated that independence and vindicated her honor by expelling the French invaders from her territory and bringing her erring sons to submission.

In proof of the sympathy which the American people have shown to the country I have the honor to represent here, I take the liberty to suggest that, if unobjectionable, such demonstrations as are customary on like occasions be made in participation of the rejoicings by which the Mexicans celebrate their national festivity.

I protest to you the assurances of my respect and distinguished consideration. JOSE A. GODOY.

HEADQUARTERS DEPARTMENT OF CALIFORNIA,
SAN FRANCISCO, Cal., Sept. 14th, 1867.

*Señor José Godoy, Mexican Consul, San Francisco, California*—Sir: I have the honor to acknowledge the receipt of your letter of this date referring to the coming anniversary of the Declaration of Independence of Mexico.

I enclose to you herewith copies of an order I have issued, complying with your request to commemorate that interesting event.

I have the honor to be, Señor Consul, very respectfully, your most obedient servant,
IRVIN McDOWELL,
B. M. G. C. D.

The order above alluded to decrees that on "Monday, the 16th inst., being the 57th Anniversary of the Declaration of Independence of Mexico, the flag of the United States will be hoisted on the forts in the harbor, and on the national buildings in San Francisco under military control. A national salute will be fired at 12 M., on Alcatraz Island."

Rear Admiral Thatcher replies to the note of the Consul as follows:

NORTH PACIFIC SQUADRON, U. S. SHIP "PESSACOLA," OFF SAN FRANCISCO, Sept. 14th, 1867.

*Señor José Godoy, Mexican Consul, San Francisco*—Sir: I have the honor to acknowledge the receipt of your favor of this instant, in which you are good enough to notify me that on Monday next will occur the anniversary of the Fifty-seventh year of Mexican Independence; in accordance with which I have ordered that the three U. S. ships of war, now in front of this city, wear the National flag of Mexico at the post of honor during the entire day of the 16th instant, in conjunction with that of the United States of America.

I am, Señor Consul, with great respect, your obedient servant,
H. K. THATCHER,
R. Admiral Commanding N. P. Squadron.

THE GREAT JUAREZ MEDAL.

Magnificent Testimonial to the President of Mexico.

The magnificent medal manufactured by Tucker & Co., of this city, to the order of the Mexicans of California and Nevada, as a testimonial to President Juarez, after a design in bold relief by Guiterrez, has been completed. It is probably the finest thing of the kind ever produced in America. The description of this beautiful testimonial is as follows: Length, 7½ inches; width, 4½ inches; weight, 2 pounds. The medal proper is oval in shape, and the main design represents Juarez holding aloft the flag of the Republic surmounted by the eagle, and trampling beneath his feet the crown and sceptre of Imperialism, while around him are grouped officers of the army and navy, citizens, and a mother and child, representing the different classes of society, hailing him as the preserver of their country. Around this design is a double row of diamonds and rubies, and above, the name of Benito Juarez in diamonds, set in black enamel. A wreath of laurel, profusely adorned with diamonds, rubies and emeralds, surrounds the whole medal. The medal is surmounted by the figure of Fame reclining on a bank of clouds, with a scroll inscribed "Republica Mejicana." Depending from the medal is the Mexican eagle, with the Imperial serpent in its beak, standing on the prickly pears and rock. The eagle's feathers are of diamonds and rubies, and the fruit of the prickly pear of diamonds. On the reverse is the following inscription, in Spanish:

*To the Liberator of Mexico, the citizen Benito Juarez, President of the Republic:* The Mexicans of California and Nevada, approving with enthusiasm the ideas of the Citizen Consul José A. Godoy, dedicate this medal as a token of their regard and admiration towards the illustrious Magistrate who has maintained unfolded the national standard during the glorious struggle which Mexico has sustained against the French and traitors.

San Francisco, September 16th, 1867.

2nd Int Engineer Crawford detached to go N. on account of his health -

# San Francisco

Sept. 18th Com. Calm clear & pleasant.

Sent for our sails that had been landed from the Vallejo Boat last night. Engineer Duncan detached & ordered to the U.S.S. Saranac and Eng. Davids ordered from the U.S.S. Pensacola in his place. Received $10,000 in Specie. Pioneer Club. 2 Men deserted from the Sunset Boat as she touched the Wharf.

19th

As above warmest day of the Season. Air at 82. Calm light air from Seaward in the Evening. Water 60 to 64. Rec'd on board Saml Thompson O.S. one of our Vagabond deserters brought down from Sacramento by Policeman Craig with a bill of 65 $ deducted $5. paid $30 & left the remainder $30. to be paid when this man has it down in.

20th

Mid & Wr. much as above. light from Wr in the Morning ending light from Wr & Wr in the evening.

A Boat's Crew consisting of 10 men & the Capt. of the Main Top as Coxswain manned from the lower booms showed off & landed at the usual landing and escaped in the City where the Sympathy is all in their favor. Subsequently a boy from the Dinghy men but was caught by one of the Police & brought off in the afternoon with another deserter from the U.S.S. Pensacola. Filled up with Water.

21

As above, No smoke from the Native Coal burnt in the City & on board of Vessels in the Bay. filling the atmosphere so as to obscure the land occasionally.

2 of the Deserters of yesterday were brought on board by the Police who claimed the reward of $20 each.

They were making their way South into the Country. Telegraphed to Santa Cruz & San Jose for time that were supposed to have gone in that direction. Deserters also numerous from the Army here. Genl. Halleck informs me.

Frequent fires in the City. but a well organized fire Co. soon subdues them. A Requisition for Anchors for the U.S.S. Lackawanna. Comm.

Sunday

The Wr changed to a fresh cool breze from seaward as previous to the late warm spell Ther. falling to 58 Bar 30.16 fog clouds passing over. Read Divine service & then must on shore to be present at the Consecration of "Trinity" Church Dr Myall of Balt. Bishop Kipp & others officiating.
Shipped 2 Coal Heavers see log.
Called upon Genl. Rousseau & Capt. Pestchouroff of the Commission appointed to proceed to Sitka with me to turn over the Russian possessions who arrived early this morning in the P.M. Str. Panama from the East.
Found the former at the Occidental & the latter at the Metropolitan
Genl. R. suffered with sea sickness all the way out & is very much opposed to trusting himself in a Propeller.

23d

Fresh Westerly cool winds & smoky. Several men came off to ship. Recd an official visit from the Russian Commission in full dress. Not guns enough to allow me under the regulations to salute them!! but this must necessarily be a part of the program when I carry them to Alaska.

24th

Wind & Wr as above. The U.S.S. Pensacola arrived from an experimental trip as far as Monterey. Sent back her Barge & 2 deserters. Recd a Cooper in exchange for another man. & 2 cords of wood from shore $21.50. A.D. Called with Ad. Thatcher upon the Commission & mutually decided to dine with them on the 25th 6 P.M. at the Cosmopolitan Hotel. And the latter were invited to visit Ad. Thatcher on the P. Commd. at 10 A.M. Matched D. 2m of Admiral D.

25

As above with light mist during day & night.
The Comn. visited Ad. T. on board of the U.S.S. P. & were recd by a salute of 13 guns. In the evening spent time with Ad. T. Wm Moss, Genl McDowell & others at a dinner at the Cosmopolitan Hotel & retired 11 P.M. found Mr M. an old acquaintance of some 20 years, met him in Montevideo S.A. + Genl. R. Capt. P. & K.

# San Francisco, Cal. Sept. 26th

W. pleasant. Wind fresh from W. Rec. on board 8 Boxes Quicksilver. Pm. Gold & Silver belonging to the Russian Com. called upon them & made preparations to leave tomorrow morning - busy. Rec. on board a Propeller belonging to the R. C. Lincoln N. & mails. The Sewter returned

27th

Light S. Winds & pleasant. Bar. 30.16 Air 64. C. 72 W.
At 7 A.M. had steam ready to leave according to appointment. Gen. Rousseau & lady arrived soon after with some friends male & female to say good bye. Also Adt. Thatcher & Capt. Hartley. At 10. hove up & steamed out with the Stars & the U.S. Pensacola her band playing & officers up to bow as out - men delayed a little to receive packages from Boats - passed several Vessels bound in - with the flood tide. At 4 P.M. we passed about 4 miles to the S. of Pt. Reyes. saw from the West. fog bank outside of us.

28th

Light S.E. Winds & pleasant with fog banks to the S. Course from S.S.E. N.W. set all sail averaging 6 to 7 K. Bar. at Mer. 30. A. W. Saw several Sail
Lat Obs - 39° 18' N Coal ex. since leaving 23 Tons R. 291.
Do D.R. - " 9. 3 " Cond. W. 650 ex. Do 206 R 3644 Gall.
Long Obs - 125. 3. 11 W Found a current opposed to us
Do D.R. - 124. 38. 45 " from the W. of 16 miles -
passed several Sail - bent new Topsails & F.S.M. Staysail the old nearly worn out - & full of holes -

Sunday 29th

Wind light & gradually hauled to N.W. & obliging me to furl sail & send down S.S. W. Cloudy & foggy with some light mist clearing over head sufficiently at Mer. to obtain an Alt. of the Sun. Sea tolerably smooth & Headway reduced to 5 Knots & sometimes only 4 on an ex of 13 Tons of Coal & 26 Rev. per Minute.
Lat. Obs. 41. 6. 21 N D.R. 41. 15. Long D.R. 126. 29 W Var. 18 E.
M. ex. 210 Cond. ex 650 R. 4084. Coal ex. 13 Tons R. 277. Tons
Gen. R. suffering with Chills & Sea Sick no. requested that I would run for Victoria - altered the Course to N.N.W. accordingly.

At Sea bound N.

Characteristic of this exciting City & Country

30th Sept.

Fresh head winds & wise N.N.W. to N by W. irregular ugly sea on either bow & ahead reducing the Ship's head way to 3 knots p hour Sky clear & W. pleasant some Land birds on board.

Ao. Rev. from 33 to 37 ex of Coal 14 Tons R. 262. " Water 220 R. 3860 Tells.

Lat. Obs. 42°.45'.28" N
" DR. .53.30 "
Long. by Chro. 127.14.30 W
" DR. .5.30.

Genl. Rousseau still quite sick. the Russian Consul, good sailor and feeling no inconvenience from the ship's motion. other Passengers doing very well.

## A DOMESTIC TRAGEDY.

### Love, Hate, the Green-Eyed Monster, Blood and Things.

Last evening, about half past ten o'clock, officer Gallaspy heard the cry of "Murder! Help! M-u-r-d-e-r!" etc., borne down Howard street on the damp night wind, and, running in that direction, saw a little man streaking it like a race horse down the sidewalk, nearly opposite Union Hall, yelling at every jump as aforesaid, while behind him came a larger man with blood in his eye and a pocket knife in his hand, evidently after vengeance and a scalp. To grapple with the pursuer and call out to the pursued to hold up, was the work of a moment or at most, a moment and a half, and then the story of the fight and flight was told. The pursuer was Thomas Arthur, and the diminutive individual whom he evidently regarded as his meat was Adin B. Gould. The first is a bold trunk maker by profession, the second, by occupation, a gentle carpenter. Thomas had a wife who was the apple of his eye, so to speak, and they were an affectionate couple—

"And both were young and one was beautiful."

Justice compels us to say that Thomas did not furnish the beauty as his part of the stock in trade in the matrimonial partnership. In an evil hour a coldness arose between them, and they thenceforth lived apart: she dwelling on Market street, opposite Ecker, and he at 230 Third street. Last evening he went to the house occupied by his wife and found the kind-hearted carpenter there. Thereupon he waxed wroth, cursed, and said unto Adin—"You contemptible little thingamy, git out of my sight or I'll make you a head shorter." Now Adin was short enough already, and did not want to be made a head shorter. His head was a very fair head of the kind, as heads go, and he thought on the whole he would not part with it, not knowing where he could lay his hand on another which would fit as well. So he got up and staid not on the order of his going, but went at once, leaving Thomas master of the field. Later in the evening Thomas met Adin on Howard street and felt annoyed at meeting him, probably on account of something unpleasant having occurred in the family. Not having a bar of soft soap at hand, he did the next best thing. He drew a small penknife which he brought to this country in 1849, and opening the nail blade—the only blade left to open—went for him, giving him a single thrust with it, in the left breast, near the armpit. The blade penetrated about the eighth of an inch, and brought blood. This ought to have satisfied both parties, but it did not. Thomas wanted at least a paiful, and Adin begrudged him the teaspoonful he had drawn. Mr. Adin took up the line of march on the double-quick, and Thomas followed, putting his best leg forward and playing his brogans for all they were worth. That was the point where the officer came in. Thomas Arthur was locked up on a charge of an assault with a deadly weapon, and Gould was patched up with a bit of courtplaster by Dr. Murphy. Arthur will get his Court-plaster from Dr. Rix on Monday. This is all there is of the story up to date.

## POLICE COURT.

Fourteen was the number of captures from the hosts of Bacchus during the night of Friday. The hot weather appeared to create a desire for undisturbed quiet and seclusion until a change occurred. Two only forfeited bail, and the dozen were readmitted to the recesses beneath the Court-room. The new cases made an even score—seven cases of misdemeanor, two charged with carrying concealed weapons, one assault with a weapon, one violation of a street ordinance, one indecent exposure, one common drunkard, one fighting, one malicious mischief, and five assault and battery. The foregoing, in addition to the thirty-nine previously continued cases, constituted an arduous day's work, and the Judge and his officials resolutely braced themselves to dispose of the great labor before them.

## On the Way to Alaska.

Among the passengers by the *Sacramento*, which arrived here yesterday, was Gen. L. H. Rousseau, his family and staff. The General has been appointed Commander of the Military Department of Oregon, embracing the new Territory of Alaska, and is now *en route* to take formal possession of our new acquisition in the name of the Govment. Gen. Rousseau is well known as one of the most gallant officers of the late war for the Union. He distinguished himself in Kentucky before the war broke out by his bold and patriotic speeches denouncing secession and declaring that Kentucky must stand by the Union. He was among the first and most energetic in securing enlistments under President Lincoln's call for troops, and took the field in his own State to resist the Rebel advance. He commanded a brigade at Perryville, under Buell, in 1862, where he greatly distinguished himself, as he did also afterwards at Stone river under Rosecrans, at Chattanooga, and indeed through the whole of the great campaigns of the West and Southwest. At the close of the war he was elected a member of the Thirty-ninth Congress, resigning towards the end of his term in consequence of a difficulty with a brother member who had grossly insulted him on the floor. He was reélected by an immense majority, men of both parties in Kentucky coming to his support as a recognition of his services and character; but we believe he never qualified for the second term, preferring to accept a commission as Brigadier-General in the regular army. His appointment to this position was recommended by the larger number of the Republicans in Congress and confirmed by the Senate. Gen. Rousseau will proceed to Alaska on the United States war steamer *Ossippee*, which has been for some time in this port and is expected to leave during the present week. His staff consists of Capt. D. L. Rousseau, Lieut. George Rousseau, Lieut. E. G. Fast and Lieut. T. W. Gibson. The U. S. Revenue Collector for the new Territory, W. S. Dodge, is also of the party.

The steamer *John L. Stephens* will sail for Sitka about the same time as the *Ossippee*, with a detachment of troops under command of Gen. Jeff. C. Davis, whose arrival was fully noticed in our columns some time since. These troops will not be landed until after Gen. Rousseau shall have formally received jurisdiction from the Russian Commissioners, who are now in this city and will probably sail on the *Ossippee*. One of the Commissioners arrived on the *Sacramento* from the East. It is understood that a considerable number of Americans, having, or expecting to establish, business connections at Sitka and other points in Alaska, will take passage on the *John L. Stephens*.

## UNUSUALLY PROLONGED TERM OF HOT WEATHER.

The thermometer in San Francisco, at 12 o'clock yesterday, stood at 81 to 85° in the shade according to the side of the street on which the building is situated. Telegrams from the interior, at 8 A. M., gave the following quotations: Virginia, 60°; Austin, 64°; Los Angeles, 75°; Victoria, 58°; Portland, 68°; Marysville, 70°; Yreka, 60°; Downieville, 60°; Sacramento, 71°; San José, 70°.

The range of the mercurial column in Mr. Thos Tennent's thermometer, during the last four days, has reached higher figures on the scale than have been noted in his valuable observations since the beginning of the present decade, that is to say, for the month of September in each year. The highest figures are far above the ordinary maximum in former years. Following is the range at 6 o'clock A. M., meridian, 3 o'clock and 6 o'clock P. M.

| | 6 o'clock A. M. | 12 M. | 3 P. M. | 6 P. M. |
|---|---|---|---|---|
| September 18 | 69° | 77° | 80° | 75° |
| September 19 | 68° | 79° | 82° | 76° |
| September 20 | 69° | 82° | 83° | 80° |
| September 21 | 70° | 79° | 83° | 76° |

Mr. Hayward M. Hutchinson, an old and respected citizen of Washington, died at his residence in that city yesterday morning after a long and painful illness. Mr. Hutchinson was born at Milford, N. H., and was, during the earlier part of his life, engaged in business in Baltimore. Soon after the war he made a visit to Alaska and took a prominent part in the organization of the Alaska Fur Seal Company, an association through which he acquired a large fortune and with which he remained connected to the time of his death.

Joshua Sands Henshaw, a native of Brooklyn, who went to California in 1849, died in San Francisco, April 26. He was largely interested in business and mining enterprises in California and Utah. Mr. Henshaw had been an invalid for five years. He leaves a widow.

1383.

At Sea Oct. 1st 69.

Light N. airs & calms & pleasant W W swell but sea going down. Sky partially overcast but got Mer. & Chro. sights - found but little current & this to the West^d being deflected off the Bank that lies off the Nipigon River - Gen^l Rosseau still sick.
Lat. Obs. 44°. 18'. 13" N Long. by Chro. 127°. 13'. 53" W Var. 18°. 15' E
" D R. " . 3 do D R. " 4. 30. Current S - W.
Coal ex. 15 Lens R. 247. Av. Rev. 35^s total 51340. W. ex. 220 R. 3640
Bar. av. 30. 26 - Air 58 to 64. Water - 59. to 61 - some Whale & Porp.

2^d

Wind light & var. from W^d W^d Clear & pleasant Sea quite smooth
Bar. 30.18 to 25 A. 56 to 61. Water 55 to 58. some Sea fowl about
Lat. Obs 46° 46' 31" N Long by Chro 126°. 57'. 36 Coal. ex. 15 R. 231.
" D R 35. 13 " D R 54. 23 Water x. 220 R. 3420.
Av. rev. 37 p^r minute - lost our hour on ac. of hot journals & the error of screwing up to light. Ordered 40 rev. p^r minute was benefitted a little by fore & aft sail - Gen^l R. on deck for the 1^st time since the 1^st day out - Coos to M Injail. averaged 7 knots under steam & fore & aft sail during the night with light N.W. winds & Northern Lights.

3^d

Very pleasant & clear overhead. Cumulous clouds about the horizon. Light W. airs & calms. just before daylight dis^d Land ahead - slowed down & hauled up W. from N.N.E. soon after dis^d Cape Flattery Light ahead - & at 8 A.M. passed close to it into the Straits of San Juan de Fuca - under our Colors. which were hoisted at the S.H. as we passed - & subsequently at a small Village on our Shores further in - passed thro. Seal ripps & big patches of Kelp saw several whale often Black fish Species & one larger also seen ducks & shags - Set all sail & entered the Harbor of Esquimalt just before sun set & anchored in 7 fathoms water & 30 f. chain in soft bottom ahead of 4 English Vessels of war. the flag ship of Ad^l Sir George Hastings. the Zealous - Rec^d a visit from her and several residents on shore - with an invitation to the Club - &c, later P.M. we was visited by the Hon Gen^l Mr Francis from Victoria - found some 30 & Lens. of Coal here for me.

4th Esquimalt-Vancouver Isld.

Wm pleasant-partially cloudy at day light-drizzling rain & light S.E. winds during the day & night following with falling Bar. from 30.20 to 29.66 indicating a gale near us-Visited Victoria in Co. with the Gen. in Capt. Wright's small Str. now chartered by Col. Scott & Major Hoi of the Army-Called upon the British Gov. Seymour and lunched with our Consul & family Mr Francis under the Stars & flag flying upon a Cross pole that had been used by the Rebels during the Rebellion-& without the interference of the English authorities-3 Men deserted-A 50 to 57 W. 51 to 54. Returned in time to dine at 6 P.M. with Adm. Sir Geo. Hastings and his Lady & Officers at their snug little Cottage on shore-

Nasgion an excellent dinner-& treated with kindness

Early in the morning steamed alongside of a wharf to coal when we took in 10 3/4 Tons of Newmino soft Coal for $11.25 pr Ton-being some 4$ more than the cost at the mines

5th

Cloudy with occasional light rain clouds moving in opp. directions indicating bad weather outside Bar. rising after daylight. finished Coaling-paying bills & at 10 A.M. having Mr Coffin-Pilot onboard hauled off & stood out of Esquimalt returning the salutes of the English Officers-At 1 P.M. standing through the long disputed Haro Straits with the flood tide-the Diana str. to meet us at night-During the afternoon the Diana Capt. Jno Wright joined Co. and just after sun set anchored in Miner's Bay in Plumper or Alert Straits-in 10 f. sand bottom & 30 f. chain close to the shore & a little farm house. Visited the D. with Gen. R and our Pilot Mr Coffin-spent a quiet night in this snug Cove.

6

Underway at early day light-the eddy currents as we passed out of this narrow into the Georgia Str. required constant watching to keep the ship from striking the shore as did an English Str. that passed thro. some time since. Ship poor cast light N.E. winds-made all sail until 9 A.M. when the wind dying away opp. Fraser River-fired again the Diana in Co. Gen. R. went on board to Breakfast & she then shoved off & steamed ahead of us-Bar. 29.75. A 45 to 60 W. 50 to 54.

At 11 A.M. passed the Coaling Station of Nanaimo which presents a village on a mountain slope near the water. The Str. J.L. Stephens grounded here & was detained two days, having previously brought up on a shoal further S. saw nothing but a small crasher in Nanaimo.
Gen. Inspection, Articles of War & Divine Service.
Ex. 14 Tons Coal R. 295. At dark entered the Discovery Passage passed several Indian fires on Valdes Isl. & at 9.25 P.M. came to in Duncan's Bay in 10½f. sandy bottom close to the Diana which preceded us. Spent a quiet night. Cloudy.

7th

Com. foggy & the tide being unfavorable waited until 10 A.M. the meantime the officers including myself & the Com. visited the shore. Shot some ducks & obtained a load of wood. Green hemlock. The trees very thick & generally fir. On steaming into Seymour Narrows with the Diana we low water twisted about in a 5 knot tide & 4 men were kept busy at the wheel to prevent our running into the shore. As we entered the narrows pass between Wilfred Pt & Maude Isl. found the tide abating & passed near the latter to avoid a sunken rock abreast & near the former upon which our Pilot Mr. Coffin tells me there is only 14 feet at low tide altho. marked 17 fathoms on our chart. At 2 P.M. ~~entered~~ rounded Chatham Pt. & entered Johnstons Straits with a light S. mist & fog clouds hanging over the land. Bar. 29.90 A.50 W.50 passed a Canoe bound to the S. close to the shore with 4 Indians. Expended 15 Tons of Coal = 151 Tn pr hour steaming 1½ which shows a great difference between A. & B. Coal.
Dd R. & Com. aboard of Diana until we came to in Alert Bay in Broughton Straits & Cormorant Island in 7½ f. hard sand bottom & 35 f. Chain. Weather thick & rainy with every appearance of a Easter. Glad to find a shelter for the night. Coal expended as above. Semi green wood do.
Fitted up a patch for the Diana's boilers, which she put on & had steam up when we came to so as to allow her to select a berth inside of us. Sent the Gig on board for our Party. The Collector Mr. Dodge & Wife dined with me.

Sept. 8th Strong N.E. winds & squalls & thick rainy weather weather which with the advice of Mr. Coffin the Pilot induced me to remain at my Anchor under banked fires – Bar. fell to 29,70 Weather foggy bad – Air. 50 to 55 N. some Indians visited us in their dug outs, with some Salmon & came to barter – quite comfortable clad sent on shore for wood. the Diana left for Fort Rupert 16 miles to the N.W. continued rainy but clearing away at Sunset.

9

Cloudy with a.c. light rain wind mod. from N.E. Bar. 30,10 – before daylight got underway steering to the N.W. & N.N.W. keeping the W. shore of Vancouver on board until abreast of the channel leading between Hope & Galiano Isls., when we hauled into it – An Indian canoe came out but failed to intercept us – saw the smoke from their settlement at Fort Rupert and a small schr. coming out. the Diana in sight ahead – passed between Galiano & Hope Isl.s to the E.d of Vancouver into Queen Charlotte Sound & steered N.W.N. for the entrance of Fitzhugh Sound – saw a small trading sloop laying op. to an Indian Village on the E. side of Hope Island – a canoe with the Chief came off & caught a rope that was thrown to them but had to let go on ac. of the Stiff head way with the loss of their boat – Mr. Coffin the Pilot informs me that the Small Pox has made great ravages among the Natives, & that whole Tribes have been carried off by this disease so fatal to these People – Expended 6 Tons of Coal with banked fires & steam steaming to men from our course & bearing Cape Caution is evidently several miles too far to the West.d say 6 to 8 miles the swell which we at first met from the N.W. as we passed out further increased & came from the West.d which obliged Fred. R. to take to his cot – At 4 P.M. entered Fitzhugh Strait wind aft – weather thick & rainy – furled all sail – & at 5 P.M. anchored in the bottom of Safety Bay in 13½ f. water sand & mud with 45 f. of Stream Anchor & chain – found the Diana waiting for us having had a rough time in the Sound. Sent Boats for wood – & rec.d a visit from Col. Scott & Major Hoyt. they inform me that the Village at Fort Rupert contains 600 Indians also one on Hope Isl.d 200 do. the former Station is now in charge of one White man & his family, assisted by one other White man –

Oct. 10th Wind S.W. unsettled cloudy with rain Wind sometimes fresh from op. directions in different passages. Bar. 29.75 & falling Air S.W. 52°.
Before daylight were standing out S. to the N.W. Drama in Co. found passages where none exist on the Charts & vice versa. Invalid
At 11 A.M. passed on the left hand of us, the locality of Ft. McLaughlin named after the former Gov. of the Hudson's Bay Co. who was very kind to me while at Ft. Vancouver in 1841 but since deceased. about one mile further on & nearly op. E. is the Indian settlement of Bella Bella on a small barren Rocky islet. and good Anchorage near passed between two Islands to the N. of this heading to the E. & E.S.E. then at Mer. kept away to the N. & W. & West in a wider passage leading out to Sea & Osm. with another leading to the N.

Con. 11 Tns of Coal last 24 hours. sails & rigging covered with soot & coal dust from the Nanaimo Coal. which is better suited for Vessels having no masts or sails. At 2 P.M. passed Cape Swine & kept away to the W. & W. in Milbank Sound. with the long Westerly Swell from the Ocean thick & rainy at times then clearing so as to disclose the head lands continued underway. with the Drama in tow until anchor after dark or 9 P.M. when the Bar. having fallen to 29.60 the W. looking bad with rain squalls, stood into Carters Bay & anchored in 16 f. sandy bottom & veered to 40 f. C. the Drama took a berth inside of us as usual manned the shore* piped down at 8 P.M. Passed many water falls.
*In 14 f. swung into 9 feet, & had to shift her berth.
Wind blowing in heavy "Williwaws" from S.E. & E. during the night. Ship riding easy on her chain.

11th

Wind blowing a Gale from S. & E. weather thick & squally with rain. Pilot returned from the D. & at 7 A.M. we were steaming out in Co. with the Drama continued N. under steam & sail with the Lady in the Channel E. of Princess Royal Isld. At 10.30 passed York Island. Wind moderating Bar. rising from a fall to 29.60 during the night. Passed many water falls Lime Ducks & Cormorants. shores rocky & precipitous & in many places affording abundance of Seasoned Pine Wood. Water dark & discolored from the fresh water mingling with it. Gnd. R. & Collector dined on board D.

Pitt Island & Straits to the East & Port Simpson

At 5 P.M. rounded into a snug inlet on the Main or Starb.d side called by the Pilot Low's Harbor Lat. 53° 33' N. on the chart, anchored with the stream & 40 f. ex. in 12 f. W. sticky bottom just outside of two prominent rocks nearly awash. The Diana anchored astern of us. further up the inlet good anchorage can be had in 4 to 8 f. good holding ground. ex. 11. Lines of coal & fire necessary every night to sweep the flues on ac. of the dust.

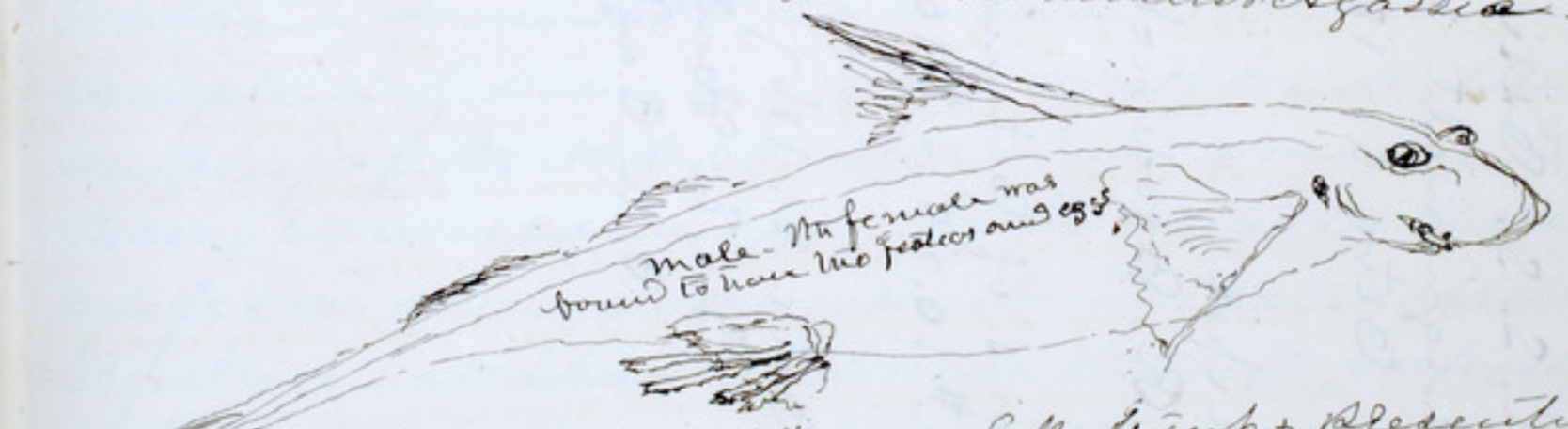
12th

Weather rainy & squally. Wind string from S.E. & S.E. overhead, and variable on the water, according to shape of the land. Bar. 29.96. A. 48 to 50 W. do. At 3 A.M. Mid watch hove up & stood to the N.E. Diana in Co. weather still rainy. At 9 A.M. op. Ogden Channel & N. of Stone Isl.d op. heading for Kennedy Island, making about 8 knots under sail & steam with 42 Rev. a good anchorage on sandy bottom between Stone Isl.d and the Main Land to the E.d passed many small islands. felt the westerly swell op. Brown's Passage. Wind increased from S.E. & E.E. indicating a gale outside. Continued up Chatham Sound until

142a

At the Anchorage in Safety Cove. Oct. 10th 69.

Several remarkable fish were caught, that I am not sure are known to even the Great Naturalist Agassiz.




Skin delicate like our Lake trout, & presenting various colors according to the angle or rays of light in which you view it. the nose tender & transparent like Jelly mouth small with small sharp teeth with two small holes just forward of it and two blow holes abaft close to the fin on top of the head when raised closes the mouth & vice versa. used to hold on to the kelp or sea weed perhaps when feeding. or resting in strong currents.

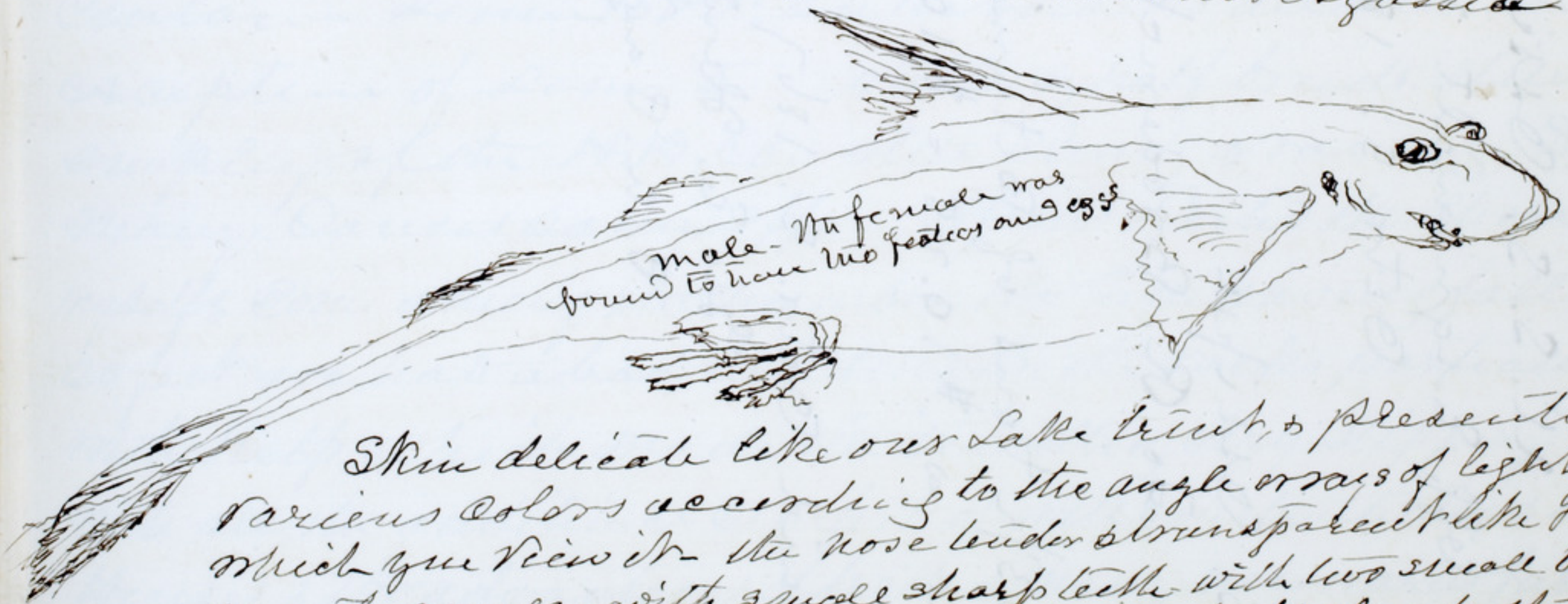
The ⊙ ⊙

up with a broken leg sent off some fine cabbages & potatoes raised in his garden but little else than turnips cultivated here. Sea Otter Skins bringing about 75 to 80 $ & Martins $3 to 5 in trade 50 pr. cent profit on all costs of articles estimated in trading for furs. but little game or fish to be had at present.

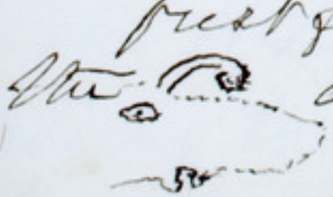
1300 Martens & 100 Sea otter caught in the season at Wass.

At the Anchorage in Safety Cove. Oct. 10th 69.

Several remarkable fish were caught that I am not sure are known to exist — the Great Naturalist Agassiz.




Skin delicate like our Lake trout, & presenting various colors according to the angle or rays of light in which you view it — the nose under & transparent like Jelly mouth small — with small sharp teeth with two small holes just forward of it — and two blow holes abaft close to the fin on top of the head when raised closes the mouth & vice versa — used to hold on to the kelp or sea weed perhaps when feeding, or resting in strong currents —




up with a broken leg I cut off some from Cabbages & potatoes

# Port Simpson Sunday Oct. 13th 69.

Wr. threatening from E to S flying clouds & squalls from same direction with light rain - sun out occasionally - Bar. having fallen to 29.40 Cm. rising - when at 11 A.M. cast off the Diana hove up & cast under the lib. Anchor fouled underfore foot and while clearing it Bar. fell suddenly two - wind blowing in violent squalls - upper clouds filled with snow - the Pilot thinking we would have a bad night to run. I returned & anchored again in our old berth close to the Diana & backed first - swung into uncaben bottom on sand shipped a Lands. by the name of David Stewart A.M. by berth. Towards sunset the Gale increased & blew violently in squalls taking up the water & driving it in misty clouds along the water. let go a 2nd anchor & veered to 60 f. on port & pointed the Lands to the wind. Bar. fluctuating & rising.

The Diana moored a little further in - gave her 250 fathoms rope Blew heavy in puffs all night gradually increasing into 10 ols.

14

S.E. Gale gradually moderating & settling - thick & rainy until 10 A.M. when the Bar. having gradually risen to 29.85 and appearances of a change of wind to the S.W. hove up both anchors. at 11 A.M. standing out under steam & fore & aft sail wind having hauled to the S.W. Bar. still rising.

About 20 miles to the N.W. & S.W. of this post & about on the Boundary line between us (Russia formerly) & the English or 54.40. there is a sharp & prominent peak covered with snow - like ⅃ - Stopped 1½ hours for repairs.

At 5 P.M. in the entrance (S.) of Duke of Clarence Strait the wind mod. S.W. & partially clouded - but so in proceed not & hope with the aid of the D to run all night to the W. in these Straits. already passed some small Islands not laid down on our chart. continued running all night

Weather unsettled. Wind freshening from S.E. & E.S.E. & overcast. Bar. having risen to 29.98 at Mid. Cem. falling 3/100 pr. hour. Soon after daylight reached where the straits are very much narrowed by a succession of Islands with passages but no soundings between them the only track upon our Chart lies between the northern most one & the 2d of Zarembo to the E.a & close to the latter. But our Pilot selected the next passage to the W.a between the two most northern Islands which leads nearly W. is about 1/2 mile wide between low rocky shores with a rocky bottom in from 7 to 10 fathoms which we coasted. in the Center of the passage leaving a rock under water (low tide) each side with Kelp on the E.a one from this stood more to the W.a along Prince of Wales Isl.d leaving several small Islets & Rock in sight on our Starb.d hand opposite which we met a strong flood against us. Stormy weather Bar. 29.76. At 9.25 A.M. passed the Anchorage in Colpoys Bay. some floating Kelp & Duck. the water discoloured as upon sounding. Bar. stringing down to 29.60 At 11 A.M. the W.d looking bad stood into Protection Bay & after sounding about for some time without finding bottom. finally struck 9 to 17 f. on soft bottom just outside of a low rock pt. or Island between which & either shore a bay runs in to the S.d & E.d in which we sounded and could only find bottom in from 15 to 25 f. close to the shores. Anchored in 10 f. soft bottom 30 f. P. chain & furled sails. sent out Boats which gave the above results. Bar. stationary at 10 P.M. let go the 2d Anchor & veered to 45 f. on Starb.d & 70 f. on port. Continued raining & squally all night wind S to S.E.

16th

Southerly Gale. Scuds flying over very rapidly. Bar. fell to 29.5 at 4 A.M. Wind hauled to the W.d of S. the Bar. then Com. to rise slowly too p. hour. wind fresh in squalls with almost continual rain & mist. The sea was disp.d to break on a rock in the mouth of the Bay that we must have run very close to in entering the Bay. At sunset Gale subsiding and Bar. rising. to 29.30. hove in to 60 & 30 f. on chains to cat & keep off the rocks & the wind hauled to the W.d

 Protection Bay. Oct. 17. & Out to Sea.

Wind & W. improving & Bar. rising but occasional rain squalls - & clear light. At Midnight hove up, & steamed out into the Straits - passed between Cronstadt Isd. & Cape Decision & crossed the Southern entrance of Christian Sound - where the heavy westerly swell met the Ebbing Tide from Chatham Straits & produced a cross sea & Coaming Sea that frequently came on board - & rendered the Ship very uncomfortable in many respects - Lieut R. & many others turn out doubled around Cape Bumaney, Baranoff Isd. & stood to the N. & W. along the Island - giving it a berth of 6 to 10 miles on acc. of the heavy sea - occasional hail squalls - Mountains covered with snow At Sunset op. Whale Bay - parted clew to M. S. sail - with much difficulty succeeded in mending it & off - before Midnight stood in near Mt. Edgecumbe & then steamed off & on under low fires until daylight -

18th

Wr. Cool & unusually pleasant forenoon Lat. steamed in & anchored in 7 f. W. - 45 f. C. - ~~good holding ground~~ soft blue on rocks & gravel - in the narrow channel op. Sitka, swing ship & moored with the port bower Anchor & stream chain doubled to a buoy ahead and two hawsers astern or one each W. to Buoys - Port Officials came on board to assist in this operation - The Gov. afterwards called while I was on shore to call upon him - The necessary arrangements were made & the transfer of the Russian possessions in N.A. to our Govt. took place on shore at the Govt. House - At 3.30 P.M. in the presence of the Com. all the Officers in uniform & side arms - & some 200 of our Soldiers & some 100 do Russians under Arms - the R. & Am. Colors being displayed at the masthead of our 2 men of war laying here - And a National Salute of 21 guns being fired alternately from this Ship when the Russian flag came down & the same as our flag went up - the R. firing the first gun in the Cartridge case - followed by us alternately, loosed sails - displayed the R. & Am. Colors -

Sitka, Alaska, Friday Oct. 18th 1867. 147

1462

# NAVY OF THE UNITED STATES FROM 1850 TO 1860.

| ADDITIONS. | | | | | | SUBTRACTIONS. | | |
|---|---|---|---|---|---|---|---|---|
| Vessel. | Class. | Tons. | Guns. | Built. | Launched. | Class | Vessel. | Fate, &c. |
| MERRIMACK | Screw frigate | 3,200 | 40 | Charlestown | 1855 | Ship | YORKTOWN | Wrecked, Cape de Verde islands, 1850. |
| MINNESOTA | do | 3,200 | 40 | Washington | 1855 | Ship | FAIRFIELD | Condemned, Norfolk, 1852. |
| WABASH | do | 3,200 | 40 | Philadelphia | 1855 | Side-wheel | GEN'L TAYLOR | Do. Pensacola, 1852. |
| ROANOKE | do | 3,400 | 40 | Gosport | 1855 | Storeship | ERIE | Do. New York, 1853. |
| COLORADO | do | 3,400 | 40 | do | 1855 | Ship | ALBANY | Lost at sea, W. I., with all on board, 1854. |
| NIAGARA | do | 4,580 | 12 | Brooklyn | 1856 | Brig | PORPOISE | Lost at sea, E. I., with all on board, 1854. |
| RELEASE | Store bark | 327 | 1 | Purchased | 1855 | Side-wheel | VIXEN | Condemned, Boston, 1855. |
| DESPATCH | Screw tender | 558 | 3 | do | 1855 | Storeship | LEXINGTON | Do. do. |
| ARCTIC | do | 235 | 1 | do | 1855 | Storeship | SOUTHAMPTON | Do. do. |
| BROOKLYN | Screw sloop, 1st class. | 2,070 | 25 | Brooklyn | 1858 | Steamer | UNION | Do. Philada, 1856. |
| LANCASTER | do | 2,360 | 22 | Philadelphia | 1858 | Ship | ONTARIO | Do. Balto, 1855. |
| HARTFORD | do | 1,990 | 16 | Charlestown | 1858 | Storeship | J. P. KENNEDY | Do. E. Indies, 1856. |
| PENSACOLA | do | 2,158 | 19 | Pensacola | 1858 | Side-wheel | ENGINEER | Do. 1857. |
| RICHMOND | do | 1,929 | 14 | Gosport | 1860 | Side-wheel | FULTON | Wrecked near Pensacola, 1859. |
| WYOMING | Screw sloop, 2d class. | 997 | 6 | Philadelphia | 1859 | Schooner | FENN. COOPER | Wrecked, E. Indies, 1859. |
| PAWNEE | do | 1,289 | 4 | do | 1859 | Ship | LEVANT | Lost in Pacific, with all on board, 1860. |
| MOHICAN | do | 994 | 6 | Kittery | 1859 | Ship | PENNSYLVANIA | Burnt, April 20, 1861, by order of government, to prevent their falling into the hands of rebels. |
| DACOTAH | do | 996 | 6 | Gosport | 1859 | Ship | COLUMBUS | |
| NARRAGANSETT | do | 804 | 3 | Charlestown | 1859 | Ship | DELAWARE | |
| IROQUOIS | do | 1,016 | 6 | Brooklyn | 1859 | Ship | NEW YORK | |
| SEMINOLE | do | 801 | 3 | Pensacola | 1859 | Ship | COLUMBIA | |
| POCAHONTAS *a* | do | 694 | 3 | Gosport | 1859 | Ship | RARITAN | |
| SAGINAW | Side-wheel, 3d class | 453 | 3 | California | 1859 | Ship | UNITED STATES | Seized in Norfolk, 1861. |
| PULASKI *b* | do | 395 | 1 | Purchased | 1859 | S. frigate | MERRIMACK | Burnt, April 20, 1861, by order of government, to prevent their falling into the hands of rebels. |
| WYANDOTTE *c* | Screw steamers, 3d class. | 464 | 5 | Purchased & refitted. | 1859 | Ship | PLYMOUTH | |
| MOHAWK *d* | do | 464 | 5 | do | 1859 | Ship | GERMANTOWN | |
| CRUSADER *e* | do | 549 | 8 | do | 1859 | Brig | DOLPHIN | |
| SUMTER *f* | do | 464 | 5 | do | 1859 | Schooner | FLIRT | Transferred to the Coast Survey. |
| MYSTIC *g* | do | 464 | 5 | do | 1859 | Schooner | WAVE | |
| ANACOSTIA *h* | Screw tender | 218 | 1 | do | 1859 | Schooner | PHENIX | |
| | | | | | | Schooner | PETREL | |
| | | | | | | Schooner | TANEY | |

*a* The Despatch rebuilt and enlarged.
*b* Was formerly the Metacomet,
*c* Was formerly the Westernport,
*d* Was formerly the Caledonia,
*e* Was formerly the Southern Star,
*f* Was formerly the Atlanta,
*g* Was formerly the Memphis,
*h* Was formerly the M. W. Chapin,
} Chartered in 1858 for the expedition to Paraguay, under Commodore Shubrick, U. S. N.

NOTE.—Independent of the above, there are ten others not worth repairing.

G. F. E.

on Deore. Lud. R. was invited to accept quarters at the Gov. House also, which he declined doing. The Prince apologized for not including me saying that he had no accommodation. Lud. J. C. Davis & McKeever is been given the only remaining room.

1462

# NAVY OF THE UNITED STATES FROM 1850 TO 1860.

| ADDITIONS. | | | | | | SUBTRACTIONS. | | |
|---|---|---|---|---|---|---|---|---|
| Vessel. | Class. | Tons. | Guns. | Built. | Launched. | Class | Vessel. | Fate, &c. |
| MERRIMACK | Screw frigate | 3,200 | 40 | Charlestown | 1855 | Ship | YORKTOWN | Wrecked, Cape de Verde islands, 1850. |
| MINNESOTA | do | 3,200 | 40 | Washington | 1855 | Ship | FAIRFIELD | Condemned, Norfolk, 1852. |
| WABASH | do | 3,200 | 40 | Philadelphia | 1855 | Side-wheel | GEN'L TAYLOR | Do. Pensacola, 1852. |
| ROANOKE | do | 3,400 | 40 | Gosport | 1855 | Storeship | ERIE | Do. New York, 1853. |
| COLORADO | do | 3,400 | 40 | do | 1855 | Ship | ALBANY | Lost at sea, W. I., with all on board, 1854. |
| NIAGARA | do | 4,580 | 12 | Brooklyn | 1856 | Brig | PORPOISE | Lost at sea, E. I., with all on board, 1854. |
| RELEASE | Store bark | 327 | 1 | Purchased | 1855 | Side-wheel | VIXEN | Condemned, Boston, 1855. |
| DESPATCH | Screw tender | 558 | 3 | do | 1855 | Storeship | LEXINGTON | Do. do. |
| ARCTIC | do | 235 | 1 | do | 1855 | Storeship | SOUTHAMPTON | Do. do. |
| BROOKLYN | Screw sloop, 1st class. | 2,070 | 25 | Brooklyn | 1858 | Steamer | UNION | Do. Philada, 1856. |
| LANCASTER | do | 2,360 | 22 | Philadelphia | 1858 | Ship | ONTARIO | Do. Balto, 1855. |
| HARTFORD | do | 1,990 | 16 | Charlestown | 1858 | Storeship | J. P. KENNEDY | Do. E. Indies, 1856. |
| PENSACOLA | do | 2,158 | 19 | Pensacola | 1858 | Side-wheel | ENGINEER | Do. 1857. |
| RICHMOND | do | 1,929 | 14 | Gosport | 1860 | Side-wheel | FULTON | Wrecked near Pensacola, 1859. |
| WYOMING | Screw sloop, 2d class. | 997 | 6 | Philadelphia | 1859 | Schooner | FENN. COOPER | Wrecked, E. Indies, 1859. |
| PAWNEE | do | 1,289 | 4 | do | 1859 | Ship | LEVANT | Lost in Pacific, with all on board, 1860. |
| MOHICAN | do | 994 | 6 | Kittery | 1859 | Ship | PENNSYLVANIA | Burnt, April 20, 1861, by order of government, to prevent their falling into the hands of rebels. |
| DACOTAH | do | 996 | 6 | Gosport | 1859 | Ship | COLUMBUS | |
| NARRAGANSETT | do | 804 | 3 | Charlestown | 1859 | Ship | DELAWARE | |
| IROQUOIS | do | 1,016 | 6 | Brooklyn | 1859 | Ship | NEW YORK | |
| SEMINOLE | do | 801 | 3 | Pensacola | 1859 | Ship | COLUMBIA | |
| POCAHONTAS *a* | do | 694 | 3 | Gosport | 1859 | Ship | RARITAN | |
| SAGINAW | Side-wheel, 3d class | 453 | 3 | California | 1859 | Ship | UNITED STATES | Seized in Norfolk, 1861. |
| PULASKI *b* | do | 395 | 1 | Purchased | 1859 | S. frigate | MERRIMACK | Burnt, April 20, 1861, by order of government, to prevent their falling into the hands of rebels. |
| WYANDOTTE *c* | Screw steamers, 3d class. | 464 | 5 | Purchased & refitted. | 1859 | Ship | PLYMOUTH | |
| MOHAWK *d* | do | 464 | 5 | do | 1859 | Ship | GERMANTOWN | |
| CRUSADER *e* | do | 549 | 8 | do | 1859 | Brig | DOLPHIN | |
| SUMTER *f* | do | 464 | 5 | do | 1859 | Schooner | FLIRT | Transferred to the Coast Survey. |
| MYSTIC *g* | do | 464 | 5 | do | 1859 | Schooner | WAVE | |
| ANACOSTIA *h* | Screw tender | 218 | 1 | do | 1859 | Schooner | PHENIX | |
| | | | | | | Schooner | PETREL | |
| | | | | | | Schooner | TANEY | |

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*b* Was formerly the Metacomet,
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*f* Was formerly the Atlanta,
*g* Was formerly the Memphis,
*h* Was formerly the M. W. Chapin,
} Chartered in 1858 for the expedition to Paraguay, under Commodore Shubrick, U. S. N.

NOTE.—Independent of the above, there are ten others not worth repairing.

G. F. E.

Sitka, Alaska, Friday Oct. 18th 1867.



1466

# ADDITIONS TO THE NAVY between 1850 and 1860.

| CLASS. | VESSELS. | GUNS. | KIND or CALIBRE. | OFFICERS and CREW. | TONNAGE. | WHERE BUILT. | WHEN LAUNCHED | MAXIMUM DRAFT. | COAL CARRIED. |
|---|---|---|---|---|---|---|---|---|---|
| First Class Screw Steamers. | MERRIMACK, . . | 40 | | 570 | 3200 | Charls. Mass. | 1855. | | |
| | WABASH, . . . | 40 | | " | " | Philadelphia. | " | | |
| | MINNESOTA, . . | 40 | | " | " | Washington. | " | | |
| | ROANOKE, . . . | 40 | | " | 3400 | Gosport. | " | | |
| | COLORADO, . . . | 40 | | " | " | " | 1856. | | |
| | NIAGARA, . . . | 12 | | 404 | 4580 | Brooklyn. | " | | |
| Store Bark | RELEASE, . . . | 1 | | | 327 | Purchased. | 1855. | | |
| Screw Tenders. | DESPATCH . . . | 3 | | | 558 | " | " | | |
| | ARCTIC. . . . . | 1 | | | 235 | " | " | | |
| Sec'd Class Screw Steamers. | BROOKLYN, . . . | 14 | | | 2070 | Brooklyn. | 1858. | | |
| | LANCASTER, . . | 18 | | | 2360 | Philadelphia. | " | | |
| | HARTFORD, . . . | 14 | | | 1990 | Charls. Mass. | " | | |
| | RICHMOND, . . . | 14 | | | 1929 | Gosport. | 1859. | | |
| | PENSACOLA, . . . | 16 | | | 2158 | Pensacola. | " | | |
| Third Class Screw Steamers. | PAWNEE. . . . | 4 | | | 997 | Philadelphia. | 1859. | | |
| | MOHICAN, . . . | 6 | | | 994 | Ports. N. H. | " | | |
| | NARRAGANSETTE, | 3 | | | 809 | Charls. Mass. | " | | |
| | DACOTAH, : . . | 6 | | | 996 | Gosport, | " | | |
| | IROQUOIS, . . . | 6 | | | 1016 | Brooklyn, | " | | |
| | WYOMING, . . . | 6 | | | 1289 | Philadelphia. | " | | |
| | SEMINOLE, . . . | 3 | | | 801 | Pensacola. | " | | |
| Do. Side Wheel | SAGINAW, . . . | 3 | | | 453 | California. | " | | |

*During the above interval the Navy has diminished in about the same ratio, by sales, condemnations, losses, &c., leaving the effective number of Vessels about the same as in 1850.*

G. F. E.

The R. Com. Tatchenoff & Koskull removed on Score. Lieut. R. was invited to accept quarters at the Govt. House also, which he contemplates doing. The Prince apologized for not including me saying that he had no accommodations. Lieut. J. C. Davis & Mr. Lane is been given the only remaining rooms.

1466

# ADDITIONS TO THE NAVY between 1850 and 1860.

| CLASS. | VESSELS. | GUNS. | KIND or CALIBRE. | OFFICERS and CREW. | TONNAGE. | WHERE BUILT. | WHEN LAUNCHED | MAXIMUM DRAFT. | COAL CARRIED. |
|---|---|---|---|---|---|---|---|---|---|
| First Class Screw Steamers. | MERRIMACK, . . | 40 | | 570 | 3200 | Charls. Mass. | 1855. | | |
| | WABASH, . . . | 40 | | " | " | Philadelphia. | " | | |
| | MINNESOTA, . . | 40 | | " | " | Washington. | " | | |
| | ROANOKE, . . . | 40 | | " | 3400 | Gosport. | " | | |
| | COLORADO, . . . | 40 | | " | " | " | 1856. | | |
| | NIAGARA, . . . | 12 | | 404 | 4580 | Brooklyn. | " | | |
| Store Bark | RELEASE, . . . | 1 | | | 327 | Purchased. | 1855. | | |
| Screw Tenders. | DESPATCH . . . | 3 | | | 558 | " | " | | |
| | ARCTIC. . . . . | 1 | | | 235 | " | " | | |
| Sec'd Class Screw Steamers. | BROOKLYN, . . . | 14 | | | 2070 | Brooklyn. | 1858. | | |
| | LANCASTER, . . | 18 | | | 2360 | Philadelphia. | " | | |
| | HARTFORD, . . . | 14 | | | 1990 | Charls. Mass. | " | | |
| | RICHMOND, . . . | 14 | | | 1929 | Gosport. | 1859. | | |
| | PENSACOLA, . . | 16 | | | 2158 | Pensacola. | " | | |
| Third Class Screw Steamers. | PAWNEE, . . . | 4 | | | 997 | Philadelphia. | 1859. | | |
| | MOHICAN, . . . | 6 | | | 994 | Ports. N. H. | " | | |
| | NARRAGANSETTE, | 3 | | | 809 | Charls· Mass. | " | | |
| | DACOTAH, : . . | 6 | | | 996 | Gosport, | " | | |
| | IROQUOIS, . . . | 6 | | | 1016 | Brooklyn, | " | | |
| | WYOMING, . . . | 6 | | | 1289 | Philadelphia. | " | | |
| | SEMINOLE, . . . | 3 | | | 801 | Pensacola. | " | | |
| Do. Side Wheel | SAGINAW, . . . | 3 | | | 453 | California. | " | | |

*During the above interval the Navy has diminished in about the same ratio, by sales, condemnations, losses, &c., leaving the effective number of Vessels about the same as in 1850.*

*G. T. E.*

No longer Russian America, The Am. (U.S.) emblem which has this day been hoisted here under a National salute and in the presence of nearly all the civil & Military present & hope ever hereafter be the emblem that will embrace all of N. Am.
The transition was attended with an incident that bid fair to mention in lowering the Russian flag from a tall flag pole, it wound itself amid the top mast cross trees & became disengaged from the original halyards apparently determined not to come down. Several Russians climbed up the shrouds supporting the staff, but their strength became exhausted & had to slide down. in the interim the salute was going on & the Gov. & all hands were getting impatient. finally a running bowline was made in one end of the most rope which was now, & a man was hoisted up, who cleared the flag & instead of bringing it down with him as was evidently the wish & expectation of the R. authorities present. threw it down upon the bayonets of their own soldiers presenting arms underneath.
The Am. Ensign (which was brought out by Gen. Rousseau) was then bent on & slowly run up. followed by another salute of 21 guns fired alternately by the battery on shore & the U.S.S. Ossipee and 3 cheers given by the assembled Americans present. When the R. Com. Capt. Pestchouroff adorned with his hat in his hand. gave a few appropriate words to Gen. R. & said "Gen. Rousseau by authority vested in me by his Imperial Majesty the Emperor of Russia. I transfer to you the Russian possessions of Alaska".
(which embraces all of their possessions in N. America).
Gen. R. replied, "I accept it in behalf of the Govt. of the U. States".
This ended the ceremony. much to the disgust of two newspaper reporters, who were present & expected a Spread Eagle speech to report to their papers. All the officers now assembled in the Gov. Prince Mak. sent off Quarters, drank a glass of Champagne & dispersed. At Sun set the Am. & R. flags were lowered together. from the men of war following the motions of this ship. my being the senior Naval Officer present.
The R. Com. Pestchouroff & Koskull removed on shore. Gen. R. was invited to accept quarters at the Gov. House also, which he enthusiastically doing. The Prince apologized for not including me. saying that he had no accommodations. Gen. J. C. Davis & Mr. Shaw is been given the only remaining rooms.

Saturday - which is the Russian Sunday - they having lost a day in their reckoning in coming around the world from St Petersburg via. Cape of Good Hope - against the Sun - but this will soon change. Wx pleasant for Sitka - only a few hours of rain during the day - Bar. 30.30 Air 44 to 47. W. 46 to 47 - 13 feet tide - but little current wind light & variable - Many Indian Canoes about with male & female - some game to sell but prices very high owing to the late arrivals and great demand. Employed Coaling with Boats from the Jamestown - took in 34 tons of A. Coal - Got up steam on the Donkey Engine for heating & condensing. The Collector Mr Dodge, Wife, Child & Clerk took up their quarters on shore. The Resaca made Requisitions on this Ship for provs, & stores. & the Jamestown for an Anchor - called upon both for their Launches to assist us in Coaling.

The Rev. Cutler Lincoln - Capt. White & Comd. F. Howard arrived from a short trip up the Straits - delivered her propeller. The Comd. honored me with a visit - represents the Natives W. as unfriendly & defiant - that he had pacified them by presents amounting to about $100. The Army still on board of the Sr. L. L. Stephens at an expense of some $2000 pr day.

Sunday 20th

Bar. falling - rainy weather - but coaling from necessity and haste against my will - sent to the Gov. for a Lighter which he granted to assist me in Coaling. Lieut. R. took lumpers quarters on shore at the Greek House - Capt. Koskuee paid me a visit & in behalf of himself & Capt. Pestchouroff, offered compensation for their trip up - which I politely declined as I think the occasion is such, that they ought not to be made to pay their own expenses. Dn Port as follows

| | | | | |
|---|---|---|---|---|
| U.S.S. Ossipee | Russian Propellers. | | Alexandria | 13 K |
| " Resaca | " | " | Constantine | |
| " Jamestown | " | Ship | Thiretza | |
| U.S.R.C. Lincoln | " | " | Dirrich | |
| Sr. L. L. Stephens | " | Bark | Menchacoff | |
| Ship Buena Vista 2d M. Stores | " | " | Nakeimoff | |
| Bark Mamaluke " Coal | " | Brig | Constantine | A. Flag |
| " Milan 2d M. Stores | " | " | Shalecoff | |

Ordered a Medical Survey

Wd Cloudy & rainy Bar. having gone down to 29.74 Wind hauled suddenly to Wd & Wd from a fresh S.E. Wind & blew in a squall some half hour then hauled back to Sd & Ed & moderated. Bar. went down slowly to 29.60 at Midday when a snow storm set in for several hours that covered the trees on the mountains - this finally changed to a drizzling rain when the Bar. com. rising. Air 42°. & some ap. of clearing up to the Westd. Continued Coaling. Men wet & ship uncomfortable Indians about as usual, & apparently indifferent to the rain

Recd a Present of a small Canoe from Capt. Pestchouroff

Lieut. Davis landed his troops from the Str. L L Stephens -

22d

Blowing a S. Easter thick & rainy Bar. falling Air 43°. Wind sprang from Wd & Sd during the night. Shipping sheltered by the high lands - Employed in Coaling all hands wet.

Ordered a transfer of Men from the U.S.S. Resaca & Jamestown to this Ship. entitled to Discharge, & condemned by Medical Survey.

At Mer. Bar. 29.24 - Wind fresh S.E. continue rain. 8 P.M. Bar. 28.82 & at a stand at 9. Wind came out in a heavy squall from the Westd. Bar. having risen to 28.92 after a hell-hail & rain. Wind lulled in 15 minutes - Var. during the night with rain & hail Bar. rising -

23d

Wind Var. from Wd & Ed until 8 A.M. when hauled to Sd with hail Bar. at Mid. 29.18. At Mer. 29.11. At 2 PM set 29.25 Wind 29. Air 42° W 46. Several intervals of clear sky overhead with ap. of clearing up - found the Buoy adrift from its moorings to which our Stb. Anchor chain is shackled - detached our chain - gave the Buoy in charge of a Co. Ship on our Starb. bow - run out a hawser & warped the Ship ahead - let go 2d anchor & veered to 25 & 48 f. & carried out 2 parts of a Hawser to the Island on our right -

Sent the Specie that was taken on board for the Russian Co. at San Francisco on shore & obtained receipt for the same

Gnd. Rousseau & Dana came off in my Boat & made some official visits afloat - transferred 3 men to the Lancaster and two to the Resaca in exchange for others from them.

Wd unsettled Bar. rising. Lightning to the Sd hail & rain. Wind apparently to the Sd & Wd outside - Mountains covered with snow - At 9 P.M. Lightning & thunder to the Ed. Wind North, from Wd & Ed Bar. 29.30 & rising Air 41. W 46.

Rain & Hail. Wind var. from S. & E. occasionally clear overhead much of the rain passing outside of us & then carried into the coast again by a current coming from the S. North the Coo. & this interesting Princess also our Com. on shore, in the Greek Church & Club room. Dis'd a Billiard Table at the latter place & one at the Gov. House, both indifferent. Also two Bowling Alleys in Leon. Bar. 29.12 A. 43 to 46 W 46.
Rec'd 6 men from the Tamaulipas & Resaca whose terms of service had expired. to be forwarded C. for discharge & 2 to be sent to the Hospital at Marysland.

25th

Wind var. in force from the S. & E. Wx pleasant for Sitka but raining at intervals. Sun occasionally in sight Mountains white with snow. Air balmy. Visited the Sake Market & Public Gardens with Gnd. Davis. Called upon Gnd. Rousseau at the Gov. to see if he had resolved upon returning in the J. L. Stephens as inferred by Capt. Howard and was told that he did not if I would return by the Inland passage which he much preferred. At my suggestion agreed to be ready to embark on board in the morning, so that I could take advantage of this favorable weather for the trip outside to Dixons Entrance & Chatham Sound. Capt. Dall of the Stephens asked for an Anchor, offered him our stream if he could not get any other. He is discharging slowly with his Boats. and getting $800 pr day from the Army while so employed besides $20 pr ton for freight & the latter so calculated I am informed that an Army Wagon is made to weigh about 7 tons!! &c so that he calculates to clear $60.000 for his owners this trip.

The Rev. Service represented by "Com'd Col." & Capt. Howard offer me Coal at $36 pr ton!! but I hope not to be obliged to take any at this price.

8 P.M. Dark. Rec'd a message from Gnd. R. that he would not be ready to come on board this E. 2 P.M. to morrow. Sent some Dish Covers to Mrs. Gnd. Davis, & some Canned Oysters. Sardines & Cocoa to Mrs. Mc Dougal.

About Sun set Gnd. R. & Brice Makdonloff came on board to pay their respects & take leave. Capt. Howard also

26th

with Mrs. Gad Davis & Col. Weeks - Astern was much
to do & it required good management to get the Ship astern, as many
pass & by other Vessels - & had not the leisure to pay the attention
to the Guests that I ought have wished - shortly after the Gov.
& Salute of 17 Guns as he left with the Commissioner aboard
dark & steamed out - The Bar. ranged high 30.10 and every
thing appeared to indicate a pleasant start for a few days -
but we had not got past Cape Edgecomb before it came on dark & squally
with sharp flashes of Lightning & thunder like the report of guns
to the N.E. & N.W. which looked suspicious - but it was too late to
turn back & we continued to the S.E. & E. along the Coast the wind
gradually increasing from the S.E. & E. during the night so
that at daylight I found myself still a long way from Cape
Ann Mary - & in sight of a heavy surf on shore with a heavy
swell setting me in. I therefore hauled off with the S.E. & N.E.
under fore & aft sail & steam under an increasing Gale &
sea for an offing. battened down hatches secured anchors
& boats & made every thing snug as possible

Sunday 27th

Blowing a furious S.E. Gale with rain hail & squalls Bar.
at 8 P.M. 30. sat Mid. 29.65 Sea heavy & irregular from S.E. & E. & S.E. & N.E.
frequently breaking all over the Ship & finding its way below and
flooding the Cabin - Wardroom fire room & Magazine in spite
of bulkheads & Tarpaulins so that our fires were several times nearly
put out - upon which our safety depended, as it required nearly all
our steam power (the draft being shut off) to keep four pumps
working to free the Ship & to assist our fore & aft stern sails in
getting off shore. The Ship labored very much - all the Boats were
swept from their davits except my Gig which being on the lee
the Sea expended itself on the poop deck enough came down
the Skylight & store. the crevices of the bulkheads to keep several
hands bailing all night, here & in the ward room -
The Launch was thrown inboard & lost port lower boom and
Fore gaff & port head carried away fore brace Vangs &c. - The fore
Topsail blew to pieces (new & Wal. Canvass) Anchor broke, two
thermometers &c. and all 3 chronometers were filled with water &
stopped running - Finally the safety of the Ship was principally
due to the exertions of officers & men aided by the Engine power

 At Sea off Sitka - Oct. 27th & 28th 67

without which she would probably gone down, & nothing left to tell the story. At the commencement of the shipping of seas Lieut. R. who had gone below to escape the greater motion in the cabin found himself deluged by water in his cot - when he retreated back to the cabin where he found himself but little better off in regard to the water, and much worse in regard to motion which made him very sick. & I am sure sorry for him with a sea life, and drew from him expressions of sympathy for all seafaring men that will make a lasting impression upon him. He declared that nothing would tempt him to ever go to sea again if he could avoid it & declared that he would write to the Sec'y of the Navy to give me a swing place on shore for the rest of my life. When I expressed myself quite satisfied with my own experienced sea life.

28th

At Mid. Gale changed to S.W. & moderated but still blew fiercely in squalls of hail & rain. Bar. having only fallen to 29.65 Com. rising about 3/10 p. hour. at Mer. 29.90 at Mid. 30.6 At Daylight kept away N.E. in a heavy sea for Sitka all hands wet & exhausted from constant work & exposure on deck and below which increased our sick list to 30. with a crew some 30 short of our complement. Set the S. Topsail & Lt. Hd. Sails & by dark was entering close to Biorka Island on a heavy S.W. swell with thick & squally weather but aided by occasional star light & the sea breaking on the different shoals, found our way in Mro. the S.E. passage & anchored about 8 P.M. in 14 f. soft bottom over shingle & rock. Close to the N. & E. shores to the S. & E. of the town & shipping. Our anchor & chain giving the first notice of our return which was soon after com. on board of the steamers & on shore by Lieut. R. who was anxious to set foot on shore after his late trials on board.

Found the Gale was unusually severe here several vessels were driven on shore or sunk & several buildings blown down. The R.Co. estimate their losses at $40.000 The Resaca & Jamestown held on. The former getting up steam side saddles, Tompkins, Tackmores & Springers. Boarding Pikes &c were found broken. A Tompkins of the 1st inst. gun was found driven close home by the force of the sea.

Wind fresh in squalls from S.W. during the night - dragged into 18 f. & brought up with 45 f. on port chain - Gave port sheet anchor & 15 f. chain to the J. L. Stevens. Rec^d a Whale Boat from the Rosario - built & fitted sheet keeping up fires to dry decks & clothes - The Com. and officers Ass. Commdrs. visited Ship. Mrs Ind Davis & Weeks came off in the Stevens Boat - Our C.C. ladder being among the breakage could not rack them on board - Lieut R. made arrangements to take passage in the Stevens Bar. continued to rise with the wind to the S^d & W^d & after it hauled in shore to the W^d & E^d Snow rain Hail &c, Var. & then to S^d & E^d

30th

Wind Mod. S.S.W. Barometer increased to 30.37 fell to 30.25 at Mid. to 29.90 at Mer. wind from S^d & E^d & to 29.70 at Mid. again with a fresh or N.E. breeze which I understand is usual at night.

All hands employed in repairing damages caused by the late Gale - found nearly all of the different departments had suffered as well as Officers & men - Provisions - Clothing - Charts Books. Instruments &c. damaged by stains & coming of the Sailors Sent down the Chronometers on shore to be cleaned & cleaned the 3rd on board - Sent Canvass to the Jamestown to make a new fore topsail with men to work on it - Sent Carpenter on board for lumber for Jaws of Gaff - Employed repairing Launch.

31st

Wind light & Var. rain & hail - Barometer fallen to 29.65 rose again to 29.70 at Mer. Air 40 to 43 W 46 - Rec^d 1000 lbs of flour & 650 lbs of Sugar which was purchased on shore at reasonable rates Com. Coaling from the J. L. Stevens. Sidney Cove belonging to the Army at $18 pr Ton - & 20 freight = 38. !!!

About 8 P.M. dark & rainy - report of Guns were reported off the Harbor Sent up a Rocket to show the Anchorage which on the following morning proved to be a Russian C.O. Bark 25 days from Asia - a small S.W. str. Jig mast & was towed her in. The Capt. reports that the same Gale that we suffered in blew his sails from the yards, parted cabins away his bulwarks & one Boat -

Crew employed all night Coaling - Issued this day a ration of Coffee & Sugar. A large sick list. decks wet and Ship very uncomfortable - Towed the Stevens out Port sheet Anchor and 15 f. chain to be relieved at San Francisco -

Sitka. Nov. 1st 67.

Wind light & Var. Rain Hail & Snow with an interval of clear sky overhead. Mountains covered with Snow. Visited the Prince & Authorities on Shore. Sent Boats to assist Mr. J. L. Stevens in discharging Army Coal by particular request of Gen. Rousseau. During the evening he came on board from Shore having visited the Stevens on his way, and made up his mind that he would not go down in her. Spoke of her leaking, filthy condition, and said he did not consider her safe at sea. said he preferred the Oshiper if she was ready. I gave him distinctly to understand she was not ready & it might be several days before the Ship was in a seaworthy condition to go, but every exertion would be made & she would go as soon as she was ready. He appeared very uneasy, wished to know what was to be done. I recalled some of the most important things. After which he went below in the ward room and after talking with the Officers returned and in the presence of Lt. Commdr McDougal informed me that he was informed by the Officers of the different Departments that the Ship was ready for sea. or that they were ready.

I then remarked that I was the Judge of whether the Ship was ready &c. I said perhaps I did not wish him to go in the Oshiper &c. and some other such remarks, & about Mr Coffin the Pilot & his Compensation that led to some discussion. which was not altogether pleasant. I finally had a full understanding with the Pilot that I should pay him as before agreed for the trip $50 and in consideration of his detention $5 pr day while laying here.

Ordered the Jamestown to furnish us one of her Boats and ~~a chronometer~~ two Dog Boats & the Renan one Boat & a chronometer. Sent over our Boys ashore to the former for repairs there being no dry place on board to do this work. Air 41. to 45 Bar. 29.85 to 30.24

Coal on hand 296 Tons. 64 being poor soft coal

Light Wind. Easterly Mists with the usual accompaniment of rain Hail & snow & Thunder &c - making Water proof dresses very important - but few are provided, & but few appear to care An Umbrella is a very unusual thing to be seen - Bar 30.35 - to 29.98 A 36-43

Sam told that the Indians regard pleasant weather as unwholesome & usually retire to their huts or go to bed &c, lie down for beds are also a rarity - The Head Chief & warriors dressed up in red blankets & painted faces with emblems of peace - Green branches tied on poles - Called upon Capt. Davis & had a friendly powwow -

All hands employed repairing Damages & getting ready for Sea The Sloops cleared up & weighed the Anchor which being fouled a Hawser from us to the Sloop lay by - Rd. 25 sac Charcoal from shore being their Sunday - had to apply to the Gov. to get it -

The Prince complained that a little Trading Sloop had taken the berth of their Lag, & refused to move - Lieutenants & Commdr. [illegible] with Capt. Davis with an Offer to act as [illegible] friend to all such matters -

[illegible] Sg. March - Geo. Thompson Private [illegible] N. Ap. to the Sloops for Passage to S.F.

3d

Bar. having fallen to 29.90 rose to 29.96 A 40 to 45.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| On Guard, | " | " | " | " | / | 2 | " |
| On Daily Duty, | " | / | " | / | " | " | |
| On Liberty, | | | | | | | |
| Absent without leave, | | | | | | | |
| Confined, | | | | | | | |
| Sick, | | | | | | | |
| Orderlies, | | | | | | | |
| Cooks, | | | | | | | |

[illegible] which he mistook as he was [illegible] before the Pilot had decided [illegible] at as we can ill afford [illegible] Sept. 25 -

1542

# THE GALE OF SITKA,

*October*, 1867.

COMPOSED BY J. L. PRINCE.

Shipmates please sit down and listen,
Let's talk about our own affairs,
Tears within your eyes may glisten,
And on the deck fall unawares.

Full twenty months we've been together,
In some few calms, and many a blow,
A hurricane we once'd did weather,
Four hours sail from Sitka "oh!"

A noble boat, our gallant barque was
That night she proved herself to be,
While sad and heavy, many a heart was
That night on board the "Ossipee."

A squall our new foretrysail tearing
It did the sail in pieces rend,
While hail and sleet fell past all bearing,
God have mercy be our friend.

Tremendous seas our vessel hitting,
Shook every timber in our craft.
Once I thought her sides were splitting,
Causing terror fore and aft.

Four boats we lost, we had but three left,
The "Launch" hove in and badly stove,
The gale decreasing a heavy sea left,
The braces parting we new ones rove.

The hurricane has now diminished,
And raging winds have ceased to blow,
Which brings my ditty to a finish,
Adieu, farewell, to Sitka, oh.

Behold the "Ossipee" shines brightly,
Now anchored where she's been before,
And her Captain, quite politely,
Invites his crew to go on shore.

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Sitka Nov. 1st 67.

Wind light & Var. Rain Hail & Snow with an interval of clear sky, overhead Mountains covered with Snow. Visited the Prince & Authorities on shore. Sent Boats to assist Mr. J. L. Stevens in discharging Army Coal by particular request of Genl Rousseau. During the morning he came on board from shore having visited the Stevens on his way, and made up his mind that he would not go down in her. Spoke of her leaking, filthy condition, and said he did not consider her safe at sea. said he preferred the Oceanic if she was ready. I gave him distinctly to understand that I was not ready & it might be several days before the ship was in a seaworthy condition to go, but every exertion would be made & I should go as soon as she was ready. He appeared very uneasy, wished to know what was to be done. I recalled some of the most important things. After which he went below in the wardroom and after talking with [illegible] retired and in the presence [illegible] informed me that he was [illegible] different Departments that [illegible] Sea. & that they were [illegible] I then remarked that I was [illegible]

How soon can you be ready for sea, to take Genl Rousseau to Victoria. When will you be ready to receive him on board. How much Coal have you now, & how much more do you need for this trip. & can you get it from shore. of whom. upon what terms.

These questions were addressed to Comdr. Bradford of the U.S. Resaca. & his answer was such that I relinquished the idea of despatching him. J. H. E.

[illegible] for repairs. there be [illegible] to do this work. Air 41. to a [illegible]

Coal on hand 296 Tons.

How soon can you be ready for sea, to take Buckman to Victoria – When will you be ready to receive him on board – How much Coal have you now; & how much more do you need for this trip – & can you get it from shore – of them – upon what terms –

These questions were addressed to Comdr. Bradford of the U.S. Resaca – & his answer was such that I relinquished the idea of despatching him – T. T. E.

Mr Gilly

the former for repairs – there be

Light Wind. Gusty Squals with the usual accompaniment of rain Hail & snow & thunder & - making water proof dresses very important - but few are provided, & but few appear to care. An Umbrella is a very unusual thing to be seen - Bar 30.35 - to 29.98 A 36-43

I am told that the Indians regard pleasant weather as unhealthy once & usually retire to their huts or go to bed - i.e. lie down for beds are also a rarity - The Head Chief & Warriors dressed up in red blankets & painted faces with emblems of peace - Green branches tied on poles - Called on Pilot Davis & had a friendly powwow -

All hands employed repairing damages & getting ready for Sea. The Steamers steamed up & weighed one Anchor which being found a Hawser for us to ~~[illegible]~~ moor by - Received Charcoal from shore - being their Sunday - had to apply to the Govr. to get it -

The Prince complained that a little Trading Sloop had taken the berth of their Lag. & refused to move - Lieutenant & Comdr. Bradford & French Pilot Davis with an Officer to act as Capt. of the Port who could attend to all such matters -

Lieut. Jeff. Lieut. Surg. March - Geo. Thompson Purser
French Kass 1st C.E. & Mr. S. Barker N. Ap. to the Steamers for Passage to S.F.

## Sunday 31

Mr. Mixed Rain snow & Hail - Bar. having fallen to 29.90 gone to 29.96 A 40 to 45.
at Mer. Wind Var. The Steamers fired two Guns & left at Daylight with our Invalids & Mails - & Short Anchor -

Gun-K. paid his last Visit to the Steamers & received presents

Empl. repairing damages - Received our fore Topsail at 2,30 P.M. from the Farmstown & bent it - Midn. & Cadets employed Cleaning our Chronometers which were neglected on shore.

Lieut. & Comdr. Bradford told pay his Officers in Coin for the Month of Oct. - he having no other Currency -

Bar. falling. directed everything ready to get underway at Mid. and the Pilot to be called to determine if the Mr. was suitable

The 1st Lt. was given his orders, which he mistook as he has often done & ordered fires lit before the Pilot had decided which was very much provoked at as we can ill afford to consume our fuel Dick. Lieut. 25 -

Sitka Alaska Nov. 4th 67.

Squally from N.W. & E. with the usual accompaniment of Rain & hail and thick cloudy W. Bar. falling $\frac{2}{100}$ per hour which on ac. of the change of D & think portends a Gale therefore am waiting for a favorable change to get under way, as I can do nothing at sea against a S. Easter. at 8 P.M. Mod. E. wind - No rain for several hours Bar. 29.80 min. 29.40 - A 45. 29.22 min Wet bulb 44°!! the 1st dry atmosphere we have found here -

5th

Wind blowing in flaws from N.W. & E. Bar. still falling at 8 AM 28.81.
Air W. & D Bulb. 43° - No rain during the night -
All of our best men (21) on sick List -
At 5 A.M. Light rain. Keeping Low fires & afire in
the Galley all night to dispell dampness -
Took down Main Deck Awning - braced all the Yards up and made
other preparations for a Gale - The Mercurial Bar. ranging $\frac{5}{100}$ below
the Aneroid. being at 5 P.M. 28.55. a difference of about 20 in Temperature
Light & var. puffs from the W. & E. with spells of calm W.
dark & gloomy - Mist covering the top of the Mountains
but Cape Edgecumb & all the Islands in sight - but little
swell upon the rocks - Painfully anxious to get away
from this place - gave orders to be underway at early Daylight
and make another trial - Light airs & calms during the night

| | | |
|---|---|---|
| 10 A.M. | | .71 |
| 12 Mer. | | .68 |
| 2 P.M. | | .66 |
| 3 " | | .64 |
| 4 " | | .62 |
| 5 " | | .60 |
| 8 " | | " |
| 10 " | | .62 |
| Mid. | 12 " | .72 |

6th

Light airs & calms & rainy Bar. still rising at 6 A.M. 28.80
when we were passing the outer Islands of the Eastern passg. 8 A.M. " .79
continued on past Katilch (Korlichna) Rocks & 10 A.M. .84
before reaching Biorka Isl. minutes a S.E. Gale 11 " .94
when Capt. R. who had gone below to his Cot sent up a Mer. 29.00
request by his Son Geo. that I would return to 3 P.M. .05
Sitka - I therefore put about - entered the Middle passage at 10 A.M. 5 " .10
Anchored in 12 f. soft bottom 50 f.c. to the West. of the Town & abreast of the 6 " .12
Middle Channel there. Much a little undulating sea came in 10 " .16
that answered the Lead. Coming in met the Am. Bark Midlanbrand Mid. .24
out but when she struck the force of the S.E. wind she met about
stood back - Wind died away after Mer. rain turned into snow.
Mechanics all employed in repairs - Capt. Pestchouroff - paid us a visit
W. clearing up at 10. fired a Gun for our Pilot. hove up & cleared out the middle
passage. at Mid. was off Biorka Isl. bound S.E.

At Sea Bound S. Nov. 7th 67



New Archangel, Oct. 8,
Via Victoria, V. I., Nov. 10,
And Swinomish, W. T., Nov. 11, 1867.

The formal transfer and delivery of Russian America to the United States government took place today, by Captain Pestrechoff, Acting Commissioner on behalf of the Russian government, and Major General Rousseau on behalf of the United States.

At three o'clock P. M. a battalion of United States troops, under command of Major Charles O. Wood, of the Ninth infantry, was drawn up in line in front of the Governor's residence, where the transfer took place. By half-past three a large concourse of people had assembled, comprising Americans, Russians of all classes, Creoles and Indians, all eager witnesses of the ceremonies.

Precisely at the last named hour the Russian forts and fleet fired salutes in honor of the lowering of the Russian flag; but the flag would not come down. In lowering it tore its entire width close by the halliards, and floated from the cross-trees, some forty feet from the ground. Three Russian sailors then attempted to ascend the inch and a half guy ropes supporting the flag staff, but each failed to reach his national emblem. A fourth ascended in a boatswain's chair, seized the flag and threw it in a direction directly beneath him; but the motion of the wind carried it off, and caused a sensation in every heart.

Five minutes after the lowering of the Russian flag the Stars and Stripes went gracefully up, floating handsomely and free, Mr. George Lowell Rousseau having the honor of flinging the flag to the breeze, the United States steamers Ossipee and Resaca at the same time honoring the event by firing salutes.

As the Russian flag was lowered Captain Pestrechoff stepped forward and addressed General Rousseau as follows:—

General—As Commissioner of his Imperial Majesty the Emperor of Russia I now transfer and deliver the territory of Russian America, ceded by his Majesty to the United States.

General Rousseau, in response, as the American flag ascended, said:—

Captain—As Commissioner on behalf of the United States government, I receive and accept the same accordingly.

The Commissioners spoke in a tone of common conversation, and were only heard by Governor Makesatoff, General Jeff. C. Davis, Captain Kuskol and a few others who formed the group. Several ladies witnessed the ceremonies, among them Princess Makesatoff, Mrs. General Davis and Mrs. Major Wood. The Princess wept audibly as the Russian flag went down.

The transfer was conducted in a purely diplomatic and business-like manner, neither bouquets nor speech-making following. The entire transaction was concluded in a few hours, the Ossipee, with the Commissioner on board, steaming into harbor at eleven o'clock this forenoon, and [illegible] in the afternoon a dozen American [illegible] newly born American city of Sitka.

the [illegible] at fo[illegible] o'clo[illegible] flags flo[illegible]

**Protest of the Russian Commissioners—Trouble for Mr. Seward—Duels on Paper.**

New Archangel, Nov. 3,
Via San Francisco, Nov. 12, 1867.

The Russian Commissioners have protested against the occupancy of the fur company's buildings by United States troops. By courtesy the troops are now sheltered and the supplies stored. The matter will be referred to Mr. Seward.

Much ill feeling has been exhibited since our occupation of the city. Seven duels on paper have occurred, but they were settled without bloodshed. The parties are of high rank.

**Terrific Hurricane on the Coast—Narrow Escape of the United States Steamer Ossipee from Wreck.**

New Archangel, Nov. 3,
Via Victoria, V. I., Nov. 10,
And Swinomish, W. T., Nov. 11, 1867.

The United States steamer Ossipee was nearly

heavy sea. Sky overcast. Snow Hail & rain — under Sail & Steam — passing along the Land — Cape Muzone on Point of Williams Island — light. the Pilot came down with a message was sick in his Cot below — that he could not — of the Ship — & wished me to take the first Kept away to the S.E. for Cape Decision with a Duke of Clarence Straits, & fear & shall lose one — which is all important to me A 35° 42'

Y Jus Rong. 266 — A 42 Bar. at 8 Am — 29.42
— & Sail & K against a Lick " 10 " " — 46
Decision & entered Duke of " Mer. " " "
" 2 PM " .41
" 5 " " .30
" 8 Min " " .37
" " " .50
leaving a heavy sea behind us & meeting
ick & rainy weather as we approached Mt. Baker
Sail & at 5 P.M. — nearly dark — entered Protection
ding it not underway finally, anchored on a spit
se to a small rocky Island — near where we had
Wind blowing & intervals in strong squalls —
handing to the S.E. & W. Mod. Snow Squalls during
& 2 ce about decks —

E.

& the Sun out occasional snow squalls
y we have seen since leaving Vancou
daylight underway & standing through
E. under Steam & Sail — off Point
several Indian Canoes standing across
directly bound to their Settlement on the
— at 10.30 A.M. passed thro. the narrow
Bushy & Zarembo Island leaving the
to Cater to the N.E. of us & kept the lead going
then at 12 fathoms — Tide high & strong
rose from 29.50 at Mid. to 29.80 at Mer. & to
Mid. again during the afternoon Mid Var
veral Snow Squalls passed over — continued to
ing about 40 miles from the Sentrance at 8 P.M.
Survey upon Ordnance & Masters Stores required in
down & the Straits during the night under
ine — bright & light — not much snow —

At Sea Bound

New Archangel, Oct. 8,
Via Victoria, V. I., Nov. 10,
And Sitka, W. T., Nov. 11, 1867.

The formal transfer and delivery of Russian America to the United States government took place today, by Captain Pestrechoff, Acting Commissioner on behalf of the Russian government, and Major General Rousseau on behalf of the United States.

At three o'clock P. M. a battalion of United States troops, under command of Major Charles G. Wood, of the Ninth Infantry, was drawn up in line in front of the Governor's residence, where the transfer took place. By half-past three a large concourse of people had assembled, comprising Americans, Russians of all classes, Creoles and Indians, all eager witnesses of the ceremonies.

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The Commissioners spoke in a tone of common conversation, and were only heard by Governor Maksutoff, General Jeff. C. Davis, Captain Kinkel and a few others who formed the group. Several ladies witnessed the ceremonies, among them Princess Maksutoff, Mrs. General Davis and Mrs. Major Wood. The Princess wept audibly as the Russian flag went down.

The transfer was conducted in a purely diplomatic and business-like manner, neither bouquets nor speech-making following. The entire transaction was concluded in a few hours, the Ossipe, with the Commissioner on board, steaming into harbor at eleven o'clock this forenoon, and [illegible] in the afternoon a dozen American [illegible] newly born American city of [illegible] at fifty [illegible] o'clock [illegible] flags from [illegible] Sitka.

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**Protest of the Russian Commissioners—Trouble for Mr. Seward—Duels on Paper.**

New Archangel, Nov. 2,
Via San Francisco, Nov. 12, 1867.

The Russian Commissioners have protested against the occupancy of the fur company's buildings by United States troops. By courtesy the troops are now sheltered and the supplies stored. The matter will be referred to Mr. Seward.

Much ill feeling has been exhibited since our occupation of the city. Seven duels on paper have occurred, but they were settled without bloodshed. The parties are of high rank.

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**Terrific Hurricane on the Coast—Narrow Escape of the United States Steamer Ossipee from Wreck.**

New Archangel, Nov. 2,
Via Victoria, V. I., Nov. 10,
And Sitka, W. T., Nov. 11, 1867.

The United States steamer Ossipee was nearly wrecked on the night of the 27th ult. when forty miles southeast of Archangel, in the most terrible hurricane witnessed on this coast during the past seventy years. She lost all her boats, and considerable of her sails and rigging was carried away; her chronometer was destroyed and all the fires but four were put out; those remaining were kept alive by burning oil, tallow, grease, lard, candles and the substances. She shipped an immense sea, doing great injury to the powder in the magazine. Forty-six sailors were wounded while on duty, but providentially none were killed. General Rousseau and his son George and also the General's staff were on board. The hurricane lasted eighteen hours, and the entire storm between thirty-six and forty hours. Lieutenant Commander Crossman and a boatswain named William Green saved the ship by their heroic exertions in battening the hatchways when the storm raged with the greatest fury. The engineers and firemen all behaved nobly.

The Ossipee put into Sitka harbor on the evening of the 29th ult., having left here on the evening of the 26th.

The United States storeship Jamestown and the United States steamer Resaca are in port, all well.

The yellow fever has been thoroughly killed out.

The revenue cutter Lincoln has gone to Stikine river, with the United States surveying party in tow.

The chartered vessels Milan and Buena Vista, with government stores for garrison, have arrived safely.

The hurricane swept over the harbor with terrific force. Fifteen vessels were at anchor in the harbor at the time. Three Russian vessels were driven ashore, and Sandwich Islands bark Manelake was badly damaged. Several vessels dragged their anchors and bore down upon each other narrowly, yet no serious damage was done. The steamship John L. Stephens was in their midst, but received no damage, though the Herald correspondent on board the Stephens reports the midnight scene as truly appalling.

A number of houses were blown down through-

Fresh SW winds & heavy Sea - Sky overcast - Sun Hail & rain - Bar. rising slowly - Under Sail & Steam - running along the Island intending to run for Cape Horn on Penin of Williams Island but soon after daylight the Pilot came down with a message from Lieut R. who was sick in his Cot below - that he could not stand the motion of the Ship & wished me to take the first Straits, afterwards Kept away to the E^d for Cape Decision with a view of entering Duke of Clarence Straits, I fear we shall loose one day by this change which is all important to me A 35° 42'

At. Rev. 43 - Coal ex. 14 Jms Rung. 266 - A 42 Bar. at 8 Am - 27.42
At. Speed under Steam & Sail 8 K against a Tide " 10 " " - 46
At Mer. passed Cape Decision & entered Duke of " Mer. " " 41
Clarence Straits leaving a heavy Sea behind us & Meeting " 2 PM " " .41
" 5 " " .30
" 8 " " .37
" 9 " " .50

a S E Gale with thick & rainy weather as we approached Mt. Baker gradually shortened Sail & at 5 P.M - Nearly dark - entered Protection Harbor & after sounding it out underway finally anchored on a spit in 14 f. S.b. 60 f.c - Close to a small rocky Island - near where we had formerly laid - Wind blowing at intervals in strong squalls - at 6 P.M lighting up & hauling to the S^d & W^d Mod. Snow Squalls during the night Ther. 38° 2 ce about decks -

8^th

Mod. SW winds & the Sun out occasional snow squalls but the best day we have seen since leaving Vancouver Straits - At Daylight underway standing through the Straits to the E^d under Steam & Sail - off Point Colpoys passed several Indian Canoes standing across the Straits evidently bound to their Settlement on the Stadacon River - at 10.30 A.M passed thro. the narrow Passage between Bushy & Larumbo Island leaving the rocks, shoal off to Port to the N^d of us & kept the lead going but found no bottom at 12 fathoms - Tide high & strong against us - Bar. rose from 29.50 at Mid. to 29.80 at Mer. & to 30. at 8 P.M & 30.2 at Mid. again during the afternoon Wind Var. from S^d & W^d several snow squalls passed over - Continued to run by D light being about 40 miles from the S entrance at 8 P.M

Ordered a survey upon Ordnance & Masters Stores required in the late Gale. Passed out of the Straits during the night under Steam & one sail Bright Daylight - not much sense -

Wind gradually to the N.W. & S.W. Bar. rose to 30.4 at 6 A.M. & then com. to fall. Wind fresh & cloudy. A. 36°. Shores & hills covered with snow - entered Chatham Straits at 9 A.M. & after rounding Dundas Isl.d fore & aft sails drew - at mer. off Duncan Bay wind failing us furled all sail - in a snow storm - 1 Boiler leaking. During last 24 hours consumed 20 tons of our miserable dogfish coal rec.d from the Str. J. L. Stevens at $40 pr. ton = 800!!!

## Grenville Channel

We entered at 5 P.M. dark & cloudy but as the S rose, gave light enough to allow us to run during the night, Wind var. and inclined ahead. Course S & by E. at 7 passed Stuarts I.d on our right - Mist clouds & rain occasionally passing over & for a time hiding one or both sides of the narrow straits that for 30 miles average about 2 miles wide & very deep - no soundings being given. Slowed down during the night on acc. of the driving & blinding rain which draws ahead thro. these straits - at daylight passed Grant Bay Bar. 29.88 at Mid.

## Sunday 10th

Wind blowing strong in squalls ahead with continual rain W. very gloomy. Bar. having fallen to 29.82 6 A.M. rose to 30. at Mer. Air & Water ab. about 46°. Mountains covered with snow and cascades tumbling down the sides into the Channel.

At 1 P.M. Bar. rose suddenly to 30.10 succeeded by heavy squalls of wind & rain obscuring the shores & making even daylight navigation very dangerous, kept close to the precipitous rocky shore to the E.d & at 3 P.M. found our way into the snug cove called "Carters Bay" where we dropped anchor near the bottom op. to the mouth of a small stream in 17 f. soft bottom & veered 50 f. chain - glad to find a place of rest after such threatening weather - Wind blew hard in squalls from the S.E. during the night with continual rain apparently blowing a fresh gale outside the coming streams emptying into the head of the Bay creating a strong current of the kind per hour setting out which very much relieved the strain upon my anchor & rendered it unnecessary to let go the 2nd anchor.

Dun.d R. expressed his great relief in escaping a night in the straits underway - & no one felt it more sensibly than myself.

wind from S.W. & E. & driving rain until 4 P.M. when it held up & gave evidence of clearing up. got up steam & anchor & at 5 P.M. or dark were heading out to the S. Bar. having risen to 30.15 fell slowly to 30.5 at 8 P.M. & 29.97 at Mid- wind light from S. & E. mist & fog clouds partially obscuring the land. some snow still left notwithstanding the heavy rains for the last 40 hours.
found a westerly swell setting into Milbank Sound that broke heavily on the shore & poured over the rocky shoals. at Mid. had crossed this Sound & entered the Channel leading to the E. wind freshening from the S. & bar. about Daylight 12th had passed the Indian Settlement at Bella bella & the anchorage at Mc Laughlin Ruins. & soon after we entered Fitzhugh Sound. the Bar. having fallen to 29.94 came on to blow a gale from S by E which hauled suddenly to S W at 8 A.M. in a furious rain squall when the Bar. rose suddenly to 30. & by 10 A.M. to 30.26 wind moderated & hauled more to the W. & clearing up. found less sea than had anticipated. much kelp & pieces of wood floating about. as the sun set we had crossed Queen Charlotte Sound 30 miles passed the Ent. of Shadwells Pass & an Indian settlement into Goletas Chan. our course from Cape Calvert to the pass W. of Galiano Isl. was about E S E pr. comp. leaving Egg Isl. about 1 mile E of the range and Cape Cauttin about 4 miles which does agree very well with the late English Chart of Richards. but not with the Chart made smaller scale of Vancouver &c. As we entered the last Straits we left a clear sky to the W. & run into an overcast sky with light snow. furled sail & continued on under steam making 48 rev. which with the tide brought us op. to Mt McNeill at 9 P.M. about 8 miles pr. hour. Bar. remained about stationary until 6 P.M. when it commenced to fall. overcast & misty wind freshening from E.

13th

Com. with fresh head winds & opposing tide. Bar. 30.22 at 8 W 49°. our course S by W. in Johnstons Straits. At 8 A.M. were abreast of Hardwicke Isl. having made only 50 miles during the night. Met 3 Canoes bound to the W. Overcast & light drizzling rain at Mor. passed thro. Seymours Narrows with a strong tide with us & wind against us. At 2 P.M. emerged from Discovery Passage into

Nro. a violent tide rip, & sea that caused some pitching of the Ship. some blue sky ahead - Fresh S.E. Wind Bar. 30.30 passed the Sisters at 10 P.M. & soon after Daylight

14th

Entered & passed Nro: Active Pass on the Com. of the Ebb tide the Fishermen living on either shore were just building their Morning fires. S.E. wind gradually died away. Bar. at 8 A.M. 30.38. Air 49° W. 50. Sky partialy clouded W. pleasant. Soon after Mer. entered Lyeemah Harbor, & anchored off the Merchants Wharf & moored to it. Ready to take in our Coal that is in waiting for us - Dread fires to repair leak in Boiler - Rec. Official Vessels from the Comd. Officers of the English Vessels in Port - Tealess, Capt. Dawkins Scout Capt. Price - Sparrowhawk Capt. Porcher (Comd. Little) - S.W. Str. Capt. Pender (Brown) A Store Ship & Small S.W. Corpose (Forward Comd. Deguy) the rest now here. Learned that the U.S. Rev. Cutter Lincoln left here for San Francisco this morning at 2 A.M. At 4 P.M. the Am. Str. J.L. Stevens came in from Nanaimo & anchored near the Mouth of the Harbor - firing a gun to let people know that the Spread Eagle was absent - Cloudy foggy - & Calm

15th

Light var. airs & calms & foggy. Loosed sails to air - Mended the Spanker. Set up Lower rigging &c. Returned calls. Gud. K. came on board to take his last Dinner with me and returned with his baggage to the St. George Hotel in Victoria Adm. Sir. Geo. Hastings asked me to come on shore & live with him while in port. a civility rarely if ever before extended to American Officer - Bar. rose to 30.40 & Com. decline. Learned that the Stevens struck a rock in the passage between Milbank Sound & Fitzhugh Straits but did not spring a leak -

16th

As above. Bar. fell to 30.34 - Employed coaling fuel up the Bunkers. My Steward & 12 men Deserted 3 of them taking the Dingy along side - 5 of them had money due them amounting to $153. and 7 of them in debt to the amount of $248 most of them men foreigners, & several of them previously deserters. Sent Officers in search with offers of reward and orders to employ Police - Dined with Gud. K. & Ladies at St. Geo. Hotel

Nov. 17th Sunday - Attended Divine Service in the Episcopal Church at Victoria - Was unfavorably impressed with the Whole Service - Mrs L. Wright & Barlow & Miss. Miller accompanied. Lieut. R. returned some official visits afloat in my Boat Officers employed in Search of Deserters - Caught 6 having yet at large - paid $20 Reward each - & no expense. Wx Cutting foggy as before. Bar. falling to 30.25 at 8 P.M.

18th

Mild Daylight Wx foggy as before & Calm - No means of bringing sails or clothes - Cleared up during the day - Mountains & of the Straits in sight & Tops covered with Snow Bar. 30. at 8 P.M. Called upon Adl Sir Geo. Hastings, by request stated. His flag Captain Jenkins upon business, was again invited to dine with him - Visited Victoria on business & shopping Mrs Wright accompanied me on the latter errand - The Am. Str. Diana Capt. Wright arrived from Olympia the previous morning & the Fillelier sailed for Portland - Purchased more Coal Bags & took on board the remainder of the Coal on the Wharf - & 2 cords of wood -

19th

Mild & Wx Var. with showers Bar. fell to 29.75 - Blowing a S.E. Gale outside from reports - but scarcely a breeze inside, which is one of the peculiarities of this excellent Harbor - perhaps nine superior to N. of San Francisco for a Naval Station -

Invited to dine with Adl Sir Geo. F. Hastings - but excused myself on account of his bad Wx - Settled bills - & allowed all the officers that could be spared from duty to attend the Theatre in Victoria - Indent spared below the Street Chair - A 50 to 60 W. 50. Drid Some of our Men under the influence of liquor -

THEATRE ROYAL.

TUESDAY EVENING, NOV. 19th.

UNDER THE PATRONAGE OF

GENERAL LOVEL H. ROUSSEAU,

Captain Geo. F. Emmons,

AND OFFICERS OF THE OSSIPEE

Second appearance of the young debutantes,

MISS LIZZIE YEOMAN and

MISS SARAH J. VON ALLMAN,

Who were so favorably received on their first appearance

The two act comedy of

A Roland for an Oliver!

A fred Highflyer .....Mr Charles Williams
Maria Darlington (with songs) .....Miss Lizzie Yeoman
Mrs Selbourne.....Miss Sarah J. Von Allman

MR GEORGE EDWARDS

In the favorite song of the "Mousetrap Man," with a pair of mousetraps improved for the occasion, and other popular songs.

By universal desire, Morton's farce of the

ETON BOY.

FANNY CURRY (assuming the character of Tom, the Eton Boy), MISS LIZZIE YEOMAN.

SALLY (her Maid), MISS SARAH J. VON ALLMAN.

Captain Popham.....Mr Charles Williams.

Box Office will be open on Monday and Tuesday, from 11 a.m. till 2 p.m., secured seats, $1 50. No Free List except the Press.

Dress Circle and Parquette, $1; Reserved seats, $1 25; Pit, 50 cents; Children, half price; Private Boxes—Lower, $10; Upper, $8. Doors open at 7; Curtain rises at 8 o'clock. no18

ANOTHER PAPER HUNT.—We learn that another hunt, in which the officers of the U. S. S. Ossipee and other American officers will be invited to participate, will be given shortly.

VANCOUVER'S ISLAND.

Arrival of the Steamer Ossipee, with General Rousseau and Staff, at Victoria.

SAN FRANCISCO, Nov. 15, 1867.

The United States steamer Ossipee arrived yesterday at Victoria, from Sitka, with General Rousseau and staff, all of whom were well.

The Legislative Council meets at New Westminster early next month.

The birthday of the Prince of Wales was celebrated at Victoria.

Mid & Mr. Stile unsettled some rain & heavy fog clouds hanging over the Land. but being ready for Sea. and the Bar. having risen slowly to 29.83 at Daylight & 29.90 at 10 A.M. Cast off from the Wharf hoove up Anchor & steamed out into the Bay passing thro. Race Channel on the Com. of the flood Tide & hauled down the Straits W by S against a Mod. Westerly wind. Gave passage in the Cabin to Mr. Henry Rhodes an English Merchant. in theWard Room to Mr. R. Broderick. in the Steerage to Mr. J. Hazeltine and John Lugee and to Ed. W. Spashott & John Connorsen, & Slow a way on board. the former of whom came endorsed by our Consul Mr. Francis to work their passages to San Francisco

The English Ships sent their mails on board & H.M. Ship Devonshire Capt. Price. cleared out bound S. about 2 hours ahead of us. Passed two Spanish rigged Vessels off Race Isl. Light. Air at Mid. 60 at Mer. 50 at 8 P.M. Great quantities of S. Kelp. before dark it became misty & thick with a Westerly wind which with the Tide set me in towards the Southern Shore so that I had to haul up N.W. to clear the rocks off Myadda Isl. which located by the lights in the Indian Village near. having rounded Drunkes & Duncan rocks & brought the Light House on Cape Flattery to bear E.S.E. dist. 5 miles steered W until 10 P.M. against a fresh wind the last hour then kept away S. & set fore & aft sail. Mr. thick & rainy. Sounded from 5 to 8 & Bar. 29.98 Passed two Vessels showing Lights. Disc. Several of the Crew drunk much so much reduced our force that I found it difficult to make sail & take advantage of a fair wind.

1st

Mod. Westerly winds & overcast with some Westerly swell. Got Chro. Sets. Bar. 30.3 A & M. 52 & 3 Sea found about Left the Straits with 300 Tons of Coal some 25 stowed on deck in Bags. Lat. Obs. 46.59 N DR. 46.50 Long by Chro. 125.12 DR 125.30 Showing a current setting into the Straits of San Juan de Fuca W. ex. 200 - Cm. & R. 2900 Gulls - Coal ex. 20. R. 281 Tons - av. rev. 40 - Continued steering S.S.E. all night under sail and steam wind Var. from the W. so in going down a Land Hawke lit on our Yards & devoured a small Bird that he caught about the Ship. Crossed S.P. Yards.

Light Wnd. & over cast. Bar. fluctuating on either side of 30.
At Daylight made the Land on our port bow & Beam distant about 12 Miles. Changed the Course to S. S. at 8 A.M. to S by E. judging ourselves off Cape Noun weather.
Ordered a Summary Court Martial for the trial of seaman of our Crew for offences that have been committed within the last two months. this being the first time that I could decide to this disagreeable but necessary duty. Coal Ex. 21 Tons
Lat. Obs. 44°. 10 D.R. 44. 13 Long by Acc. 12°. 32 D.R. 12°. 50 Dist. run by chart 170 miles. D.R by Log 166. showing but little current.
Our Accs. evidently too far to the West. some 6 to 8 miles. and our steering Compass differing a point W. of 3 other Compasses placed in other positions. Kept along the Land passing the River Umpqua & Cape Arago about 8 miles off. & shaped a course S by W ½ W. with an increasing wind from S to SSE and carried the Land in sight most of a dark night.

23d

Fresh & increasing wind & sea from S. Ely S. light mist & overcast Bar. fluctuating between 30. & 29.97 — Air & water averaging 54°.
At Daylight Land of Cape Blanco or Orford in sight N. Ely N. dist. 25 miles. set fore & aft sails & kept full & by. heading S by W to S.S.W. under steam. Sent down T.G. Yards.
Lat Obs. 41°. 48 the Sun peeping out just long enough for a site. D.R. 42.02 Evidently a strong current in our favor & some Acc. do.
Long by do 125.50 Coal ex. 22 Tons R. 237 — W. ex. 200 R. 3500.
Made about a SW course during the night — furled Spanker & Jib — Wind Stiff & rainy — occasionally clearing off & showing a blue sky.

Sunday 24th

Wind gradually hauled to the W. of S with occ. rain but clearing up — heavy sea from W. Bar. having fallen to 29.73 at 3 A.M. Sun rising & the Ship having been headed off to S.W. & S put her on the Starb. tack & made all sail S S E & S.E. at Mer. Lat. Obs. 40°. 9'. 33" Long. do 127°. 02 Dist. run — 134 Miles do log D.R. 40.0.00 do — Same Variation 17° E. Coal ex. 20 R. 216 Tons W. ex. 200 R. 3300 — Air & water 57°.
Parted F. Topsail Sheet. Crossed Top G.Y.S. & set the sails. Wind gradually died away at Sun set & W. became foggy furled sail — light head wind during the night & misty — Bar. rising. Long SW swell.

At Sea. Nov. 25th. Dbaugd

Cm. with light southerly winds which hauled to the S.W. after daylight foggy with light rain & a long S.W. swell Bar. at 8 A.M. 30.20 at Mer. 30.24 8 P.M. do 30.26 & Mid. 30.29 Lat by DR. 38°. 11 N Long do 124°. 44. Dist. Run by log 159. miles S.E. ¼ E. Coal ex. 19 Tons R. 196. Spent a disagreable & sleepless night on ac. of the bad weather & doubt of our position but continued steaming in for the Farallones. Wind fresh in squalls & thick & rainy.

26th

M. cleared up occasionally so that an alt. of the N * was duplicated & helped to confirm our dead reckoning which from a glimpse of the Light on S. Farallones after Mid night was remarkably near. but soon after daylight it came on to blow a mod. Gale from the N.W. & N. Bar. falling slowly to 30.23 at mer. hove under 40 lbs. of steam & for safety sail managed to make the Harbor of San Francisco at Mer. & anchored in Mission Bay in 7 f. w. soft bottom. Near the U.S. Rec. Ship Independence & Rev. Cutter Lincoln. having passed no one may up the N.S. Cyane Comdr. Walters. and refused a Pilot on our way in.

Our Passengers. Mr. H. Rhodes, " R. Broderick, " J. Hazeltine, " J. Sugee, " J.A. McNiell — E.N. Spaskell, John Connor, Freil. Cabrero U.S.J. were landed on shore

And Pierre Bryant Ldr. from the U.S. Resaca

Peter Harris v. Sea & Samuel v.

Chas. Thompson Cox ... do were sent on board of the Rec. Ship with their accounts &c. to be sent N.

Ex. Coal 17 Tons leaving 178. Loose sails. Smoked Stern S.

End of poor Sam Coffin's last trip N.

EDITORIAL NOTES.

The jury yesterday, after a brief consideration, acquitted Captain Winsor. There was much hard swearing at his expense, but much of it was too hard to be credible. The prosecuting witness swore that there were no trees on Easter Island, and attempted to convey the idea that the man, who landed there, was a model of meekness and merit, and that the attack made upon him by the crew was incited by the Captain. The witnesses for the defence in their testimony were more consistent and credible. They testified, and their evidence on this point was corroborated by the declarations of some of the adverse witnesses, that the Greek who was put ashore had tried to get up a mutiny and had declared that they sided with him against the Captain. The most convincing way in which they could prove this assertion false was to beat him soundly, and that they did; and under those circumstances the Captain seems justifiable for allowing the beating of a man in irons. It was proved that the Greek had expressed his intention to murder the Captain, and his desire to go ashore on Easter Island and his desire to go ashore on Easter Island was corroborated by the testimony that he was afraid he would be punished if he should come to this port. It is impossible to prevent perjury; but it is satisfactory to see it foiled and exposed. Captain Winsor has visited this port repeatedly, and he has the reputation of being a good master, and of being habitually considerate for the comfort of his men.

LOSS OF AN AMERICAN VESSEL.

The United States Consul at Victoria, Vancouver's Island, reports the loss of the American schooner *Growler*, while on a voyage from that port to Sitka. She had a cargo of goods valued at $35,000. There were thirteen persons on board, all of whom are reported to have been lost, namely: Horace Coffin, master, of Massachusetts; George H. Sprague, of Rhode Island; Harris McAlmond, of Wisconsin; George Nicol, Abraham Jackson, Thomas Riley, A. Stewart, C. A. Timpson, John Shepperd, and a young man, a passenger from San Francisco, name unknown, and two half breeds, natives, names unknown, man and female. She is said to have been driven on a reef of rocks at the head of Vancouver's Island, in a gale of wind.

Light airs & calms & clear pleasant Wr. Variously employed in repairing defects. Sent our Chro. on shore to repair
Sets Master W. A. Blume reported for duty. Gave him the Watches duty - Oyanne detained for mon. $3000 of Gas -?

28th

As above - a pleasant Thanks giving day business partially suspended many idle people about town. Chinese amusing looking happy. Boat race in mission Bay - Capt. Roshuck -

29th

As above Cw. giving Liberty for 24 hours to such of the Crew as have not forfeited it and have money due them $20. 15 to 8 each - Bar. 30.20 Air 56 to 65 -

30th

Sky overcast. Clouds moving from S. to W. with appearance of a change. of W. Bar. falling to 30. 12 at Mer. Sent our mails by the Golden City. via Panama - Some Discharged men do - 14 shares of Gas Co. Stock at 6 $ pr. share = $2104 - Masters mate Kirkham was sent down by Adv. Davis to Pilot the Ship up. not yet ready & can pilot my own Ships in there Water. Ends foggy & Misty. Clouds coming fast from West. Giving Liberty.

Sunday Dec 1st

Mid Var. from 8. Cloudy & foggy with rain Bar. 30.4 at Mer. A 58 to 60 - Attended Divine Service at the Church of the Advent on shore - Rev. Dr. Lathrop & Bishop Kip Officiating - Men of my Officers Commanded.

Bar. fell to 29.99 at 4 P.M. then Com. rising, Mid. 30.2 A & W 58°.

2d

W. Cleaning up. Bar. 30.7 at Mer. 30.4 at Mid - first part. Var. latter part Calm Loosed sails. Crew going & returning from Liberty. A 54 to 60 W 54 to 58 according to the Tide. Tuesday 2 Weeks - Panama Str. arrived bringing a small Mail for us -

3d

Clear pleasant Wr. & Calm - Bar. at Mer. 30.19 A 50 W 58 -
Chas O'Brien Q. Hand Confined ashore for Petty Larceny - Geo. Robinson 1st C. F. Confined aboard for running from a Boat that was in waiting to bring him off from Liberty. Marines behaving badly - Men generally, Causing off & sober.

San Francisco Dec. 4th 67.

Weather very pleasant. Calm & clear Bar. 30.31. A 60 to 72 W 59°. Liberty men all returned or were brought off excepting Stowe & Willard Marines, Cogan, Price, O'Brien Coal Heavers. & Adams Ap. Boy: O'Brien being detained on trial ashore for Petty larceny - At times at Bar filling & appearance of a change of Weather - Capt. Parker.

5th

Light var. winds & calms. & partially overcast. Bar. at Mer. 30.12. A 58 W. 58°. Got up steam & at 11 A.M. were steaming up the Bay towards Mare Island - Union Club.

Discharged Patrick Kelly Ldr. at his own request - not having been able to learn anything more about his obligations to the Service - He refused to sign any account & asked for no pay - & promised to give me no further trouble if I would send him on shore - which I did - Adt. C. absent.

At 3.30 reached Mare Island & was running along side of the Wharf when I rec.d an order to go to the Buoy - when I made fast to the Buoy on the Com. of the floor & swung with our head to the S.d & W.d under fire & off side

Found here the U.S.S. Nahongo, Tuscarora, & Vanderbilt along side of the Wharf repairing and the H. Marys laying off - in Ordinary - & Iron Clads Camanche & Monadnock laid up along side of the Yard.

6th

W.d pleasant Wind light & var. Bar. at Mer. 30.16 A 58 W. 60. Air full of spider webs - only seen thro. the reflection of the Sun against a dark field -

Discharged all of our Powder & loaded Shell - Mubert & Shot our Sails on shore to the Sail Loft lowered the Launch & moored her to the Buoy - Called for a Survey upon the Ship & Stores &c -

Adt. C. returned from his hunting trip during the night.

7th

Overcast. & Com. raining at 7 A.M. Wind from S.d & E.d Bar. at 8 A.M. 30.4 Mer. 30.3 Mid. 30.5 A 58 to 64 W. 59° 256.

Sent a party to the Magazine to discharge Powder. The Police brought back 3 Absentees that I offered rewards for - & was paid $11. for each - expended - leaving only 2 missing. Lanneth

Mid Com. N.a & E.a & cloudy. at Mer. hauled to the S.a squally with rain - Bar. falling & at Mer. 29.92. Mustered & read Divine Service Men allow'd to go on service in the Yard - when found a small audience of some dozen - which may be attributed to the unpopularity of the Chaplain Rev. Mr. Beagle -

9th

Cloudy with rain Mid S.a & W.a waiting for a survey of this Yard Officers - During the night foggy - High tides -

10th

Bar. 30.4. Heavy squall - &c. with heavy rain - from S.S.W. with a heavy clap of thunder following a sharp flash of L. After which Bar. rose rapidly - to 30.18 at Mer. weather cleared up - A 56 to 64. W. 58. Fresh Prov. allowance days. Quart. F. inspected & survey - Lawyers & Pat. Nelly -

11th

Clear & pleasant - Light airs. Bar. 30.32 A. 62.
At daylight hauled alongside Navy Yard & the Mohongo took our place at the Buoy - having gone out of Com. and the work having been suspended on the Lusearora other officers ordered home - she was laid up - Rec.d 3 Firemen The U.S. Store Ship Cyane, Waters - finally sailed from San Francisco

12

Overcast until after Mer. Bar. 30.42. A. 61. at Mer. moored & landed our running rigging - Surveys not completed.

13th

Light airs & calms & foggy - Bar. 30.36 at Daylight - The French Bark Everyale came out of dock - Mohongo went out of Com.
Com. Caulking Ship - the Caulkers receiving
$ pr. day each - and doing about half a days work -

14th

Foggy clouds in the Straits & Bays - outside - pleasant - Landing stores preparatory to Cleaning Hold & Lett Wounds found many strings injured by the Rats - Caulking Ship's Sent down F & Main Top Sail Yards & Top Masts - the Main Cordiamond & sent on shore -
Found the Bowsprit Bees defective - & the F. Top M. Stay stranded - Scrubbed Iron Masts - &c -

Mare Isld Navy Yard Dec 15th 67.

Sunday

Overcast & damp weather with Mist. Bar. 30.10 A 57, Muster'd & Read Divine Service. Men attended the Chapel in the Navy Yard where usually meet Adl Cs family but a large no. of the Officers & their families do not attend.

16

Overcast with some rain. Dynamy during the night from West. Bar. at Mid. 30.05 at Mer. 30.3 A 52.105°. W. 58°. Crew variously empl. Caulkers caulking outside. heated over water in casks & found it impure. Cleaned out Hold & Storerooms

17th

As above. Clearing up at Mer. The French Store Bark Wrayle left the Buoy for San Francisco. also the Str. Centennial left for Dry dock for do. Bar. at Mid 29.95 at Mer. 30. A 55 W 58. 5 Men Missing hard characters. not worth offering a reward for.

18th

Stormy & Cloudy until 2 P.M. Sun came out. Wind light & var. Bar. 29.82 to 29.78 at Mer. A W. 57. Crew & mechanics variously employed. Caulking suspended. after dark heavy squals with rain from the West. when the Bar. started up.

19th

Clear & Pleasant. Crew employed about the rigging &c. Caulkers employed on the outside during the afternoon. Bar. at Mer. 30.6. A. 54. 4 of our deserters were caught & brought on board by the Police. Paid $6 for each in Gold Green Backs 73.

20

Mid & W. var. cloudy & rain. The Yard Tug went to the City with a Party of Gent. & Ladies from the Yard. Took passage down in the Rev. Cutler Lincoln Capt. White made the run in 3 hours. Called upon the English Consul Mr C. Booker on business. Some one stole a new umbrella. silk $6. from the office of the Hotel Occidental in San Francisco. belonging to me.

Bar. fell to 29.81 at 3 P.M. A W 54. Rose to 30.3 at mid.

Such events are so common here & am told that people cease to regard them as crimes. Or like our modern Stewards in the Service. Plunder has become to be regarded as one of the regular perquisites of office. And this among the Colored race who have lately become Voters.

Dec. 21st

Wind light & Mr. as the Tides. Cloudy & rainy
suspended on this ac. returned to Mare Is
so with Company - fare in "Amelia" $2.
Vessel returned in good order - Bar. at Mer. 30.

Sunday Dec. 22d

Blowing a S.E. Gale. Wind occasionally hauling
rapidly - scud flying from S.E. & N.E. light & cute
Bar. fell to 29.55 Wind blowing heavy in puff-
the Vessel owing to the Sea - the Wind fine
after Mer. & the Bar. Com. rising - at 8 P.M.
at the request of Ad. Craven got Hawser
set them up to the West. to prevent their
the Chimneys on the Houses of Capt.
Russell blew down crashing thro. the
near killing a Miss. Treading -

23d

A second edition of the above S.E.
spring up after daylight & gradua
a Gale by Mer. the Bar. leaving fa
at 10 A.M. to 29.54 at 3 P.M. A 64° W 55°
doubled our Main 2nd fast to the De
from S. and S.W. from which direc
hauled during the afternoon Wind
up - blowing in squalls with rain until
when the wind lulled but leaving a cl

24th

Com. with moderate W. Bar. 29.74 A. 60°. At
Squally from S.W. with rain - Clouds indic
wind continued fresh from W. to W.S.W. until
it hauled E.S.E. - drizzling rain - Bar. 3

COLLISIONS, MISHAPS AND DISASTERS IN THE HARBOR.

The yacht *Restless*, belonging to Richard Ogden, moored off Third street, having been on an excursion on Saturday, was driven upon Third-street Wharf, stove, one side completely smashed in, and sunk. She is now lying on the beach so badly damaged as to be hardly worth repairing. Her crew, fearing some mishap, labored industriously to make her secure. Two anchors of heavy weight were dropped from stem and stern to hold her; but greatly to the discomfiture of the owner, she went ashore at five o'clock yesterday morning, and now lies in a pitiable, if not wrecked condition. She is keeled over, and apparently full of water. The "traps" of the proprietor and crew are, of course, ruined, and if this gallant little peerless herself is not thoroughly broken up, it will be owing to the speedy cessation of the storm. The *Restless* had, but just prior to this mishap, been refitted and refurnished at great expense. It is hardly probable that $1,200 will cover the damage sustained.

Not far from the *Restless*, a whaler dragged her anchor and ran afoul of a big scow, whereby she got a big hole staved in her stern, but fortunately above the water line.

The brig *Admiral*, lying off the Pacific Mail Steamship Company's new wharf, foot of Brannan street, was somewhat chafed and damaged, the wharf considerably. She was towed around the city front by the *Rescue* and anchored off Vallejo street Wharf, in the stream.

The Western Union Telegraph Co.'s ship *Nightingale* and barque *Onward* drifted from their anchorage, off the foot of Third street, but were brought up by their anchors off the Mail Company's wharf.

Ship *El Dorado*, lying at Beale-street Wharf, badly chafed, copper being started in many places. At times the waves would lift her ten feet and pitch her against the wharf with such violence as to shake it from end to end. Some ten or a dozen bales of hay were placed between her and the wharf, and by that means much greater damage was prevented.

Schooner *J. A. Burr*, lying in a slip at Beale street, carried away her topmast, and suffered some slight damage to her hull.

Ship *Matterhorn*, lying at Beale-street Wharf, badly chafed, lost her martingale and some other head-gear. She was eventually swung off and lay easily by her chains.

At Hathaway's Wharf vessels all lying easily; no damage done.

Ship *Endeavor*, at Howard-street Wharf, starboard side badly chafed. As she was lying on the south side of the wharf, she got the full force of the gale and was considerably damaged, in spite of the efforts of a large gang of men who were employed in putting fenders and doing all which could be done to protect her. The *Endeavor* was light and her Captain did not think it safe to allow her to be towed out, lest she might capsize.

Barques *Florence* and *Brontes*, lying alongside Howard-street Wharf, badly damaged. The former, her port martin for ten or twelve feet stove in and side badly damaged. The latter, starboard quarter badly stove, and a hole two or three feet square through her planking under her stern. A large gang of men were at work at these vessels, but they being in such a position that they caught the full force of the storm, but little could be done for them.

Ship *Intrepid*, lying on the north side of Howard street Wharf, struck the stern of the barque *Valencia*, breaking in the rail of the barque, losing her own martingale and suffering other damage.

French transport barque *Eurydale*, which came down from Mare Island last week, after being fully repaired, was lying off Vallejo street at anchor. As she was lying in dangerous proximity to another vessel, the tug *Sol. Thomas, Jr.*, Capt. Chas. Nelson, took her in tow, but her hawser parted, and she drifted down upon the American ship *Sapphire*, striking her across the bows. The *Sapphire* lost her martingale and some of her head-gear, and was badly damaged by chafing—the two vessels being afoul for an hour—but her anchors held her firm, and she rode out the gale where she was first lying. The *Eurydale* lost her bowsprit and head gear complete when she first struck, and as soon as she was hauled clear her foremast broke short off and fell with a crash to the deck. The *Thomas*, which stuck to her like a puppy to a root, and would not let of, then towed her around to the vicinity of Meiggs' Wharf, where she is now lying helpless, and, to outward appearances, almost a complete wreck.

Barque *Bernice* (Hawaiian,) lying at India Dock, parted her lines and swung stern to upon the wharf in such manner that a fender pile was driven through her stern.

About noon a schooner, apparently loaded with lumber, ran through the surf on the Bar, and let go her anchor off Point Diablo (below Lime Point,) hoisting her colors Union down as a signal of distress. She soon slipped her anchor and chain, and was seen to run through Raccoon Straits. It is supposed she is lying safe under Angel Island.

The revenue cutter *Wayanda*, with two anchors out, was forced to get steam on, in order to be in readiness for any emergency. Spare spars and lumber floated around in the Bay, at the foot of Third street, in a reckless manner.

A vessel lying at Howard-street Wharf requested the steamtug *Rescue* to come alongside, but on finding the price above the figure the Captain expected to pay, her assistance was refused, and the consequence will be a big bill of damages against the vessel for smashing the wharf.

A barque and schooner collided at the foot of Third street; no damage.

DAMAGES AND DISASTERS ON SHORE.

THE ALLEGED PERJURY CASE.—The case of Capt. Theo. V. Kuskoll, charged by Adolphe Schmidberg with perjury, was continued in the Police Court yesterday. The complainant, Schmidberg, desires us to say that he did not pay the note given for the purchase of the *Chorosick* and cargo for the reason that it has never been presented for payment; he claims that he was ready when it fell due, and is still ready to pay the money and receive the property as contracted for. We have received from Judge Turner, counsel for Mr. Schmidberg, a long statement of the case, which, however appropriate it might be if delivered before a jury, would be out of place in the columns of a newspaper.

IMPORTANT SUIT COMMENCED.—Saturday evening last, Adolph Schmedberg commenced a suit in the Fourth District Court against Prince D. Marksutoff, T. V. Koskull and the Russian Fur Company, to recover $1,755 for conveyance of merchandise wares, etc., and $150,000 damages alleged to have been sustained by plaintiff through the failure of defendants to transfer to him certain property, real, personal and mixed, of the Russian Fur Company, as stipulated in a certain contract.

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## DAMAGES AND DISASTERS ON SHORE.

500 BOLTS SAIL DECK No.
400 BOLTS HYDRAULIC DU
1/0 to 16/0.
30 BOLTS WIDE DECK 33
19 Inch.
Messrs.
ropriators

Dec 21st

Wind light & Mr. as the Lids. Decks & rails - Caulking outside suspended on this ac. returned to Marc 2d. Nav Bard Leg so with Company - fare in "Amelia" $2. Some of our Liberty Men returned in good order - Bar. at Mer. 30.20. at Mid. 30. A 55 W 52

Sunday Dec. 22d

Blowing a S.E Gale. Wind occasionally hauling to the N. of E Bar. falling rapidly - send flying from S. & N. light & continuous rain - Bar. fell to 29.55 Wind blowing heavy in puff - Considerable motion on the Vessel owing to the Sea - the Wind finally hauled to the S. & W after Mer. & the Bar. Com. rising - at 8 P.M. spite Moderate Let the requests of Ad. Craven got Hawsers on the Shears and Set them up to the West. to prevent them blowing down. The Chimneys on the Houses of Comdr. Phelps & Lt. Comdr. Russell blew down crashing thro. the roof & came near killing a Miss. Treadway.

23d

A second edition of the above S.E Gale which sprung up after daylight & gradually increased to a Gale by Mer. the Bar. having fallen from 29.88 at 10 A.M to 29.54 at 3 P.M. A 64 W 55 Considerable swell - doubled our Main 2s. fast to the Dock. Seads flying from S. and S.W from which direction the Wind finally hauled during the afternoon when the Bar. started up - blowing in squalls with rain until towards Sunset when the Wind lulled but leaving a cloudy Sky -

24th

Com. with unsettled W. Bar. 29.74 A. 60. At Mer. 29.78. A 57. W 55. Squally from SW with rain - Clouds indicating a Gale outside Wind Continued fresh from W to WSW until towards Mid. when it hauled ESE - drizzling rain - Bar. 30.7. A 57.

THE ALLEGED PERJURY CASE.—The case of Capt. Theo. V. Kuskoll, charged by Adolphe Schmidberg with perjury, was continued in the Police Court yesterday. The complainant, Schmidberg, desires us to say that he did not pay the note given for the purchase of the *Charovich* and cargo for the reason that it has never been presented for payment; he claims that he was ready when it fell due, and is still ready to pay the money and receive the property as contracted for. We have received from Judge Turner, counsel for Mr. Schmidberg, a long statement of the case, which, however appropriate it might be if delivered before a jury, would be out of place in the columns of a newspaper.

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# Christmas

Cloudy with rain. Wind fresh from S.ly & E.ly until 9 A.M. when it chang'd to S.W. Bar. gradually falling Aneroid 29.80 blowing strong in Squalls & raining.

The Crew enjoying their Christmas dinner of roast Beef - Turkeys &c. which I have authorized the Pay master to advance money to pay for. A Portion of the Officers were allowed to visit the City. Rec'd several invitations to dine out. accepted one from Capt. Middleton.

26th

Gale abated during the night the Bar. rose & the Wm Cleaud up & gave us a pleasant day to continue our repairs.

The French Bark Eryale returned dismasted for repairs laying her damages at $15,000 for damages received off Sanfrancisco from having been fouled by an American Vessel that drifted into her during the Gale.

Tried four Sailors & 2 marines by Summary Court for desertion & drunkenness

## LOCAL MATTERS.

LIBEL SUIT BROUGHT IN THIS CITY BY THE FRENCH EMPEROR.—Tuesday afternoon, in the U. S. District Court, a suit in admiralty to libel the ship *Sapphire*, was commenced under the title of "The Emperor of the French, Napoleon III., libellant, vs. The ship *Sapphire*." Libel sets forth that the Emperor is the owner of the French transport *Eurycle*, and against the ship *Sapphire*, her tackle, boats, apparel and furniture, brings suit for damages sustained by collision, said *Eurycle* being a Government vessel worth $90,000. That on Sunday, the 22d, the *Eurycle* was moored fast and firm in this harbor, with watch set and lights fixed; while so moored, the *Sapphire*, worth $100,000, was lying 300 yards southeast from the *Eurycle*, off her larboard bow, both vessels riding with their heads to the southeast with the same swing; that at about 2 A. M. the *Sapphire* was noticed to be dragging her anchors; that at about 50 minutes past 4 A. M. said morning she struck the *Eurycle* on the starboard side with a very violent shock; the wind was blowing heavily from the southeast; she continued to strike so heavily that it was feared the *Eurycle* would be sunk. The spars and rigging of both vessels became entangled, and the bowsprit of the *Eurycle* was broken and carried away; also, the cookhouse, and spars and masts were broken, two boats crushed, rigging cut, sheathing torn off, and hull injured. Libel further sets forth that the *Sapphire* had not a proper watch, and was not properly manned for such an emergency, and that the collision was occasioned wholly through the negligence and want of care and skill on the part of the ship *Sapphire*, etc.; that for the injuries received from such collision, the said *Eurycle* is entitled to receive the sum of $15,000. Wherefore libelants pray process, etc., and that the Court will decree to libelants the said sum of $15,000.

## A CURIOUS CUSTOM HOUSE SEIZURE.

The French armed transport *Eurycle* arrived here some weeks since, from Tahiti, bringing among other things two hundred kegs of Tahitian sugar, the property of a passenger. The act of freighting this sugar was undoubtedly contrary to all the usages and regulations of civilized nations, as war vessels are not allowed to carry freight, except under peculiar and stipulated circumstances. Arriving here, the *Eurycle*, holding to her character of a national vessel, did not report or enter at the Custom House, and consequently the sugar that was on board could not be legally landed, as, ordinarily, no permit can be issued by any Custom House without a manifest, and there can be no manifest without the entry of the vessel. The *Eurycle* hauled into the wharf, a few days ago, and the Captain, without leave or license, put the sugar on the wharf, whereupon it was taken possession of by the Customs authorities and sent to the Unclaimed Warehouse, and was subsequently seized, in order to bring the matter before the Treasury Department, as it will probably be condemned, but may be released, perhaps, on payment of a fine equal to the amount of duties. The *Eurycle*, it will be recollected, is the vessel in whose behalf a suit for damage was brought in the name of the French Emperor against the ship *Sapphire*, which collided with the French ship during the late storm in our harbor.

Vallejo Weekly Chronicle.

VALLEJO, SATURDAY, DEC. 28.

## LOCAL MATTERS.

NAVAL RECORD AND NAVAL ITEMS.—We have a very short record this week to present to our readers. No change in either the squadron or among its officers. The French Barque *Eurylale* was towed up on Thursday to the Navy Yard, the holidays proved too much for her. During the recent storm she was badly damaged by the ship *Sapphire*, while lying in San Francisco harbor and has come up for repairs, having lost her foremast, all her topmasts, mainmast badly cracked, bowsprit gone, two boats and her sides stove in, it will take some six weeks to repair her, at a cost of not less than fifteen thousand dollars. A suit for damages has been commenced, we learn, against the *Sapphire* by the *Eurylale*, to recover $15,000, claimed as the amount of damage sustained. Work on the *Tuscarora* has been suspended until orders can be had from Washington. The repairs on the *Ossipee* are progressing rapidly. The effects of the late severe storm can be seen in Government as well as private works. The chimney on the ell of the block occupied by the Naval Constructor and Equipment Officer was blown down on Sunday and buried a young lady, the daughter of Rev. Mr. Treadway, in the ruins, but she was rescued with only slight injury. The chimney carried with it both stories of the brick wall to the basement, occupied by the Equipment Officer. The chimney of the block occupied by Inspector Morse and Capt. Phelps, was also blown down no one injured. The gasometer on the Navy Yard was also lifted up by the wind and carried a short distance. Many of the *shade* trees on the Yard were blown down. Take it all together the storm will long be remembered in this vicinity.

## THE PRESIDENT'S MESSAGE ON HANCOCK.

WASHINGTON, December 18th.—The President has sent the following message to Congress to-day:

*Gentlemen of the Senate and of the House of Representatives:* An official copy of the order issued by Major General Winfield S. Hancock, Commander of the Fifth Military District, dated Headquarters in New Orleans, on the 29th day of November, has reached me through the regular channels of the War Department, and I hereby communicate it to Congress for such action as may seem to be proper in view of all the circumstances. It will be perceived that General Hancock announces that he will make the law the rule of his conduct; that he will uphold the Courts and other civil authorities in the performance of their proper duties, and that he will use his military power only to preserve the peace and enforce the law.

He declares very implicitly that the sacred right of the trial by jury and the privilege of the writ of *habeas corpus* shall not be crushed out nor trodden under foot. He goes further, and in one comprehensive sentence asserts that the principles of liberty are still the inheritance of this people and ever should be. When a great soldier, with unrestricted power in his hands to oppress his fellow-men, voluntarily foregoes the chance of gratifying his selfish ambition, and devotes himself to the duty of building up the liberties and strengthening the laws of his country, he presents an example of the highest public virtue that human nature is capable of practicing. The strongest claim of Washington to be "first in war, first in peace, and first in the hearts of his countrymen," is founded on the great fact that in all his illustrious career he scrupulously abstained from violating the legal and constitutional rights of his fellow-citizens. When he surrendered his commission to Congress, the President of that body spoke his highest praise in saying that he had "always regarded the rights of the civil authorities through all dangers and disasters." Wherever power above the law courted his acceptance, he calmly put temptation aside. By such magnanimous acts of forbearance he won the universal admiration of mankind, and left a name which has no rival in the history of the world. I am far from saying that Gen. Hancock is the only officer of the American army who is influenced by the example of Washington. Doubtless thousands of them are faithfully devoted to the principles for which the men of the revolution laid down their lives. But the distinguished honor belongs to him of being the first officer in high command south of the Potomac since the close of the civil war who has given utterance to these noble sentiments in the form of a military order. I respectfully suggest to Congress that some public recognition of Gen. Hancock's patriotic conduct is due, if not to him, to the friends of law and justice throughout the country. Of such an act of his at such a time it is but fitting that the dignity should be vindicated, and the virtue proclaimed, so that its value as an example may not be lost to the nation.

ANDREW JOHNSON.

WASHINGTON, D. C., December 18th, 1867.

—The widow of Sam Houston died in Texas December 5th, of yellow fever.—

Dec. 27th Light var. airs & pleasant wr atmosphere
very clear - at Mer. Bar. 30.28 A 43 to 48.
Caulkers & mechanics variously employed but working
slowly - The launch on a hunting excursion - Required $8.000.

28th

As above Bar. 29.30 A. 46 to 53. W. 50 - Work in my
Cabin finished - One side of ship caulked - Top mast nearly
ready - Court Martial record finished - Orders came to
fit out the Susquehanna - Capt. Spotts will probably be given the Comd.

Sunday 29th

Overcast & cool with an exciting mind - Attended Divine
service in the Yard Chapel after having it read on board
Officers & Crew also attended - Allowed the crew to run about
the Yard during the afternoon - Only one reported drunk.
Bar. rose until Mer. to 30.37 & then com. falling A 42° to 48°. W. 50°.
Ends thick & raing. Bar. at Mid. 30.40 A 48°

30

Mid fresh from E to S to E clouds flying over from S. & E.
with occasional rain. Bar. at Mer. 30.32 A. 47.
Submitted L.C.M. recos & letter Adl. for approval - & added a
written explanation to do away with certain objections -
Caulking suspended on acc. of the wr ash bucket lost.

31st

And last day of the year mid & wr much as above
Bar. falling below 30.
Adl. C. approved only of the sentence in the case of
Hughes, Marine & Denny Capt. of A. Gaud - Therefore with-
drew the record to submit the other cases to Adl. J.
upon his arrival - & released the men as pressed
at large - Some of the Officers spending their New
Years day in San Francisco

# Financial and Commercial Statistics for the Year 1867.

## PASSENGER STATISTICS.

The arrivals and departures of Passengers by sea (excepting from or to Victoria and British Columbia and Pacific domestic ports) during the years 1866 and 1867, respectively, were as follow:

| From or to. | 1866. Arrivals. | 1866. Depart's. | 1867. Arrivals. | 1867. Depart's. |
|---|---|---|---|---|
| Panama and other Cent. Am. ports | 20,962 | 17,895 | 27,058 | 14,568 |
| China | 2,219 | 3,113 | 3,586 | 832 |
| Chile | 23 | 39 | 38 | 18 |
| Mexico | 904 | 304 | 591 | 431 |
| Australia and New South Wales | 539 | 55 | 1,267 | 30 |
| Sandwich Islands | 588 | 387 | 459 | 250 |
| Society Islands | 29 | 29 | 99 | 11 |
| Pacific Russia | 3 | 9 | 12 | 324 |
| Japan | 83 | 38 | 685 | 2,867 |
| East Indies | 5 | ..... | 9 | ..... |
| New Zealand | 101 | 30 | 9 | 40 |
| Peru | 5 | 32 | 24 | 26 |
| Brazil | 1 | ..... | 4 | ..... |
| Continen'l Europe, direct | 64 | ..... | 1 | 1 |
| Great Britain, direct | ..... | 4 | 4 | 3 |
| Atlantic domestic ports, direct | 92 | ..... | 1 | ..... |
| France, direct | ..... | ..... | 8 | ..... |
| Java | ..... | ..... | 2 | ..... |
| Hamburg, direct | ..... | ..... | 14 | ..... |
| Totals | 25,618 | 21,935 | 33,871 | 19,401 |

Excess arrivals 1866 ..... 3,683
Excess arrivals 1867 ..... 14,470

## RECAPITULATION

AND COMPARISON FOR THE PAST THREE YEARS.

### Freight Values.

| From— | 1865. | 1866. | 1867. |
|---|---|---|---|
| Australia and N. S. Wales | $135,616 | $366,919 | $162,715 |
| Brazil | 22,790 | 46,600 | 39,100 |
| Central America | 1,685,213 | 2,240,476 | 2,232,135 |
| Chile | 243,936 | ..... | 192,699 |
| China | 209,475 | 292,597 | 181,933 |
| East Indies | 113,202 | 214,174 | 99,709 |
| France | 128,724 | 138,718 | 112,936 |
| Germany | 61,325 | 87,850 | 48,179 |
| Great Britain | 263,813 | 816,279 | 395,957 |
| Islands in Pacific | ..... | ..... | 500 |
| Italy | 8,000 | 14,250 | ..... |
| Japan | 24,444 | 37,409 | 8,456 |
| Mexico | 24,289 | 31,735 | 45,165 |
| New Zealand | ..... | 13,778 | 18,778 |
| Peru | 29,284 | 54,928 | 65,000 |
| Pacific Russia | 28,560 | 28,063 | 32,315 |
| Siam | 4,800 | ..... | 22,600 |
| Sandwich Islands | 65,101 | 86,415 | 74,5[illegible] |
| Society Islands | 21,000 | 29,475 | 38,744 |
| Spain | 7,500 | 8,000 | 14,340 |
| Vancouver and Br. Columbia | 102,177 | 68,837 | 90,345 |
| West Indies | 19,500 | ..... | ..... |
| United States— | | | |
| Alexandria | ..... | ..... | 13,600 |
| Baltimore | 35,000 | 143,580 | 108,937 |
| Bath | 52,000 | ..... | ..... |
| Boston | 811,703 | 544,956 | 419,100 |
| New York | 2,414,615 | 1,811,231 | 2,028,445 |
| Philadelphia | 13,267 | 56,496 | 148,386 |
| South Amboy | ..... | ..... | 4,100 |
| Totals | $6,824,843 | $6,786,567 | $6,916,791 |

### Tonnage,

INWARD AND OUTWARD, FOR THE YEARS 1866 AND 1867, RESPECTIVELY.

INWARD.

| From— | 1866. Vessels. | 1866. Tons. | 1867. Vessels. | 1867. Tons. |
|---|---|---|---|---|
| Australia and N. S. Wales | 80 | 39,693 | 89 | 21,079 |
| Brazil | 9 | 2,665 | 6 | 2,205 |
| Central America | 57 | 133,297 | 79 | 134,035 |
| Chile | 1 | 217 | 24 | 12,457 |
| China | 37 | 21,805 | 28 | 36,791 |
| East Indies | 23 | 11,524 | 13 | 7,701 |
| France | 14 | 6,537 | 12 | 5,990 |
| Great Britain | 38 | 24,349 | 49 | 25,564 |
| Germany | 9 | 2,394 | 7 | 3,249 |
| Islands in Pacific | 1 | 224 | 2 | 287 |
| Italy | 1 | 583 | .. | .... |
| Japan | 13 | 3,414 | 9 | 6,629 |
| Mexico | 49 | 24,862 | 47 | 20,359 |
| New Zealand | 9 | 3,598 | 4 | 1,434 |
| Pacific Russia | 11 | 5,814 | 13 | 5,086 |
| Pacific Domestic Ports | 1,599 | 344,347 | 2,087 | 410,073 |
| Peru | 14 | 6,793 | 12 | 5,298 |
| Sandwich Islands | 44 | 16,845 | 57 | 14,547 |
| Society Islands | 20 | 3,120 | 16 | 2,046 |
| Siam | .. | .... | 3 | 1,427 |
| Spain | 1 | 337 | 2 | 673 |
| Vancouver and Br. Col. | 26 | 20,252 | 26 | 21,171 |
| United States— | | | | |
| Alexandria | .. | .... | 1 | 673 |
| Baltimore | 5 | 5,171 | 9 | 8,110 |
| Bath, Me | 1 | 65 | 1 | 1,077 |
| Boston | 17 | 17,381 | 20 | 17,276 |
| New York | 58 | 64,666 | 89 | 100,264 |
| Philadelphia | 3 | 2,512 | 5 | 6,178 |
| South Amboy | .. | .... | 1 | 205 |
| Fishermen | 15 | 1,614 | 21 | 2,122 |
| Whalers | 39 | 8,268 | 24 | 6,374 |
| Totals | 2,194 | 765,949 | 2,679 | 901,625 |

Increase number of vessels ..... 476
Increase number of tons ..... 135,685

OUTWARD.

| To— | 1866. Vessels. | 1866. Tons. | 1867. Vessels. | 1867. Tons. |
|---|---|---|---|---|
| Australia and N. S. Wales | 85 | 39,604 | 6 | 2,687 |
| Brazil | 5 | 2,655 | 10 | 3,248 |
| Bolivia | 1 | 576 | .. | .... |
| Central America | 62 | 124,908 | 64 | 127,890 |
| Chile | 5 | 1,726 | 6 | 2,462 |
| China | 27 | 17,467 | 25 | 28,648 |
| Ecuador | .. | .... | 1 | 116 |
| East Indies | 3 | 1,929 | 3 | 991 |
| France | 3 | 1,847 | 3 | 1,596 |
| Great Britain | 60 | 41,657 | 134 | 134,102 |
| Japan | 7 | 1,681 | 8 | 11,430 |
| Mauritius Islands | 1 | 276 | .. | .... |
| Mexico | 24 | 19,692 | 49 | 21,129 |
| New Zealand | 26 | 16,172 | 2 | 522 |
| Pacific Islands | 3 | 2,081 | 3 | 3,183 |
| Pacific Russia | 11 | 5,986 | 14 | 6,402 |
| Pacific Domestic Ports | 1,340 | 799,730 | 1,875 | 491,337 |
| Peru | 32 | 26,549 | 16 | 7,986 |
| Sandwich Islands | 22 | 10,597 | 34 | 14,799 |
| Society Islands | 17 | 2,634 | 14 | 1,841 |
| Spain | .. | .... | 1 | 337 |
| Uruguay | .. | .... | 2 | 843 |
| Vancouver I. and B. C. | 56 | 18,249 | 50 | 20,964 |
| Fishermen | 14 | 1,239 | 22 | 2,843 |
| Whalers | 32 | 8,748 | 14 | 4,851 |
| United States— | | | | |
| Boston | 7 | 6,645 | 1 | 523 |
| Hampton Roads | .. | .... | 2 | 2,054 |
| New Bedford | 2 | 1,485 | 5 | 1,694 |
| New York | 34 | 33,146 | 32 | 33,264 |
| Philadelphia | 2 | 2,496 | 3 | 3,191 |
| Totals | 1,865 | 669,674 | 2,410 | 843,552 |

Increase number of vessels ..... 545
Increase number of tons ..... 173,878

## Comparative Statement of Vessels on the Way to this Port

FROM ATLANTIC AND PRINCIPAL FOREIGN PORTS, JAN. 1st, 1866 AND 1867.

| | 1866. No. Vessels. | 1867. No. Vessels. | 1867. Incr. | 1867. Decr. |
|---|---|---|---|---|
| United States— | | | | |
| New York | 37 | 36 | .. | 1 |
| Boston | 10 | 14 | 4 | .. |
| Philadelphia | 6 | 3 | .. | 3 |
| Baltimore | 6 | 3 | .. | 3 |
| Bath | 1 | .. | .. | 1 |
| Foreign— | | | | |
| Bordeaux | 4 | 3 | .. | 1 |
| Marseilles | 1 | 1 | .. | .. |
| Liverpool | 8 | 14 | 6 | .. |
| London | 1 | 3 | 2 | .. |
| Glasgow | 2 | 7 | 5 | .. |
| Hamburg | 1 | 5 | 4 | .. |
| Cuxhaven | 3 | .. | .. | 3 |
| Shields | 2 | 4 | 2 | .. |
| Malaga | 2 | 2 | .. | .. |
| Rio de Janeiro | 4 | 3 | .. | 1 |
| Cardiff | .. | 1 | 1 | .. |
| Dundee | .. | 1 | 1 | .. |
| Guernsey | .. | 1 | 1 | .. |
| Bangkok | .. | 1 | 1 | .. |
| Coronel | .. | 1 | 1 | .. |
| Honolulu | .. | 2 | 2 | .. |
| Manila | .. | 1 | 1 | .. |
| Hongkong | .. | 1 | 1 | .. |
| Cerro Azul | .. | 3 | 3 | .. |
| Iquique | .. | 2 | 2 | .. |
| Totals | 88 | 112 | 37 | 13 |

Increased number of vessels for 1867 ..... 24

| | Dec. 21. | Dec. 28. | Adv. | Dec |
|---|---|---|---|---|
| Alpha ... ℔ foot. | $600 | $600 | ... | ... |
| Crown Point | 800 | 700 | ... | $100 |
| Gould & Curry | 345 | 355 | $10 | ... |
| Hale & Norcross | 1150 | 1185 | 35 | ... |
| Ophir | 72 | 60 | ... | 12 |
| Yellow Jacket | 770 | 765 | ... | 5 |
| Belcher ... ℔ share. | 125 | 134 | 9 | ... |
| Bullion | 22 | 24 | 2 | ... |
| Chollar-Potosi | 134 | 139 | 5 | ... |
| Confidence | 35 | 35 | ... | ... |
| Empire Mill | 165 | 165 | ... | ... |
| Imperial | 164 | 165 | 1 | ... |
| Kentuck | 247 | 245 | ... | 2 |
| Overman | 85 | 87 | 2 | ... |
| Savage | 121 | 116 | ... | 5 |
| Sierra Nevada | 10 | 17 | 7 | ... |

Local Insurance stocks are rather quiet at the following rates, based on the uniform scale of $100 worth of stock:

| | Bid. | Asked | | Bid. | Asked |
|---|---|---|---|---|---|
| Builders' | 90 | 95 | National | 68 | 70 |
| California | 140 | 145 | Occidental | 77 | 80 |
| Fireman's Fund | 91 | 94 | Pacific | 120 | 122 |
| Home Mutual | 15 | 20 | San Francisco | 87 | 90 |
| Merch. Marine | 76 | 80 | Union | 98 | 100 |

It will be observed that these quotations are substantially the same as published in the Bulletin on the 12th instant. In the meantime transactions have been quite unimportant. There is no inquiry for Builders', and the rates given are therefore nominal. California continues firm, with no disposition to sell. Fireman's Fund is without movement. Home Mutual, it is said, can be had at par on the amount paid in. Merchants' Mutual Marine is considered strong at the rates given. National sold to the extent of $5,000 last Saturday at 70. Occidental is freely offered at 80, without buyers. Small sales of Pacific have been made in the Board at 120. San Francisco meets with no inquiry, and sales could hardly be made at 90. Union sold to a limited extent in the Board last Thursday at 99. People's (recently incorporated) is quoted at par on the amount (25 ℔ cent.) paid in. The stock of the California Life Insurance Company has all been taken, subscribers being limited to 10 shares each. We understand the Company have completed their organization by electing J. Mora Moss as President, and W. R. Wheaton as Secretary.

The following incorporations disbursed the amounts annexed during the past month:

| | | Rate. | Amount. |
|---|---|---|---|
| San Francisco Gas Co. | ½ | ℔ cent. | $30,000 |
| Spring Valley Water Co. | ½ | ℔ cent. | 30,000 |
| Bank of California | 1 | ℔ cent. | 50,000 |
| California Steam Navigation Co. | 1½ | ℔ cent. | 37,500 |
| Gold Hill Quartz Mill & M. Co. | $7½ | ℔ share. | 3,750 |
| Kentuck Mining Co. | 15 | ℔ share. | 30,000 |
| Santiago M. and M. Co. | 2 | ℔ share. | 5,000 |
| Savage Mining Co. | 7½ | ℔ share. | 120,000 |
| Total | | | $306,250 |

With the exception of Gold Hill Quartz Mill, the same incorporations disbursed dividends in November, the several amounts aggregating $290,000. In addition to the amounts given for December the Amador Mining Company paid $22,500, the Eureka Mining Company $20,000 and the North Star Mining Company $10,000. The last two named, as is generally known, are located at Grass Valley, in this State, while the Amador is also a California mine, located in the county bearing the same name. The December dividend of the California Steam Navigation Company makes the fourth paid by that incorporation for the current year, the same aggregating $162,500. Latterly this stock has been quite firm at 81@82 bid. Adding the December dividends to those disbursed by the same and other incorporations during the year we have the following result:

| | Dec. | Previously. | Total. |
|---|---|---|---|
| San Francisco Gas | $30,000 | $330,000 | $360,000 |
| Spring Valley Water | 30,000 | 330,000 | 360,000 |
| Central Railroad | .... | 15,000 | 15,000 |
| Omnibus Railroad | .... | 45,000 | 45,000 |
| North Beach Railroad | .... | 40,000 | 40,000 |
| Bank of California | 50,000 | 550,000 | 600,000 |
| Chollar-Potosi Mining Co. | .... | 420,000 | 420,000 |
| Crown Point | .... | 264,000 | 264,000 |
| Empire Mill | .... | 49,200 | 49,200 |
| Gold Hill Q.M. and M.Co. | 3,750 | 30,000 | 33,750 |
| Hale and Norcross | .... | 440,000 | 440,000 |
| Imperial | .... | 380,000 | 380,000 |
| Kentuck | 30,000 | 405,000 | 435,000 |
| Santiago Mill and M. Co. | 5,000 | 70,000 | 75,000 |
| Savage | 120,000 | 1,480,000 | 1,600,000 |
| Yellow Jacket | .... | 300,000 | 300,000 |
| Totals | $268,750 | $5,148,200 | $5,416,950 |

# THE WHEAT FLEET OF CALIFORNIA.

## The Golden Sheaf and the Golden Bars—The Crowning Glory of the Golden State.

While our country has been famous for its whale fleets, its fishing fleets, its cotton fleets and its fleets of merchantmen throughout the commercial world, but little attention has been paid to an important branch of our commerce that has grown up as if by magic in a comparatively virgin portion of our territory. We refer to the wheat fleets of the Golden State of California. Not satisfied with supplying the world with a large proportion of its metallic currency, California has set afloat a fleet of vessels conveying the staff of life to nations whose soils are too barren to produce breadstuffs sufficient to sustain their resident populations. Thus can the Golden State claim the honor of wearing a crown intertwining the golden sheaf with her renowned golden bars.

We compile from late data statistics showing that California has at present one of the largest grain fleets afloat in the world hailing from a single port. Such a statement may well excite surprise, and yet we believe the facts will fully justify the assertion. During the year 1867 223 vessels, mostly laden with full cargoes of wheat, were cleared from the port of San Francisco. Of course those despatched prior to the 1st of July last have all arrived out, as well as many of those cleared subsequently. From the 1st July, 1867, to February 11, 1868, inclusive, 134 vessels laden with wheat were cleared from the same port, only 45 of which have been reported as having arrived out, though doubtless some of the unreported have reached their destination. Of these 89 California wheat cargoes supposed to be afloat 79 are on their way to Europe and 10 (partial cargoes) to New York. Great Britain, of course, has been their best customer. In all 114 cargoes of wheat have been despatched from San Francisco to that country since the 1st of July last. These cargoes foot up about 5,000,000 bushels, valued at about $6,500,000. At last California advices one-third of these shipments had arrived out. We annex a list of the wheat cargoes at present supposed to be *en route* from San Francisco to Europe:—

CALIFORNIA EUROPEAN GRAIN FLEET AFLOAT.

| Sail'd | Name of Vessel. | Bushels of Wheat. | Days Out. |
|---|---|---|---|
| July 17.. | Othello | 44,456 | 209 |
| Aug. 24.. | Neptune | 56,048 | 171 |
| 28.. | Enid | 21,402 | 167 |
| Sept. 3.. | Laurens | 41,773 | 161 |
| 7.. | Golden Fleece | 63,508 | 157 |
| 11.. | Knowsley | 33,872 | 153 |
| 12.. | Japara | 35,092 | 152 |
| 12.. | Mountain Laurel | 33,292 | 152 |
| 14.. | Chalmette | 43,618 | 150 |
| 17.. | Premier | 26,772 | 147 |
| 18.. | Colima | 11,692 | 146 |
| 19.. | Randolf | 18,378 | 145 |
| 22.. | Roscott | 26,050 | 142 |
| 24.. | Germania | 99,842 | 140 |
| 27.. | Adriatic | 36,850 | 137 |
| 28.. | Orion | 59,492 | 136 |
| 28.. | Homeward Bound | 27,700 | 136 |
| 30.. | Welkin | 24,552 | 134 |
| Oct. 1.. | Helen Angier | 34,693 | 133 |
| 3.. | Woodland | 20,056 | 131 |
| 5.. | Humberstone | 15,565 | — |
| 5.. | Vanguard | 32,125 | 129 |
| 8.. | Thomas Bell | 41,082 | 129 |
| 10.. | Ellen Sears | 51,362 | 126 |
| 19.. | Charles A. Farwell | 55,312 | 124 |
| 19.. | Explorer | 41,602 | 115 |
| 20.. | Solomon | 36,128 | 115 |
| 22.. | Annie W. Weston | 35,668 | 114 |
| 24.. | Garland | 33,978 | 112 |
| 25.. | Thatcher Magoun | 60,656 | 110 |
| 26.. | Charger | 51,286 | 108 |
| 26.. | Barracouta | 28,672 | 108 |
| 26.. | Carl | 13,403 | 108 |
| 27.. | B. K. | 21,370 | 108 |
| 28.. | Blackwell | 63,665 | 107 |
| 28.. | Shamrock | 33,673 | 106 |
| 30.. | Haze | 39,386 | 104 |
| Nov. 2.. | Amelia | 18,952 | 101 |
| 4.. | Andrew Jackson | 60,188 | 99 |
| 4.. | Woosung | 33,782 | 99 |
| 5.. | Ne Plus Ultra | 75,055 | 98 |
| 8.. | Oracle | 57,785 | 95 |
| 10.. | Edward O'Brien | 94,805 | 93 |
| 10.. | Ivanhoe | 41,878 | 93 |
| 19.. | Golden Rule | 58,105 | 84 |
| 23.. | Emma C. Beal | 26,888 | 80 |
| 27.. | Hertfordshire | 42,603 | 76 |
| 30.. | Gardner Colby | 57,875 | 73 |
| Dec. 2.. | Kate Prince | 66,902 | 71 |
| 11.. | Sardis | 58,972 | 62 |
| 14.. | Granite State | 50,602 | 99 |
| 14.. | Loyal Sam | 23,433 | 59 |
| 19.. | Cutwater | 49,780 | 54 |
| 27.. | Flattbeck | 26,068 | 46 |
| 28.. | St. Mark | 88,055 | 45 |
| Jan. 5.. | Sapphire | 47,094 | 37 |
| 7.. | Matterhorn | 50,002 | 55 |
| 9.. | Therese | 20,002 | 33 |
| 15.. | Berkley | 36,378 | 27 |
| 15.. | Wealth of Nations | 66,403 | 27 |
| 15.. | Brewster | 53,825 | 27 |
| 17.. | Alice M. Minott | 58,778 | 25 |
| 18.. | Valentina | 14,487 | 2[illegible] |
| 21.. | Santa Lucia | 29,765 | 21 |
| 22.. | Derby | 50,977 | 20 |
| 22.. | Thomas S. Stowe | 27,275 | 20 |
| 26.. | Intrepid | 46,523 | 16 |
| 27.. | Cleopatra | 54,070 | 15 |
| 27.. | Beatrice | 30,018 | 15 |
| 30.. | Queen of the East | 58,015 | 1[illegible] |
| Feb. 1.. | Anne Mary | 37,502 | 10 |
| 2.. | Hansa | 52,932 | 9 |
| 3.. | General McClellan | 40,832 | 8 |
| 4.. | Calabar | 26,968 | 7 |
| 5.. | Mallard | 30,648 | 6 |
| 7.. | Imperial | 49,723 | 4 |
| 9.. | Colorado | 50,692 | 2 |
| 9.. | Nereid | 29,357 | 2 |
| 11.. | Stormy Petrel | 26,777 | 1 |
| | Total | 3,397,217 bushels | |

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# NAVY OF THE UNITED

| Class. | Vessels. | Guns. Rate. | Guns. Carries. 8-Inch. | Guns. Carries. 32-pdr. | Guns. Carries. Total. | Complement of officers and men. | Tonnage. | Commenced building. | Where built. | When launch'd. |
|---|---|---|---|---|---|---|---|---|---|---|
| Line of Battle Ships. | PENNSYLVANIA ..... | 120 | 16 | 104 | 120 | 1100 | 3241 | 1822 | Philadelphia.... | 1837 |
| | FRANKLIN..... | 74 | (Old.) | 64 long 20 car. | 86 | ..... | 2257 | 1815 | Philadelphia.... | 1815 |
| | COLUMBUS.....2.. | 74 | 12 | 68 | 80 | 780 | 2480 | 1816 | Washington.... | 1819 |
| | OHIO.....2.. | 74 | 12 | 72 | 84 | 820 | 2757 | 1817 | New York,.... | 1820 |
| | NORTH CAROLINA... | 74 | 12 | 72 | 84 | 820 | 2633 | 1818 | Philadelphia.... | 1820 |
| | DELAWARE .....2.. | 74 | 12 | 72 | 84 | 820 | 2633 | 1817 | Gosport..... | 1820 |
| | VERMONT..... | 74 | 20 | 64 | 84 | 820 | 2633 | 1818 | Boston..... | 1848 |
| | ALABAMA..... | 74 | 12 | 72 | 84 | 820 | 2633 | 1818 | Portsmouth. | |
| | VIRGINIA.....3.. | 74 | 12 | 72 | 84 | 820 | 2633 | 1818 | Boston. | |
| | NEW YORK.....3.. | 74 | 12 | 72 | 84 | 820 | 2633 | 1818 | Gosport. | |
| | NEW ORLEANS..... | 74 | ..... | ..... | ..... | ..... | 2805 | 1815 | Sacket's Harbor. | ..... |
| Razee..... | INDEPENDENCE ..2.. | 54 | 8 | 48 | 56 | 550 | 2257 | 1814 | Boston ..... | 1814 |
| 1st Class Frigates. | UNITED STATES ..... | 44 | 4 | 46 | 50 | 480 | 1607 | 1796 | Philadelphia.... | 1797 |
| | CONSTITUTION..... | 44 | 4 | 46 | 50 | 480 | 1607 | 1796 | Boston..... | 1797 |
| | POTOMAC..... | 44 | 8 ~~10~~ | ~~40~~ 42 | 50 | 480 | 1726 | 1819 | Washington.... | 1821 |
| | BRANDYWINE..... | 44 | 8 | 42 | 50 | 480 | 1726 | 1821 | Washington.... | 1825 |
| | COLUMBIA.....2.. | 44 | 8 ~~10~~ | ~~40~~ 42 | 50 | 480 | 1726 | 1825 | Washington.... | 1836 |
| | CONGRESS.....4.. | 44 | 8 | 42 | 50 | 480 | 1867 | 1839 | Portsmouth..... | 1841 |
| | CUMBERLAND..... | 44 | 10 ~~8~~ | ~~40~~ 40 | 50 | 480 | 1726 | 1825 | Boston..... | 1842 |
| | SAVANNAH..... | 44 | 8 ~~10~~ | ~~40~~ 42 | 50 | 480 | 1726 | 1820 | New York..... | 1842 |
| | RARITAN ..... | 44 | 8 | 42 | 50 | 480 | 1726 | 1820 | Philadelphia.... | 1843 |
| | ST. LAWRENCE..... | 44 | 8 | 42 | 50 | 480 | 1726 | 1826 | Gosport..... | 1847 |
| | SANTEE..... | 44 | 8 | 42 | 50 | 480 | 1726 | 1820 | Portsmouth. | |
| | SABINE ..... | 44 | 8 | 42 | 50 | 480 | 1726 | 1822 | New York. | |
| 2d Class Frigates. | CONSTELLATION..... | 36 | 6 | 32 | 38 | 380 | 1278 | 1796 | Baltimore..... | 1797 |
| | MACEDONIAN .....2.. | 36 | 6 | 32 | 38 | 380 | 1341 | 1832 | Gosport..... | 1836 |
| 1st Class Sloops. | SARATOGA .....3.. | 20 | 4 | 18 | 22 | 210 | 882 | 1842 | Portsmouth..... | 1842 |
| | PORTSMOUTH .....2.. | 20 | 4 ~~6~~ | ~~16~~ 18 | 22 | 210 | 1022 | 1843 | Portsmouth..... | 1843 |
| | PLYMOUTH..... | 20 | 4 | 18 | 22 | 210 | 989 | 1843 | Boston..... | 1843 |
| | ST. MARY'S..... | 20 | 6 | 16 | 22 | 210 | 958 | 1843 | Washington.... | 1844 |
| | JAMESTOWN..... | 20 | 4 ~~6~~ | ~~16~~ 18 | 22 | 210 | 985 | 1843 | Gosport..... | 1844 |
| | ALBANY..... | 20 | 4 | 18 | 22 | 210 | 1064 | 1843 | New York..... | 1846 |
| | GERMANTOWN ..... | 20 | 4 | 18 | 22 | 210 | 939 | 1843 | Philadelphia.... | 1846 |

Note Mallory of all but the two first & last since altered the same as the Vermont. The shell guns to be carried on the gun decks.

All but the two first now carry 10 shell guns on the gun deck the same as the Potomac &c.

All now carry 8 shell guns - a corresponding reduction being made in the 32 pdrs - in each case leaving the aggregate the same.

# COUNTY INDEBTEDNESS AND TAXATION.

## LOCAL PROPERTY VALUES, POPULATION AND EXPENSES THROUGHOUT CALIFORNIA.

The following interesting and suggestive statistics were reported lately by the Assembly Committee, appointed on Mr. Westmoreland's resolution to inquire into the financial condition of the various counties in this State. Extended reference to this valuable table is made in our editorial columns.

| COUNTIES. | County Debts. | Amount Funded. | Rate of Interest. ⅌ cent. | Amount ⅌ cent. of taxes levied for County purposes. | Assessed Value of Real Property—1867. | Assessed Value of Personal Property—1867. | Estimated population exclusive of Indians & Chinese | No. of Poll Taxes Paid in 1867. | No. of Registered Voters. | Salary of County Judge. | Salary of District Attorney. | Salary of Sheriff and Deputies. | Salary of County Treasurer. | Salary of Superintendent Schools | Salary of Supervisors. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Trinity | $70,000 00 | ..... | 10 | $1.80 | $239,994 | $373,407 | 2,200 | 821 | 1,018 | $2,400 | $1,500 | ..... | $1,500 | $400 | ..... |
| Amador | 99,152 10 | ..... | 10 | 1.90 | 1,157,697 | 889,246 | 11,000 | 1,579 | 3,077 | 2,400 | 1,500 | ..... | .... | 600 | $1,800 |
| Nevada | 22,033 00 | ..... | 10 | .62 | 2,619,480 | 2,227,807 | 16,560 | 5,548 | 5,828 | 3,000 | †1,200 | ..... | 2,000 | 600 | ..... |
| Alameda | 34,000 00 | ..... | 10 | 1.07 | 4,813,295 | 1,856,705 | 15,430 | 3,557 | 2,983 | 2,100 | 1,000 | ..... | .... | 600 | ..... |
| Tuolumne | 515,292 91 | $34,300 00 | 10 | 3.67 | 642,(55 | 678,450 | 14,000 | 1,355 | 2,740 | 2,000 | 1,200 | $4,800 | 900 | 360 | 1,920 |
| Shasta | 52,799 00 | ..... | 10 | 59 9-14 | 372,915 | 651,867 | 5,986 | 1,266 | 1,474 | 1,500 | 1,500 | ..... | 1,500 | 600 | ..... |
| Yolo | 49,371 76 | ..... | 10 | 1.35 | 794,991 | 1,365,617 | 7,080 | 1,700 | 2,077 | 1,500 | 800 | ..... | 2,530 | 620 | ..... |
| Sierra | 50,695 09 | ..... | 10 | 1.80 | 628,962 | 1,010,134 | 7,000 | 2,038 | 2,684 | 2,400 | 1,200 | 5,800 | 1,500 | 400 | ..... |
| Colusa | 34,000 00 | ..... | 10 | 54 59-124 | 780,199 | 1,297,412 | 3,600 | 614 | 1,109 | 1,200 | 750 | ..... | .... | ..... | ..... |
| San Francisco | 4,768,061 00 | 4,768,061 00 | 6-7-10 | 1.97 | 57,882,113 | 51,152,614 | 125,000 | 20,732 | 23,342 | 5,000 | 5,000 | 24,800 | 4,000 | 4,000 | ..... |
| Merced | 15,000 00 | ..... | ..... | 2.00 | 359,987 | 884,835 | 1,800 | 283 | 413 | 1,200 | 600 | ..... | .... | 200 | ..... |
| Calaveras | 206,240 00 | 191,240 00 | 8-10 | 4.00 | 786,546 | 586,950 | 10,732 | 928 | 3,197 | 2,400 | 1,500 | 8,200 | 2,000 | 600 | ..... |
| Siskiyou | 61,618 10 | 61,618 10 | 10 | 1.27 | 468,350 | 1,110,185 | 6,000 | 2,308 | 2,043 | 2,100 | 1,500 | ..... | .... | 600 | ..... |
| Fresno | 19,438 00 | 15,500 00 | 10 | 1.67 | 245,716 | 963,882 | 3,000 | 356 | 366 | 1,800 | 800 | ..... | .... | 250 | ..... |
| Santa Cruz | 30,000 00 | 20,000 00 | 10 | 1.70 | ..... | *1,441,739 | 6,500 | 1,342 | 2,055 | 1,000 | 600 | ..... | .... | .... | ..... |
| El Dorado | 262,715 14 | 187,573 04 | 10 | .... | 1,391,213 | 1,540,725 | 16,000 | 3,483 | 4,297 | 3,000 | 2,000 | 7,300 | 2,000 | .... | ..... |
| Napa | 175,000 00 | 149,500 00 | 10 | 2.05 | 2,252,134 | 1,075,138 | 6,000 | 1,131 | 1,916 | 1,800 | 1,000 | ..... | .... | 800 | ..... |
| Stanislaus | 28,243 98 | ..... | ..... | 1.74 | 551,257 | 699,132 | 2,500 | 690 | 800 | 1,200 | 800 | 600 | .... | 300 | ..... |
| Sutter | 5,595 90 | ..... | ..... | 1.37 | 368,854 | 1,363,172 | 5,100 | 1,149 | 1,563 | 2,100 | 1,200 | ..... | .... | 350 | ..... |
| Marin | ..... | ..... | ..... | 1.37 | 1,523,964 | 709,109 | 5,000 | 1,151 | 1,123 | 1,800 | 1,200 | ..... | .... | .... | ..... |
| Contra Costa | 41,000 00 | 32,000 00 | 10 | 1.66 | 1,671,837 | 1,002,128 | 8,000 | 1,287 | 1,877 | 1,500 | 1,000 | ..... | .... | 400 | ..... |
| Monterey | 20,000 00 | 20,900 00 | ..... | .... | 739,068 | 671,509 | 5,000 | 634 | 1,244 | 1,000 | 450 | ..... | 1,000 | 300 | ..... |
| San Mateo | ..... | ..... | ..... | .87 | ..... | *2,700,000 | 5,148 | .... | .... | 1,000 | 500 | ..... | 1,000 | 250 | ..... |
| Los Angeles | 177,000 00 | 160,850 00 | 7 | 2.37 | 1,257,942 | 1,298,141 | 12,000 | 700 | 2,200 | 2,400 | 1,800 | 1,800 | 1,600 | 300 | ..... |
| Santa Clara | 466,500 00 | ..... | 7-12 | 1.47 | 6,268,703 | 2,983,569 | 30,000 | 3,697 | 4,853 | 2,000 | †300 | ..... | 2,500 | 900 | 1,250 |
| Sacramento | 702,560 24 | 412,356 00 | 6 | 1.50 | 4,974,329 | 4,499,870 | 23,000 | 3,744 | 6,148 | 3,500 | 2,000 | 2,000 | 2,500 | 1,000 | ..... |
| Placer | 253,340 00 | 253,340 00 | 8 | 1.12 | 2,808,769 | 1,296,619 | 12,000 | 4,888 | 4,788 | 8,000 | 2,500 | ..... | .... | 1,800 | ..... |
| Mendocino | 55,612 53 | 39 263 64 | 10 | 1.82 | 659,396 | 1,460,584 | 6,200 | 1,237 | 1,937 | 1,800 | 1,200 | ..... | .... | 600 | ..... |
| Del Norte | 12,000 00 | 4,200 00 | 10 | 1.02 | 65,200 | 349,868 | 1,500 | 498 | 349 | 1,000 | 600 | ..... | .... | 250 | ..... |
| Klamath | 22,655 47 | 13,652 19 | 10 | 1.87 | ..... | *341,187 | 600 | 680 | 375 | 1,000 | 600 | ..... | .... | .... | ..... |
| Alpine | 10,000 00 | 10,000 00 | 6 | .... | ..... | *450,000 | ..... | .... | .... | 1,800 | †1,500 | ..... | 1,800 | 240 | $3@$6⅌day |
| Butte | 277,513 00 | 200,000 00 | 10 | .... | ..... | *5,128,358 | 9,250 | .... | .... | 3,600 | 1,600 | ..... | 2,400 | 400 | $1@10⅌ day |
| Humboldt | 20,000 00 | ..... | ..... | .... | ..... | *2,200,000 | 5,330 | .... | .... | 1,000 | 500 | ..... | .... | 300 | $3@$4⅌day |
| Inyo | ..... | ..... | ..... | .... | ..... | *500,000 | ..... | .... | .... | 1,000 | 500 | ..... | .... | .... | 900 |
| Kern | 3,000 00 | ..... | .... | .... | ..... | *819,825 | ..... | .... | .... | 1,200 | 600 | ..... | .... | .... | $3@$5⅌day |
| Lake | ..... | ..... | ..... | .... | ..... | *395,708 | 3,350 | .... | .... | 1,000 | 600 | ..... | .... | 100 | ..... |
| Lassen | 16,300 00 | ..... | ..... | .... | ..... | *750,000 | 1,420 | .... | .... | 800 | 400 | ..... | .... | 200 | ..... |
| Mariposa | 47,759 00 | 5,050 00 | 10 | .... | ..... | *1,237,470 | 4,170 | .... | .... | 3,000 | †1,200 | ..... | .... | 400 | ..... |
| Mono | 15,000 00 | ..... | 10 | 1.60 | 127,085 | 132,580 | 700 | 200 | 350 | 1,000 | 500 | ..... | .... | 200 | 1,500 |
| Plumas | 8,000 00 | ..... | ..... | .... | ..... | *1,192,521 | 3,670 | .... | .... | 2,100 | 1,600 | ..... | .... | 400 | $3@$6⅌day |
| San Bernardino | 21,007 00 | 14 024 00 | 7 | .... | ..... | *695,201 | 5,280 | .... | .... | 500 | .... | ..... | .... | 100 | $3@$4⅌day |
| San Diego | 99,255 14 | 32;714 45 | 10 | 1.35 | ..... | *585,383 | 1,500 | .... | 277 | 1,000 | 500 | ..... | .... | 250 | $3@$5⅌day |
| San Joaquin | 96,868 00 | (?)450,000 00 | 7-8-10 | .... | ..... | *5,275,016 | 17,140 | .... | .... | 3,000 | 2,000 | ..... | .... | 1,250 | $3@$6⅌day |
| San Luis Obispo | 36,800 00 | 35,800 00 | 10 | .... | ..... | *758,330 | 2,850 | .... | .... | 1,000 | 500 | ..... | .... | 300 | ..... |
| Santa Barbara | 40,000 00 | 40,300 00 | 7 | .... | ..... | *771,361 | 5,470 | .... | .... | 1,200 | 500 | ..... | .... | 200 | 450 |
| Solano | 149,834 00 | 96,252 00 | 7-10 | .... | ..... | *3,044,129 | 15,850 | .... | .... | 2,100 | †1,000 | ..... | .... | 600 | ..... |
| Sonoma | ..... | 16,500 00 | 10 | .... | ..... | *5,346,088 | 25,280 | .... | .... | 2,100 | 1,400 | ..... | .... | 900 | $3@$4⅌day |
| Tehama | 98,746 00 | 100,000 00 | 10 | .... | ..... | *1,598,500 | 3,386 | .... | .... | 2,400 | 1,200 | ..... | .... | 400 | ..... |
| Tulare | 52,000 00 | 81,000 00 | 10 | .... | ..... | *1,299,379 | 4,890 | .... | .... | 2,000 | 1,000 | ..... | 350 | 350 | ..... |
| Yuba | 187,400 00 | 183,400 00 | 10 | .... | ..... | *4,150,500 | 10,420 | .... | .... | 2,400 | 1,000 | ..... | .... | 1,000 | ..... |
| Totals | $9,020,404 87 | $7,613,438 42 | ..... | ..... | Real & P'l $219,730,420 | 494,382 | ..... | ..... | ..... | $93,800 | ..... | ..... | $31,371 | $24,670 | ..... |

* Real and Personal. † And fees.

of wheat, or about 100,000 short tons.

It is quite probable that some of the first named vessels in the foregoing list have reached their destination, though no intimation to that effect had been received in California at the time the above table was made up. In addition to wheat, several of the above vessels carried small invoices of flour. The shipments of this article to Europe since the 1st of July last aggregate 27,532 bbls. (equal to 82,685 centals of wheat), valued at $195,405. Embraced in the above amount were 10,376 bbls., manifested at $80,200, per General McClellan, which sailed from San Francisco on February 13. This was probably the most valuable cargo of breadstuffs ever cleared from San Francisco, amounting to about $153,000. Including flour as wheat, the shipments to Europe from July 1, 1867, to the above date reach nearly 3,030,000 centals, valued at about $6,680,000. Wheat and flour shipments (reduced to wheat) to all ports from July 1 to above date amount to 6,974,383 bushels. To make our exports for the current harvest year equal those of last year we ought to ship during the ensuing four and a half months 1,011,012 centals of wheat, including flour. On the 12th February there were ten vessels of 8,549 tons register in port loading flour and wheat. These vessels will carry over 333,000 bushels of wheat.

Thus can California not only supply a large portion of the populations of the earth with jingling pocket money, but with solid food for their empty stomachs.

dates to No- contains the

sity for some e citizens got gs adopted a hose a Mayor . Dodge was Dana, Samuel haley and J. e Town Coun- e election, of ave them his owing that it nder military

dy made here , who is leav- ver of man to ks built up, a oks much bet- ober, when we ver, that it is ement to any- me mines are over happen— ral country. k giving Day. had no spirit could get no , such a thing be had. We incipal food is ll on this sub- t hungry, so I could open a could keep a

From the time the *John L. Stephens* left we had no amusement or excitement; in fact, nothing which was calculated to disturb the monotony of a dreary life, until the 10th of November. It being St. Michael's Day, and the birthday of the old Indian Chief, General Davis concluded to present an American flag to the old Chief, so that he might hoist it in place of the Russian flag which he had floated for sixty-five years. The proceedings were quite interesting.

ALASKA WEATHER STATISTICS.—The Sitka correspondent of the AATA sends us a tabular statement of his meteorological journal from December 1st to the 23d, from which it appears that during the twenty-two days there were twelve cloudy days and ten which were clear and pleasant. Six days were rainy, and snow fell only on the 8th and 12th. The thermometer in the open air at 2 P. M. each day ranged from 50° on the 3d to 19° on the 23d, which was the coldest of the twenty-two days, the mercury standing at 12° in the morning at 7 o'clock. The average range of the thermometer for the same time was 30. The prevailing winds were from north to east, with light airs.

# THE STATE LEGISLATURE.

The Legislature of this State meets on Mon December 2d. Following is a classified list of members elect, which is believed to be correct.

### THE SENATE.

Brady, F. L. (U.)....Pl
Belden, David (U.)....Ne
Banning, Phineas (U.)....Los An
Beach, Horace (U.)....Yuba and S
Conn, William A. (D.)....S. Diego and S. Bernar
Curtis, N. Greene (D.)....Sacram
Conly, John (U.)....Butte, Plumas and La
Chappelle, J. N. (U.)....Shasta and Tri
Ewer, S. (U.)....Butte, Plumas and La
Freeman, J. W. (D.)....Fresno, Kern and Tu
Green, Janson J. (U.)....Contra Costa and M
Hager, John S. (D.)....San Franc
Hunter, George W. (D.)....El Do
Hardy, Thomas (U.)....Calav
Heacock, E. H. (U.)....Sacram
Johnson, James (D.)....El Do
Kincaid, H. (D.)....San Francisco and San M
Knox, W. J. (U.) deceased....Santa C
Lawrence, J. H. (D.)..Mariposa, Merced, Stanis
Lewis, E. J. (D.)....Colusa and Teh
McDougall, F. A. (D.)....Monterey and Santa
Mandeville, J. W. (D.)..Tuolumne, Mono and I
Morrill, D. L. (D.)....Calav
Murch, L. H. (U.)....Del Norte, Humboldt Klam
Murphy, P. W. (U.)....S. L. Obispo and S. Bar
Mizner, L. B. (U.)....Solano and
Perley, J. E. (U.)....San Joa
Pendegast, Wm. W. (D.)....Lake, Napa, Mendo
Pearce, George (D.)....Son
Pratt, L. E. (U.)....Si
Roberts, E. W. (U.)....Ne
Rose, A. H. (D.)....Amador and Al
Robinson, Henry (U.)....Alam
Saunders, John H. (D.)....San Franc
Shaw, W. J. (D.)....San Franc
Tweed, Chas. A. (U.)....Pl
Tubbs, A. L. (U.)....San Franc
Teegarden, E. (U.)....Yuba and Su
Wolcott, Oliver (U.)....Tuolumne, Mono and I
Wadsworth, E. (U.)....Siski

### THE ASSEMBLY.

Angney, W. Z. (D.)....Santa C
Ables, Thomas J. (U.)....M
Ayer, Isaac (U.)....Calav
Beaver, T. S. (U.)....Calav
Brown, Thomas A. (U.)....Contra C
Bird, A. B. (D.)....El Do
Buckbee, J. R. (U.)....Plumas and La
Biggs, Marion (D.)....Sacrame
Battelle, T. J. (U.)....Si
Broderson, B. S. (D.)....San Franc
Brown, J. C. (D.)....Tulare and K
Bacnelder, A. J. (U.)....Y
Church, A. M. (U.)....Alam
Crigler, John C. (D.)....Napa and L
Cochrane, R. M. (D.)....B
Cureton, William H. (D.)....Mendo
Coggins, Paschal (U.)....Sacrame
Comte, A. Jr. (D.)....Sacrame
Caldwell, William (D.)....Son
Canavan, Matthew (D.)....San Franc
Connely, David W. (D.)....San Franc
Clark, L. B. (D.)....Y
Days, J. M. (U.)....Nev
Dornin, G. D. (U.)....Nev
Downer, J. W. (U.)....Si
Dyer, Perry (U.)....Sh
Davies, W. A. (U.)....Tuolumne, Mono and I
Dwinelle, John W. (U.)....Alam
Ellis, Asa (D.)....Los Ang
Frisbie, John B. (U.)....Sol
Fairchild, J. A. (D.)....Siski
Parish, Thomas E. (D.)....San Franci
Gregory, J. B. (D.)....Amador and Alp
Green, W. S. (D.)....Colusa and Teha
Gilded, Charles (D.)....El Dor
Giltner, Francis (D.)....Marip
Hayes, Benjamin (D.)....San Di
James, John M. (D.)....San Bernardi
Jones, T. E. (U.)....Trin
Kelly, John M. (D.)....Y
Lee, Bruce B. (D.)....Sacramen
Lupton, Samuel L. (D.)....San Francis
Mace, R. P. (D.)....Fres
Mentzell, Otto (D.)....Calave
Morrow, L. J. (U.)....San Joaqu
Mattingly, R. L. (D.)....San Mat
Moore, John H. (D.)....Santa Cla
Martin, S. M. (U.)....Sonon
Middleton, John (D.)....San Francis
Mahon, Frank (D.)....San Francis
McElhany, W. T. (U.)..S. Barbara, San Luis Obis
Navardis, B. A. (D.)....Tuolumne, Mono and Ins
Meagher, M. (D.)....Tuolumne, Mono and Ins
Newell, Hugh B. (D.)....El Dora
Newsom, J. W. (D.)....Merced and Stanisla
Ord, W. M. (D.)....Bu
Oliver, Warner (U.)....San Joaqu
O'Malley, J. J. (D.)....San Francis
Payne, George M. (D.)....Amador and Alp
Pardee, George (U.)....Santa Cl
Papy, Jasper J. (D.)....San Francis
Rollins, H. G. (U.)....Neva
Ryland, C. T. (D.)....Santa Cla
Rector, Thomas H. (D.)....Klamath and Del Nor
Russ, A. G. (D.)....San Francis
Spencer, C. G. (U.)....Plac
Spillman, B. R. (D.)....Sutt
Steele, Elijah (D.)....Siskiy
Scudder, Frank V. (D.)....San Francis
Smith, J. K. (U.)....Yul
Tulley, E. C. (D.)....Monter
Tuttle, C. A. (U.)....Plac
Westmoreland, Charles (U.)....Humbol
White, John D. (U.)....Neva
Watson, J. A. (D.)....Los Angel
Waldron, M. (U.)....Plac
Welleb, Charles (D.)....Sacramen
Willets, Stephen (D.)....El Dora
Warfield, J. B. (D.)....Sonor
Wand, Thomas N. (D.)....San Francis

### RECAPITULATION.

Union Senators....
Democratic Senators....
Union Assemblymen....
Democratic Assemblymen....
Democratic majority in Joint Convention....

of wheat, or about 100,000 short tons.

It is quite probable that some of the first named vessels in the foregoing list have reached their destination, though no intimation to that effect had been received in California at the time the above table was made up. In addition to wheat, several of the above vessels carried small invoices of flour. The shipments of this article to Europe since the 1st of July last aggregate 27,562 bbls. (equal to 82,685 centals of wheat), valued at $195,405. Embraced in the above amount were 10,376 bbls., manifested at $80,200, per General McClellan, which sailed from San Francisco on February 13. This was probably the most valuable cargo of breadstuffs ever cleared from San Francisco, amounting to about $153,000. Including flour as wheat, the shipments to Europe from July 1, 1867, to the above date reach nearly 3,030,000 centals, valued at about $6,680,000. Wheat and flour shipments (reduced to wheat) to all ports from July 1 to above date amount to 6,974,383 bushels. To make our exports for the current harvest year equal those of last year we ought to ship during the ensuing four and a half months 1,011,012 centals of wheat, including flour. On the 12th February there were ten vessels of 8,549 tons register in port loading flour and wheat. These vessels will carry over 333,000 bushels of wheat.

Thus can California not only supply a large portion of the populations of the earth with jingling pocket money, but with solid food for their empty stomachs.

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From the time the *John L. Stephens*

# COUNTY INDEBTEDNESS AND TAXATION.

## LOCAL PROPERTY VALUES, POPULATION AND EXPENSES THROUGHOUT CALIFORNIA.

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| Alameda | 34,000 00 | ..... | 10 | 1.07 | 4,813,295 | 1,856,705 | 15,430 | 3,557 | 2,953 | 2,100 | 1,000 | ..... | .... | 600 | ..... |
| Tuolumne | 515,292 91 | $34,300 00 | 10 | 3.67 | 642,155 | 678,450 | 14,000 | 1,355 | 2,740 | 2,000 | 1,200 | $4,800 | 900 | 360 | 1,920 |
| Shasta | 52,799 00 | ..... | 10 | 59 9-14 | 372,915 | 651,867 | 5,986 | 1,266 | 1,474 | 1,500 | 1,500 | ..... | 1,500 | 600 | ..... |
| Yolo | 49,371 76 | ..... | 10 | 1.35 | 794,991 | 1,365,617 | 7,080 | 1,700 | 2,077 | 1,500 | 800 | ..... | 2,530 | 620 | ..... |
| Sierra | 50,695 00 | ..... | 10 | 1.80 | 628,962 | 1,010,134 | 7,000 | 2,038 | 2,684 | 2,400 | 1,200 | 5,800 | 1,500 | 400 | ..... |
| Colusa | 34,000 00 | ..... | 10 | 54 59-124 | 780,199 | 1,297,412 | 3,600 | 614 | 1,109 | 1,200 | 750 | ..... | ... | .... | ..... |
| San Francisco | 4,768,061 00 | 4,768,061 00 | 6-7-10 | 1.97 | 57,882,113 | 51,152,614 | 125,000 | 20,732 | 23,342 | 5,000 | 5,000 | 24,800 | 4,000 | 4,000 | ..... |
| Merced | 15,000 00 | ..... | ..... | 2.00 | 359,987 | 884,835 | 1,800 | 283 | 413 | 1,200 | 600 | ..... | .... | 200 | ..... |
| Calaveras | 206,240 00 | 191,240 00 | 8-10 | 4.00 | 786,546 | 586,950 | 10,732 | 928 | 3,197 | 2,400 | 1,500 | 8,200 | 2,000 | 600 | ..... |
| Siskiyou | 61,618 10 | 61,618 10 | 10 | 1.27 | 468,350 | 1,110,185 | 6,000 | 2,308 | 2,043 | 2,100 | 1,500 | ..... | .... | 600 | ..... |
| Fresno | 19,438 00 | 15,500 00 | 10 | 1.67 | 245,716 | 963,882 | 3,000 | 356 | 366 | 1,800 | 800 | ..... | .... | 250 | ..... |
| Santa Cruz | 30,000 00 | 20,000 00 | 10 | 1.70 | ..... | *1,441,739 | 6,500 | 1,342 | 2,055 | 1,000 | 600 | ..... | .... | .... | ..... |
| El Dorado | 262,715 14 | 187,573 04 | 10 | .... | 1,391,213 | 1,540,725 | 16,000 | 3,483 | 4,297 | 3,000 | 2,000 | 7,300 | 2,000 | .... | ..... |
| Napa | 175,000 00 | 149,500 00 | 10 | 2.05 | 2,252,134 | 1,075,158 | 6,000 | 1,131 | 1,916 | 1,800 | 1,000 | ..... | .... | 800 | ..... |
| Stanislaus | 28,243 98 | ..... | ..... | 1.74 | 551,257 | 699,132 | 2,500 | 600 | 800 | 1,200 | 800 | 600 | .... | 300 | ..... |
| Sutter | 5,505 90 | ..... | ..... | 1.37 | 368,854 | 1,363,172 | 5,100 | 1,149 | 1,563 | 2,100 | 1,200 | ..... | .... | 350 | ..... |
| Marin | ..... | ..... | ..... | 1.37 | 1,529,964 | 709,109 | 5,000 | 1,151 | 1,123 | 1,800 | 1,200 | ..... | .... | .... | ..... |
| Contra Costa | 41,000 00 | 32,000 00 | 10 | 1.66 | 1,671,837 | 1,002,128 | 8,000 | 1,287 | 1,877 | 1,500 | 1,000 | ..... | .... | 400 | ..... |
| Monterey | 20,000 00 | 20,000 00 | ..... | .... | 739,068 | 671,509 | 5,000 | 694 | 1,244 | 1,000 | 450 | ..... | 1,000 | 300 | ..... |
| San Mateo | ..... | ..... | ..... | .87 | ..... | *2,700,000 | 5,148 | .... | .... | 1,000 | 500 | ..... | 1,000 | 250 | ..... |
| Los Angeles | 177,000 00 | 160,850 00 | 7 | 2.37 | 1,257,942 | 1,298,141 | 12,000 | 700 | 2,200 | 2,400 | 1,800 | 1,800 | 1,600 | 300 | ..... |
| Santa Clara | 466,500 00 | ..... | 7-12 | 1.47 | 6,268,703 | 2,983,569 | 30,000 | 3,697 | 4,853 | 2,000 | †300 | ..... | 2,500 | 900 | 1,250 |
| Sacramento | 702,560 24 | 412,300 00 | 6 | 1.50 | 4,974,329 | 4,499,870 | 23,000 | 3,744 | 6,148 | 3,500 | 2,000 | 2,000 | 2,500 | 1,000 | ..... |
| Placer | 253,340 00 | 253,340 00 | 8 | 1.12 | 2,808,769 | 1,296,619 | 12,000 | 4,888 | 4,788 | 8,000 | 2,500 | ..... | .... | 1,800 | ..... |
| Mendocino | 55,612 53 | 39 263 64 | 10 | 1.82 | 659,306 | 1,460,584 | 6,200 | 1,237 | 1,937 | 1,800 | 1,200 | ..... | .... | 600 | ..... |
| Del Norte | 12,000 00 | 4,200 00 | 10 | 1.02 | 65,269 | 349,868 | 1,500 | 498 | 349 | 1,000 | 600 | ..... | .... | 250 | ..... |
| Klamath | 22,655 47 | 13,652 19 | 10 | 1.87 | ..... | *341,187 | 600 | 680 | 375 | 1,000 | 600 | ..... | .... | .... | ..... |
| Alpine | 10,000 00 | 10,000 00 | 6 | .... | ..... | *450,000 | ..... | .... | .... | 1,800 | †1,500 | ..... | 1,800 | 240 | $3@$6₱day |
| Butte | 277,513 00 | 200,000 00 | 10 | .... | ..... | *5,128,358 | 9,250 | .... | .... | 3,000 | 1,600 | ..... | 2,400 | 400 | $1@10₱day |
| Humboldt | 20,000 00 | ..... | ..... | .... | ..... | *2,200,000 | 5,330 | .... | .... | 1,005 | 500 | ..... | .... | 300 | $3@$4₱day |
| Inyo | ..... | ..... | ..... | .... | ..... | *500,000 | ..... | .... | .... | 1,000 | 500 | ..... | .... | .... | 900 |
| Kern | 3,000 00 | ..... | ..... | .... | ..... | *819,825 | ..... | .... | .... | 1,200 | 600 | ..... | .... | .... | $3@$5₱day |
| Lake | ..... | ..... | ..... | .... | ..... | *395,708 | 3,350 | .... | .... | 1,000 | 600 | ..... | .... | 100 | ..... |
| Lassen | 16,300 00 | ..... | ..... | .... | ..... | *750,000 | 1,420 | .... | .... | 800 | 400 | ..... | .... | 200 | ..... |
| Mariposa | 47,759 00 | 5,050 00 | 10 | .... | ..... | *1,237,470 | 4,170 | .... | .... | 3,000 | †1,200 | ..... | .... | 400 | ..... |
| Mono | 15,000 00 | ..... | 10 | 1.00 | 127,085 | 132,580 | 700 | 200 | 350 | 1,000 | 500 | ..... | .... | 200 | 1,500 |
| Plumas | 8,000 00 | ..... | ..... | .... | ..... | *1,192,521 | 3,670 | .... | .... | 2,100 | 1,600 | ..... | .... | 400 | $3@$6₱day |
| San Bernardino | 21,007 00 | 14 024 00 | 7 | .... | ..... | *695,201 | 5,260 | .... | .... | 500 | .... | ..... | .... | 100 | $3@$4₱day |
| San Diego | 99,255 14 | 32;714 45 | 10 | 1.35 | ..... | *585,383 | 1,500 | .... | 277 | 1,000 | 500 | ..... | .... | 250 | $3@$5₱day |
| San Joaquin | 95,868 00 | (?)450,000 00 | 7-8-10 | .... | ..... | *5,275,016 | 17,140 | .... | .... | 3,000 | 2,000 | ..... | .... | 1,250 | $3@$6₱day |
| San Luis Obispo | 36,800 00 | 36,800 00 | 10 | .... | ..... | *758,339 | 2,850 | .... | .... | 1,000 | 500 | ..... | .... | 300 | ..... |
| Santa Barbara | 40,000 00 | 40,300 00 | 7 | .... | ..... | *771,361 | 5,470 | .... | .... | 1,200 | 500 | ..... | .... | 200 | 450 |
| Solano | 149,834 00 | 96,232 00 | 7-10 | .... | ..... | *3,044,129 | 15,850 | .... | .... | 2,100 | †1,000 | ..... | .... | 600 | ..... |
| Sonoma | ..... | 16;500 00 | 10 | .... | ..... | *5,346,686 | 25,280 | .... | .... | 2,100 | 1,400 | ..... | .... | 900 | $3@$4₱day |
| Tehama | 98,746 00 | 100,000 00 | 10 | .... | ..... | *1,598,500 | 3,386 | .... | .... | 2,400 | 1,200 | ..... | .... | 400 | ..... |
| Tulare | 52,000 00 | 81,000 00 | 10 | .... | ..... | *1,299,379 | 4,890 | .... | .... | 2,000 | 1,000 | ..... | 350 | 350 | ..... |
| Yuba | 187,400 00 | 183,400 00 | 10 | .... | ..... | *4,150,500 | 10,420 | .... | .... | 2,400 | 1,000 | ..... | .... | 1,000 | ..... |
| Totals | $9,020,404 87 | $7,613,438 42 | ..... | ..... | Real & P'l $219,730,420 | 494,382 | ..... | ..... | ..... | $93,800 | ..... | ..... | $31,371 | $24,670 | ..... |

* Real and Personal. † And fees.

### ALASKA.

By way of Victoria we have Sitka dates to November 29th. A letter to the *Colonist* contains the following:

Feeling deeply the want and necessity for some kind of Civil Government in Sitka, the citizens got together, and after one or two meetings adopted a City Charter, held an election and chose a Mayor and Common Council. Hon. W. S. Dodge was elected Mayor, and Gen. N. J. T. Dana, Samuel Storer, C. B. Montague, Thomas Whaley and J. Langebil were elected members of the Town Council. The citizens, before going into the election, of course consulted Gen. Davis, who gave them his approval of a Civil Government, knowing that it is impossible for Americans to live under military rule.

There are many improvements already made here under the direction of General Davis, who is leaving nothing undone that is in the power of man to do. Streets are being made, sidewalks built up, a light erected—in a word, this town looks much better than it did on the 10th day of October, when we first landed. I regret to say, however, that it is not in my power to give any encouragement to anybody coming here, at least until some mines are struck, which I don't believe will ever happen—Alaska being, in my opinion, no mineral country.

The 28th of November, being Thanksgiving Day, was observed by the military, but we had no spirit or encouragement to celebrate, for we could get no turkeys; and here let me also state, such a thing as fresh meat of any kind cannot be had. We sometimes get a few deer, but the principal food is bacon, pork and ducks; but if I dwell on this subject of fresh meat longer I will get hungry, so I will only state that a butcher who could open a meat market here would live if he could keep a fresh supply.

From the time the *John L. Stephens* left we had no amusement or excitement; in fact, nothing which was calculated to disturb the monotony of a dreary life, until the 10th of November. It being St. Michael's Day, and the birthday of the old Indian Chief, General Davis concluded to present an American flag to the old Chief, so that he might hoist it in place of the Russian flag which he had floated for sixty-five years. The proceedings were quite interesting.

ALASKA WEATHER STATISTICS.—The Sitka correspondent of the AATA sends us a tabular statement of his meteorological journal from December 1st to the 23d, from which it appears that during the twenty-two days there were twelve cloudy days and ten which were clear and pleasant. Six days were rainy, and snow fell only on the 8th and 12th. The thermometer in the open air at 2 P. M. each day ranged from 50° on the 3d to 19° on the 23d, which was the coldest of the twenty-two days, the mercury standing at 12° in the morning at 7 o'clock. The average range of the thermometer for the same time was 30. The prevailing winds were from north to east, with light airs.

## THE STATE LEGISLATURE.

The Legislature of this State meets on Mon December 2d. Following is a classified list of members elect, which is believed to be correct.

### THE SENATE.

Brady, F. L. (U.)....Pl
Belden, David (U.)....Ne
Banning, Phineas (U.)....Los An
Beach, Horace (U.)....Yuba and Su
Conn, William A. (D.)....S. Diego and S. Bernar
Curtis, N. Greene (D.)....Sacram
Conly, John (U.)....Butte, Plumas and La
Chappelle, J. N. (U.)....Shasta and Tri
Ewer, S. (U.)....Butte, Plumas and La
Freeman, J. W. (D.)....Fresno, Kern and Tu
Green, Janson J. (U.)....Contra Costa and M
Heger, John S. (D.)....San Franc
Hunter, George W. (D.)....El Do
Hardy, Thomas (U.)....Calav
Heacock, E. H. (U.)....Sacram
Johnson, James (D.)....El Do
Kincaid, H. (D.)....San Francisco and San M
Knox, W. J. (U.) deceased....Santa C
Lawrence, J. H. (D.)..Mariposa, Merced, Stanis
Lewis, E. J. (D.)....Colusa and Teh
McDougall, F. A. (D.)....Monterey and Santa
Mandeville, J. W. (D.)..Tuolumne, Mono and I
Morrill, D. L. (D.)....Calav
Murch, L. H. (U.)....Del Norte, Humboldt, Klan
Murphy, P. W. (U.)....S. L. Obispo and S. Bar
Mixner, L. B. (U.)....Solano and
Perley, J. E. (U.)....San Joa
Pendegast, Wm. W. (D.)....Lake, Napa, Mendo
Pearce, George (D.)....Son
Pratt, L. E. (U.)....Si
Roberts, E. W. (U.)....Ne
Rose, A. H. (D.)....Amador and Al
Robinson, Henry (U.)....Alam
Saunders, John H. (D.)....San Franc
Shaw, W. J. (D.)....San Franc
Tweed, Chas. A. (U.)....Pl
Tubbs, A. L. (U.)....San Franc
Teegarden, E. (U.)....Yuba and Su
Wolcott, Oliver (U.)....Tuolumne, Mono and I
Wadsworth, E. (U.)....Siski

### THE ASSEMBLY.

Angney, W. Z. (D.)....Santa C
Ables, Thomas J. (U.)....M
Ayer, Isaac (U.)....Calav
Beaver, T. S. (U.)....Calav
Brown, Thomas A. (U.)....Contra C
Bird, A. B. (D.)....El Dor
Buckbee, J. R. (U.)....Plumas and La
Biggs, Marion (D.)....Sacrame
Battelle, T. J. (U.)....Si
Broderson, B. S. (D.)....San Franc
Brown, J. C. (D.)....Tulare and K
Bacnelder, A. J. (U.)....Y
Church, A. M. (U.)....Alam
Crigler, John C. (D.)....Napa and L
Cochrane, R. M. (D.)....B
Cureton, William H. (D.)....Mendoc
Coggins, Paschal (U.)....Sacrame
Comte, A. Jr. (D.)....Sacrame
Caldwell, William (D.)....Son
Canavan, Matthew (D.)....San Franc
Connely, David W. (D.)....San Franc
Clark, L. B. (D.)....Y
Days, J. M. (U.)....Nev
Dornin, G. D. (U.)....Nev
Downer, J. W. (U.)....Sic
Dyer, Perry (U.)....Sh
Davies, W. A. (U.)....Tuolumne, Mono and I
Dwinelle, John W. (U.)....Alam
Ellis, Asa (D.)....Los Ange
Frisbie, John B. (U.)....Sol
Fairchild, J. A. (D.)....Siski
Parish, Thomas E. (D.)....San Franci
Gregory, J. B. (D.)....Amador and Alp
Green, W. S. (D.)....Colusa and Teha
Gilded, Charles (D.)....El Dor
Giltner, Francis (D.)....Marip
Hayes, Benjamin (D.)....San Di
James, John M. (D.)....San Bernardi
Jones, T. E. (U.)....Trin
Kelly, John M. (D.)....Y
Lee, Bruce B. (D.)....Sacramen
Lupton, Samuel L. (D.)....San Francis
Mace, R. P. (D.)....Fres
Mentzell, Otto (D.)....Calave
Morrow, L. J. (U.)....San Joaqu
Mattingly, R. L. (D.)....San Mat
Moore, John H. (D.)....Santa Cla
Martin, S. M. (U.)....Sonor
Middleton, John (D.)....San Francis
Mahon, Frank (D.)....San Francis
McElhany, W. T. (U.)..S. Barbara, San Luis Obis
Wardis, B. A. (D.)....Tuolumne, Mono and In
Meagher, M. (D.)....Tuolumne, Mono and In
Newell, Hugh B. (D.)....El Dora
Newsom, J. W. (D.)....Merced and Stanisla
Ord, W. M. (D.)....Bu
Oliver, Warner (U.)....San Joaqu
O'Malley, J. J. (D.)....San Francis
Payne, George M. (D.)....Amador and Alp
Pardee, George (U.)....Santa Cl
Papy, Jasper J. (D.)....San Francis
Rollins, H. G. (U.)....Neva
Ryland, C. T. (D.)....Santa Cla
Rector, Thomas H. (D.)....Klamath and Del Nor
Russ, A. G. (D.)....San Francis
Spencer, C. G. (U.)....Plac
Spillman, B. R. (D.)....Sutt
Steele, Elijah (D.)....Siskiy
Scudder, Frank V. (D.)....San Francis
Smith, J. K. (U.)....Yul
Tulley, E. C. (D.)....Monter
Tuttle, C. A. (U.)....Plac
Westmoreland, Charles (U.)....Humbol
White, John D. (U.)....Neva
Watson, J. A. (D.)....Los Angel
Waldron, M. (U.)....Plac
Wolleb, Charles (D.)....Sacramen
Willets, Stephen (D.)....El Dora
Warfield, J. B. (D.)....Sonor
Wand, Thomas N. (D.)....San Francis

### RECAPITULATION.

Union Senators....
Democratic Senators....
Union Assemblymen....
Democratic Assemblymen....
Democratic majority in Joint Convention....

## The Claims of a Dead Monopoly.

The Hudson's Bay Company which grasped nearly everything in the Northwest while living, makes a final grasp when dying. Some years ago it tacked on the name of "Puget Sound Agricultural Company," and endeavored to get a new lease of existence. For 197 years, or up to the year 1854, it had the exclusive monopoly of the fur trade. It had kept a vast territory from occupation and settlement. It employed Indians, over whom it had almost exclusive control, to drive out all intruders, even if force involved a massacre. Every means, legitimate and illegitimate, were used to fortify the monopoly against all attempts to weaken or modify its claims. American interests combined with British, so that the Company had a sort of naturalization in either territory.

The original capital, according to recent testimony, was £10,500. In 1690, it was increased to the nominal sum of £31,000. In 1720, it was declared to be £94,500. At that time the process of watering the stock had been fairly initiated. Proprietors who subscribed £100, received £300 of the stock. In 1821, another watering took place. The Northwest Fur Company joined the Hudson's Bay Company, and the joint stock was declared to be £400,000. But the real capital actually paid in, was no more than £27,300. It would seem that California capitalists have had some early precedents in the matter of watering stock. An enterprise requiring about $50,000 of capital in this State, is generally represented by five times that amount on paper.

On the 8th day of April, 1867, the Company presented a memorial to our Government, in which they claimed $3,822,036 67, making £385,350 more than the whole amount of capital which they had invested. Monopolies die hard. But nothing in modern times exceeds the dying grasp of this old fur monopoly. Some of the items of the claim are worth noticing:

For the right to trade, which the settlement of the country, and the removal of Indians to reservations, has deprived them, £200,000. For the right of the free navigation of the Columbia river, £300,000. This right, we take it, was originally the exclusive navigation of that river.

For their forts, farms, posts and establishments, with the buildings and improvements, £285,350. This demand is principally on account of the settlement of Oregon and the adjacent territories. But by far the largest and most lucrative part of the fur trade was carried on outside of the American possessions; and the posts are to this day undisturbed.

The claim for the forts, mills and lands, etc., at Fort Vancouver, is put as high as $1,947,580, although the company could at best acquire only a possessory right to the land, and had not even the equity of pre-emption. Some of the items of this last claim, put down on the testimony of a "Chief Factor," are a curiosity in their way:

SUMMARY OF A CHIEF FACTOR'S TESTIMONY.

| | |
|---|---|
| For the fort, buildings, farm and mill improvements | $500,000 |
| For 1,920 acres of land about the fort, at $250 per acre | 400,000 |
| For 3,200 acres below the fort, at $100 per acre | 320,000 |
| .. 12,800 acres on lower plain, $25 per acre | 320,000 |
| .. 13,500 acres above the sawmill, $10 | 135,000 |
| .. 128,580 acres balance of claim, $1 50 | 192,580 |

It is cheering news if, in fact, there is any land in Washington Territory worth $250 an acre, or even $100 according to the items of this bill.

The possessory rights of the Hudson's Bay Company are mentioned in the Mexican Treaty of 1846. In 1863, in the time of our struggle for the preservation of the Union, the Company seem to have taken an account of stock and watered it once more preparatory to the claim which they now put forth. It is not a little singular that testimony taken recently relating to this claim, is the first successful attempt to throw any light upon the internal workings of a monopoly which had virtually ruled a vast territory for nearly 200 years. On a stock watered up to £2,000,000 the Company had paid 4 per cent. during the past ten years.

The Company have recently claimed as belonging to them in all, 1,400,000 square miles of territory, or upwards of 896,000,000 of acres. If the Russian Fur Company, whose headquarters were in the possessions recently transferred by Russia, should take a hint from the Hudson's Bay Company, another handsome bill of damages might be drawn up and pressed with all the greed of dying monopolists.

No doubt the claims of the Hudson Bay Company will be thoroughly sifted, and the secret workings of this Company which will be brought to light, may yet be worth all the trouble and cost of the investigation.

## Extravagance in Silver Mining

### A Few Facts from the Gould and Curry—The Lesson they Teach.

In the *Bulletin* of the 6th instant an advertisement appeared, notifying holders of stock in the Gould and Curry mine, that an assessment had been levied upon it. This mine has generally been considered the representative silver mine of Nevada, and for this reason some facts drawn from its past management will doubtless prove interesting, for they will tend to elucidate, partially at least, the causes that have brought about the levying of an assessment upon its stock, in place of another dividend, and which causes, being still at work, threaten to bring other mines upon the Comstock lode into the same condition of partial or temporary exhaustion.

From the date of the incorporation of the Gould and Curry Company (June 27, 1860,) until November 30, 1866—77 months—230,546 tons of ore were worked by it, which is an average of 2,994 tons per month, or nearly 100 tons per day. Very often the amount of rock worked ran over these figures. In the year 1866 60,417 tons were worked, which is at the rate of 5,000 tons per month, or nearly 170 tons per day. Some of the mines on the Comstock Lode are depleted at a still greater rate. From the Savage, for instance, there are generally being taken about 300 tons of ore daily! There is probably no parallel for this rapid consumption of ore anywhere in the history of mining for precious metals. In the year 1866 the 32 chief mines of Grass Valley and Nevada City each crushed but an average of 2,681 tons of ore, or less each for the year than the Gould and Curry crushed every month for the first six and a half years of its existence.

The cause of this Cyclopean ravaging of the latter mine was due to two things: extravagant, indeed often utterly reckless, expenditure had to be provided for, and dividends of two per cent. per month upon the inflated selling price per foot of the stock, and of from 5 to 6 per cent. upon its incorporate value were paid for about three years. It was the declarating of these large dividends and the ignorant assertion that they could be kept up for generations that ran the stock up to the illegitimate price of $6,000 per foot. Its market value was constantly dependent upon the declaration monthly of a two per cent. dividend upon its selling price, and holders of stock were therefore vitally interested in keeping up the latter, and up they were kept as long as possible, along with the most reckless expenses that a mine was ever called to stagger under; and this, too, while prospecting ahead for future supplies of ore was entirely neglected.

The average expense of mining and working the rock from the Comstock ledge is now about $20 per ton. Supplies, freight, salaries and pay of workmen are 25 to 75 per cent. higher than they are in California; and yet in the face of these drawbacks the managers keep paying stockholders monthly dividends upon the market value of from 2 to 3½ per cent. With the light of past experience before us, it may be set down as absolutely certain that such a mode of overworking a mine is suicidal. No mine here will stand it—no mine in the world ever has long stood it. Even if the Comstock lode is worked to a depth of 3,000 feet, (which the Sutro tunnel promises,) but a few years will be required to exhaust the ore in the mines on it, if the fancy dividends combined with the extreme expenses of the past are kept up.

In a year or two a branch railroad from the main line of the Central Pacific Railroad will be running to Virginia, and this will aid vastly in reducing many present exhaustive expenses, and will, in addition, allow the immense water power of the Truckee to be used in driving quartz mills, and the doing away to a great extent with the present system of steam mills, fed by wood, costing $13 to $17 per cord; but even with the saving that will thus be brought about, and even if the Sutro Tunnel was completed, with all the aids to lightening of expense which it too will bring, we still unhesitatingly assert that none of the mines upon the Comstock can be expected to pay regular dividends of more than 1½ per cent. per month. The rushing process can squeeze more out of them occasionally, but it cannot keep it up, and the whole tendency of this system has been and always will be to keep the holders of the stock in suspense. They want their dividends regularly, and they want their stock kept up in value, and we need hardly tell them that in the past they have failed to have either, for no mine in the world can regularly honor the outrageous demands which those of the Comstock have been called upon to meet. As matters are now conducted, the stock is up one day and down the next—the expected dividend is paid one month and passed the next. Now, if a reasonable dividend rate is fixed upon, even if it be as low as 1 per cent. per month, and is paid, as it can be, regularly, the income and the value of the stock will be uniformly higher than they have been under the past system, while this would have the additional benefit of aiding largely in rendering "ring" stock operations impossible, by placing the value of the stock upon a permanent and legitimate basis. Mining stocks could then be held as permanent investments, and the favor with which they were viewed would rank next if not equal to the real estate of this city. Certainly, shares in any of the prominent mines of Nevada county are so viewed, yet they do not represent as great richness as those of the Comstock lode. The average yield per ton of the ore of 18 of the principal mines of Grass Valley in 1866 was $34, while the average yield of the ore from the Gould and Curry for six years and a half was $59 02 per ton. Under the private ownership system, with honest management, low expenses, and because attempts are not made to over-drive the yield, continuous handsome profits have been derived from the mines of Nevada county, and they are held in high estimation. Under what may justly be called the curses of non-accountability, and the dishonesty of officials bred of it, and of stock-jobbing operations which the incorporated system fosters, combined with reckless and ignorant management, and expenses which even under the best management were necessarily very high, but which under that prevailing were often rendered trebly higher than they need have been, stock in the Comstock mines has been viewed with suspicion, because their value and the profits from them have been constantly uncertain.

The same causes that have kept down the mines named in the past are still at work, and the effect which they have had upon the Gould and Curry is typical of what their effect will be upon other mines in the same lode if the rushing process is not put a stop to, and stockholders do not learn to be content with reasonable profits. As matters are now conducted a proper amount of ore is never left ahead to keep up the profits of the mines. Almost as soon as a non-productive spot is struck in the ledge the dividends have to cease, and a sort of terror takes hold of stockholders, who think the mine has given out, they either forgetting or being ignorant of the fact that even the richest mines are no exception to the rule which makes everything mundane variable in its yield and profits. The ledge is at present lost in the Gould and Curry mine, and many doubtless think it is lost irrevocably, but it is not. The ledge has repeatedly been lost in the celebrated Allison Ranch and other mines at Grass Valley, but it was always found again, as will be that of the Gould and Curry, sooner or later. But for the follies of the past in the management of the latter mine, there would still be plenty of ore on hand to pay current expenses and yield a reasonable dividend to stockholders while the lost ledge was being searched for.

In many cases the superintendents of Virginia City mines own either partially or entirely, two or three quartz mills, which are employed in crushing ore from the mines which they superintend. Under this system the superintendent is directly interested in keeping his mills employed, no matter at what expense of exhaustion to ore of the mine. Thousands of tons of rock are sent off to the superintendent's mills which either only yield enough to pay for the crushing or but an unimportant fraction over it. Such rock should not now be crushed, and probably would not be but for the reason named.

In every business there are certain rules without the application of which the wise do not look for success. Mining in the State of Nevada has generally been supposed to be an exception to ordinary rules. But failure after failure has abundantly proved that it has its definite business restrictions which cannot be outraged without the usual entailment of failure. Despite the general belief to the contrary, when in skilled, honest and economical hands, there is no more profitable or certain occupation than quartz mining. Those who bring the above requisites to bear in it, actually run less chance of general failure than the husbandman does, for nature asks the skilled miner who has a true quartz vein, to take less risk than the farmer is daily called upon to assume from climatic, atmospheric and other drawbacks.

## Ascent of Mount Hood.

The Salem (Oregon) correspondent of the Sacramento *Union* thus describes an ascent to the top of Mount Hood:

A pleasant journey of three days brought us to the foot of Laurel Hill, which we ascended for a distance of about two miles to the general summit of Cascade range; two miles further, and we left the road. Here some one, to whom we feel grateful, had posted a small board inscribed, "To Mount Hood, 5 miles." Our way lay through a dense forest of evergreens, with a heavy growth of hazel, laurel and other brush, making the way difficult, and but for the blazed trees almost impassable. A ride of two and a half hours and the difficulties of the road behind us were forgotten in the contemplation of the scenery around and above us. We were in the midst of a beautiful prairie covered with grass and flowers, with clumps of fir and cedar, and watered by numerous rivulets formed from the snows above. Here we made our camp at an elevation of 9,356 feet, water boiling at 195 degrees. In this little Eden we passed the Sabbath. The day was cool, the mercury standing at 45 degrees. From the south and far below, light clouds were borne toward us, while the icy heights above glistened in the rays of a summer sun, giving to the whole an indescribable grandeur.

Monday morning, at ten minutes after 6, we left our camp, armed with pikes, hooks, ropes, and such other things as we thought would lessen the danger and facilitate our journey to the top of the mountain. We carried with us a thermometer, cup, spirit lamp and glass. A ride of an hour, and we stood at the foot of an immense snow-field that sweeps around the south and west sides of the mountain, extending to the summit. Here we left our horses, and, after lashing ourselves together with a rope fifty feet in length, commenced our march directly toward the summit. As we proceeded, loose crags of rock kept dashing past us and plowing their way through the snow and ice toward the base of the mountain. A toilsome journey of an hour, and we stood on the edge of the crater, from which constantly rises steam and sulphurous vapor, at times making the air difficult to breathe. Here commences the peril of the ascent. We made our way toward the northeast on a narrow ridge of snow, sloping on the right to the foot of the mountain, and on the left into the crater. On this ridge we traveled until we reached a chasm about 600 feet from the summit, varying in width from 5 to 50 feet, and of an unknown depth. Along this we proceeded to the east under a perpendicular wall of ice and snow, in search of a place to cross the chasm, which we found where a snow-slide had made a bridge, upon which we crossed.

The ascent from this point was difficult and dangerous. Instead of snow, we here found ice, making our steps uncertain. The lightness of the air and the burning rays of the sun made it difficult to proceed more than a few feet without rest. Inspired by hope and a determination to succeed, steps were multiplied and hight after hight gained, until ten minutes after 11 o'clock, and five hours after leaving camp, we stood on the summit.

An attempt to describe the scene is useless. Those who would have an idea of the grandeur and feel the thrill of joy and wonder inspired by the map of nature opened before them, must contemplate the scene from that ethereal region. From the mountains in the east the waters of the Columbia come coursing, apparently at our feet, and flow on until lost in the waves of the Pacific. Far off the Coast Range seemed to rise against the sky. On the north Mounts Rainier, St. Helen and Adams stand like massy columns. On the south, and far beyond Mounts Jefferson, the Three Sisters and Diamond Peak, the dense forests fade from sight or seem to blend with the firmament beyond. Within a few feet of the summit, on a large rock, we found some papers deposited, and among them two copies of the *Pacific Christian Advocate*, dated July 21, 1866, and others dated August 2, 1867. These, with some buttons and small pieces of coin, were the only articles found. The papers were well preserved, having no appearance of being damp since deposited.

A cold wind blew from from the east and was disagreeable, the mercury standing almost at zero. Water boiled at 180 deg., making the height of the mountain 17,600 feet, at a point 30 feet below the summit. Having completed our observations we began the descent, after being on the mountain one hour and fifteen minutes, and reached camp in two hours, thankful that we had been permitted to stand on those isolated cliffs and view a portion of the works of Him "who doeth all things well."

important considerations from the Government of Nicaragua, and it is actually working thereat with good prospect of success.

The North American Steamship Company, since its formation, has been successfully running a line of steamers *via* the Nicaragua transit route, with departures every twenty days, carrying a large number of the passengers travelling between New York and San Francisco, and freight (never before attempted over this route,) with satisfaction to the shippers and the Company.

This experience, together with the knowledge of the fact that an immense trade having enormous profits was being done at the same time *via* the Isthmus of Panama, induced the said North American Steamship Company to extend to the public increased facilities for business by establishing also another line, *via* Panama, between the ports of New York and San Francisco, and in pursuance thereof the Company have recently placed upon this route three steamers on the Pacific Ocean, a fourth on the Atlantic, three of which are entirely new and fitted expressly for the trade, and a fifth, nearly completed, will soon be placed on the Atlantic Ocean. The Company have also secured the well-known and favorite steamers *Arago* and *Fulton*, both of which, after undergoing a slight modification in their internal arrangements to increase their ventilation and adapt them specially for the trade, will be put on the line on the Atlantic side, when another new ship will be despatched to the Pacific, constituting in all a fleet of ten ships, five in each ocean, enabling the Company to afford shippers of freight and travellers all the accommodation desired, and of a first-class, at lower rates than heretofore charged by other parties.

And now I may say it is hoped and expected that this statement of these facts, together with a knowledge of the trade and its requirements (the undersigned having been largely interested and intimately connected with the California business from its orign), will satisfy the public that the North American Steamship Company have the requisite knowledge and facilities to maintain regular and permanent lines of steamers between this port and San Francisco; and I assure them that it is not only the intention and firm determination of this Company, but that it possesses the ability and the means to carry out what it has undertaken, depending only upon the good will and patronage of the public, a fair share of which is solicited, and which this Company will do its utmost to merit.

WILLIAM H. WEBB.

FRANCIS MORRIS' REPLY.

A card to the public, which appeared over the signature of Mr. William H. Webb in several of the city journals, contains misstatements, which justice, alike to myself and the stockholders of the Central American Transit Company, calls upon me to expose.

With that card, so far as it relates to the North American Steamship Company, the premature pæans of its future triumphs, and its boasted assurances of a success not yet achieved, I have nothing to do. The equipment of a prospective fleet of ten ships, "five in each ocean," and the promised era of the transportation of freight and passengers "with all the accommodations desired, and of the first class, at lower rates than heretofore charged by other parties," are matters which may be safely left to time—and the Pacific Mail Steamship Company. But with that card, so far as it relates to the Central American Transit Company, and its administration under my Presidency, it is not only my right but my duty to deal otherwise.

It is not true, as stated by Mr. Webb, that when he became the President of the Central American Transit Company, he found "that the property of the Company had been wasted, its funds squandered, its debts large and over-due, and its means and credit almost gone." The truth is this: The Company was formed under almost universal belief that a permanent harbor could be made at Greytown, from which the River San Juan might be navigated to the Lake of Nicaragua. This belief was justified by an ignorance of facts since developed by experience—by the condition at that time of the harbor, which admitted the entrance of our steamships—and by the absence of any hydrographic surveys.

The Company having been inaugurated, and its first policy shaped in accordance with this belief, its administration was intrusted to me as its President in September, 1863. Its property was used—not wasted, and its funds expended—not squandered, in repairing the disasters of a prior organization, whose successor it was, and in reëstablishing on the basis of a new concession our relations with the Government of Nicaragua, which had declared our franchise forfeited; in purchasing and building steamers for the Atlantic and Pacific Oceans, for the river and for the lake; in establishing depots and furnishing them with supplies of coal and machinery; in building bridges and piers and wharves; in making surveys; in improving the river and harbor; and in perfecting the land transit from Virgin Bay to San Juan del Sur. After the route had been in actual operation for some time its impracticability became manifest. A thorough survey of the river and harbor of Greytown, made by an accomplished officer of the United States Coast Survey, whose report has since been confirmed by the National Academy of Sciences through a board of its most scientific members, specially selected to examine this very question, showed conclusively that that harbor was hopelessly impracticable, and must be abandoned. The fact that the harbor was closing under the incessant operation of natural causes, and doomed to become a lagoon, was known to every employé of the Company in Nicaragua.

To have persisted in the policy with which we had begun would indeed have been to waste our property and squander our resources; and I arrested it. I had now held the office of President for two years, a shorter term than that of Mr. Webb; and on the eve of a new election, which was to determine the future policy of the Company, I addressed to the stockholders a pamphlet in which, after detailing all the facts and explaining our position, I implored them to abandon the harbor and construct a railroad from Monkey Point to the Lake, and pointing out to them how "the success of our enterprise could be placed beyond the hazard of failure." I earnestly advocated the policy "upon which hung the destinies of the Company." But in vain; the stockholders voted "to reopen the harbor of Greytown to the commerce of the world," and Mr. Webb was elected to do it. That moment the credit of the Company was gone, and has never since revived. On leaving the office I gave an account of my stewardship. Vouchers for every item of expenditure were produced, and a most minute, detailed, and accurate account rendered of all I have done. More than two years have elapsed, and although that account underwent the closest scrutiny of a select committee, not a whisper has ever before reached me of "property wasted and funds squandered." The credit of the Company was as good the last day I was President as it was the first; and the true blow which has crippled it is the Dunderheadism which digs for a harbor in the lagoons of Greytown against the inductions of science, the laws of nature, or the lessons of experience. The account I rendered has been carefully withheld from the stockholders. I shall be equally careful to have it again made out and distributed in pamphlet form among them, that they may judge for themselves of the details of my administration, and of the truth of Mr. Webb's statement that he found the Company almost without means. He found, what I left, not merely, as he insinuates, "two unfinished steamships in this port, and two heavily mortgaged on the Pacific," but what it suited neither his interest nor his candor to admit—besides, the steamships on the Atlantic and Pacific Oceans, steamers on the river and the lake; large supplies of coal on the Isthmus and in San Francisco; wharves and piers; depots and stations; warehouses; buildings for the employés; machine shops with perfect appointments; and all the accessories of the transit from the lake to the Pacific. Where, now, is all this property? What has become of these assets? And what, to-day, is the position of the Company? Neither on the ocean nor on the land, neither on the lake nor on the river has it a dollar of property it can call its own. Even its very franchise is shingled with mortgages. Who has become the owner of this property, and who is the mortgagee? The North American Steamship Company has engulfed it all. And yet Mr. Webb informs us that passengers and freight (never before attempted) are now carried over the Isthmus with satisfaction to the shippers and to the Company, and therefore with a fair profit. If so, why does he not employ his steamships in carrying freight to Nicaragua for the Transit Company, instead of favoring the rival enterprise of Panama; and why does he sacrifice the interests of the Transit Company in a Quixotic crusade against the Pacific Mail Steamship Company?

Had the President of the North American Steamship Company contented himself with puffing his new enterprise, I had held my peace. But he has not done so; he has gone unnecessarily out of his way to make a wanton attack upon me; and he seems to have feared lest the lamentable exhibition of administrative incapacity under which a corporation, intrusted to his charge, is now in the last throes of dissolution, might inspire an inconvenient distrust of another undertaking committed to the same hands. But this does not justify the yet more lamentable exhibition, which his card presents, of disingenuous and uncandid misstatement.

FRANCIS MORRIS.

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## Administration of the Pacific Mail Steam Company—Letter from the President to a Stockholder.

Office Pacific Mail Steamship Company,
New York, April 10, 1868.

1. You suggest that our steamers should go *every Saturday*, which I quite agree with you in thinking a good idea. It was fully considered before we changed from the thrice-monthly service and decided to run four times a month, and was only not adopted for the *practical* reason that, in my judgment, four steamers a month will do the whole work, and, if so, will cost about $300,000 less *per annum* than one a week, while, if not, the fact will very soon be demonstrated. Only to give you an instance of the influence of practical considerations, even of details apparently trifling, upon the ideas excellent in themselves, I will here mention as a reason why we could not adopt Saturday as a regular weekly sailing day, that the Panama Railroad Company strenuously object to working on Sundays, even when our calendar dates require it, and would almost undoubtedly refuse to do so as a rule. We should then have the choice of always forcing our steamers to arrive at Aspinwall on the seventh day, which would be expensive and injurious, or always letting them take a day longer than they now do, which would displease passengers and benefit the opposition. I will say, generally, while on this point, that it has ever been my study to govern my conduct as the executive officer of this Company by practical considerations, that it is my intention, so long as that feeling meets the approval of the stockholders, to supply all the wants of our trade and keep even pace with its development; and that, in my judgment, we have the means of doing so.

2. With the most anxious desire to prevent the injury done to our stockholders, [especially to those of small means and limited opportunities for information,] by the attacks of our enemies, from spreading beyond the *necessary* consequences to us all of these attacks, I regret that I have been unable to agree with yourself and other friends in the opinion that I ought to answer and deny every false statement such as that to which you allude, which gentlemen who give all their time and industry to the creation and circulation of such reports, while the officers of the Company are necessarily occupied with their proper duties, may be pleased to *imagine*. Nor do I perceive what good is to result from the authentic denial of anonymous statements, when, as we have always seen, these are reiterated day after day notwithstanding the denial. If any stockholder should *believe* such a statement I shall always be happy to satisfy him, on his application, of its truth or the reverse.

*It is not true* that the Company has sold its stock or any part of it. No such thing has been or is now contemplated.

3. With reference to the suggested sale of old and unserviceable property, afloat and ashore, let me assure you that this has never been absent from my thoughts and that this policy has been quietly carried out, not only recently but for several years past, until we have less of such property than at any time since the undersigned entered the direction, and notably less than the public suppose. The *Ariel* has been in the market for some time and only awaits a purchaser. The *Northern Light* is, at present, needed as a spare steamer, in case of a break down. We have recently sold the *Sonora's* hull in San Francisco at a very good figure, being the *eighth* old steamer we have sold within three years, so that nearly all our property afloat is now new and in fine order.

4. The building of new steamers has been already stopped, as you suggest it should be, except in the case of the ships, namely, the *Alaska* and *America*, previously contracted for, and which are needed in their respective trades. We do not propose to begin the construction of any more ships at present, simply because they are not needed.

5. The remark of the passenger referred to, that wines are sold on the China steamers cheaper than ashore, is true, if he buys his at San Francisco or New York and pays the duties; for we buy ours in the free port of Hongkong, where they are imported direct from the vine countries at nominal freights, and we sell them at cost and an allowance sufficient to cover break-

# List of Men Invalided & Discharged in 1867.

| Names | Rates | Date | From | To |
|---|---|---|---|---|
| Jerome P. Jacobs | Stgr. Stwd. | Feby. 21 | Rio de Janeiro | Hosp.l Nfolk |
| Joseph Lawrence | 1st. c. F. | " " | Do | Do Do |
| John Merritt | G. M. C. | " " | Do | Do Do |
| Peter Welsh | Sea. | " " | Do | Do Do |
| Benj.n D. Justice | Pay.s Stwd. | May 3 | Valparaiso. C. | Dis. for incompetency |
| Gustavus A. Cornish | Lands | June 14 | Panama | Hos: Nfolk |
| John Haney | 2nd. c. F. | " " | Do | Do Do |
| Charles Keyes | C. A. Gd. | " " | Do | Do Do |
| George Preston | Dr. Mr. | " " | Do | Do Do |
| Guy Lewis | O. Sea. | Augt. 9 | San Francisco | Dis.- time expired |
| William H. Wilmore | Lands | " 10 | Do | Dis.- term expired |
| Thomas J. Parron | 1st. c. F. | " 29 | Mare Island Navy | Hos. N. Yorkt. |
| Albert E. Smith | 2nd. c. Apr. | " " | Do | Do Do |
| Wm. C. Seymour | Mr. at Arms | " " | Do | Dis: ill health. |
| Patrick Kelly | Lands | Decr. 5 | San Francisco | Dis. at his request |

Where born.

Philadelphia Pa.
Do Do
Do Do
Ireland
Philadelphia Pa.
Do Do
Ireland
Baltimore Md.
Philadelphia Pa.
New York N.Y.
Baltimore Md.
Philadelphia Pa.
Batts ville N.Y.

Ireland

age, etc, rather than at the profitable prices common to American hotels, simply because the residents of Eastern countries will not pay high prices for wines, but prefer to bring their own, and because it is more to our interest to please these passengers, on whom the success of our line largely depends, and who are accustomed to free wines on the British and French lines, than try to exact an inconsiderable profit from the sale of wines.

6. I am glad that you speak of the slow speed of our China steamers, and the consequent complaints against them, chiefly from persons who, if they do not seek a grievance, forget or do not know that these ships were neither intended nor constructed for high speed; for this enables me to explain that this speed is only attained at great expense, which there is nothing in the China trade to require or even justify. In my judgment, the success of the China line requires a close attention to the condition of that trade. With this I think it will surely succeed; without it, and were the practical business before us forgotten in a blind pursuit of some pleasing fancy like high speed, I believe its failure would be signal and disastrous as its success is otherwise certain. And I consider success the first duty.

We frequently hear the rumors, of which you make mention, concerning peculations and misconduct, to the Company's injury, on the part of the subordinates afloat, and always pursue the matter closely whenever a clue is given. In a service so large, and parts of it so far away, it is only natural to expect that such things will occur, to some extent, in spite of all precautions and the utmost vigilance. It is to reduce the evil to the minimum, and make its correction easy, that we pay our men wages which permit them to live without peculating, and which leads them to desire to keep their places; for once led astray by his necessities, one unfaithful steward can consume, in pilfering, more than the honest wages of a score. The captains and agents, who are first class men, are familiar with these practices, and on the lookout for them at all times, afloat and ashore, and the system of accountability is strict and thorough. I am inclined to think that while these things, as already remarked, do happen to some extent, the remarks of travelers, based on common sea rumors, are largely the shadows of old traditions that haunt the California trade for its early misdeeds.

ALLEN McLANE, President.

# List of Deserters in 1867.

| Name | Rate | Date | Place | |
|---|---|---|---|---|
| John Wynants | Cox. | Feby 13 | Rio de Janeiro, Brazil | 10. |
| James P. Simms | S. M. Mte | " 15 | Do | Do $ + 9 |
| George H. Ames | 2d c. App | " 25 | Do | Do " 3 |
| James Davis | Cooper | " " | Do | Do " 34 |
| Wm. C. Herbert | Lands | " " | Do | Do " 44 |
| Peter Nilson | Sea. | " " | Do | Do " 16 |
| Joseph Latten | O. Sea. | " 26 | Do | Do " 11. |
| James T. Van Brakle | V. R. Stwd | " " | Do | Do " 45 |
| Joseph Mason | O. Sea. | May 3 | Valparaiso, | Chile — 41 |
| Thomas Smith | O. Sea. | " " | Do | Do + 23 |
| James M. Auter | Stge. Stwd. | " 4 | Do | Do " 53 |
| George Wilson | Sea. | " " | Do | Do — 64 |
| Charles Astorge | O. Sea. | " 27 | Callao, | Peru + 34 |
| John K. Petson | O. Sea. | Augt 18 | Mare Island | Navy Yard + 10. |
| Christopher Peck | C. Mr. | " " | Do | Do $ + 67. |
| Thomas Summers | C. F. Top. | " " | Do | Do " 5 |
| William Dougherty | Lands | Sept. 5 | San Francisco, | Cal. 103. |
| John Frisby | Stge. Stwd | " 6 | Do | Do . 70 |
| John A. Quigley | 2nd. c. App | " " | Do | Do . " 3. |
| James Widdis | 2nd c. App | " 11 | Do | Do . 2 |
| Thomas Davis | C. M. | " 12 | Do | Do . 83 |
| Michael Kelley | 1st c. F. | " " | Do | Do . 57 |
| Joseph Barber | O. Sea. | " 18 | Do | Do " 32 |
| Henry Marcusser | Cox. | " " | Do | Do . 62 |
| Robert Anderson | O. Sea. | " 20 | Do | Do . 37 |
| Thomas Bond | C. M. Top. | " " | Do | Do . 30 |
| James Berry | Sea. | " " | Do | Do " 13 |
| John Featherstone | O. Sea. | " " | Do | Do . 3 |
| John Hall | Lands | " " | Do | Do " 3 |
| Marcus A. Gross | O. Sea. | " 18 | Do | Do — 44 |
| Major Lees | Private M.C. | " 5 | Do | Do + 73. |
| Edward Morris | Private M.C. | " 6 | Do | Do . 30. |
| Lewis Smith | Private M.C. | " 14 | Do | Do " 79 |
| John Donohue | S. M. Mte | Oct. 4 | Esquimalt | V. I. — 38 |
| James Hutton | O. Sea. | " " | Do | Do + 10 |

| Where born | |
|---|---|
| Baltimore Md. | |
| Norfolk Va. | |
| Amherst Me. | |
| England | |
| Philadelphia | |
| Sweden | |
| England | |
| St. Croix, W.I. | |
| Worcester Mass. | |
| Portugal | |
| Petersburgh Va. | |
| New York | |
| Panama N.G. | |
| Philadelphia Pa. | |
| Princeton N.J. | |
| Newport R.I. | |
| Ireland | |
| Philadelphia Pa. | |
| New York N.Y. | |
| Philada. Pa. | |
| Birmingham Eng. | Caught. Gun C. M. – $120. Ball & chain 2 Y. marc 25 d. & dishon. Discharge 1868. |
| London Do | |
| ——— Do | |
| Schelswig Germ | |
| Alexandria Va | |
| New Bedford. Mass | |
| Philada. Pa | |
| Dublin Irel | |
| Ireland | |
| Montgomery Co Pa. | |
| England | caught & delivered to Pensacola in my absence N. in 1867. |
| Ireland | |
| Illinois | |
| Ireland | |
| Liverpool Engd | |

# List of Deserters in 1867. [continued]

| Name | Rate | Date | Place | |
|---|---|---|---|---|
| William Robinson | Sea. | Octr 4 | Esquimalt Harbor V.I. | +12 |
| Henry Brown | Sea. | Novr 17 | Do Do | — 29 |
| Alexander Brown | Sea. | " " | Do Do | — 43 |
| Thomas Collings | O. Sea. | " " | Do Do | — 24 |
| Charles Decker | Sea. | " " | Do Do | + 19 |
| James Dorand | O. Sea. | " " | Do Do | — 37 |
| Joseph Johns | Sea. | " " | Do Do | — 28 |
| William Monks | Lands | " " | Do Do | + 45 |
| Charles Smith 2d | Cab Stwds | " " | Do Do | + 35 |
| William Wilson 1st | Sea. | " " | Do Do | — 53 |
| William H. Adams | 2d c. App. | " 29 | San Francisco. Cal. | +34 |
| Saml W. Stowe | Private M.C. | " 30 | Do Do | + 12 |
| William Price | C. Hr | " " | Do Do | + 4 |
| Arent C. Paker | Ord. Seant | Decr 9 | Mare Island, Navy Yd | 53 |
| Edward Lynch | Sea. | " 15 | Do Do | + 91 |
| Edward Thompson | Lands | " 17 | Do Do | — 38 |

# List of Transfers in 1867

| Name | Rate | Date | Place or Vessel | |
|---|---|---|---|---|
| John Cairns | Lands | Augt 15 | Hospital @ Mare Island | |
| John Ward | 1st c. F. | " " | Do | Do |
| John Williams | 2nd c. F. | " " | Do | Do |
| Charles L. Wood | G. M. C. | " 21 | U. S. R. S. Independence | |
| ° William H. Planchard | O. Sea. | Sept. 4 | Do | Do |
| ° John Burns | O. Sea. | " " | Marine Barracks Mt. | |
| ° Thomas Hogan | Lands | " 25 | U.S.S. Pensacola | |
| ° Theodore Davis | O. Sea. | Oct. 23 | U.S.S. Resaca | |
| John H. Phillips | Lands | " " | U.S.S. | Do |
| William M. Long | Lands | " 24 | U.S.S. Jamestown | |
| ° Richard W. Thomas | 1st c. Ry | " " | Do | Do |
| ° Milton J. Paynter | 1st c. Ry | " " | Do | Do |
| John Warrington | 1st c. App. | Dec. 5 | Hospital - Mare Island | |
| ° Thomas Herbert | O. F. C. | " 12 | Do | Do |
| ° James Macarthey | Sea. | " " | Do | Do |

| Where born |
|---|
| Isle of Wight GB. |
| Prussia |
| Boston Mass. |
| Liverpool Eng |
| Prussia |
| Norway |
| England |
| Ireland |
| Philada. Pa. |
| New York |
| Roxbury Mass. |
| Philada. Pa |
| Ireland |
| Denmark |
| Ireland |
| Scotland |
| |
| |
| |
| New York N.Y. |
| Ireland |
| New Orleans La. |
| New burgh N.Y. |
| Indianna |
| Ireland |
| Do |
| Canada |
| Jackson Mis. |
| Buck's Co. Pa. |
| Baltimore Md. |
| Philada. Pa. |
| Philada Pa. |
| Bangor Maine |
| London Engd |

Crew

# Petty Officers

| | | | |
|---|---|---|---|
| ~~Wm. A. Hart~~ | Mr-at-Arms | New York N.Y. | Dis'd Feb. 24. 68. |
| Daniel McCool | Yeoman | | |
| ~~Wm. E. Wilson~~ Chas. A. Doorsgel | Pay'rs Writer | London Eng. | reduced for smuggling |
| Albert C. Tufts | Apothecary | Sweden | P. pass Dec. July 1st 68. desert |
| James McClintock | Ship's Writer | Philada. Pa. | |
| John Lane | Po's. mate | Searsport Me. | Reduced Jan. 14th 68. Rates |
| Wm. Thompson | Capt. F. Castle | Belfast " | do do |
| Corbin Washington | Gun's Mte. Chgs. | Virginia | Reduced Jan. 14th 68. |
| James Crawford | Gun's Mate | Philada. Pa. | Ord. by Medical Survey |
| Richard Agnew | Capt. Mate | Chester Eng. | |
| William Conley | Armorer | N. York | Stab'd a Native |
| Francis Banks | Sh. Mr. Mte. | St. Johns N.B. | |
| R. W. Watson | Chf. D-Mr | Boston Mass. | |
| ~~Edward Collins~~ Thos. O'Neill | Capt. F. C. | Do Do | Dis'rtd. March 12. 68 |
| James Stewart | " " | H.D. Scotland | Reenlisted for 3 Years Sept |
| Francis Trainer | Dr master | Ireland | |
| Henry Martin | " " | Delaware | Sent to N. Dist. Hospital |
| George Packard | " " | Norway | |
| Lewis Payne | Coxswain | Genesee Co. N.Y. | |
| Alexander McCone | " | Ireland | to Gun. M. in charge Jan. 14. 68 |
| Henry W. Sewill | Capt. Fig | N. York N.Y. | |
| Wm. H. Walker | " | Scotland | T. to U.S.S. Independence Oct. |
| Thomas Hayes | Capt. M. Top | England | |
| ~~Richard Hooper~~ | " F. " | London Eng. | reduced May 30 68 for drunk |
| John Conway | Capt. a Gt | N. York | |
| Wm. Young | " " " | Ireland | |
| George M. Young | Dr c. Painter | Philada. Pa. | Sent to Hospital in Gald Sept |
| John Smith 1st | Cooper | Norchepper Sweden | |
| James Conway | Dr Gunners | Prussia | |
| James Travers | " " | Ireland | |
| Wm. McGuire | Capt. Hold | Dublin Ireland | |
| ~~Chas. H. Chancellor~~ | Cab. Stwd. c | Colr. Va. | |
| Lewis H. Thomas | " Cook c | Baltimore Md. | |
| Isaac S. Bradley | W. R. Stwd. c | Fairfield Conn. | |
| John E. Cursey | " Cook c | Philada. Pa. | |
| ~~Geo. B. Pope~~ | COX | Boston Mass. | in place McCone Fire Ex. |

Sujer
and reappointed as 1st Lt. Writer Septr. 24 & 25th as Chaplain J. A. Jossell

again April 1st
do

sent 8. Oct. 68 to Hospital at N York

68. $600 due 10 d. liberty — spent $100.

68. 100

Cross on duty

16th 68.

Aug 11th sent N. via. Panama for Ann. Discharge in Sh. Salvador via. P.

~continued~ Petty Officer's

| | | | |
|---|---|---|---|
| Bartholw A. Connell | Carpenter | Ireland | |
| George W. Septon | Caulker | Philada. Pa. | |
| Charles Thompson | Ship's Cook | Norway | |
| ○ Joseph H. Michie | ○ Engr Stwd | Virginia | |
| ○ ~~Charles Ellender~~ | ○ " Cook | Philada. Pa. | Discharged Sept. 1st 68 |
| Wm. H. Quinton | Midn Stwd | N. York | |
| Zachr. Johnson | ○ " Cook | Delaware | |
| ○ ~~Octa S. A. Dickinson~~ | ~~F. Offr Stwd~~ | Vera Cruz Mex. | Deserted March 11th 68 |
| ○ ~~John McKinney~~ | ~~Nurse~~ | Philada. Pa. | |
| ~~John Durant~~ | ~~B. Mate~~ | New York | H.D. in San Francisco |
| ~~Alex. Wagner~~ | F.O. Stewd, | West Indies | From Susquehanna Disch. |

# Seamen

| | | | |
|---|---|---|---|
| ○ Wm E. Wilson | Sea. | London Eng. | reduced from P.M. Winter |
| Edward Harris | Sea. | Halifax N.S. | |
| Marcus Peterson | " | Norway | |
| James Prince | " | Portland Me. | |
| Thomas O'Neill | " | Belfast, Ireland | to Cox. Jan 1st 68. |
| ○ James Bennett | " | Calais, Maine | |
| ~~Michael Craig~~ | GB " HD | Ireland | Sent N. for Discharge Jun 68 |
| ~~Henry Hadler~~ | " HD | Germany | Sent N. for discharge May 10. |
| ○ ~~James Nichols~~ | GB " | Scotland | do do |
| ○ ~~John Nicholas~~ | " ~~HD~~ 308. | New Orleans La. | a Prisoner Discharged |
| ~~George A. Paper~~ | GB " HD | Boston Mass. | To Cox. Jan. 14th 68. |
| ~~John Peters~~ | " | Holland | Ex. of Service April 10th 68. |
| James Stewart | " HD | Scotland | rated Capt Forrestal |
| ○ ~~George Stevens~~ | " Cook | Bath Maine | T. to Swonee M. 68. dm B 160 |
| ~~Chas F. A. Foorseed~~ | " HD | Sweden | Prv. & reenlisted for Crew |
| ○ William Wilson 2d | " | N. York N.Y. | to Saranac in place of had previously deserted. |
| ○ Corbin Washington | " | Virginia | |
| ○ ~~John Lane~~ | " | Maine | as B. Mate April 1st 68. |
| ○ ~~Wm. Thompson~~ | " | Boston | Capt. Forrestal do |
| ~~Alexander Mack~~ | " | Russia | |
| ~~James Forshack~~ | See 1868 " | England | |
| ○ Edward Collins | " | Mass, | Discharged for Drunkenness F. C. M. |
| ○ Rich- Hooper | " | London Eng. | Was reduced from C.P.O. in |

Sept. 5. 68. Wishing employment in the Navy Yard Mare Island
in Finance at his own request Sept. 26th 68 his time having expired.

Jun 1st 68.

$514. Str. Guatemala - Capt. Douglas Jun 25th 68. H.D.

in Circuits at his own written request July 7th 68. his term of service expiring Jul. 30th

Sent Home for Discharge via Panama -

from July 1st 68. as Pay Mr. Victor - & Reshipped Sept. 25th 68. as "Chas. J.A. Jossell -
Dum Sea.

Sept. 24.
May 68. for drunkenness

# Ordinary Seamen

| | | |
|---|---|---|
| Robert Cummings | Glasgow Scotd | |
| ○ Andrew Fenton | Florida | |
| ○ Benjamin Radford | Grand Rapids, Mich | S.C.M. drunk on duty- |
| ~~John Smithers~~ | Seaspot, Maine | GB-4 H.D. Exp. of Service April 11th 68 |
| ○ ~~Alexander Wagner~~ | West Indies | Rated O. Steer. |
| ○ Saml. A. Thompson | Philada. Pa. | |
| Charles Shields | Germany | From Tuscarora |
| Frank P. Cooley | New York N.Y. | |
| E. E. Chipman | Milwaukie Wis | |
| William A. Darnell | Alexandria Va. | |
| ~~Charles A. Gilbert~~ | Albany N.Y. | Cond. & Sent R. May 10th 68. |
| Charles Sadwin | Newhaven Conn. | |
| George Kopp | Syracuse N.Y. | |
| Chas. E. Swann | Conn. | |
| ○ ~~Francis O'Connor~~ 1868 | Ireland | was tried by Gen. C.M. in San Francisco for desertion attempted to desert in Acapulco April 17th 68 |
| ○ ~~Francis Kalla~~ | Malta, Island | Deserted. S.C.M. Reduced to Ldsm |

# Landsmen

| | | |
|---|---|---|
| ○ William Bradley | Philada. Pa. | 2d Desertion Jan 17th caught same day |
| William Bell | col. Do Do | |
| Richd. P. Cornish | col. Do Do | |
| ○ ~~James A. Clark~~ | Waterton Mass. | Gen. C.M. - $84 disrtd Jan 16 & 29th S.C.M. April 18 for Desertion - 30 d. in Sol. C. on 8 |
| ○ ~~James A. Emerson~~ | Philada. Pa. | Deserted at Monterey Aug 22d 68 - $13. in |
| ○ ~~John Leland~~ | ~~N.York~~ | T. to Duvance March 28, 68, Dec $47, |
| Reuben Howard | col. Washington D.C. | |
| ~~Hugh McCaffrey~~ | Ireland | S.C.M. for Desertion Nov. 67. Deserted again |
| Nathanl. Solomon | col. Washington D.C. | |
| ○ Charles Smith 1st | Ireland | S.C.M. drunk on duty- |
| ~~William Stariff~~ | Missouri | Died at Acapulco July 23d 68 |
| ○ ~~David Stuward~~ | Philada. Pa | Deserted in Monterey Aug. 22d 68. Dec |
| Antr. D. Viamia | col. Rio de Janeiro | |
| ○ John Williams | col. New Orleans La | |
| ○ ~~John O'Carroll~~ | New Jersey | N.Ap. attempted to desert Aug 24th 68 |
| ○ Chas. Ellender | Phila. Pa. | discharged from F.O. Cook |

Sent home via Panama for Med. Discharge May 10. 68.

Sentenced to 1 Year at hard labor at Norfolk with 1 bbl. ball & chain — $84 — & dishonorable discharge — S.C.M. dated 18th Confined for Contempt of Court. & d. Treat Trial by S. to 30 d. in d. i. on B. & W.

| | | |
|---|---|---|
| ~~William A. Morgan~~ | Fed. C.M. Sentence S.C.M. 30 d. Deserted Aug. 14. 68. | |
| ~~Charles H. Counselor~~ | Richmond. Col^d Cabin Steer from Apple P^t | |
| ~~Barney Coffield~~ | Ireland – Died July 5th 68 in Arizona | |
| ~~John A. Flint~~ | Boston. Mass Fed C.M. Sentence S.C.M drunk on duty. Deserted Aug. 14. 68. | |
| ~~Brazilla Satchell~~ | Maine | |
| ~~Samuel Hoffman~~ | N.Y. | |
| ~~John McGinnis~~ | Ireld. | |
| ~~William H. Martin~~ | Yazoo Miss. Deserted Aug 14th 68. Sentenced as above, remitted on disch. at his own request in San Francisco Sept. 26th 68 – B. Conduct Discharge – debt. | |
| ~~John C. Palmer~~ | Phil^a Pa. | |
| ~~George Snell~~ | Germany | |
| ~~Rosario Valla~~ | ~~Malta~~ | |

Jan. 10th 68. in debt. $40.00 Rosario Valla Malta reduced from O.S. by S.C.M.

827.

# Apprentices

| | | | |
|---|---|---|---|
| ~~John Warrington~~ | 1st Class | | Sent to H. at Mare Isl. |
| Isaac T. Frederick | 1st class | Jersey City N.J. | To O.S. Oct 1st 68. |
| Edward H. Brown | " " | Enfield Me. | Do Do |
| Peter. J. Fort | " " | New York N.Y. | |
| ~~Frederick H. Harrington~~ | " " | Newark N.J. | Deserted Sept. 26th 68 |
| Caleb R. Hunt | " " | Alexandria Va. | To O Sea, Oct. 1st 68 |
| ~~John Lipan~~ | " " | Philada. Pa. | Died July 15th in Acapulco |
| James McKenna | " " | Patterson N.J. | Deserted in S.F. March 11. 68 |
| Zach. F. Smith | " " | New York N.Y. | |
| Alfred R. Cannon | 2d class. | Philada. Pa. | |
| John S. Journey | " " | New York N.J. | |
| Jacob Kulph | " " | Philada. Pa. | |
| James Richardson | " " | Baltimore Md. | To 1st C. Oct. 1st 68 |
| Herbert A. Conk | to 2d Class May 1st | Granville | N.Y. |
| Elvin Hendrickson | to 2d class May 1st | Hampstead | N.Y. |
| Manfred C. Kimball | 1st class. May 1st | Salem | Mass. |
| ~~John O'Carroll~~ | | ~~New Jersey~~ | |
| Stephen L. Ridgrave | 2d class. May 1st | England | |
| John F. Reid | to 1st Class " " | Charlestown | Mass |

# Ship's Boys

| | | | |
|---|---|---|---|
| ~~John Altree~~ | 1st. class. | England | Deserted Jan 16. 68 |
| José Pilar Zambrano | " | Nicaragua | S. at S J. del Sur May 22, 68 |
| John McKenney | " | Phila. | |

## Invalids

To be accompained by accounts & transfer roll
Description & Transcript Lists
Clothes list Letter to Cendt. & Name Capt.
And Discharge or otherwise
Entered in Log book.

str. Golden Age July 16th

while acting as mail carrier

Rom. fever -

# Firemen

| | | | | |
|---|---|---|---|---|
| William | Agnew | First class | Scotland | |
| John | Haggerty | " " | Ireland | Sent E. Sept. 22nd for H. D. |
| Richard | Harrington | " " | Mass. | ~~H. D. Sent E. for discharge Sept. 22~~ |
| ~~Christopher~~ | ~~Schroder~~ | " " | Hanover | Ex. of Service March. 23: 68. Sent |
| George | Robinson | " " 2d | Norfolk Va. | T. to U.S.S. Sarance Oct: 1st 68 in 2d |
| Alexander | Peters | " " | Berlin Prussia | |
| John | Burns | " " | England | |
| ~~Thomas~~ | ~~Hogan~~ | " " | Ireland | T. to S. $550 to return E |
| John | Tucker | " " | England | |
| ~~Thomas~~ | ~~Fryan~~ | " " | Boston Mass | T. to S. 371 " " |
| Thomas | Welsh | " " | England | |
| ~~William~~ | ~~Logan~~ | " " | Ireland | T. to S. 402 " " |
| Henry | Black | 2d class | Philada. Penna. | |
| John | Bates | " " | Vermont | |
| John | Carpenter | " " | Philada. Pa. | |
| Franklin | Connor | " " | Scotld | |
| William | Kieran | " " | Mass. | |
| John | Murray | " " | Ireland | |
| Owen | McDurmott | " " | Do | |
| Thomas | York | " " | N. York | |
| Michael | Ledguidge | " " | Ireland | |
| John | Rahall | " " | " | |

# Coal Heavers

| | | | |
|---|---|---|---|
| Thomas | Burns | Ireland | |
| Patrick | Cogan | Do | |
| Robert | Collins | Phila. Pa. | S.C. M. 30 d. S. 3 Mos of 3 M. p. & 1 M extra. |
| Peter | Engle | Do Do | |
| Francis | Grant | Ireland | |
| William | Kelly | Do | |
| Henry | LeSage | London Eng. | |
| George | Mullen | Ireland | |
| Charles | O'Brien | St. Johns N.B. | |
| John | Russell | N. York | |
| Richard | Tyre | Camden N.J. | |
| Darby | Toory | Ireland | |
| John | Delaney | Frankfort Pa. | |
| Joseph | O'Halloran | Ireland | |
| Martin | Foran | Do | |
| John | Quinlin | Do | |
| ~~Thos.~~ | ~~Jones~~ | ~~Portland Me.~~ | Died at Monterey Aug. 11th 68. Due 96, |
| ~~Thos.~~ | ~~Davis~~ | —$24. Paid C. M. & 2 d at M. 2d Barracks 5—$120. Balls & chain. | |

$700

S.

via Panama for Hon.e Discharge May 10th 68. $1000

Fireman at his own request

# Marine Guard

| | | | |
|---|---|---|---|
| George Byrnes | Ordly. Serg.t | U. States. Phila. | |
| ~~Michael Hagan~~ | Seargent | Ireland. | T. to Barracks Feb. 24. |
| Henry C. Naulain | " | N. J. | |
| John Stewart. | Corporal | " Phila. | |
| ~~Thomas McCloud~~ | " | Ireland | Sent N. for Discharge from |
| James H. Sweeney | Drummer | Dist. Col. | |
| Joseph C. Megonigal | Fifer | Phila. Pa. | |
| Patrick Boylan | Private | Ireland | |
| John Carroll | " | Phila. Pa. | |
| Andrew Fortune | " | Scotland | P. to Corp.l Aug. 16th 68. |
| John Hughes | " | Phila. Pa. | |
| Samuel Hill | " | England | |
| ~~[illegible]~~ ~~[illegible]~~ | " | Washington D.C. | Died in Monterey Aug 7th 68 |
| James S. Malloy | " | Ireland | |
| Robert McKinney | " | Philada. Pa. | |
| ~~[illegible]~~ ~~[illegible]~~ | " | Richmond Mass. | Pro. to Corpl. Jun 26th 68 |
| John McDonald | " | Ireland | |
| ~~[illegible]~~ ~~[illegible]~~ | " | Do | Died in Monterey Aug 11 |
| Daniel J. Patterson | " | Gloucester N.J. | |
| Edwin A. Reckefus | " | Philada. Pa. | S.C.M. Jun 12 68 - 311. D.S.C. |
| Frank Rivero | " | Cornwall Vermt. | |
| George F. Stoepler | " | Germany | |
| James Simpson | " | Scotland | Deserted Feb. 3rd 68. + |
| ~~Charles Willard~~ | " | New Brunswick | Sent to Hospital M. Dep.t |
| James A. Winter | " | Exeter N.H. | |
| Robert White | " | Ireland | |
| James Ward | " | England | Sent to Hospital M. Dep.t Jun. 28th |
| ~~David Casey~~ | N.S. " B | Nova Scotia | Sent to Hospital M. Dep.t |
| Peter McAvey | " " " | Maine | |
| | 56 others | | |

68. $133. H.D.

Due $11.

Died at Monterey Aug. 5th 68. Due $52.

68. Due $100

Sept. 16th 68.

Sept. 16th 68.

# 1868 Seamen

| Name | Born | | T. From | Date |
|---|---|---|---|---|
| James Donnell | Penn. | 30 | U.S.S. Swatara | March 28th 68. |
| John McDonald | Ireland | 45 | " " | Maryland " " |
| ~~John Dunn~~ | N. York | | " Saranac | Jany 29th |
| Alexander Mack | Russia | | Receiving Ship Independence | March 10th |
| James Toshack | England | | " " | " " |
| Charles Wilson | Charleston S.C. | | U.S.S. Swatara | " 28th |
| Brazilla Tatchell | Maine | | " Independence | " 10 |

S.C.M. drunk on duty July 68

S.C.M. 2 M. & $40. S.C.M. 30 ~~while undergoing punishment deserted at Mazatlan Aug~~
desertion during Sept. 28th 68. while in charge of Mr Blunn

S.C.M. $40.

Attempt to desert Aug 23d & 24th S.C.M. Sept. 24

# Ordinary Seamen 1868.

| Name | Born | | From | Date |
|---|---|---|---|---|
| David Donnelly | Penn. | 22 | U.S. Str. Swatara | March 28. 68. |
| William Siamese | German | 24 | " | " " |
| ~~Charles Wilson~~ | ~~S. Carolina~~ | ~~26~~ | " | " " |
| Francis O'Connor | Ireland | | Recq. S. Independence | " 10th " |
| Rosario Valla | Isl^d of Malta | | " | " " |

S.C.M. — 16 $

Attempted to desert. Aug 24th S.C.M. 30 d. S on b & w. loss of 1 M. p. & 1 M extra p duties

~~S.C.M. — $ 40.~~

Ind. & S.C.M. Very bad man. destroyed Medicines &c. Gen. C.M. Sept. 24.

Degraded to Pvt. by G.C.M.

# Additions

## Landsmen, Boys, Firemen & Coal-Heavers

| Name | Rate | Born | From | Date |
|---|---|---|---|---|
| ~~John A. Flint~~ | Lands | Mass. | U.S.S. "Mohican" | March 10th |
| ~~William A. Morgan~~ | " | Rhode Island | " " | " " |
| Charles H. Counsellor | " | Delaware | " " | " " |
| ~~Barney Coffield~~ | " | Ireland | Rcig S. Independence | " " |
| ~~Brazilla Lotchell~~ | " 2d | Maine | " " " | " " |
| Samuel Hoffman | Lands | N. York | " " " | " " |
| John McGinnis | " | Ireland | " " " | " " |
| ~~William H. Martin~~ | " | Mass. | " " " | " " |
| John C. Palmer | " | Penna | " " " | " " |
| George Snell | " | Germany | " " " | " " |
| ~~John Burns~~ | 1st C.F. | England | " " " | " " |
| ~~John Tucker~~ | " | " | " " " | " " |
| ~~Thomas Welch~~ | " | Ireland | " " " | " " |
| ~~John Jennings~~ | Cl. H. | Maine | " " " | " " |
| Herbert A. Crosby | 3d C. Appr. | New York | " to 2nd mas | to 1st " Oct. |
| ~~Elvin Hendrickson~~ | " " " | " | " " " | " " |
| Manfred C. Kimball | Rmd. " | Mass. | " to 1st | " " |
| John O'Canoll | Lands (Appr) | N. York | " " " | " " |
| Stephen L. Redgrave | 3d C. " | England | " to 2nd mas | to 1st " Oct 1st |
| John F. Reid | 2d C. " | Mass. | " to 1st " | " " |
| John Warrington | 1st C. " | Phila. | " " " | " " |
| ~~Peter McAvey~~ | P. Mar. | U. States | U.S. Mar. Barracks | Feby. 17th |
| ~~Daniel Casey~~ | " " | " | " " | " " |
| ~~Henry C. Naulain~~ | Sergeant | " | " " | " 24th |
| ~~Jose P. Zambrano~~ | 1st C. Pty. | Nicaragua | San Juan del Sur | May 25th |
| Ferdinand Blatter | P. Marine | Switzerland | Marine Barracks Mare Island | Sept. 17th 65 |
| Walter Larocy | " | Ireland | " | " |
| John H. Swift | " | S. Car. U.S. | " | " |
| Philip Malone | " | Ireland | " | " |
| William Camp | " | Ohio U.S. | " | " |
| Wm. McCarthy | " | Ireland | " | " |

in 1868.

Apprentices and Marines.

Deserted Aug. 14th 68 in Monterey in debt $54.

D. do do Do do 54.

do do do Thief &c

Died July 6th 68 - Coma to - 1025 the 1st Case of Fever - buried on Island

Attempted to desert twice in Aug. 24. G.C.M.

Deserted Aug. 11th 68. in Monterey due $10.

Died Monterey Aug. 11th 68.

Deserted Aug 18th 68 in Monterey $45 in debt -

Inclence & Desertion Aug. 20 & 24. Sum. C.M. 30 d. s.c. B.&W. & M - Pay & Extra P. duties

1868

**And Lo! This is the Way he Died.**

An Indian in Alaska, known as the Captain, recently conceived himself insulted by the wife of one of his tribe, and the following morning, when the woman and her husband were quietly eating their breakfast of dried salmon, and anticipating no harm, the wounded man walked into their hut, raised his rifle, and sent a bullet crashing through the skull of the man. He then rushed upon the woman, whipped a huge knife from his belt, ripped her open, and leaving husband and wife dead upon the floor, quietly walked back to his own cabin, and closed and barred the door. The murder created a violent commotion in the Indian village. An Indian council was held, and a death sentence passed upon the murderer. Luckily for the cause of justice in such cases, there are no courts of appeal in that region to retard the prompt and merited execution of a red-handed murderer, but in this case there was the barrier of a strongly-barred door, with a desperate and well-armed man on its inner side. Urgent appeals were made to the criminal to open the door and come out and be shot, all of which he respectfully declined. Fearing that he would escape in the night, a close watch and guard were kept upon the hut, the whole settlement being on the qui vive all night, expecting the shooting to come off every moment, when lo! at 10 the next morning the Captain announced that he was ready. He unbarred his door and stalked out, gorgeously arrayed in a flaming red blanket, his head resplendent with pitch and feathers, and his rifle upon his shoulder. Giving a few directions to his executioners, he stepped forward a few paces, whirled through a war-dance, fired his rifle into the air, and fell dead, pierced by twenty bullets.

**Prominent Arrivals in the City.**

Admiral J. M. Goldsborough, Commodore Emmons, Commander E. K. Owen and Commander Thatcher, of the United States Navy; Wm. M. Evarts, of New York, and A. J. Catherwood, of Philadelphia, are at the Astor House.

Senator J. B. Chaffee, of Colorado; Lansing Pruyn, of Albany; H. H. Emmons, of Detroit; Judge H. A. Nelson, of Poughkeepsie, and R. Washington, of the United States Navy, are at the St. Nicholas Hotel.

Señor José N. Quiñn, of Cardenas; J. T. Robertson and J. W. Fowler, of Abbeville, S. C., and J. M. Hughes, of Kentucky, are at the Maltby House.

General Albert Pike, of Memphis, Tenn.; M. Tobin, of Liverpool, and W. H. Murdaugh, of Virginia, are at the New York Hotel.

General A. B. Garfield; Lean de Brackdeer, of Baden Baden; Captain J. A. Wright, of the United States Army, and Colonel D. F. Dey, of Philadelphia, are at the St. Charles Hotel.

Captain McGrorty, of Mexico; Colonel Gebhard, of Kinderhook, and John Henry, of New Orleans, are at the Metropolitan Hotel.

General F. A. Starring, of Memphis; J. C. Duane, of the United States Army; Captain E. C. Davis, of Philadelphia, and Marshall Parks, of Norfolk, Va., are at the Hoffman House

March 16th 69

# THE ABUSES IN THE NAVY.

## Chief Engineer Isherwood's Reply to Mr. E. N. Dickerson, Esq., &c., &c., &c.

We have received the following reply from Chief Engineer Isherwood to the speech of Mr. Dickerson:—

In the issue of the New York Tribune of the 20th ultimo there is published the speech in the jury in the Supreme Court of the District of Columbia, by E. N. Dickerson, esq., in the case of a convicted pauper sent for the use of Uncle "Sam of" in the manufacture of bombs. Pressed in the if time, it seems nearly two years, so it stands by its quality to demonstrate the situation that certainly does not belong to its standing. Instead of being an engineering argument in support of our engineering vessels, it is throughout a personal attack upon the officer who, Mr. Isherwood, the Chief of the Bureau of Steam Engineering, Navy Department, and upon all who stand in any way in the path of Dickerson and the interests in which he is interested. From the beginning to the end it is filled with garbled statements and with extracts from books and evidence, so torn from their natural connection and arranged in juxtaposition, as to produce erroneous impressions. Of course, verbal too, without doubt, for, dealing in truth in fiction, he is really unpaid in the evidence of the point. The speech, indeed, contains elements so many errors as statements and so overflows with personal rancor that its author is reported to the most cursory reader. There must, of course, be a reason for the personal feeling which has actuated its author with such persistent vituperation and malicious rage through two sides of the New York Tribune. A brief review of the evidence in this a criterion will at one both his qualifications for giving opinions on engineering questions and the motives of his attack.

Dickerson was originally intended for the bar, but he appears to have soon abandoned the law or far or in law's lee intention to steam engineering—to which he was accosted by his connection with Mr. Stoker, known usually as the inventor of a "sail-off" shell bearing his name—and humbledly commenced to carry out the patents and interest for client. His first attempts—his premium book—was tried aboard the Detroit, pumpkin engine, in which he embodied the same crude engineering ideas and the same idiomatic principles, which he still maintains. He obtained the contract for that engine in precisely the same manner as he obtained whatever others he has had, and whatever naturally he possesses—by an unscrupulous and unprincipled appropriation of everything in his way, both privately and through the press. That such was the fact, the following citations from the tenth annual report of the Water Commissioners for the city of Detroit will prove:—

In having made public that it was in contemplation to prepare a pumping engine for Detroit works, Mr. Edward S. Ely, of the city of New York, presented himself to us, and with individual knowledge of the Board relative to the, ability and skill, and submitted propositions to furnish, plans, submission to the Board of the Water Works, and to the City Council, also to the public through the medium of a duly signed by the chief, attaching and guaranteeing the success of the engine, which a practical engineer, unacquainted in engine, the same locomotive, would pronounce, to perform a "long" gallant that had been achieved so before, without the aid of the Board.

The Jersey City would boom, which was kept on the Detroit, pumpkin is an admirably constructed Cornish pumping engine, capable of a maximum duty of about 100,000,000 lbs. of water, and would remove in 24 hours of such millions as the Jersey City engine performed, a, but would succeed in raising an engine that would remove the duty of only one million in the twenty-four hours.

The pump-and and final result of this machinery is best laid in a few extracts from the report already cited, namely:—

The pumping engine was prepared, was erected on July 16, 1866, the contractors filling security in the sum of fifty thousand dollars.

By the terms of the contract, this engine was to be fully completed by the first day of July, 1867, but the time was extended by mutual consent to August 1, 1867, and again until March 1, 1868, to look upon by and with the consent of the engineer.

In the report of January 1, 1868, the engineer of the board reported "that a committee by permission of the parties of the new engine have been appointed, and the committee expect soon to commence the exercise of the engineer." But on January 1, 1869, we find in report in place the engine had not been completed. The list of January, 1870, there and we were again compelled to report to find the engine unfinished. "On January 1, 1871, we find in report, it appears to pass that the engine had not yet been offered to the commission."

It was finally completed about the first of May, 1871, and tried during about six weeks, but proved to inferior a performance that it was not offered for the trial test. In the report of January 1, 1872, we learned of the premium 150,000,000. The report says:—

Subsequently the new engine was thoroughly overhauled, fitted, were repaired and slide submission, and after waiting several days for the engineer in charge employed by the contractors, we finally closed the house and left for the city of New York, taking with him the keys of the engine house, in respect to his employment. Shortly after this in the month of August last (1871), the keys of the house were returned to the Secretary of the Board to express, and the President of the Board received a communication from Mr. E. N. Dickerson, one of the contractors, informing him that the keys had been returned as above, and with an intimation that the contractors would probably abandon their intention of making a very further effort to operate the engine.

The Board, anticipating this course, had long before declared the contract forfeited, and notified the contractors that their services would be dispensed, and ordered the engine to a committee of the Board, with power to open bids proposals to be contracted for the remover of Jamaica City, which has passed the contract on the latter, Messrs. Dickerson & Fourth, attorneys in the city of New York, with instructions to institute suit without delay.

Thus ended this brief effort. Even Dickerson's effrontery was not sufficient to entitle him to offer a pretension performance of forty millions in place of one hundred and fifty millions guaranteed, and with a machine that proved scarcely he gave to run an hour without breaking down. The unhappy Water Commissioners grew wise with sorrow, and succeeded the Dickerson abortion with an engine of the well tried and usual construction, the reputation of which—no one having any particular interest in the—had been left to the vindication of time.

While the Detroit pumping engine was dragging its slow length along to a most signal failure, Dickerson was anxious with ambition to build a marine engine—an engine for a first class naval vessel—and he commenced in his usual characteristic manner, by vituperating to the Navy Department all its engineers. He assailed the engineers of that day in exactly the style of his speech now published in the Sunday. They were fools and knaves because they opposed their technical experience to his crudities, and their knowledge to his ignorance; but he made no progress until he brought his political associates to his assistance.

He was at that time affiliated with the then Senator Mallory and Tyler, of Florida, and they bestirred themselves vigorously in his favor. Mallory was chairman of the Senate committee on Naval affairs, and necessarily had great influence with Mr. Toucey, the then Secretary of the Navy, who long resisted the attempt, but his opposition was finally overborne, and the Secretary signed the ill-omened contract with great reluctance. Every engineer he consulted, without exception, gave a decided opinion against the proposed engine, and confidently predicted—what was most unfortunately realized—that they would prove a complete failure.

They were strongly opposed by the then Engineer-in-Chief of the Navy and by his immediate predecessor—both of great experience and the highest professional standing—and by the entire corps of naval engineers. They were not and recommended by any engineer in civil life, and were the common topic of ridicule in engineering circles. By the terms of the contract the contractors were to furnish the necessary drawings and directions for the entire machinery, to superintend the construction of the same, and to grant the use of their patents on that vessel.

The work was to be done at the government expense in the shops of the Washington Navy Yard. The contractors had thus the public purse and the finest shops in the country at their command. Nothing was wanting to the production of a perfect engine but knowledge on the part of the contractors of how to make it. Now was repeated a second edition of the operations with the Detroit engine. The machinery was finally completed after undergoing many modifications, large and costly portions, owing to blunders in the design, having been thrown away and others substituted, all being done at the government workshops and and at its expense.

For instance, the screw propeller was intended to be a two-bladed fixing one, in order that it might be hoisted out of the water when the vessel was under sail. And it was also intended that the maximum revolutions of the engines should be eighty per minute, the pitch of the screw being made sufficiently small to allow that speed. The contractors, however, to their work progressed, lost faith in the designs they had adopted, and with as much assurance, and in order to make their machinery practicable, increased the pitch of the screw enough to reduce the speed of the engines to a maximum of forty per minute.

This required a corresponding increase in the surface of the screw, which was now brought up to the proportions of a diameter of eighteen feet six inches, and the number of its blades increased from two to four. It could no longer be hoisted out of the water, nor even applied to the stern of the vessel, until that too had undergone a change to receive it, the key, therefore, having to be greatly deepened, increased (by the amount added) the vessel's draught of water, already a maximum for service, and decreased her value and usefulness to the same degree.

This change in the screw—which was absolutely necessary to allow the engines to function at all—after it had been made, required it to be thrown away, together with its costly hoisting apparatus, all of brass, and a large portion of the shafting. To make these expensive changes the vessel had to be taken into the dry dock of the Norfolk Navy Yard, and the cost and lost allowed to such the new screw.

They were carried successfully by the Bureau of Construction, but against opinion of the officers of Messrs. Mallory and Tyler, who openly warned on the occasion of their personal intrusion, even to the extent of threatening government, and the Press. It was delivered into the hands of Dickerson to do with her as he pleased.

Owing to his ignorance and inexperience of the attributes in designing steam machinery, the drawings were so clearly defective and the machinery in them were so numerous and to extend so many experiments, that, notwithstanding the great facilities of the Washington Navy Yard as tools, materials and mechanics, for this vessel find—if work, it was not until January 3, 1862, that the trial trip of a trial, the long period of four years and nine months having been consumed in the construction of the machinery, or about three times longer than should have been.

During this period there were long intervals, in which the contractors or their agents were dismissed, and it seemed as though the contractors had abandoned the work, which was consequently suspended, notwithstanding, that the terms of Construction of it entirely were in them, completion, of the unnecessary delay, and urging that the terms of fulfilment of such contract, but in vain; that a public work would have been completed, and, like the Detroit engine, never offered for a trial, and they not, Mr. Edward Farrow, formerly an engineer in the Navy, to take it in hand and finish it, and to him in the whole, the work there may be is getting their engines in work at sea.

The cost of the Pensacola's machinery was $[illegible] and its weight as a [illegible] and, of course with the coal it occupies two-thirds of the width of the vessel which was protecting and in that the vessel since there are carried only 220 tons of coal, or sufficient for forty six days moderate use, being, finding at eleven days, as it should have done.

At the time of the contract for the Pensacola's machinery was given, there was awarded for the Lancaster's and Hartford's, vessels of the same simplest type, and substantially of the same size. The machinery of the Lancaster cost $[illegible] and weighed [illegible] tons. That of the Hartford cost $[illegible], and weighed 300 tons. These vessels have a maximum speed of nine and a half knots, and carry in the same originally adopted and enough for eleven days moderate cruising. They were promptly completed, and have ever since been in constant use, always ready and reliable, while the only cruising done by the Pensacola was from the Washington Navy Yard to New Orleans, which she reached with difficulty, and with her machinery in so unreliable a condition, as to be glad to hitch a report from her chief engineer to the Admiral that he could not vouch for her services in getting up the river.

Since that time she has run at anchor in front of New Orleans as a hulk or floating battery, and has been entirely useless as a steamer, notwithstanding the pressing need of her services on the blockade, and the efforts of her chief engineer.

A few months since Dickerson assured the Navy Department that the Pensacola's machinery was the finest in the world, and that the whole difficulty lay in the want of capacity of her engineers, against whom—as they are naval engineers—he raged in his speech. He promised that if the department would place the machinery in his hands, he would send out those who would work demonstrate its performance, and the department took him at his word.

The vessel was handed over to his agents, with assurance that every facility which the large resources of New Orleans and the energy and skill of that city could afford should be placed at his disposal.

No expense was spared, for the services of the vessel were urgently needed, and if such a successive performance could be obtained it would be a great benefit.

The work was done and was at last reported ready for a trial. Much time had been consumed, a great deal of money expended, large promises made. The result appears in the report of the fleet engineer of the squadron, Wm. H. Shock, who was ordered by the Admiral to attend and report on the trial, which was made wholly by Dickerson's agent, without interference from the naval engineers. From that report, dated New Orleans, September 11, 1863, the following extracts are taken:—

In obedience to your order (the Admiral's) I was present during the last trial of the machinery of the Pensacola on the full for the purpose of making a report of the results.

Mr. Chadwick (Dickerson's agent) for the last six or eight weeks has had exclusive control of the repairs and adjustment of the machinery, and has labored most assiduously, having at his command all the facilities that could be afforded him on board of the ship, and also such as he requested from shore. He also tries and adjusted the valve gear and other portions of the machinery that were considered in repair to be efficiently and to do full duty the trial. Mr. Chadwick informs me that she expended his operations on the trial, from which I infer that he would have anticipated no trial. The results were that the expenditure of oil for the short period under way was excessive, and that the temperature of the engine room ranged from one hundred and forty to eight, one hundred and forty-two degrees Fahrenheit, while the main room was from one hundred and forty to one hundred and fifty degrees.

For remarks (C) I add a note of the regular work up hill by the engines during the trial, which, in the calculation of which it is to seen that the maximum performance of the engines were in no minute, the minutes 30, averaged 37.5, average revolutions 35.5, average speed 4.5 knots (average speed on measured knots, during [illegible] pounds of coal were consumed). From what I have seen, I see no reason why the machinery is unreliable from internal causes, and that a considerable time in the hands of the contractors, with a competent force, the latter machinery would not keep it in operation for long periods without derangements, or loss of so low a speed as the Pensacola's, which, in time of war, is the ending of the fitting Wasserwitz's engine and the rooms, which is more than British naval engineers.

Now it is to build machinery like that of the Pensacola which Dickerson is urging through the medium of abusive articles in newspapers. He wishes to have a fleet of Pensacolas, all constructed by himself, and because the Navy Department, on the contrary, just given of a vessel already and deliberately built by himself, without risk or money or time, and by the best tools and mechanics in the country, declines to duplicate it, and prefers the well known and well tried machinery of ordinary design in such emergency, that he attacks it, and all connected with it, with an off-handed and rage impossible to be believed except by those who know the man. But the Pensacola is not the only naval evidence of his performance as an engineer. He was enabled by his political friends to clearly so effectually ruin another steamer, the Richmond, by placing on her otherwise excellent engines his own, almost spoken of valve gear, which has caused her to be almost as great a failure as the Pensacola. The valve gear was put in the vessel by the same influence and against the same opposition as in the case of the Pensacola.

The last the steamer speed of any vessel in the navy excepting the Pensacola, and yet, notwithstanding her constant breakdowns, duck are the engineering performances of Dickerson, and the grounds of his modest request to have the engineering of the navy placed in his hands. When a man undertakes to be a wholesale critic, to offer himself as a navy specialist, and to pronounce all others in the wrong or a professional manner, it is to well before accepting his volunteer statements to inquire into the competency of the world-be reformer. Such an inquiry shows the machinery of Dickerson to differ as completely from the national product as of engineering skill, as could mechanical philosophy differ from the absurdities of an empiric.

There remains to add, in connection with the great delay experienced in finishing the Pensacola's machinery, a few words in relation to the dismission of his partner, Stokes, on board until it was tried, and of Dickerson's rear to visit Washington at that time, as stated in his speech. In truth he apparently never intended the vessel to be finished in time to be used when wanted against the rebels. At that time they expected every day to relieve Washington, and they wanted the Pensacola as a prize. It was expected she would be a formidable good vessel instead of the wretched failure she proved; and had she answered the expectations and fallen into their hands, she would have been invaluable to them.

It should be added that in no way or manner did Mr. Isherwood have any connection with this vessel. He found, simply because causes with such a thing was impossible.

In regard to the navy sloops of the Tuscarora class, the machinery of which was designed by Mr. Isherwood, they have a maximum speed of twelve and a half knots per hour, as will be shown by subjoined extracts of official reports to the Navy Department. These vessels have a beam of thirty-eight feet, and a mean draught of water of fourteen feet nine inches. Their burthen is 1,533 tons. There are no dryer steamers afloat of their size that have such speed of draft in which to bring coal, and there are no low steamers in the world of any size that can equal this speed at sea when at their load draught.

They have chased and captured the famous blockade running steamers that have been built on the Clyde, of which the following are two well known instances:—The first was the case of the Thistle, captured off Charleston by the United States steamer Canandaigua, after a chase of five hours, the Thistle having about six miles start. So confident was the captain of the Thistle in the superior speed of his vessel—notoriously one of the fastest Clyde steamers—that he boldly attempted to cover at midday, and when the Canandaigua gave chase laughed at the idea of the possibility of capture. The reported speed of the Thistle on her trial trip to the Clyde was eleven knots.

The other case was that of the capture of the Neptune by the Lackawanna, off Mobile. The Neptune was known at the fastest steamer ever built on the Clyde, the official report of her trial giving her speed at eighteen knots. She had about fifteen miles start of the Lackawanna, which vessel overhauled and took her after a chase of three hundred and fifty miles, during which the Neptune threw overboard her entire cargo to lighten her for speed. These illustrations might be multiplied if necessary, but they are well known and sufficiently establish the high speed of these navy sloops. Even the lately constructed gunboats are officially reported with a speed of eleven and three-fourths knots at sea, at their deep load draught of water. The five new double bowed, paddle-wheel steamers have a speed of fourteen knots.

The small sloops of the Iroquois class, which Dickerson lauds, and they were built during the administration of his secession friends, are about thirty-four feet beam, and drew twelve feet of water; their burthen is one thousand and sixteen tons; they have precisely the same kind and quantity of boiler as the Tuscaloosa class, and they have much larger engines. The highest speed under steam alone in the log of the Iroquois—the fastest—is eleven and three-fourth knots, the half being fully thirty per cent less in midships section and resistance than that of the Tuscaloosas. The maximum speed of the Mohicans, built by Sneed, and greatly lauded for speed, is barely eleven knots.

The valve gear of these sloops is simply the well known lap valve and stephenson link, of almost universal use in the screw steamers of Europe, whether in the naval or merchant service. By this arrangement the steam can be cut off anywhere between one-third and two-thirds of the stroke of the piston, at the will of the engineer, by merely turning a wheel. Yet Dickerson attempts to produce the impression that this valve gear is a sole expansion one, is worthless, and that it is Mr. Isherwood's invention, whereas it is the most simple, elegant, convenient, well known and best gear for a screw engine ever contrived. It is very rapidly being introduced on American steamers, and will soon supersede all others here, as it has already done in Europe; but it is not a patent in which Dickerson is interested, and is, therefore, wrong. The question of valve gear was submitted at the last session of Congress by the Senate Committee on Naval Affairs, at the instance of Dickerson, who drew up a statement of questions to a Board of Engineers in civil life. This Board was composed of Messrs. Hibbard and Loring, of Boston; Messrs. Ferrett, Copeland, Corpell and Brooley, of New York; Mr. Wright, of Harrisburg, and Messrs. Morrock and Sayre, of Philadelphia, who decided against all the positions taken by Mr. Dickerson.

Extract from report dated off Nassau, July 28, 1862, by Chief Engineer Alexander Henderson, of the Adirondack, one of the navy sloops, of the performance of the vessel at sea:—

Steaming outside. Orders were to run as economically as possible, so slowed down to about fifty revolutions. Tuesday, when we cleared and entered the channel between Fort Hill and Nassau, we found the schooner Fox, that was under in tow, with a light wind and choppy waves, in the ship going through the water very badly. The performance of the engines was very satisfactory. Ship was steadied with the engines to steady motion of engines of exceptionally easy drive. The ship worked and steaded well. The coal has been a most inferior anthracite, burning freely, but leaving an increase per cent of ashes.

Extract from a report dated Hampton Roads, August 4, 1862, by Chief Engineer Alexander Henderson, of the Adirondack, of the performance of the vessel at sea:—

We came in this morning and I have already sent a report to Engineer Stimers regarding our machinery. We have worked smoothly all the time, making no two revolutions alike. We have not seen the vessel to be steadied in smoking, being small and unfavorable, signed with the Monitor, and waiting war at that. It was taken from the service under [illegible] Marcus after being about two years.

We believe we light and steer well, and the steamers have never been necessary—only used at intervals or deep down in prize.

The engine and vessel pair still continue to give satisfaction, and when the vessels remained the engines can be easily and quickly raised the fire. The ship is now working well, and these operations and the engines actually perform some well.

Extract from a letter of Chief Engineer Henderson, of the Adirondack, dated Navy Yard, New York, January 17, 1862, adds "the loss of the vessel on the [illegible]

[illegible] Ship was under most disadvantageous circumstances, but we came out the well. Engines gave us every satisfaction, and the same perfect working [illegible] we may be fully satisfied to stand by whatever the results of the vessel, the design is due, to the ingenuity of my fellow-citizen John Ericsson.

We referred to the Commissioner one of the navy sloops, after the words of the Adirondack, and the smooth working of her machinery in contrast with the rest of the navy, the result was not any particular satisfactory to Chief Engineer Isherwood, but the issue of general remark by all the officers of the vessel.

Extracts from a report, dated November 2, 1861, by Chief Engineer James W. Thomson, of the Shenandoah, one of the navy sloops, of the performance of the vessel at sea on the voyage:—

I take pleasure in stating everything now works like a clock. Although when coming on station we spared no our blower steady, yet more we have been here we have never used them. We can make a long course (twelve knots), and standing forward of the Cape Horn, you would not know we were under way. The machinery has performed beyond a number of cases so highly pleased with the performance of the ship.

Extracts from a report, dated Boston, July 6, 1863, by Chief Engineer James W. Thomson, of the Shenandoah, of the performance of the vessel at sea during her trial trip:—

Our trial trip was for from a fine one, being short handed in crew, as well as having several on board as to be of no avenue. We went out in a very so smooth for the Tuesday and a fresher breeze. Took every to the ship making 12½ knots with forty-five pounds of steam, and that she made up there with four pounds of steam. The greatest number of revolutions made by the screw was 60. The ship then steamed a number of times and Mr. Isherwood (Navy) informed us we speed to ship and Navy's log alone while a few knots. The engine worked very well indeed, nothing occurring deteriorated in them.

Extracts from a report, dated May 30, 1863, by Chief Engineer Thomas J. Jones, of the Tuscarora, one of the navy sloops, of the performance of the vessel from Portsmouth to Philadelphia:—

I am pleased to inform you of the success of the vessel. What more (illegible) I have are generally very inferior, there being but two who have the full skill to repair to their duties, and I have to report a fire and (illegible) the work I had and a serious disaster. Running for eight hours (consecutive), burning 2,324 pounds of coal per hour, we averaged 10 revolutions per minute with a whole number of the people. The highest number of revolutions we made was 62. During the eight hours referred to we run 100 (illegible) miles, equal to 12.8 miles per hour (11.8 knots), which is over the chosen speed we 10.2, 11½ and 12½ knots.

Extracts from a report made to the Navy Department, dated New York, May 22, 1863, by Chief Engineer Tredwell Gallup, of the performance of the Tuscarora on her trial trip, made under the personal supervision, from New York to Portsmouth Monroe:—

I have to report the perfect success of the trial of the engines of new steam sloop, Tuscarora, which, we, we go to Portsmouth Monroe on Monday, May 11. We admitted a speed of twelve and three-quarter knots, with short [illegible] of steam, I should consequently have been able to record a higher rate, had not the cut of the Tuscarora been from the stations and inspection, engineers to perform the duties required. We in the Line of Departure at 10 o'clock of special at Hampton Roads. Yes, not a single journal required to be replaced. A final examination was made of the interior either of the main engines or of the main valve farm and shafting. They were found to be in excellent order and fairly polished.

Extract from a letter to Chief Engineer Garvin, by Chief Engineer Thomas J. Jones, of the Tuscarora:—

I am happy to say the Tuscarora is a success, and a great, in comment. The engines worked beautifully, and I speed well. I have no wear on the journals and a coal out of bar. We did get a broken, the gib it was jagged broken and a bad.

Extract from a letter from Chief Engineer Alexander Henderson to Mr. Harrod, of Morrison & Sun's establishment, the builders of the machinery of the Metropolitan, one of the navy sloops:—

Allow me to congratulate you on having built the engines now about [illegible] the Adirondack. The United States steamer Tuscaloosa and the ship the Tuscarora, of which Mr. Anderson was chief engineer, have been in the Gulf of Mexico for [illegible] and completed more and speed. (The tuscarora is New Orleans) I worked the engine to the utmost. You would be interested in the ship's performance in the Gulf.

Extract from a report made on the report of the Tuscarora, by Capt. Boggs, dated Hampton Roads, February 27, 1863:—

The following may give you some idea of her speed during a cruise, with a strong following sea, ship sailing heavily:—

At revolutions gave 7 knots, short.
At revolutions gave 8 knots, short.
At revolutions gave 9 knots, short.
At revolutions gave 10 knots, large.
At revolutions gave 11 knots.
At revolutions gave 12 knots.
At revolutions gave 13 knots.
At revolutions gave 14 knots.
At revolutions gave 15 knots.
At revolutions gave 16 knots.
At revolutions gave 17 knots.
At revolutions gave 18 knots.
At revolutions gave

U. S. Str. Ossipee 2nd Rate
Navy Yard Mare Island
August 16th 1867

Sir

As I am about to be Tried by Court Martial and one charge being Desertion I would respectfully request an official statement of the date on which I reported on board your Flag Ship the Powhatan.

Rear Admiral
John A Dalghren
U. S. Navy Comdg.
South Pacific Squadron
Calio Peru.

Very Respectfully
Your Obdt. Servt.
William Green
Boatswain U. S. Navy

I would respectfully state that Capt. Emmons refused to forward this.

Very Respectfully Your obdt.
Servt. William Green U. S. Navy Boatswain

Recd, Valparaiso, Oct. 12th 1867

U. S. Flag ship
Pensacola
off San Francisco
Jany 8. 1868

Forwarded
W. W. Wheatley
Rear Admiral

Ossipee

This communication not having been forwarded through Captain Emmons is returned.— For the information of Captain Emmons, I forward the following extract from the Log of this Flag Ship, under date of May 29th 1867:—

"Boatswain Green "of the U. S. S. Ossipee, and "X X X X X were sent to "the U. S. S. "Theodosia" "under arrest by order "of R. Adm'l Jno. A. "Dahlgren".—

W. A. Green
Rear Admiral,
Comd'g U. S. Squdn
in Sth. Pacific

U. S. Flagship
"Powhatan"
Valparaiso
Oct. 14th 67

Copy

Navy Department
August 17th 1867

Sir

The Secretary of State has informed this Department that Brigadier General Rousseau, Commissioner on behalf of the government of the United States, and Captain Pestchouroff the Commissioner of the Russian government and his associate will leave New York in the steamer of the 21st Inst. on their way to Sitka via San Francisco, to complete the transfer of the territory ceded by the Imperial government of Russia to the United States.

In conformity with instructions heretofore given, you will order the "Osipee", or one of the vessels of your command to proceed to

Sitka

Sitka with the Commissioners and accompany the transports which it is understood will be despatched by the War De=
=partment to convey the troops of the United States to that territory should Genl Rousseau request it.

I am not informed what provision has been made for the passage and accommodation of the Commission, but should it be the wish of the Commission=
=ers, or either of them, to proceed in the naval vessel which you may order on that service, you will af=
=ford them accommodation and all needful facilities, they providing their own sup=
=plies, or the State Department or its agent furnishing the means for any necessary

expenditure

expenditure on their account.

You will exercise your own discretion as to the expediency of detaining the vessel at Sitka any length of time after the transfer of jurisdiction shall have been effected, and also exercise your own judgment as to the necessity of having one or more vessels hereafter on that station which is within the limits of your command.

The Officer whom you may detail to proceed on this expedition will be expected to make early and full reports of the expedition and of such interesting or important occurrences as may transpire on his cruise or come under his observation

Very

Very Respectfully
(signed) Gideon Welles
Secretary of the Navy

Rear Admiral
H. K. Thatcher
Comdg. N. Pacific Squadron
San Francisco Cal.

In regard to Russian
Commissioners. from
Department to
Rear Admiral Stretcher

Aug. 17th 1867.

U. S. S. Ossipee, Oct 31st 1867
At anchor in Sitka Harbor.

Captain Geo. F. Emmons
Sir;

I have the honor to make the following report of damages sustained in the gale of the 27th Inst. (a Hurricane)

Port head stove,
Head pumps broken,
Port swinging boom carried away and lost,
Launch's forward davit broken short off.
Starboard inner arm of after launch's cradle much bent.
Port waist hammock netting stove, and starboard one also.
One davit lost overboard owing to the upper clamp leaving out of the rail when the boat went,
Both bar boats, port quarter, and starboard waist boat, gone, though all were thoroughly secured with additional lashings.
Launch lifted out of cradle and thrown in on the deck, starting her stern, and floating, and breaking the breast-hook.
With the boats were lost forty eight (48) oars, twelve (12) boat hooks & four (4) water breakers.
Two gun ports stove.
Four port bucklers washed out and lost,
Two ice chests stove.
Accommodation ladder broken, two gangway ladders, and that leading to bridge, broken.
One topsail halliard rack broken.
Flanges to bilge pumps carried away

— Two shutters of Engine-room body hatch, two lights of glass, and door to hatch all broken;
— Cutter on port bow off in one piece;
— Starboard stanchion of bridge, and stanchions under the spars on gallows-frame, gone.
— Strong backs to davits of three boats gone, with the boats. Smoke stack & galley funnel guys.
Forward guy of lower boom (port); both cat backs; Two sets of boats' falls; sheer falls on fore and main rigging and main topmast backstay adrift; fore topsail brails and sheet carried away; fore topsail blown out of the bolt-rope, but only two cloths gone; main topsail sheet, port fore brace; fore topgallt brace; fore topmast staysail pennant badly chafed; fore and main vangs; fore trysail gaff carried away (on chock); Bridles of fore storm staysail; fore storm staysail sheet; fore cutt chest, with four marlin spikes, one hatchet & one hammer; Four sets of boats' gripes, & after span of starbd. bow boat.
60 pdr. rammer; XI inch rammer and sponge;
One IX inch tompion and muzzle bag, the tompion being driven up to the chamber by a sea;
60 pdr. tompion and muzzle-bag; One boring bitt & priming wire of 24 pdr. howitzer; One Division tub; Port life buoy broken, and fore & port fire reached off starboard one; One boarding pike and one carbine broken; shutters of armory window broken; IX inch and XI inch shell boxes broken to pieces;

The carpenter reports no need of caulking except under starboard wiper chains, and on Port quarter.

No signs of any injury to the hull are discoverable, and no more water is made than usually.

The launch was secured with two parts of a five-inch hawser through a scupper and over the boat,

and set up as taut as it could be have, in addition to this were the usual iron clamps and lashings over the top and from to the gunwales.

The other boats, and all the gear about the decks had extra lashings.

The larpaulins upon the hatches are much chafed by the broken bits of timber, and pieces of the things demolished, washing backards and forwards upon them; and eight mess cloths, which were nailed on top of the larpaulins to stop their leaking, are gone, washed overboard.

The water-ways and hatch-combings are somewhat pitted by the articles adrift during the gales two or three shot having been thrown from the rocks, and 290 coal bags are gone, washed overboard, torn to rags, and burned up in the fire room together with oil and waste, to keep the fires going.

The glass of the ventilator plate over starboard steerage is also broken, but does not leak.

Both sail rooms are perfectly dry, though the starboard bread room had some water in it. On account of the severe shocks of the sea, and the straining forward, the knees upon the berth deck, and the heel of the bowsprit, started a little, but have gone back to their old places, and there is no marks of strain now. However, a great deal of water came upon the Berth-Deck through the seam about the bowsprit-heel, wetting a number of articles in the upper Gunner's store room. These I have had dried.

During the gale the water poured down through the battened hatches, through holes chafed in the tar paulins

Report of injuries
received in the gale
of 27th Oct 1867
by U. S. S. Ossipee.
made to Capt. G. H. Emmons
by A. H. Crowninshield Lt. Commdr
& Co. of
31st Oct 1867
Harbor of Sitka.

U. S. S. Ossipee, 2nd Rate
August 30th 1867. Mare Island, Ca.

Captain Geo. F. Emmons U.S.N.
Sir;

I respectfully request you will take into consideration the merits of Alexander McCone, Coxswain, and acting as Captain of the Main Top, of this ship, and urge his appointment as Boatswain, or at least as Acting Boatswain until he can receive the warrant.

During the entire cruise of this vessel this man has distinguished himself by aptitude, seamanship, neatness, sobriety on duty and on liberty, and energetic application to duty.

He has never been punished but once, and then for a trifling offence; and as I have had brought under my notice constantly his merits, his loyalty to discipline, together with his cheerful alacrity in carrying on duty, - I make this request, feeling confident in his ability, and earnestly hoping he may be retained on board this ship to fill the position whose vacancy is so much felt.

We need a Boatswain very much, and there is no one, not already holding that position, I would so soon see occupying the place.

I am very respectfully
Your Obt. Servt.
A. F. Crossman
Lt. Commdr & Exc. Off.

Respectfully, submitted to Adm. Thatcher

with my approval, provided there is no regularly appointed Boatswain available.

Mc Cane is represented to be an American by naturalization. he was born in Ireland - came to this Country 15 years ago - entered our service in 1857 - is now 26 years old -

Served on board of the following Vessels, under the Command of

as Sea. Cox. & Bout. Mate

| | | |
|---|---|---|
| U.S.S. Princeton | | Capt. Hoff |
| " Pawnee | | " Hartstein |
| " Pocahontas | Mercer & Porter | |
| " Mustang Schr | Norfolk Packet | Lt. Cmdr Smith |
| " Hendrick Hudson | | Capt. Rate |
| " San Jacinto | Capt. Chandler Armstrong | |
| | Quackenbush & Broade | |
| " U.S.S. Osiper | | |

Very respectfully
Your obt Svt
G. A. Emmons
Capt.

R Admiral
H. K. Thatcher
Cmdg W. Pacific Squadron
San Francisco

Peter the Great Czar died 1725 - The Empress Catharine his wife despatched an overland Ex. same year across Siberia under Vitus Behring who disc. Is. St Laurence 1728 - & returned 1730 across land to St. Petersburg -
2d Voyage in 1741 disc. the Continent of Am. in Lat. 58° & was tempest tost for 17 days - scurvy - was wrecked on an Isl. near the Asiatic Continent & died same year -
Aleutian Isl. disc. in 1745 - by the Russians -
Oonalaska - St. Paul - St George - Unimagin Isl. Kodiak.
Tschirikow who ac. Behring lost 2 Boats crews near Sitka
Capt. Cook - English - Pacific Isles discovered in 1778.
Vancouver & Capt. Gray disc. British Columbia in 1790
Billings R. was sent by Catherine to take possession 1785
Capt. Lisiansky & Krusenstern R.N. 3 yr. cruise 1803
Capt. Kotzebue R.N. by Count Romanzoff — 1815
" Lütke - do - around the world &c - 1826
La Pérouse F. 1787. F. with 2 Frigates - never returned.
Astrolabe & Boussole
Bodega S. 1775 also to Lat. 58° & La Maurelle 1779
Marchand F. 1791
Belcher E. 1837. Gov. Simpson 1841 -
Hudson Bay Co Charter 1670 - & R. Am. Co. 100 years later
Edict of Chas. I in 1638 prohibiting the use of any material in the manufacture of hats - "except beaver stuff or Beaver wool" -

U.S.S. Ossipee