U. S. Steam "Ossipee"
1867.

This Journal contains an account of the Transfer of Alaska from Russia to the United States 1867.
RETENTION IN THE NAVY.

It is announced that in consequence of the action of Congress in cutting down the Navy, several vessels, the crews of which are to be withdrawn from our squadrons in foreign waters, and the Democratic press seize the opportunity to urge the necessity of the retention by the Republican party, and to represent it as fulfilling the country in the eyes of the world. We are unable to perceive any injury which would be inflicted upon the cause of the country by the retention 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 believe in Mr. Seward, Mr. Welles, Mr. Sumner, Mr. Chase, and Mr. Crittenden, and rest assured they 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 313 officers and men in the four ships, and thus one-fifth of the entire Navy is turned into a training school. Will anybody pretend that these 313 vessels could be spared and sent abroad? Moreover, attached to the Naval Academy there are 70 officers, nearly all of them lieutenant-commanders, receiving high pay, and 20 civil engineers, chemist, electrician, and other employees, drawing $70,000 per annum. And how many little midshipmen do our readers suppose exceed the number of the 313 vessels in the Navy? 313. It takes one professor to manage every three boys. Columbus College, with more than twice as many pupils, has only half as many professors.

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 in the line of master Navy who could gladly fill the lower grades to which the graduates from the Academy are annually appointed. They require no training. They have been schooled and seasoned in the many years of hard patriotic service, and many of them besides, had long previous experience in the merchant marine. A few obtained, and during which they endure the rigor of seeing young lads with no particular claim upon the country promoted over their heads. The annual cost of all the vessels is about $444. It takes one professor to manage every three boys. Columbus College, with more than twice as many pupils, has only half as many professors.

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Journal

Pacific Mail Steamship Line, No. 9 New York to Panama

Captain Geo. C. Kimball
M. F. of L. Bejius
Volfarnes
South America
Chromometers

No. 1178  Maker: Negretti New York
Error January 1st, 1867 -22"  45 454
    February 1st. -25"  5 636
Rate +1.522
July 12th, Pass 36.29.718 Gaining 4.322 pm day.
sen. 11th. 43.67.551 - 5.278

No. 2011  Maker: Negretti New York
Error January 1st, 1867 + 23"  27.476
    February 1st. + 24"  58.464
Rate +2 9.28
July 12th, Pass -3217.564 Losing 3.925 pm day.
sen. 11th.  -35.04.417 - 2.188  

No. 1706  Maker: Frodsham London
Error January 1st, 1867 + 0"  23 556
    February 1st. + 0 14144
Rate +722 -722
July 12th, Pass 11.3 Losing 1.5 pm day.
sen. 11th. 1 291 - Gaining 0.732  

Oct. 13th, 1866,

Re: orders to proceed to Phila. accyp.

(Copy)

Naval Department
Bureau of Navigation and Office of detail

11th October, 1866.

For:

Proceed to Philadelphia without delay and report to Com. Sabine. Come A. Navy Yard, for the command of the W. E. French (A. Z. prize) under the direction of the Secretary of the Navy.

Respectfully,

[Signature]

Thornton A. Jenkins

Chief of Bureau

Capt. John W. Emmons

U.S. Navy

Princeton, N. J.

Endorsed:

[Signature]

Henry N. Ingham

Commodore

Commodore, fract. H. N.
Estimated Complement of Trafalgar as per Example

H. Almanac Book, dated upon Col. 6.

One XI ct. Root 25 cent
Two IX
Two Broadside 241 pdr
Two 131
One 60 pdr

\[ \frac{41}{46} \]

\[ 65 \]

\[ 97 \]

Petty Officers 24 + 5 = 10
Seamen
Petty Seamen
Hands, saw & Fgrs.

13
29
9 + 8 = 15

\[ 92 \]

\[ 93 \]

14 Turned 6 feet 8 inches long by 3 inches
280 Square feet of Gundeck surface.

15 Firemen 15 Dead Reavers = 30
according to table of allowances.

5 1st. Class Firemen 7
10 2nd Class 14
16 3rd Class 16

\[ 36 \]

Recapitulation

Officers
Petty Officers, Ea., Dso. Pnd. & Boys
Marines
Firemen and Dead Reavers

\[ 96 \]
\[ 36 \]
\[ 185 \]

Apprentices, Fgrs. &c.

\[ 321 \]
\[ 209 \]
Udolpho was delivered over to me by Capt. Merriam 
under orders of Com. P. S. Belford 
Ravens re-her Cool Provision 
Water in one of her stores. But still within 
Hands of the Yard Mechanics, with many 
Things left undone to render her efficient as the 
Rear. On board the crew 
from the USS Rees Ship Constellation 
Including 24. Appendix 705. Sent into Quam 
18.1 Mean with 48. Officers one each Train.

Saturday Night. Nov. 10th. Receiving orders 
Tally to exchange 20 tons of Coal to take in and com 
pleting to fill up. Executive officer to supply Mr. Sand 
Place which detained the Ship until the 18 when I dropped 
down to the Barcy's of League Island to swing ship for 
Determine the deviation of our Compass caused 
by local attraction.

<table>
<thead>
<tr>
<th>Shipping Roll</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petty Officers</td>
<td>46</td>
</tr>
<tr>
<td>Seamen</td>
<td>13</td>
</tr>
<tr>
<td>OR Seamen</td>
<td>19</td>
</tr>
<tr>
<td>Sand Seamen</td>
<td>12</td>
</tr>
<tr>
<td>Boy 3 and App 6 and 4</td>
<td>27</td>
</tr>
<tr>
<td>Farreurs</td>
<td>18</td>
</tr>
<tr>
<td>Coal Seavers</td>
<td>15</td>
</tr>
<tr>
<td>Seavos</td>
<td>1</td>
</tr>
<tr>
<td>Officers</td>
<td>31</td>
</tr>
<tr>
<td>Marines</td>
<td>20</td>
</tr>
<tr>
<td>Total</td>
<td>202.5</td>
</tr>
<tr>
<td>(2.08) new Packages</td>
<td></td>
</tr>
<tr>
<td>(2)</td>
<td></td>
</tr>
<tr>
<td>(210) sea coat</td>
<td></td>
</tr>
<tr>
<td>(209) matching Guns</td>
<td></td>
</tr>
</tbody>
</table>
List of Officers

Captain Capt. Emmons Commanding
Adjut. Comm. A. H. Crossman Executive in the place of
Chief Eng. C. O. Eldred detached duty as Head Lay of Russell
Surgeon Dr. F. Gibbs

Surgeon John Neidman, navigating officer, replaced in place of H. S. Smith, deceased

Acting Master George E. Beans
Acting Ensign James Hudson

1st Lieut. Drayton N. L. Houston
2nd Lieut. Henry H. Moeckle Re. to 1st Lieut. Nov. 66

2nd. Capt. T. F. McDowell

3rd. Capt. T. J. Reid

3rd. M. M. E. Treadwell

Midshipman O. L. Herriott detached duty Aug 20th 67 to Mar

J. F. O. Quainton detached duty Aug 20th 67

Frank Fessxall 20 20 20

M. M. Comstock, navigator

C. H. Potter

C. H. Judd

D. H. Robert

Capt. Clerk C. Y. Landsdale
Payt. Clerk H. L. McEachern 2nd on the list was the 1st to leave 26th May 67

Shatsman W. Green, deserted in Calais May 26-67 Subsequently

Cook J. P. Carter


John Walker, room Sanneh
List of Petty Officers

C. F. C. Thomas Herbert
C. F. H. G. Thomas Washington Ford 13.6 Aft 15.8 Forward
Corporal Louis Payne
C. M. T. J. Alexander F. Cree
Coxswain Thomas Sand
C. O. G. Charles Hayes
C. Mate Williams Thomas
Dr. M. C. John Merritt
Dr. W. G. George Lear
Dr. W. G. Francis Spencer
Peter Helch
C. M. T. Williams Mckee
Captain 2 G. George W. Young
Sgt. Mr. W. E. Guignard
S. E. R. Thomas Ira McGuire
S. E. R. Thomas A. Tufts
S. E. R. Justice
S. E. R. Thomas F. Stanley
S. E. R. Thomas Lancer
S. E. R. Thomas

Ships Draft ready for
Dea's both Anchors down
Forward 14.8 Aft 15.8
both Anchors up
Forward 14.10 Aft 15.0
Michael Madison
One Anchor down 3.000
Ford 14.5 Aft 15.2
Rig full of Coal 9 Water 50
Ford 14.5 Aft 15.5
Straits of Magellan June 5
Ford 14.6 Aft 15.6 Daniel Beinman
Valiandso
Ford 12.6 Aft 14.10

Cally
April 15.2 Ford 13.52 Light
20th June July 2.67 full
Tor 14.6 Aft 15.6 Full
San Francisco
Not 15.7 Aft 15.10
Cont'd 15.6 Aft 17.4
Ready for Sen 15.6 Aft 17.6
Sierra
Aft 15.6 Aft 15.0

Otranto July 168
Ford 13.3 Aft 15.4 - 15
Hospital List
U.S.S. Occipe

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Date</th>
<th>Age</th>
<th>Port</th>
<th>Discharged</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gustave Anderson</td>
<td>Sep</td>
<td>35</td>
<td>Sweden</td>
<td>Nov 4th</td>
</tr>
<tr>
<td>Andrew Donaldson</td>
<td>Dec</td>
<td>31</td>
<td>Scotland</td>
<td></td>
</tr>
<tr>
<td>James Kelly</td>
<td>Dec</td>
<td>31</td>
<td>Ireland</td>
<td>11th</td>
</tr>
<tr>
<td>James Clifford</td>
<td>Dec</td>
<td>35</td>
<td>Virginia</td>
<td>7th</td>
</tr>
<tr>
<td>Horace Bunrett</td>
<td>Dec</td>
<td>35</td>
<td>Ireland</td>
<td>7th</td>
</tr>
<tr>
<td>Robert Harley</td>
<td>Dec</td>
<td>55</td>
<td>Baltimore</td>
<td></td>
</tr>
<tr>
<td>Charles Startoff</td>
<td>Dec</td>
<td>40</td>
<td>New York</td>
<td>1st</td>
</tr>
<tr>
<td>Henry Green</td>
<td>Dec</td>
<td>26</td>
<td>New Jersey</td>
<td>14th in May</td>
</tr>
<tr>
<td>Reuben Howard</td>
<td>Dec</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Deported List:

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Rank</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct 29</td>
<td>James Lecoy</td>
<td>Ena</td>
<td>Deported</td>
</tr>
<tr>
<td>Nov 7</td>
<td>John Farrell</td>
<td>Sig</td>
<td>Fallen out on account</td>
</tr>
<tr>
<td></td>
<td>John Galaney</td>
<td>C.Ho</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>John P. Fairchild</td>
<td>Do</td>
<td>Do</td>
</tr>
<tr>
<td></td>
<td>John Howard</td>
<td>Do</td>
<td>Do</td>
</tr>
</tbody>
</table>

P. F. Gibbs, Surgeon.
W. & L. Osceola
November 1866.

To the Paymaster,

Sir:
The following named men have been given the rates set opposite their names, and you will please to enter them in your books, dating from the list of November 1st, except in cases of subsequent transfers, or collectments, which will take accordingly.

** Petty Officers **

<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Rate</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel W. W.</td>
<td>Midt.</td>
<td>£6.5.0</td>
<td></td>
</tr>
<tr>
<td>William C.</td>
<td>W.M.</td>
<td>£4.3.0</td>
<td></td>
</tr>
<tr>
<td>A. C.</td>
<td>S/G.</td>
<td>£3.2.0</td>
<td></td>
</tr>
<tr>
<td>Lawrence</td>
<td>W.O.</td>
<td>£2.1.0</td>
<td></td>
</tr>
<tr>
<td>W. S.</td>
<td>C/O.</td>
<td>£1.1.0</td>
<td></td>
</tr>
<tr>
<td>John</td>
<td>S/O.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>Isaac S.</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>Lewis H.</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>James</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>William</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>John</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>Charles L.</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>John</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>Robert W.</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>Peter</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>France</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>Peter</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>Lewis</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>John</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>Alexander</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
<tr>
<td>Henry</td>
<td>2nd.</td>
<td>£0.1.0</td>
<td></td>
</tr>
</tbody>
</table>
Petty Officers

Wm H. Harl
Wm & Wilson
Corbin Washington
James Travers
James Conway
Geo. Thayard
Henry Martin
Henry W. Bensel
Wm. Young
Richard Agnew
Francis Banks
John Othamer
John Smith
Wm. W. Walker
Rich'd Hooper
Wm H. Harl appointed in his place $236.70

Discharge of discharge. Wm. C. Wilson 2nd in his place

Pres.

Aug 26th at Monticello, $375.55

Letter to Sec. President. Howard Aug 26th. R. Chadwick from Richmond June 15th. Perceived

Deserv'd horsemanship Rio, Feb 22nd. W. B.

Deserv'd in Rio. Reduced to 0.5. Cat C. R. Chadwick in the Rio. Received in place of W. C. Wilson in place of record in Aug.
<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Bennett</td>
<td>C. F.C.</td>
<td></td>
</tr>
<tr>
<td>Thomas Hubert</td>
<td>C. F.</td>
<td>Deserted Aug. 1826, B. 314</td>
</tr>
<tr>
<td>Thomas Hedges</td>
<td>C. M. F.</td>
<td></td>
</tr>
<tr>
<td>Thomas Lloyd</td>
<td>C. A.G.</td>
<td></td>
</tr>
<tr>
<td>Charles Mages</td>
<td>L. M.</td>
<td>Deserted May 20, due to 285</td>
</tr>
<tr>
<td>John Moncay</td>
<td>L. M.</td>
<td>Abandoned, died in June 1826</td>
</tr>
<tr>
<td>William Manton</td>
<td>T. W.</td>
<td>Deserted in Rio, Feb. 15, 67</td>
</tr>
<tr>
<td>George W. Young</td>
<td>T. W.</td>
<td>Desereted Rio, Feb. 25, 67</td>
</tr>
<tr>
<td>Charles Flanagan</td>
<td>Cooper</td>
<td></td>
</tr>
<tr>
<td>William Maquire</td>
<td>S. F.</td>
<td>Deserted from Rio, Feb. 22, 67</td>
</tr>
<tr>
<td>Charles Thompson</td>
<td>S. F.</td>
<td>Arrested from Rio, Feb. 22, 67</td>
</tr>
<tr>
<td>John Treadwell</td>
<td>S. F.</td>
<td>Deserted Feb. 17, 67, Found in 7</td>
</tr>
<tr>
<td>Joseph H. Michie</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Taylor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charles Tindler</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Octavian J. Dicke</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patrick H. Connell</td>
<td></td>
<td></td>
</tr>
<tr>
<td>George W. Seaton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John McKinnay</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zacharia Johnson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thomas H. O'Grady</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Edward T. Collins</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Muster Roll continued

Seamen

Francis Beale
Deserted Oct. 1st, 67

William Robinson
Deserted Oct. 1st, 67

Henry Lewis
Deserted Sept. 20, 67

John McCarty
Deserted Sept. 20, 67

S. P. L. Becker
Deserted Nov. 16th, 67

Marcus Pelton
Edward F. LeFleur
Deserted Nov. 26th, 67

J. D. Hooper
Deserted Sep. 20, 67

James H. Smith
Deserted Sep. 20, 67

Henry Brown
Deserted Sep. 20, 67

Cornelius Washington
Deserted Sep. 20, 67

Allan Hayes
Deserted Sep. 20, 67

James E. F Weber
Deserted Sep. 20, 67

Michael R. Bostick
Deserted Aug. 18th, 67

Ordly Seamen

Robert Smiley
Deserted Sept. 20, 67

G. W. Thompson
Deserted Sept. 20, 67

Joseph Barker
Deserted Sept. 20, 67

Drunk on Duty May 31st, 67

Robert Cummins
Deserted in Cellar May 31st, 67

James A. Conklin
Deserted in Cellar May 31st, 67

J. H. Fenton
Deserted in Cellar May 31st, 67

John Flood
Deserted in Cellar May 31st, 67

S. C. C. P. Laflin
Deserted Sept. 20, 67

James Strand
Deserted Sept. 20, 67

Drunk on Duty May 31st, 67

S. C. C. P. Laflin
Deserted Sept. 20, 67

Drunk on Duty June 31st, 67

D. H. Nield
Deserted in Cellar May 31st, 67

Benjamin Woodford
Deserted in Cellar May 31st, 67

S. C. C. P. Laflin
Deserted May 31st, 67

Drunk on Duty May 31st, 67

S. C. C. P. Laflin
Deserted May 31st, 67

J. H. Fenton
Deserted May 31st, 67

S. C. C. P. Laflin
Deserted May 31st, 67

Drunk on Duty May 31st, 67

D. H. Nield
Deserted in Cellar May 31st, 67

S. C. C. P. Laflin
Deserted May 31st, 67

Drunk on Duty May 31st, 67

S. C. C. P. Laflin
Deserted May 31st, 67

D. H. Nield
Deserted in Cellar May 31st, 67

S. C. C. P. Laflin
Deserted May 31st, 67

Drunk on Duty May 31st, 67

S. C. C. P. Laflin
Deserted May 31st, 67

D. H. Nield
Deserted in Cellar May 31st, 67


Described Nov 16th in debt $38.

Sept 20th due $15.

Described Nov 16th in debt $38.


Killed by falling from a mast.

Described again Nov 16th in debt $38.

Subsequently described in Valparaiso May 1867.


S. M. Reduced. 15. 52. Loss of 1. M. Pay.


B$10. 15.

Left behind. Left on board Jan 25th. Transferred to mess 26th. Feb 3rd. 1867. Due 15. 52. In debt.

Described Sept 20th. Due $10.


Described again Oct 16th. 4th. A. Spinola. 1867. Due 15. 52.

Left behind. Left on board Jan 25th. Transferred to mess 26th. Feb 3rd. 1867. Due 15. 52. In debt.

Due 15. 52. Brought to board Sept 19th. With advice of $63. 5.

Described in Valparaiso May 3rd. 1867.

Described in Valparaiso May 3rd. 1867.
Muster Roll continued

Landsmen

Isa A. Emerson


John A. Fields, Jack of Irish R. N., Deserted 2 days, due 26th. 3d. 2d.

James Johnson, Deserted July 20th. Deserter 5. 3d. 2d. 5h.


William Dowling, Deserted 3d. 5d. 2d. 7h. 3d. 2d. 6d.

William H. Goodall, Deserted in N.Y. Feb. 25th. 6d. Due 44. 3h.

John Hall, Deserted Sept. 20th. Due 2d. 4.

Reuben Howard, £2. 6d.

William Long, Transferred to Jamestown 32d. 23d. 6d.

Michael Solomon, £6.

Charles Smith

William H. Wilmore, £2. 6d. Died at Hospital Aug. 10th. 6d. Hospital 32d.

P.M. O'Neill

Hannah Johnson, Transferred to Jamestown 4th. 5d. 2d.

John Corrigan, Left Jamestown Hospital Aug. 6th.

Richard Joyce, 1s. 5d. Do. 5d. Male March 1st.

John Prentice, California. Mat. 1st. 6d. Due Nov. 16th. Due 45.

Ship's Boys

1st. Time.

William Bell, £2. 6d. Fainning Aug. 12th. 6d.

Richard Fincher

Michael Williams, Transferred to Jamestown Oct. 22nd. 6d.

Mulock & Vincent. £2. 6d. 6e. Pronounced [Vincentia] 3rd. 5d. 6e.

Dr. Sheriff & Co. Due 60. 4d.

John Alltree, Reduced. Deserted 1st. 2d. Aug. 15th. 15d. Due 36. 5d. 3d. 3d. 6d. Don't pay.'

Superannuates

Edward Bell, 32d. 2d. 6e. Due 5th. 6d. 5d. In debt 3d. 6d.

Edward Fincher, 1s. 5d. Due 32d. 5d. 6d. 3d. 6d. 6e. In debt 3d. 6d.

John Atey, 6d. 3d. 6d.
Saudomine

William Bradley  Sep 24 67  Deed No. 16  Jan 30 68  S. C. 20.50

Saudomine  26  nov 18 67

Mr. Bele  Aug 1867

Robt. B. Crumple  Oct 1867

John Williams  Oct

Mr. Sheriff

John N. Wood  Dec 18 67  18  N.  20. S. C. 30. 40. 50

Penn

John J. Haxton  18 67

Miles McAffrey  Nov 5 67

David Stewart  Oct 18 67

Patrick  6 67

Paid for S. 10 61 4 30 18 67

Paid for S. 10 61 4 30 18 67

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Paid for S. 10 61 4 30 18 67

Paid for S. 10 61 4 30 18 67

Paid for S. 10 61 4 30 18 67
Muster Roll - continued

Apprentices

Frank A. Gooley 9th Dec. 28th 1867

1st. Charles A. Gilbert 50 20
2nd. Caleb A. Hunt
3rd. John Warrington 35, Hospital Mar. 21st 1867

William H. Adams Absent without leave, support 6, have been discharged 90.71 R. Hathorn

S. R. Andrews deserted in N.H. Feb. 20th 67, due $3,72, Maine

Oscar T. Bradtuck 6 P. T. 25c. Bet Aug. 1st 67 drunk

Alfred P. Cannon

E. L. Chapman 75 3½. B. Aug. 1st 67, due $0.60

William A. Darwell 75 12½. Claim due Aug. 1st 67, $0 30

2d. Peter J. Fort

C. J. Turner 66

John Lipperv

John J. Carey

Z. J. Smith 66 12½. B. Aug. 23rd 67

Albert E. South 66 12½. B. Aug. 25th 67

James Widdess 66 deserted Seph. 15 in debt $12

Edward H. Spence 65 to 2nd Class due 17½ till Aug. 15th 67

Charles Spence

3rd. John D. Sourney

George Hopp

James D. McHenna

James C. Richardson
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12 C. Ferean
Alexandar Peter 3rd Dec. 1839
Mathew Mclean 
Kensal Flynn
William Cogan

22 C. Ferean

John LeMievan Jan 4th 1867 enthrone on New Brunswick

Coral Heavers
Joseph O Malham Sept 21 1867
Henry McLaugh n 22 in descist Nov 16th 1839 died 25th day 1840. Reurned sold stomp
Martin Foran 23
John Clechen
Muster Roll - continued

Marine Guard

- Charles Bolling
- George James
- Michael Hughart
- Edwin A. Hecker

Patrick Boylan - Private
John Carroll
Andrew Poyard
John Hughes
Samuel Hill

Deserted Sept. 3rd 1809. One Caught in
Drunk on July 8th. Married March 16th. 1811.

Deserted Sept. 5th 1810. One Caught in
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Drunk on July 8th. Married March 16th. 1811.
Among the applicants for clerkship out of Phila. were

J. F. Farny of Brooklyn, N.Y.
J. H. Fletcher, Wilmington Del.
Mr. H. Harvey, 37 Howard St., Boston
C. A. Pollack, Gardiner St., 20
J. W. Clinton, N. Balto.

...
Lt. Commander A. P. Churchman having reported
for duty to supply the place of Mr. Dana—obtained by
telegraph from the Dept. Leave until Tuesday, 20th,
return to New York and make his preparations for
Sail Sails and made some alterations.

Nov 19th. Mr. Dana who had been relieved from
further duty aboard since my arrival to the Department for
writing his resignation was detached from the Ship
under the following order.

"Navy Department, Bureau of Navigation
Washington Nov 19th 1866

Sir,

You are hereby detached from the "Ossipee" and you will
and you will keep the "Bureau detached" information
By direction of the Secretary of the Navy

respectfully signed

Major Gen. W. H. Dana, Philada.

Chief of Bureau"

Employed in taking observations on distant fixed
objects to determine the local deviation of your com-
passes. Due to our mission to be in position and time to
Strong the Ship by success, Navy Yard surprising its daily mails and supplies.

Nov 20th. Lt. Com. Chepman joined and reported for
Duty accompanied by his Father Mother & Wife to
Cedham Pond by

Nov 21st. Blowing a Gale from West I dragged
the Sway & let go the Grounds

finished our Compass Observations which
were not altogether satisfactory. Received some
additional Coal and wood from the Navy Yard.

Borne out Clothing for to the Crew

Some of whom were very destitute and much in debt.
Examined equipments and internal arrangements including
Magazines \\ found a space in the Stair be

under a that had been left in a filthy condition
from which we removed some 12 bedsteads of that
Old League Island Bel. Bay.

including some decayed shavings - coal bags, 

which had evidently escaped the observation of the 

inspecting Officer (mentioned the same in a note to 

Commodore S. Biddle)

Nov. 29th. Overcast with rain, light from East 

Dr. Corn. Capt. Prout returned on board; having taken Mon. 

to the City the previous evening with despatches to the 

Commodore.

Weighed anchor. Got up Steam, made East 

reps and as soon as the bag arrived from the Yard, 

with our Males, shipped our hawse to Forty and 

Sailed down the Delaware River aginst a flood 

hite.

Ebb tide made Slow Wilmington. Several 

Sail Round up and out. Altering going about 6 

Mils per hour moderate steering - Stepping up 

frequently to 200 till journals. Born a hard sea 

anchored off Hicks River Point in Tidal time 

low tide and veered to 30 ft. chain. Banking for 

owing of night. Engeniere's body overhauling 

the Machinery and Executive Offices, Staten 

Nov. 23.

Watch was at early m. daylight steering and 

Sailing down the Bay with a Moderate / Northerly 

Wind which gradually freshened - Tide flood 

until near the Cape Goose Light Boat. 

At noon lugged. 7 1/2 knots under Top Gallant 

Sail / Wm. on Standby quart. Engine making 3/6 

revolutions. - Prepared a trail for Capt. Pilot.

End Account from Thursday, Nov. 29th to Monday, Nov. 23th. 

Cape of Water - 393. 12 1/2 Tons 

11 10 AM when desiring Pilot then kept about S. E. 8. with 

225 when lookout towards Cape May distant 75 miles 3 WSW. 

Cape Delaware N. 74° W. Course E. 8. S. 74°
Al Sea Nov. 24th Lat 37° 10′ N. Long. 11° 10′ W. Course E & S.

Wind fresh from W to NW Air 18 to 22 M. 60 to 63 Bar 30.15 Continued steering until about 9 A.M. when all the surplus coal on deck was added up. Then lowered the smoke stack. Began to lower the main and forecastle tops. Blew off the water in the boiler to about 1 foot which was left to cool before letting into the hold to pump out. Boil Storm topsail. Enough trouble to make several deck on course including my pet Cat. That service some alarm at the manner the trees rocks about. Passed two ships.

Day to pay. Reckoner chirrled the Guns.

At anchor. Secured Courage. The Topsails set at 2 a.m.

Sunday 25th Lat. 37° 20′ Long. 58° 10′ W. 5.28 Obs.

Made 11 K. to NW. Taper cloudy in following Sea occasioned by light rain. Averaging about 3 K. per hour. The Propeller making about 15 revolutions per minute. Scrupulous vessel rolling easy. During the night struck the Gulf Stream (75′) in about 16 Aug. 32′ off shore Air 57° to 60° Gulf Wind. Sea foot about. The Skipper reported the crew all proper. Notice quarters U. T. Starboard.

Sick Report. 1 Coal on hand. 283′ to water. Mood fell.

Nov. 26th Lat. 38° 30′ Long. 54° 31′ P.R.

Made Taper. Heavy sea. Wind gradually ending from W. to NW to N. 30 to 40. Mid stream in gales accompanied with light rain. Propelled averaging 25 to 35 K. per hour occasionally steaming. During the night undesired double reef. Topsails foresail. Towards daylight on moderating hurried out one reef and doing which a sheeten by the name of Abolin at the Rios. English aged 27 fell from the main topsail yard to deck immediately exposed from the remainder of the main topsail yard & was cast off on deck. Immediately composed from a member of the crew. This was a revealing to a boy master by the name of John Broadman and all his discharges had been given a good character.
At 130 P.M. called all hands to the deck and read the prayers, followed by singing "Hail Columbia," and part of "America the Beautiful."}

At 12 M. called all hands down to the boat and read the prayers.}

Nov. 17th, lat. 35° 30′ N., long. 32° 24′ W.

Fresh B.C. Minds. On our way, Captain M. writes as we go along.}

Nov. 24th, lat. 33° 30′ N., long. 32° 44′ W.}

The boat passed over a high swell.}

Nov. 21st, lat. 32° 54′ N., long. 31° 24′ W.}

Maiden voyage of the Monitor.}

Neglected to give the name of the ship, which was "Monitor."}

Nov. 22nd, lat. 32° 34′ N., long. 31° 24′ W.}

Maiden voyage of the Monitor.}

Neglected to give the name of the ship, which was "Monitor."
Nov. 30th Sat. 35. 59 Long 61. 10

Wind N 8 15 & Variing no fixed direction has been & ship rolling so as to prevent condensation of water during the night since main squalls passed over & doubled about 3rd & Birds stream - Bar. 3. Temperature with varying much - lowered mainy sail stuff to upper the fore & main deck. Left 11

Ship laboring during the night owing to a heavy sea from the 8° very trying to sails and rigging. Main being taken to slack about 3 a.m. therefore obliged to run down main in setting up the lower flying Top mast back stays which would only do as, of setting up with lorenzo as there was no extra stuff on board. Bar. falling.

Hajde main lack both about to fall further for 4° in either Gangway which made the person in charge of Pulling & Hoisting class on main mast -

Survey for 1866
Dec., Dec. 1st. Sat. 34.20. On Song. 57.41. Bar. 30th. A. 17.57.22
Longer wave from ESE. Masts bending. brunette disappearing.
Up to Made sail, 1 Bar. gradually declining to 34. Pero the wind increased to a Gale at 0100. Mothers clouds heavy, bank to the E' Sea. cooker reduced back to double reef. Lipsac, fore sail A. S. M. stove main Lipsac, ship laboring in a heavy sea all night. Still rolling too deep to allow the Denley Engine to continue as fresh water.

Dec. 2nd. Sat. 31.31. Song. 59.29
 Gale Moderating but sea still heavy, and from various directions should her up E' B. to relite her rolling somewhat. At 38km turned out one answer to job of Rudder main sail. Sailed in at Quarters. Read Divine service.
Capt. Hawey's explanation in regard to the accounts of the Appendix boat sent from the Machine to this ship.

Dec. 3rd. Sat. 34.32. Song. 57.8
Wind vanishing with O. E. Rain became a Thunder. Ugly Sea ship laboring of leaking some, difficult to take a Read with any comfort and obliged to live in half allowance of sleep. Made the best of it. During the night with Main and fore sail.
Main sail in shackles against mistake block.

Dec. 4th. Sat. 34.16. Song. 51.25
Sabbatical Current. Half moon. No deafor
Carried away M. S. Said eye leaders lives into high back block. Chealing water made distress on a mid water
String reef Lipsac, Course.

Wednesday December 5th. Sat. 33.01. Song. 52.28
Bar. Sonn. 4th. Sat. 67° W. 71. Fair with swellly horizon, weather -mean.
Strong winds from N. to East. Flee becoming falest.
Toward night, some lightning along this horizon.
Aired bedding. Half mood aboard.
Dec. 6th. Lat. 32° 30' Long. 58° 15' Bar. 30.45 A.M. W.N.W.

Calm, seas close, a little cloudy. Some trade, little ships making 10 miles p.t. ..

Very little wind. Dispersing shoals, building water in the

W.N.W. 101°.10. Head north west and are at 10.20.

With the ships, head to the E. N.E. The trade increased

agreeing 30.45. While the traders in the N.W. are 3.45.

Dec. 7th. Lat. 32° 58' Long. 59° 42' Bar. 30.20 A.M. W.

Wind mod. a fresh gale N. W. On the way to

some rain. Mod. squall. Read books, a little company

fishing out boats &c. Still cloudy, even 18.00, falling to 90.750.

Open out to 3° N. and

increased to a strong gale by midnight accompanied

by showers of heavy lightning &c. Heavy sea reduced

Gradually to close reef. "Main Sparsail 2"

Fire of 6 bore armor. Mailsail

(Believe down t'aste). Shipped spare tiller and made

preparations for more storms.

Dec. 8th. Lat. 33° 20' Long. 14° 20' A.M.

Bec. gradually fell to 97.74. With the wind more

head quartered to W. N. W. continued to blow very heavy

in squalls. By 9 a.m. a heavy sea and a dark cloud came on board over the hammer

wave of danger. Keep not the ship, when our own

parts, kept them above the deck of water.

Bent the storm Mainsail & set the staysail.

Keep ahead of the sea - ship doing 5 knots on the sea and felt this better than dead

water. The water was rolling easy. 8k. and 30 miles

down to 30. We were gradually to 97.70 and it falling again to 97.76 at N.W. and declined 4 more during the night.

During the night I suspended the mast for the rest of the day. Escrib.

in my presence Pat. A. Little Hap.
Sunday

At Sea 1866.

Dec 1st Lat 31° 36' N. Long 44° 17' 15" W. 67 Bar 30.89 slanting from S. 14° at mid-list. 32 at Mrs. Hill being a NE wind. Gale as by Sir E. Rain sheared a heavy sea which necessitated back and forth making it a close run to keep the vessel headed down--at 11 a.m. one struck the bottom of 20 fathoms weathering upon her belays. Left her up and by the one of latter when steered her into the program for better wind. Keep off from shoreboard--took sea into cabin party. Restored the Master to duty. Farmer in charge. Dec. 2nd, 11 a.m.

Dec. 10th Lat 32° 32' N. Long 4.7' W. 67 Gale moderate Sea going down Bar at 1 p.m. 36.56 36 W 68

At daylight made all sail. Wind was from 320°. Sea came up by 10 a.m. at 30°. Saw that a sea that came on board 10.45 a.m. Carried away the foredeck, Master punched a hole in the bottom of the bilge allowing water inside of the vessel. Pitched back deck and ladders. Passed a ship's ladder to the D. & E. with the mast. Look aft under rig.

Dec. 12th Lat 32° 37' N. Long 35° 44' W. 68

Wind gradually dying away leaving along dead calm from 12 a.m. until 7 a.m. of the region of sea wind. Bells low down. Portuguese in sight. 10 a.m. 30.58 35 72 W 68. Graded out clean from anchor. Ordered Peter Welch to go on watch under top G. F. Castle's place for 30 days under the same. Charge Peter G. F. Castle was placed for W. S. & Nelson. Sea in place of letter--Sees a leak in the after alley.

Dec. 12th Lat 32° 43' N. Long 35° 42' 45" W. 30.60

Light airs from NE. Pleasant not a much motion from swell to do any thing with comfort. Norwegian had a few business at Smack. The Chief Engineer warned one of his boys inside of a room unDimensions rubbish including Oil Can. Blocks of wood or charming great neglect in part of engine. Dept. at Phila Navy Yard--Ex-officer's Chief Engineer--Engineer Nehmen. Mark D. Stimson. Two Bell's in normal stop--7.5. Any apprev. Resound. Lastings.
*** W. J. Ossipee ***

Dec 13th. Lat. 32° 56' Long. 36° 52' 45" 13 Bar. 20. 40'

During the Regale a Light Force came from W N E and in a
hauled to 8° of 8° 3' finally to S E then going up
Sky partially Clouded Sea smooth with a Captain
of a Swell from N W. Air warm about 70
Barometer 30.64 Press. 38 as usual.

Rose up examined & Marked the Buoy Chans

Dec 14th. Lat. 33° 17' Long. 34° 23' Bar. 30. 40. 40

A 6° 70' 59° 70' 70' 70' N W Swell continuing - Same
passing from by calms - W M. Bar. bearing about
N N E & we Bragged over passed - Propellers
Occasion between ships speed 10 to 15 due to
3 knots.

Rose up examined that shows
speed about 2 nd. Several Rats killed in the
first chain fender - Repaired Rigging-
Reefed Topsails on 12th from the time slaying
ались to hunting the Topsails ap-
proved & Blanched & cut by San.
ourt warranted for theft & subordination.
And sentenced him to 30 days solitary caution
Ment on Bread & Water -(Sunday)

*** Dec 15th. Lat. 33° 25. Long. 34° 0' Bar. 30. 35. 48.3

Wind Light & from S W to S S W. air dead Surface from N E
Nor of Compass near 3 point & Stars from 12.00 &
Nights.

Calmed. All hands as a & samples collected & then
received him to confinement. A Bark passed to
the N of E.

Fitted Mainsail & Coa. Condensing
Water. Reefed Topsails on 12th.

Sunday Dec 16th. Lat. 33° 46. Long. 34° 36. Bar. 30. 30. 46. W.

Mod. Eas. weekly. Mainsail & Pleazen. NW sky occasioning

and Objection. Board Service. Articles of Nav S

Misdemeanor. Condensing water expanding for the purpose
of the cool pt. day. = 60 80. 80 80. 80. 80. 80. 80. 80. 80. 80. 80. 80.
Dec. 17th, Sat. 38.39. 20

Mild gradually fresher, 8 a.m. seas getting up, full ahead. Sails trimmed in topsails. Made more in longitude, but subsequently, due to error of compass, from 80 miles ending shortly wide rain. Double reef topsails loose up spinnaker.

Dec. 18th, Sat. 23.01. 20

About midnight already square from west. Kept the ship off starboard main fore sail. Main top sail, part of main topsail, split black sail, also fore top ladle, and both sails for repair about another on top lead. Convention street with main top sail. Sailed 32.8 suddenly with no. 1 was played. The ship off into the breeze of the sea. When the cutter came on board it large quantities which made it necessary to ballast water. Fortunately another shift of wind enabled us to keep her before the wind. 3 received on deck. Sailed up foresail out in storm. Day laid sail. Laid her to for the sea to about.

1866

Sales at which drawn

Oct. 28

Nov. 3

Nov. 18

Nov. 22

Nov. 25

Dec. 20

Dec. 26

29
1866

Sales at which drawn

October 28th

November 3rd

November 18th

November 22nd

November 23rd

December 5th

December 15th
Dec. 17th Sat. 33°39' 20"

W. Beat 1866.

Dec. 18th Sat. 32°01'.

W. Beat 1866.

Dec. 19th Sat. 32°53'.

W. Beat 1866.

Dec. 19th Sat. 32°53'.

W. Beat 1866.
Dec. 20th Sat. 32° 33.17 Long. 18° 31. W 6° 8
Light N W Air and pleasant with moderate N W swell
under all sail on port tack. Reaching Annapolis about
passed a Turtle Cleaning Bank at Point Brock
Telephone bearing 21° E N 3°. True 20° E by 5° 30° dist 175 miles
Dec. 21st Sat. 32° 41 Long. 18° 17.2. Bar. 30. 05. 42 W 6° 9
Light S E Air pleasant and very quiet smooth
took Dick myself to being alongside 22° or
rock on an unpleasant wet covered place.

Dec. 22nd Sat 32° 37 Long 18° 37 Bar. some A A W 6° 9
Clouds slapping but clear some 21°
much of the time in the length of the Earth's circle 25°
shoal 21°. His boat scrapings to 1°
21° 06. 07 miles from St. Carlos. Propeller not swinging but thrust
Sagres with bound to feel much relieved. Contact high
20° Several sail Rain gentle passed over.

Sunday

Dec. 23rd Sat. 32° 10 Long. 18° 14. 15 Bar. some A A W 6° 8
Clouds until after daylight when a heavy wind up
from the S B more. His made all sail on St. 
Jacks. Passed through some Clouds to an English long
ship, the former made many marks to them which we
would not read having no of his signal books in hand.
The prospect is good Read Diverse

Dec. 24th. Sat. 32° 58 Long. 17° 31. Bar. 32. 40 N W 6° 8
St. Carlos at 10am. planner Camp 53° N. True 0° 52° E by 5. 13
Light N W Air pleasant and clear the Air
exhaled by several S B deck. A Confronted
low down on Avera. 3. on Fri. Back Whale that
appeared as 1.00 of the career

Rouse up a ship with both bosun chairs.
List of Wines, Spirits, Ales, &c.,
SUPPLIED BY
JOHN PAYNE,
OPPOSITE THE CUSTOM HOUSE,
MADEIRA.
Established 1833.

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<td>Good Dinner Wine</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Superior</td>
<td></td>
<td></td>
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<tr>
<td>V. Fine Dessert</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Superior</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Choice</td>
<td></td>
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</tr>
<tr>
<td>Madeira</td>
<td></td>
<td></td>
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<tr>
<td>Eucal</td>
<td></td>
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</tr>
<tr>
<td>Special</td>
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<tr>
<td>Tanta</td>
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</tbody>
</table>

The above Wines may be had in half and quarter casks, and are guaranteed the pure product of the Madeira Grove.

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<tbody>
<tr>
<td>Port</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bito, fine old</td>
<td>10.00</td>
<td>10.00</td>
</tr>
<tr>
<td>Sherer</td>
<td></td>
<td>12.50</td>
</tr>
<tr>
<td>Bito, choice</td>
<td></td>
<td>10.00</td>
</tr>
<tr>
<td>Marsanella</td>
<td></td>
<td>15.00</td>
</tr>
<tr>
<td>Bordeaux</td>
<td></td>
<td>8.75</td>
</tr>
<tr>
<td>Dato, superior</td>
<td></td>
<td>14.00</td>
</tr>
<tr>
<td>St. Julien</td>
<td></td>
<td>14.00</td>
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<tr>
<td>Malvo</td>
<td></td>
<td></td>
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<tr>
<td>Leovile</td>
<td></td>
<td></td>
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<tr>
<td>Celebre Larose</td>
<td></td>
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<tr>
<td>Lixion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collare</td>
<td></td>
<td></td>
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<tr>
<td>Baccas</td>
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<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Champagne, Royal St. Morcaray</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carte Blanche, Spasskay</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Five Pale Coniac Brandy, Hennessey's Brand</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.00</td>
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BRANDY

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<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Old Jamaica Rum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Schooner Ho Holm, in tanks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Irish Whiskey</td>
<td></td>
<td></td>
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<tr>
<td>Scotch</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Old Tom Gin</td>
<td></td>
<td></td>
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<tr>
<td>Carcher Cordial</td>
<td></td>
<td></td>
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<tr>
<td>Tun</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orange Wine</td>
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<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Bisquit, Madeira Louise Syrup</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soda, Iron &amp; Shelter Waters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ginger Beer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BASS PALE ALE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GUINNESS EXTRA STOUT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BARCLAY, FERRINGS &amp; Co. PORTER</td>
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</tbody>
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In consequence of this measure and such measures as are likely to be adopted in the future, all vessels arriving at any of the Portuguese ports, in the United States, shall, at the expiration of two days after anchoring on the American side, be allowed to approach the American coast, under the circumstances of the quarantine being in force in the United States, and shall be subject to a quarantine of two days.

---

To the best of my knowledge and belief, the following statement is true:

C. A. WILSON, Consul U.S.A.
# List of Wines, Spirits, Ales, &c.

**Supplied by John Payne, Opposite the Custom House, Madeira.**

**Established 1825.**

<table>
<thead>
<tr>
<th>Madeiras</th>
<th>Per Doz.</th>
<th>Per Doz.</th>
<th>Per Quart.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good Dinner Wine</td>
<td></td>
<td></td>
<td>2s 6d</td>
</tr>
<tr>
<td>Superior</td>
<td></td>
<td></td>
<td>7s 5d</td>
</tr>
<tr>
<td>Fine Dessert</td>
<td></td>
<td></td>
<td>10s 0d</td>
</tr>
<tr>
<td>Superior</td>
<td></td>
<td></td>
<td>12s 0d</td>
</tr>
<tr>
<td>Choice</td>
<td></td>
<td></td>
<td>13s 0d</td>
</tr>
<tr>
<td>Malmsey</td>
<td></td>
<td></td>
<td>18s 0d</td>
</tr>
<tr>
<td>Bual</td>
<td></td>
<td></td>
<td>1s 15d</td>
</tr>
<tr>
<td>Sercial</td>
<td></td>
<td></td>
<td>15s 0d</td>
</tr>
<tr>
<td>Tinta</td>
<td></td>
<td></td>
<td>3s 0d</td>
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</tbody>
</table>

The above Wines may be had in pipes, hogs, and quarter-casks, and are guaranteed the pure produce of the Madeira Grapes.

<table>
<thead>
<tr>
<th>Port</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Ditto, fine old</td>
<td></td>
<td></td>
<td>10s 0d</td>
</tr>
<tr>
<td>Sherry</td>
<td></td>
<td></td>
<td>12s 0d</td>
</tr>
<tr>
<td>Ditto choice</td>
<td></td>
<td></td>
<td>10s 0d</td>
</tr>
<tr>
<td>Manzanilla</td>
<td></td>
<td></td>
<td>8s 7d</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Bordeaux</th>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Ditto superior</td>
<td></td>
<td></td>
<td>6s 2d</td>
</tr>
<tr>
<td>St. Julien</td>
<td></td>
<td></td>
<td>16s 0d</td>
</tr>
<tr>
<td>Medoc</td>
<td></td>
<td></td>
<td>16s 0d</td>
</tr>
<tr>
<td>Leweville</td>
<td></td>
<td></td>
<td>16s 0d</td>
</tr>
<tr>
<td>Chateau Larose</td>
<td></td>
<td></td>
<td>6s 2d</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Lisbon</th>
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</thead>
<tbody>
<tr>
<td>Collarej</td>
<td></td>
<td></td>
<td>16s 0d</td>
</tr>
<tr>
<td>Bacellas</td>
<td></td>
<td></td>
<td>6s 2d</td>
</tr>
</tbody>
</table>

| Champagne, Royal St. Marcelaux |          |          | 18s 0d     |
| Carte Blanche               |          |          |            |
| Sparkling                   |          |          |            |

| Fine Pale Cognac Brandy, Hennessey's Brand |          |          |            |
| Martell's Brand              |          |          |            |
| Denis Moune & Co.'s Brand   |          |          |            |

| Brandy                     |          |          | 10s 0d     |
| Old Jamaica Rum            |          |          |            |
| Schiedam Hollands, in flasks|          |          |            |
| Irish Whiskey              |          |          |            |
| Scotch                     |          |          |            |
| Old Tom Gin                |          |          |            |
| Cherry Cordial             |          |          |            |
| Curacao                    |          |          |            |
| Orange Wine                |          |          |            |
| Bitters                    |          |          |            |
| Madeira Lemon Syrup        |          |          |            |
| Soda, Vichy & Seltzer Waters |          |          |            |
| Ginger Beer                |          |          |            |
| Bass' Pale Ale             |          |          |            |
| Guinness' Extra Stout      |          |          |            |
| Barclay, Perkins & Co.'s Porter | 10s 0d |          |            |

 Kingdom has declared the ports of Philadelphia, New York, and Baltimore to be open to all foreign vessels.
Christmas Madeira

Funeral of Col. I was very pleasant as usual. We were to see some fresh snow, which was prepared for the service.

At 3:20 P.M. we arrived at St. Michael, and the clock was struck. The service was very solemn, and the whole church was filled. After the service, we left St. Michael, and again set sail for our destination.

Dec. 28

Sea fog; with occasional light rain over the lake. Day by day the weather became worse. The vessel was in a very critical condition, and the crew had to make every effort to keep the ship afloat and to keep the cargo from leaking. The ship was in a very bad condition, and it was feared that the crew would have to return to the shore.

C. A. Jenkins, Consul U. S. A.
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.

In consequence of this measure, and until orders to the contrary, all vessels arriving at any of the Portuguese ports from Philadelphia and New York, and which shall have sailed thence on and after the 1st of July last, will be subjected to a quarantine of ten days after discharging their cargoes into the Lazaretto. Vessels arriving under the same circumstances from any other port in the United States, will be subjected to a quarantine of five days.

It is proper to remark, whilst on this subject, that there being no other Lazaretto in Portugal, but at Lisbon, all vessels arriving at any other Portuguese port, whether in the kingdom or in the adjacent islands of the Madeira and the Azores, will be sent to Lisbon to perform said quarantine, and only then be allowed to return to the port of their destination. Quarantine performed, however, at any accredited Lazaretto, such as Port Mahon or Vigo, it will be allowed by the Portuguese authorities.

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

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

Light airs & Calm unpleasant, some lead down as usual.

Funchal

Light airs & Calm unpleasant. Some lead down as usual.

Madeira

Some vessels fish more caught for the 1st time at 4th

6th. We altered Sails furled all Sails & prepared for

Port. At 8:20 P M. Mowing down more after the chains suppor-
ting the Sails parted & the paper down by the wind,

kept up draft by letting a set of Sails into the paper as fast

after the Sails went in her place. Got the anchor off

the bows. Much brig up ahead. Making about 6 knots with 12 Point all in pass the whole Southern

side of Madeira & had a beautiful view of the old

little Cottages & Villas surrounded by Vines & shrubs

planted on the hills in the rains.

At 7 P M. Anchored close to the Rock in 12 f. Water

with 40 ft. Chains was told by the Beach Boat that

being from Philadelphia (which is regarded as an infested

Port now) that I would be guaranty 3 or 5 days-

frong in Port & E D ship Coaleons & Bell Hollings

gave to the Pacific as flag ship. Rec. a letter of Service from him & so with the New Crew who

could not come on board but offered to send off for our letters & Eol Medals supplied.

Dec. 2

Light Sea & some drizzling with occasional light rain

clouds not over the Island by about 10. Weather

while setting in - Nov. 30. 5. A B D 50-

Cloudy Coaling & E D in board. 85 men of Welsh

44. Coal 10. 87 p. S. E. Re delivered in bags & lighters

84. The Crew were made dressing & Army blankets

of the boat to trade with ship in secrets of

Officers. Very getting Off & a friendship

Set up litter & Segging found after also

for the Mean. Up next 80 or 60 days

Lustick & Officers to return to Commodore of

The English Admiral. Flags flying on the main Moy

of Christmas Holy Days. - Rec. 2 Cords of $1.50 & sent

made $1.80 for 222 Yards & 60 Yards

&...
Dec. 27th. Found South Barvoe, at noon near Bear’s Rock. Sailed at 6 P.M. and anchored making preparations for sea, getting up steam. M. 20. The English Flag Ship, Centrelo, Ad. Sir B. Hastings, steered W. The English Corvette, Mr. Kendall arrived from Lisbon and anchored to the W. of us. At 11 P.M. Capt. Cork ordered a gun to notify other ships and other parties supplying us on shore that we were impatient to get off. At 1 P.M. we were off to prevent bills of lading. And at 1:30 p.m. D. D. 3.9 to 4 O’clock for anchor & paying this done, stopped to take up at 5:20 P.M. in being 2 miles of Funahal points on the Saturday. Learned from one Cusilat that the crew of the Napa over assembled had been known elsewhere at Santa Cruz. However, while on shore only, there—

The English Flag Ship was just 2 hours in sight from here, after clearing 11 o’clock would give us a speed of 8 knots per hour allowing the same latitude to the boats. What to gain is slow and the boats.

N. Sea. Dec. 27th. Wind N.W. and a Whale—

Light airs a calm pleasant times from the N.E. Sailed the engine on account of the stormy weather. Averaging about 13/16th knots per hour at daylight a light wind from the 3° to 5° of 8 Am. 10th for 8 A.M.

Dec. 28th. Sailed 5h 30m - Long 11° 24' W. Bar. 00.20. A. 10.88. 022° 30' 5.4. The Easting and Westing pleasant. We partially bladed, and North and South as usual. Stopped fires at 11:30 A.M. Still running about 8 knots per hour under reserve Steamer for 8 A.M. The sails by changing were of 150 miles when it became slow by sea wind. Experienced at 5 P.M. for course passed several sail. We continued the progress made last on port tack. It was light and found wind as expected about 8 miles to windward of Palma. To 31° 15' after Canary Group. Made dead away finding the seas.
A sea passage

Dec. 29th, 1893, at 10 am we steamed to relieve as of an unpleasant position. At 2 am light head wind irregular. Steaped in 30 feet water.

Dec. 30th, Sat. 6h 59, foggy, misty, no wind. 5h 30 am. Ship running 8 knots. Sailed at 6h 30 am.

Dec. 31st, Sun. 9h 50, 10 M. Long. 17° 45' W. Sailing 8 knots. 7h 10 am. 65 light airs, 700 feet water. Light rain, seas come filled up with water, several ships in. 7h 30 am. Pumps out water from main areas. 9h 30 am. Flat calm, no wind. Endeavor to prevent ship from heaving.
Ordered Steam

Nov. 23rd To leave Her Del. Bay 4 get an offering off the coast
Occasionally to conserve steam
Which usually consumed one ton of coal per day.

Dec. 25th To enter funchal, madiera
27th To leave 20:00

1867

Jan 11th 67 To enter Porto Praya, 3rd Stage Cape Verde's
18th On Donkey Engine to Andrew's house (200)
21st Steam to cross the equator having reached this on 5th
Feb. 2nd On Donkey Engine to Distill Station (200)
12th Steam to enter the harbor of Rio de Janeiro to cook return
To Anchorage from base Island up to the harbor
27th Steam to leave the others when actor struck May 6
April 6 to 18th Participate on expedition to an offering.
Nov 22nd 26th To reach the harbor of Nuestra
May 4th to leave 9th day set an offering off the coast.

The New Year was ushered in with vivid lightning and loud thunder accompanied with squalls of heavy rain and very
threatening appearances - we altered sail gradually to double reef. A top sail main top sail fore and main
jib. A squall came down M. topgallant
At 2 PM. a violent storm broke. A ship heading to the SE
leeward told me to go to port by 10 PM
All the officers met in the wardroom afterwards
to drink a glass to the New Year. In absence
preceding ship came near during the night attempted
to sleep in a cot round the table forming again - I had
from this nearer more unpleasant than my birth-
flashed through deserted valleys. With all my parts.
the sea filled with whales and after heave about.

West Coast of Africa Jan. 22nd. 61.

Sat. 26. 22. 38 Long. 18. 32. 20 Bar. 30. 57 W. 65.

A. 67. 17. 03. Ugly choppy sea seen ahead
gradually as we got to the W. Coast of Africa. Not enough
wind for steaming any much of the time.
At 11 PM. seeing no prospect of a change and being upon
grounding (backsweeps) with the sea setting the wind
beneath the E aground to rough down at Mew.

It was 6 PM. Before hear my
important reading. Finished all sail about 975 W.
(E. W.) about 6 N. With position which means
7 PM. I do not. The night the men were up but little
Current.


Wind gradually southerly from SW to W. Breezy up the night
firing at 11 AM. 8 " no speed at 3 PM. fishing gradually
and took all sail in start. Hail fell free. Passed around
sail. Long swells from SW. Pleasant, sea
not much horison. Exercised Boat crew and
small arms. Mew - Mark grade all. Ship convoy
water quite phosphorized.

Light airs from E - C Calm with a long W S.W. Wave.

Mr. Calm - Clear of Pleasant - a large school of Whale about 300 feet - Black fish. - a pair of large Sulphur bottom Whales playing about the ship. But we didn't have much luck with our whale boat due to the weather conditions.

Mr. Holland and (the Old Whale) asked to come on deck with our whale boat easing the ship's hands on the side of the whale.

Jan. 5th. Sat. 22, 53 Long. 19, 26 Bar. 30.28.4 68 W 69.

Light air not sufficient to give the ship enough speed. C Calm & Clear pleasant. Our walking up was not perceptible to the crew. Saw the few K's of W. Dusk after a reducing of making sail. And deserted about five. Whale was petrel about the water-fall of phosphorus matter.

**Sunday**


Light airs and calms until about sundown or previous evening after all. A large brown enemy who was 10 to 40 - which barely gave reflected or any real. They were seen many from 30 to 50. A shark of some bite about N. Present on the deck.

Read Divine Service and Articles of war after the usual inspection at Four Q. (Q. & Q.) lot list diminishing.

Jan. 7th. Sat. 21, 24 Long. 20.47.45 Bar. 30.34.4 78 W 72.

Pompeon and (Pompeo) were breezing up towards sundown and dying away.

Mr. F. Pleasant. Air dry & clear. Swam from 8 to 6.

Deck quarters were barely employed. Bucking cattle, cleaning, etc.

Crew. Generally.
Sea, Jan. 8th (Canal du Bilbo d'Orleans)

Sat. 17. 13. 10 Sun. 27. 47. 15 Bar. 30. 27. A. 72. 72. 78 R. 73
Gradually increasing trade. Pleasant with some
NW Swell. 7 B. 8. Sea pretty up. Saw flying fish.

At Night, bedding & Exercise at Quarter

Jan. 9th Sat. 17. 52. 25 Song 22. 41. 30 Bar. 31. 42. A. 16. 27 R. 15

Trade calms pleasant. Following seas W. Swell -

Exercised Pilot Gun - No Ars. first by

M. 40. Made the Island of San de a left about 35. 30

Miles. This is the 7th Part of the Cape Verde Coast 3 in 30. 30. 30.

Above the sea. San Antonio is at the 34. 30. 35. 35. 35. 35.

Is 34. 30. 35. 35. 35. 35. 35. 35. 35. 35.

Mile. The Cape Verde Islands are 45. 30. 30. 30. 30. 30.

Abot the sea. San Antonio is at the 34. 30. 30. 30. 30. 30. 30. 30.

At midnight was a fleet of 5 or 6 war gal. one set about 70

Miles to the West during the night.

Cape Verde Islands

Jan. 10th Sun. 17. 50. 5 Song 23. 40. 5 Bar. 30. 12 A. 76. 69 R. 78

At Mer. Changed course. A good wind from SW to WSW about 3 K.

being by our reckoning 25 Miles to wind of St. Jorge already

in sight owing to the hazy atmosphere. Adjusted sail to
double reef. Top sail is now to or past back with Main

Top sail laced up as a back with T. In Obay sail.

For a Cast of the Deep Sea Lead with 20 fathoms 34

of 4, it become 14 4, it become 14

At 6 P.M. there was a gale. Sailing ship was

sailed away. Top sail 3 forged when 18 to 20 " until

Early Daylight. Then more made all sail to 35. 48

Jan. 11th Sat. 15. 47 Song 23. 37 about 6 miles to wind

of St. Jorge which were on our lee bow at 6. 30 P.M.

Bar. 30. 19. A 76. 69 Westerly SSW over the land

At 11. 35 P.M. died away the gale withering as we

approach the land. Foul weather. Ordered Steam

Exercised at Fire Quarters. A 11. 20. Made the East Indies

upon which the Old Book of History from Englishman's horses

(FPPR. in Petersenn) was wrecked - on our port bow.

At 11. 30 P.M. coupled the propellers in 157 Miles on a starboard

head, gradually reducing sail to calm at 3. P.M.

While steering 1. P. S. had before a fresh From the west.
Sofla Fraya. 31. Jago-Cape Verde.

Suddenly came abreast of the headland. This we had supposed lay behind a point some 8 miles distant. Much obliged to have discovered it, weMr. Na for the Anchorage only about 1 mile off. We clove down to-fall at once, as the wind blew strong & squalls over the high sand. And in a few minutes we were exactly anchored in 7 fathoms hard bottom, protected by the Spanish Recluse islets - a special Rock Area. The principal shipping in port was visited soon after by the Consul & Customs House official. The former a Portuguese, the latter a Black man. Subsequently our Vice Consul Mr. William, a Portuguese, who speaks English on board, I made an appointment. I went on shore in the morning to arrange for fresh supplies of provisions & water.

Learned that the New Crescent had left 3 days prior and for the 51 leaving a driller behind. Coal could be had for $10.50 per ton.

Was glad to see Yana Pim in having our bill of health from Madeira. But it is tedious to seek after Clearance. White that should occur a Bill of Health from the Madeira.

Was informed by our Consul that the former of 1864 of 8,000 out of 8,000 composing the whole population of the island at that date. The ports of Jacobo on the S. Island of the Group contain most healthy shelter of Cape Verde Group, owing to the climate to more settled atmosphere. It seems that resembles Madeira in this respect. It is mainly indebted to our Natives for it support. Sent down 85 barrels.

Jan. 12th. Fresh trades. Pleasant employed in various sampian getting good from sloops.ほぼ-Deveilish to a position of the beach. $2.50 off $3 to all others but boys. $2 off. 2 each. Made into the idea of the old in Dr. Found our grandaister to be pretty decent. Rest of the Belgian would
Sunday

Jan. 13th, 1867.

Captain of the "Columbia"...

Watership in place at 10 A.M. have short to allow the Spanish Flavour to get her anchor under our lee. I sent boat and tried for Calleto. She

was called upon for service, (I am in the absence of the

Commander) and then departed to her place, leaving her flag...

Prospective at Head Quarters, Read Service orders...

informed the crew that 22-kilo. more liberty here and 6 out of the 25 had liberty to order.

The regulations of the service remained unaltered. The

people were now absent from the ship. The ship's day

was very pleasant, had breakfast and went to bed. Came

on board with bloody heads and black eyes. Went to

Charleston morning with the sailors after a long

time afloat (50 days) and the 12th on shore.

Men aboard from ship on 13th Jan. 1867.

Mr. Merritt G. W. III.

Mr. L. E. Scott, private (officer)...

Mr. B. Black.

Mr. Robinson, coal man.

Mr. Davis.

Mr. J. M. Allen.

In Confineement,

Mr. H. Blanchard, 05.

Mr. H. Blanchard, 05.

Mr. R. Feagan.

Mr. W. L. T. Whiting.

Mr. P. E. N. Thompson.

Mr. F. W. A. Cummins.

Mr. A. T. Hooper, Apr. 1864.

Mr. W. W. C. Williams.

Mr. T. H. Darrell.

Men aboard from ship on 13th Jan. 1867.

Captain of the "Columbia"...

Watership in place at 10 A.M. have short to allow the Spanish Flavour to get her anchor under our lee. I sent boat and tried for Calleto. She

was called upon for service, (I am in the absence of the

Commander) and then departed to her place, leaving her flag...

Prospective at Head Quarters, Read Service orders...

informed the crew that 22-kilo. more liberty here and 6 out of the 25 had liberty to order.

The regulations of the service remained unaltered. The

people were now absent from the ship. The ship's day

was very pleasant, had breakfast and went to bed. Came

on board with bloody heads and black eyes. Went to

Charleston morning with the sailors after a long

time afloat (50 days) and the 12th on shore.

Men aboard from ship on 13th Jan. 1867.

Mr. Merritt G. W. III.

Mr. L. E. Scott, private (officer)...

Mr. B. Black.

Mr. Robinson, coal man.

Mr. Davis.

Mr. J. M. Allen.

In Confineement,

Mr. H. Blanchard, 05.

Mr. H. Blanchard, 05.

Mr. R. Feagan.

Mr. W. L. T. Whiting.

Mr. P. E. N. Thompson.

Mr. F. W. A. Cummins.

Mr. A. T. Hooper, Apr. 1864.

Mr. W. W. C. Williams.

Mr. T. H. Darrell.
Men absent from ship on 13th Jan, 1867.

Mr. Merritt, Gunner, Mate

Major Lee, Private (allarme)

Thos. Barren, 1st Class Fireman

Henry Black, 2d. do.

Geo. Rubicam, Cook's Boone

Thos. Davis, 2d.

Wm. M. Atten, Lds.

In confinement:

Wm. H. Blanchard, O3. C.M.
Geo. M. Ingraham, 3d. C.M.

John Featherstone
Joseph Larkin
John Peterson

Baut. Thompson
Robt. Cumming

Geo. Wopp - Apr. 1867

Geo. Warington

W. H. Barneb — Esq.

Scarcely open court in the case of the four first named.

Resolved, 2d day July, 1867, that the court be adjourned to the 5th for the purpose of investigating the facts necessary to the further holding of the case.
Sunday

Jan. 13. Bar. 30. 15. A.M. Nov. 16. 30 Bar. 17. 03. 30 Water 16

Infatuated in fleshe at 9.30. Am. about to allow the Spanish
Heavens.

Together another under our own

sent a boat and educated one for the

enemy's. She called upon me during my absence. When she

departed to leeward shipping her flag-

Expected at six. Quarter's 2. Head Device Service

sailed the crew that 9.30 give me no leisure

here. As 2 out of the 25 had contrary to orders the

regulations of the service remained over night

more still absent from the ship. While several

those who came off had behaved themselves badly,

came on board with bloody heads, black eyes.

Writ in Character however with the sailors after a long

time at sea (35 days) and the 1st time on shore


David & co. Same atmosphere quite dry. Directed

the poop deck. Beat down. Fire hard to get at now

bunch on fore hatch. Scrubbed hawsers & cats

Fired. Subseated by been. Court Martial

Capt. Thompson 8. Charge of drunkenness on duty.

Dr. Bayard

John Botter

John Keating

John C. Notman

charges of Drunkmression on duty

Chas. S. Res.

Cutlery 1st. Dep. Official 20

On acc. of previous good Conduct of

Vice. Capt. Court in the case of the four accused:

condemned 15 days. 30 confinement in chain. Sentence which

leaves 10 days for the 3 first. 15 for the fourth.

Leaving the sentence in case of the last. 30 days confinement

in double. Days in bread & water. 8. los of one

months pay. The 6 accused were brought on board

by officers sent on shore for them. in good order.

With a Peck 3 miles between. Some Fogs of May.
Port Praya - Jan. 15 = 67.

Fresh trades bringing some vessels into the bay.
Employed formerly delivering green chark in casks, and
provisions. 1st. 1 Cord 1 p. 240 lbs. 100 Wood 12 p. Cord
chop 4, each and other things in proportion. Accepting
charges which are taken from 5 cents per hundred.
Preparing for sea. Sent up preparations, not to leave
100 yards. The callier from here 1500 cases, 1 boat load (and
boat load) of Wood 5 tons 20 st. (Riviera) Coal
$10 a cord. Jan 22 83. The Council decided with me.
Called upon the Oveira British Beligan Consul who
had been very civil to me. Large bills prepared for sea
intending to sail it soon yet, but later of Mr. Sea, having
received from a boat a letter - dated a letter in cleared
of them, with an offer to a reward of $20 each delivered
on board. This said the natives could not accept,
they started off on horse to pursue them inland, and
during the night they were brought on board, somewhat
in Upper and Captains made happy by receiving $40
in gold.

Jan. 16.

Midnight. At early daylight came up Made
day to Tripoli. Rails 3, sold to Sea. Showing 57 77 or
57 & three to-Sea, anchors 4 boats, paid at times below.
New pumped water out of Edders.
Cocked all hands to murder. Read the sentence of a
3rd. Court involved in the case of the 5 men previously
seen to take effect from the 15th. inclusive.
Release others of other charges against the Capt. of the
Fire-Opal the two foreigners. Receiving hold,
Paid $20. sturdy by Moroccan under arrest, having delay
a claim for two days on ac. of the public service.
As 8 Am 12 were 8 & from Port Praya the Island of
Jago, Jorge De Mayo in sight - Spot right of the form
from the trip, when 30 miles distant sprang to kare.

Jan. 22. 15. Bar. 30. 16.

Passed now, several side tents. Seeing an immense
amount Caleb, Main Tying ship. Sesse Rokhi
with 80 men, Coastwatcher in charge of several boats and
Commander of Officers Hallway, looking - 8 Peer.
At Sea, Jan. 17th Borne 10 to Rio.


Made the Anchorage with 136 and 138, Coal Dr 238.

And 138. Ordered, bringing a man of the crew, 24. 29. 15. 23. 32. 16. 26. 32. 18. 28. 16.

A man of the crew, 24. 29. 15. 23. 32. 16. 26. 32. 18. 28. 16.

Made 17. 3. and bringing a man of the crew, 24. 29. 15. 23. 32. 16. 26. 32. 18. 28. 16.

Marines 3. A man of the crew, 24. 29. 15. 23. 32. 16. 26. 32. 18. 28. 16.

Release of the crew of the crew, 24. 29. 15. 23. 32. 16. 26. 32. 18. 28. 16.

A man of the crew, 24. 29. 15. 23. 32. 16. 26. 32. 18. 28. 16.

A man of the crew, 24. 29. 15. 23. 32. 16. 26. 32. 18. 28. 16.

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A man of the crew, 24. 29. 15. 23. 32. 16. 26. 32. 18. 28. 16.
Ar sea Jan. 19th 61.


Brinkley began employing making fresh water

Sundays gradually dying out swell shot with us.

Picked a vessel off Black rock is scared up many

Fugue schooners arrived fire tenders.
The evening bright light surrounded beautifully.

Sunday


Lost our trader. Rain squall from S 30. 8. Conдинing


At 1. 31 ordered steam being evidently in the holdings

But as I did after dragging up from the 8. 00

Went up the water in the bottle & Ocadi & along

under all sail down the wind over taking 3. 27

Pm which brought me at New. Alto


Ordered the first build Able was got up in 2. 7 hours

Aided by 100. Soft Coal & 0. 2. Pm. We were heading

5. 7. 8. W to S Line & covering about 50. K.

Making 5 K pm. Now. Squal & all. Suck off passed.

Weather from 10. 0. Very strong coming square from 5.

Came by R & B. Service from W.

Stopped 1. 30 to near up. Dawed Water

Came on pressed the Coasters out of way. Failing to indicate

The water in the cockle. Thereby the water had now

Low. 5. Some near an explore in East Long. Coal.

Aboard My ship. Among the officers. 23. Aug. 1965. Among


Long course from 15. 0. Occasional high square from 5.

Down. 0. Drag to fit from 0. 0. Blowing 3. 0. East wind at 3. 0. West.

Dampened in not catching more in area.

Water Squal. Apparently nothing over 50 m passing.

Exposed 10. 78. 0. Iron. 222. 04. 

Jan. 23d Sat. 7. 15. 38 N Long. 20. 33 W Entered 161 miles W N W

Bar 30. 48 18 38 W 82 Expend 129 R. 1410

At 12p. Math. Fisher which have been light ahead for the last

case haul out as odders as to set before sail & stand

S (39) Syd. Campbell) Passed the Equator at 3 P.M.

The remaining the usual S E trade to ESE passed two

Berke to the 11h During the night to 91/2 the

Lay off & leaded up to by 17. 16 E N S Con.

Jan. 24th Sat. 2. 16. 37 S Long. 20. 26 W Entered 174 R. 1410

Bar 30. 64 50. 83 W 83 Fresh Trade 38 or about

558 Line with passing Camila 138. 128 wands and

Steamer - From an but little prospects going

Water from Rain. Con. Distilling - Passed Bark

Armstrong about 40 Reel. 8 15 Min. - Flying fish ab -

Stopped about 1710 lightend & no wind

61. 16 W N S Cont.


Water 2. 275 pitched 800 Reoms 8000 Falls.

The Wind in the place the ship since 12 miles & the west

The Masters been missing for the last two days

Most of the time whereas 30 & 30. 10. 36 Reel. 3622 miles

Expend 15% Loss Co. 175. 36 Remaining

Yet clear & pleasant since Robert 1898 Fish 2010


Wind. W. 10. 18 W 21. 46. 51

Bar 30. 74. 27. 16 83 W 80 10. 81

Steamer 7. 30. 0 W 21. 44. 39 Capt. & 18 ton Kings 160 tons

Dead Reeling 7. 31. 44 W 21. 25. 30 Repair & Foreyard sail

Vind. Reben 7. 34. 20 W 21. 12. 23

Mod. Fisher making about 2455 by 6. 15th PM with wind house

under steam & fore mast said. 21 Rob. 6 S 87 bath

30 Abyb 15/2 ship 1330. 7192 m. 2. 25. 55. 50. 18. 33 S 21. 54. 30

Sea in S. 30. Directions A. K. Wed. Engine Room

Ceased of the ship 11. 30. PM 3. by 2. 30. Mode all

Sail the prospect closing to reverse wind light and

Gradually dying away. With calm

smooth.
Aisle Jan 27th 67 Sunday

Jan 28th Sat 10. 2. 31. S. Long. 22. 23. 45. W. Bar. 20. 8. A. 80. 50. W. 2380

Maid of the ship pleasant sea since the death of a large shark from 8 to 10

Signals of the ship's service.

Dined both officers and men to meet white cows on the deck to protect their heads from the rays of the sun which are very bright here. The powerful coal remaining 158 tons 5000 lbs 2030 balls

Pass a large school of sperm whales feeding spasmodically

Jan 29th Sat 11. 27. 43. S. Long. 23. 45. 13. W. Bar. 30. 8. A. 60. 34. W. 2400

Good breeze during the night until 4 a.m. when the ship's captain was working on the main pole and the silence for the log sail that is 20 mast head much smaller than the hole that the log was liable to sink or catch in other sails. Therefore along the yard aloft and on a topgallant jibail and the sheet from through before the shear was painter received at quarter. Mud died away at the set, stept in tender nearly on a 3. 5. 3. 5.
At Sea 31st Dec. 1867.

End. Boats and Breeches Buried in Yards... Sat. 16° 4.17S Long. 26° 57' W Bar. 22 22. A. 1946 51 17 80

Made out Repairs, deck, Boats, etc. Scraps.

Wednesday: Deck Lost 12 - Master W.B. Not improving.

Feb 1st 67

Sat. 19. 54. 33 S Long. 28° 51' 39 W Bar. 30. 20 A. 1748 X 80 to 81.

Monday - Slight breeze with some showers.

Compass course E of N was gradually coming to the North as the Westerly variation decreases.

Haul'd up anchor, Bowsprit on fore. My Crew last a week on overboard, caught at Fall. Water out of the rain again - Only 570 t. Fall left. Scraps.

Sunday

Feb 2nd 67

Sat. 19. 1143 S Long. 30° 15' 00 W Bar. 30. 24 A. 811 83 W 80 1681


Good breakfast. Master Articles of War and Droit du Seiner.

Feb 4th

Sat. 20. 17. 1855 S Long. 31° 42. 55 W Bar. 30. 22 A. 871 85 W 82

Distilled during the last 24 hours only 570 t. Water 125.

Haul'd up Hr. or W.C. St. Wind right from 6 W S

Water dropped from 838 - Paid to Spanish Brig. Excise at four quarters and hold two months for adv of complaint. Hitting per. by Rifle. Kne - Scraps 5th Book - for Master Wright on Tacking.

5th

Light air, Midg'd calms, very warm.

Sat. 24. 52. 10 S Long. 33° 12. 54 W Bar. 30. 17 A. 804 85 W 00 181

Water Distilled 338 87. 260 Reg. 1740. 52

At midnight, wind to W, straight off the Starboard. The Rifle 600 - in 1/4 minute. From the ship's log, which cannot be much improved upon. Severe delay in the first gun on 20. If possible would not being supplied to crew.

Scraps.
At Sea. Feb. 6th 67,

Lat. 20° 57' 5" S Long. 33° 32', 6W Bar 30.21 W

Died 200 Gold Kings. 1400 do Repaired sails
Crop tops made and Tarred. Saw many whales. Saw
20 ships 25 miles to W N W

Said Whales property of Mr. Bowe 8 2' sail

Feb 7th

Lat. 21° 47' 5" S Long. 34° 35', 6 W Bar 30.17, 985, 82

Light & Air. Calm I sailed from South' with
The ships head to the West. Made nothing
Motion of the Nussle Water. Therefore sailed
1700 miles Cape Hieto &t Blvd 91/2 do.
Scraping off then four st area. 2 Do. Paint and
Purins Ben 9 2/3 (Red Lead) 9 2/3

Feb 8th

Lat. 21° 32' 15" S Long. 36° 13 W Bar 38.16, A 807, 83 W 82.

Light east light winds of 12 do. The sea appeared
To 12 feet but the water became more flat.
Phenomenon. Scraping. Painting. Caught 2
Little Fish &t a fine from a straight.

Feb 9th

Lat. 21° 55' 31" S Long. 37° 48', 45 W Bar 30.17, A 70.8 W 71, 80

Moder. Southeast Winds &t passing Rain equally with
Considerable Cross Sea. Caught about 5400

Feb 10th

SUNDAY

Lat. 22° 12' 35" S Long. 39° 17', 45 W Bar 30.22, A 806 W

Maid &t Weather much the same. Water gradually
Getting more &t more approach landings:
Sea going down. Sence last about half 3 do. -

Normal Sunday Inspection &t Divine Service

Feb 11th

Lat. 22° 54' 30" S Long. 41° 2', Bar 30.18 A 813, 5 W 79.7 W 45

Maid at sea. Hove Great Annunciation before.

Feb 12th

Made Cape Fido nearly due North

Went Distance 25 Miles. Lighting over the high land saw
Several Small Ships Capt. Se 17 do. West about 22 miles.
Rio de Janeiro  Feb 12th 61

Passed Cape Francis Light about 11 1/2 P.M. in 8 1/2 hand for Rio during the night. At day light could see nothing in account of the Fog. By soundings in 60 fathom fished adrift. Half way around green light got up I.9.5. on a 15.8.8 on starboard list. Fog and wind away. When due to the rightward about Rio and wind for 7 1/2 HP near to Rio. Passed Demarade about 2 P.M. an anchor in 7 f. with 75 f. Chain on a 180. Grand Baie near stand. Junettta Capt. King not only an American crew in the Harbor. Boarded by an officer from the English H. S. Quatzenhip in 60 fathom. Man of war. Also by the Health Dept. which gave as praticitque. Was told that the place was nearly free from the few cases of cholera. "Southern T. I. island" Dept the evening at the Am. Consul Mr. N. Dunbar & his family in Co. with Capt. King.

13th

Calm & duty until the sea breeze set in about 9 A.M. Air in Cabin 75 on Spar Deck Martin 77 on berth deck between Tunnel & Engine Room 88. In Engine Room fires out 9 1/4 Water alongside 76. And down 1/2 sprack Bord 3 stop for repairs. Denture of the Deck on 24 hours liberty. 9 to 5

And in shore town preparations for Board Water & Prevant. Returned the call of the English & Spanish Office. A P.M. & Render Heard and bound to the W. Pacific & wind with wol 15th

At 11 1/2 A.M. loosed anchor. Moving on the previous evening wore to 45, in a square from the West. Qn. Clowing up two stars for Cape Island Tab Anker (wore to the chain. Shipping more than the present) broke down in 15 f. Waters immediately whipped Engineers back to then have up a spindle anchor to the Mind of Ead Island brought for ship down & at 7 o'clock could land on 3 Queen. Catching Ead Island came alongside & went a Gang in 15
Feb. 14th. Cafrada received N. Cyl. Found very sickly in the afternoon. Walking to Red River. Struggling so that I endeavored to return in my gig. On reaching in a heavy squale of rain from the southwest. Difficult in riding clear of vessels off Coal Point — about 15m.


Not feeling as usual during the absence of the Sea Fret which usually comes about 4 o’clock before midnight. 2nd and twice coming in.

Bar of Air Varying but little. Inspected of Read Divine Service. Allowing some of the crew to go on shore.

Bilge makers made coffin of Forecastle, not returned. Sailed to have interested in the Brazilian crew. Sailed on above offering a reward but the boat is interested in securing slave.

Wind fresh B. Sea fresh. Mountains covered in the horizon.

Bar of, 78th 30. Air 75 to 80 Water 74, #4 top spreaded sail. Sent a flag to Enchadto to clear off the Board.

Balancing our provisions (very partly with Coop, etc.) after four P.M. Call Doll hands up auction to every man made sail to Deborah 3 and 12 on the Bay and in B. Water near Rat Island from under the English Friendship — vessel 74? Chain furled sail.

Firing the latter part wind squally from the N.E. with fog.

Some light rain, mountains covered with mists.

Crew wonders over another near one.

A dentist at the port. 3rd ready to send down T.G. 3rd.

The Master ship foreward armed from station 10 days passage. Anchored near C.S. Exacting large lists of provisions, etc. of the Captain of Harada.

A Brazilian Visit our Port. A Beef present.

Storehouse is a light box by a Leg. Branch Office for Liberty Man who leave overstay there.

Several men brought off. N.B. that by the return of rapids, he carried off several hundred overboard, bringing dutes to 24.

Of Jan. from N.D. ship dropped her colors on parting up. 8-2 one letter by her — Ladune Mail. She sunk a Dutch Bark loaded with Coffee 1st night out of N.Dock.
Rich. Feb. 20th 67

Mr. D. R. Mudde D. and Blinds with facetain, Naiguing & having possession to store giving liberty to the men. Many of them understood the liberty was brought off by our officers.

Ordered a Survei upon Maj. Master McDonald - Wm. M@n. Mor. Jacob, Aug. Haffe & James R. Fitch. Dr. Peter Niles Sec., all of whom were condemned to remain & to be sent home in the public conveyance.

Ordered the paymaster to draw bills on our Navy Agent in London for 1800 dollars. Having exhausted much of my funds in paying for Coal & in Liberty money.

21st

Many clouds obscuring the tops of the high land, but the wind land tendering some air toward sunset was very considerable. Wind settling into the Harbor. At 11 A.M. some details made guard to the Squadron receiving from board & provision Sloane's store. The boat spent considerable above aboard after Onward with their accounts, transcript & description each with a letter to the Master, Capt. of the Navy, at the end of the Navy yard at 1/2 hour in regard to these besides their sick ticket with ladies letter to the Surgeon in sight at Newport. 2nd Engr. Crawford called for a Musical survey in himself.

Washington's Birth Day 22nd

Sovereign Clouds which modified the temperature. No breeze. Not coming in until 3 p.m. At daylight 9 o'clock risen displayed the colors of each mast head at 5 o'clock. H. S. Officers of the Navy also displayed our flag. At mid. fired a Gun as a signal that the G. had a fire with the usual National Salute. This Breed by the late regulations not being permitted to salute an account of carrying less than 10 Guns. Getting on board carriages provisions, freshening up with paint outside, setting a plug down.}

Briggs' Valley.
Ria. Feb. 23rd, 69.

Mid M. Much the same but becoming more settled.

Said 4:00 p.m. 10lb Rain during the night. Evening Bar. 80.75 - Present. Barometer Declining. Church Service.

Landing at the entrance of the Battery. 1.80 - Present. Back a bank of 30. Church Service.

Landing at the entrance of the Battery. 1.80 - Present. Barometer Declining. Church Service.

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Rio at Sea Feb. 27th 67.

Mural Land Sea bring. We are now at anchor to have been sent off yesterday. Left description lists accounts of the following named men, who are going up with Capt. May. Our General M. brace, with an order for their appointment and assignment to special duties.

Jos. B. Simms. Sailmaker. Whore deserted Feb. 15th 67. due $ 2

John Dumas' Capt. Terriselle

F. Davis. Cooper

C. Herbert Lander

A. Amos Cog. Boy

Peter Wilson. Bart.

W. Legg. etc. to Chatham

A. Van Hecke R. R. Line

Joseph Lark's 0. Sea. Dec.

Most of these men were good seamen. had been

dragg'd by a lot of scamps and th'n't had put out of the way until my departure. When some will be used as substitute

for Brazilians or seamen. For the war.

Shipped in their places the following names. New.

Henry Martin. Snow. Feb. 23rd advanced $ 20

Edward Banks

Edward Harris

Antonius. Van Cirk. 3rd. Boy (no salary)

John Caius. Sands

Rich: Joppe

Mr. Robinson. Ball

Jas. Macneil

Marcus Petersen

Rich: Harper

Michael Kelly 17th. D.

Henry Brown Sea. 27.

Many others applied & would be glad to get a ship. Brazilos of the crew having been left at the landing, Mauers of Benito Jumars & Boarding in 50 leagues. & the class of

The enemy's guns

At 1. Pm. Hove off anchor & made ourself
CLIMATE AND STATUE.—The Journal des Connaissances Médicales notices a book recently published by Dr. Poisac on the influence of climate and physical agents on man. The author maintains that the human race is cosmo-politan, since it can live everywhere, and that his intellectual powers neutralize the evil effects of physical agents on its organism. To this Dr. Cattes demurs, objecting that man does not perpetuate his race under all climates; that he lives, 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 in an early age. However this may be, Dr. Poisac's book contains much interesting matter, and the chapter on statute contains a great many new and interesting facts. On this subject Dr. A. Lauer, 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 campaigns in Egypt, Moosel Bey's revolution would break out whenever he made a few of our brave voltigeurs prisoners. What would he exclaim, "are these the men that have beaten us? Shall I be able to vanquish those little fellows?" Yet Dr. Poisac maintains, on the strength of highly reliable historical records, that the inhabitants of ancient Gaul, who were victorious 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 mutilated stature of Alexander, Napoleon and Gustavus Adolphus, he opposes the gigantic proportions of Philipomen, Pyrrhus, Caesar, Charlemagne, Cosimo, Peter the Great and Charles the Twelfth. Most of the generals of the republic and marshals of the empire, such as Championnet, Kléber, Pichegru, Masséna, Soult, Berthier, Kellermann, Bessières and Murat, were very tall, or at least much above the common standard." Dr. Poisac 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; whereas he concludes that, save in the case of deformity, genetics and taste, are independent of physical conditions. Scorpius and Pope would seem to unite 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. M. De Berry, G. E. Jones, Thea, T. A. McElroy, John Stanfield and D. W. Braswell, arrived in Montgomery, from Brazil. They were accompanied by the metings of the divisions of the society, and news of the sufferings of many hundreds of defaced Southerners, who were urged away from their friends by the conspiracy of death and the incitements of the whites, and the tales of wild and impulsive American adventurers. They represent that there is no regularly regulated government in Brazil—there is no police, there is no army—but little cultivation among the inhabitants—neither is there any means of effectually preventing the crime. The news is that to the people scarcely know the meaning of the word "kindness"—the American citizens live about in huts, and there is something supernatural among the emigrants, and the whole Brazil representation has been murder and a famine. The American consul sent receipts to the persons and applications from helpless American citizens, to assist them in getting back to their true, rightful country.

—Montgomery Advertiser, August 19th.

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 an internal motion, in which the equinoxes revolve on the axis every 24 hours. Second, there is a revolution round the sun, which takes 365 days, 6 hours, 48 minutes, 47 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 point of attraction with a revolution period of 2,216 years. To a long period of years, the poles of the earth are changed, the equatorial region in time becoming the polar region, and vice versa. These changes in the motion of the temperate zone are gradually approaching the equator; indeed, it can be shown, from history, that a great many more equatorial regions have been changed to temperate zones than have become more equatorial. 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 slow that the longest-lived being cannot perceive it; but that the climate change takes place is very evident, nevertheless. Another evidence is deduced 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 of this change is as complete as the existence of ancient Christian churches, which were invariably built north east or west, but which now differ materially from the point of rotation, is said to be another proof of this terrestrial change.

The phenomenon called the precession of the equinoxes, in virtue of which the first point of Aries advances with the ecliptic of about 50 seconds of arc in a year, gradually causing a complete change in the seasons; and, counting from any given time, there must elapse at least 21,600 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 point of Aries 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, accordingly, according to the calculation, that after the lapse of 10,600 years the seasons on our globe will be exactly reversed.

Therefore, about 10,600 years before the year 1248, or 11,648 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, and the oceanic account of the deluge—not, however, chronologically considered, if we interpret the Bible too literally, as many who interpret the Bible often do, in the sense of Archeologists have it, prehistoric times unknown to us in the southern hemisphere. And again, by the same astronomical and natural laws, 10,600 years after the last cataclysm a new one will occur, which will 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 of the winter phenomenon.

—DeJoue's Review.
At Sea Feb. 28th 67

Light Wind Calm and a heavy Lead Sea. Covering sun making about 85 No. and 5 Knots as reaching the bags in a port. One tuba buried in Boston loaded Guns securing Boat. Anchored 8th. Bows 30. 16. 3741 W 87

Ayr Schooner as 24 28 26.8 ton. Ch. 1. 14. 7. 3740

R. Y. Dr 14. 36. 5 30th Dr 14. 5. 32 2. 1873. Over. 260 22. 27

Stop with one fijfion of coal warming pro. 14. 4. 14. 5. 14. 7. 15

In store being enough. Midshipman 5 16. 8. 9 to

A man Hopped getting Marked out Course 85. 17 to arriving the Medicine Rock which we passed over state called land with good looking rocks all aloft without being a Clear s light night & a bright lead Sea which would have cleared at several miles off - South the Bass

Read the following order by Commodore Marshal.

John Burnis Sea. for being diligent in Eighth Sentinels

Evidence of reduction of Rate of loss of 3 months pay. app.

Thomas Smith Sea. Some Officers have received

John Partwell Sea. having a Brawl and a Man the pay of.

John Berry Sea. Taken in that 32 No. 26. 2. 8. 7. 32. 2. 8. 7.

A man W. Shaw Marine - Discharged the day for 3 14. pay 32 in. duty

John Harker Marine...

R. Y. Dr 30 2. 21. 1. 50

Ordered the following men.


Antonio Domingo, Vicaria. Col. Free Brazilian in the place of Mr. Bog. Arthur. Given 100$ in Silver as

Mr. Hewitt 1
March 12th 67.


Weather fine and bright. Ran Wi. 3rd Co. U. S. V. Please.

Washack's men bivouacked. Chopped wood; failed. Berry Sea; in Sevier's. Had

Must have been invested on board. Subcribed by C. Co. Martin

Deck on previous page.

Sat. 8th Feb. 18th. Long Is. 44° 36' 55' Mar. 30. 11h. 1/18. 1/17

18° 17. 19. Le R. 14h. 35. Cap. R. 21h. 15. 3d. 14h. 40. 5.


Capt. L. Reed. One mile to Cav. in charge in place of I. Month. Deprived from

Capt. Crawford B. made in place of Moed.

John Lane 2h. Gun. Dr. Crawford

Capt. Conway Sea. 2h. Lane

2h. In Ant. 2d. to Huy. St. in place of Drake, on board. House

Army in Yank. Sea. To the place of Gen. Washington. A. Dr. Seab. CREW

Henry Marcus Sea. 2h. In The Meadows. F. D.

Henry Martin Lee to 3d. Master in place of Burns detached

Kane's Banks Sea. 5h. Minute to 2d. B. Dismissed. Deserted

Red. A. New Is. to Em. in place of D. B. Made 6th. 6th. 8th.

Wound. Gradually increases. 4h. E. M. Pleasant

Sat. at Br. 2h. 35' 56. Long. to Cho. 34° 41. 45. 3d. 30. 10. A. M. 17

7° 37. 27. 36. 5° 45° 17. 10. Var. 4. Rev. 1. P. W. 17

Called all hands and read the Instructions on case of the


Bent. New Main Top sail in place of old. The second down

which was found with more. The crew ordered to middle

deck being to beat the fierce. Stay sail 4. M. in 30.

Pried increased to a gale with following seas

Passing. Lewis. Weatter looking very threatening during

the night. Reduced sail gradually to close. Hoist sail

of the Battle.

Wind finally hauled to W. 6. Mother East. To fall below

29.00

but no sleep until after day light. or

5. 4th
Sunday March 3rd 67. Fresh winds equally from N to W around against the same 10 PM at noon. Overcast every changeable having turned out all有效 do on the Dog there was obliged to take a all night of 800 south of the Sprague with N from the most DC, was I

Sat at 39.5.33 Long by Chart 46.68 BM 22.96
So D R 26.3.35 So D R 16.3.45 B 71 W 79

Capt. F. McDonald. Master, the master being sick the last employed on main long of machinery ship. Joy away

Lept. 16. 31. 47 Long by Chart 16.72 BM 20.38.5.72
So D R 31. 11. 37 So D R 55.21.15 Found Ebb Ebb

Made good, from somereason having got in the Bank. W clear. Sea pretty of 320 laden with the Mind saved 20 that December make meat at Nan

1.5 P M locked in compass wind all sail to top sails but not without Hospi Children in board Mind finally hauled to W during the night. raining to the head of beastly made to average way

5

Clear pleasant N W a light Easterly, winds with a long head smell. Course 117 by 0.8 made about 3NM

Sat a Mer 31. 44.15 Long by Chart 46.37.15 Barom. 30.27 Hg 70.78
So D R 31. 49. 35 So D R 55.36.40 B 81 W 12

Mrn. Peckwell (Porter's Peter) about the Man was 2

Empt. Middle Hitching for top sail in securing bedding

3 To 13. Divided in 1F - was agreeably surprised

Upon breaking out ariornot to find a new Job on charge.

Meat several sail.

6

As above the gradually giving stern 2 Barom 30.25

Lat. 36. 51. 00 Long 36.25. 01

Air 73. Water 73

So D R 32. 23. 57 So D R 46. 28. 47

Employed in board and Divided in Repairing fore sail. 

Went here to find it required all day to make it set

And a man mended during the night. We had Mr

To Mr. Carr. Falling about in E. W. 

Ker.
At sea, March 17th 67.

Mood gradually increased. Bar fell to 20 before moon. Subsequently fell to 88 at the rate of about 3 per hour. Gradually returning to 20 to 22. N. W. S. Getting worse. Water on hand 1780. In tanks 60 to 60. Ballast 87.4. 33. 47. 42. Long. 17. 17. 15. Bar. 30. 31. 27. 47. 33. D. 47. 33. 27. 47. 15. 17. 19. 75. W. 72. 47. Pp. The Bar had reached its maximum. The wind came out of a dark threatening bank of clouds to a heavy gale. With rain. S. S. From then the scene had been extremely bad so as to take it on short beam on W. and sail had been reduced to close reef. Main topsails to St. Line long before. After a short lull, then brought by the wind on the dark track with the ship's head to the S. S. Outwind to blow a gale with occasional squalls. During several points with the above mentioned accompanying minds was arising idea during the night to make preparations for cutting sail. But the wind was too heavy to spread the topsail cover.

Drying & wetting. Lales typically with rain. Such sea. Ship rolling 3° to leeward & 56 to midnight. Threatening her down rigging so that it fell bend to raise the risk of getting it up to save the masts. Ordered both for main topsail one white & clew. Top sail made repeating. Get the pendant hale on the m. b. Stowe down as a precaution. These buckling very much. Let the bower sail to keep her to the wind & sea to relieve her labors. Between the smaller. The sky beautiful. Clear & serene above. But the sea very rough & turbulent. Accord with white caps & spray.

Sat 8th. 51. 57. 24. Long by chart 47. 50. 20. Bar. 30. 47. 05. W. 65.
87. 6. 20 SK - 48. 28. 35.

A dark image to the sound of no defined call of light during the day.
Of the Rio de la Plata March 9th 61

This day laboring & unconfortable as all as board. But under way & sail with most of the hatches battened down & sea occasioning filling it's way on board & per chanceP. & landing on the Bar. Mr. M. to U.S. When
the w'w' was landing the 15th of M't & feeling by reading
the sea again & hauled back to the 3' of M. M't & the
H. sail dep to 6 F's from S.S. S. Sailing & the same
preparation of a vessel floating a long while
W. the vessel behaving as well as could be expected
of a vessel that is always clothing to
them distilling water belonging to the ship & three in the ship
men reported that the wind made the ship ill
Owing to the motion of the ship inspecting the water against the
salt lands of Q'd. & being carried up in distilling pipes a pet. to
the lat. 35° 38' 6 N. long. 46° 16' 10 W. Bar 36.6 & 68 WTH
h. 35. 37. 47 & h. DR 47. 23. 20 water 2. 31. 50
finally by carrying water's in the bosun
ready to shut off the steam pipe on the heavy rolls, succeed
in getting fresh water & during the night the mind
gradually hired out & come out to the W. 56 W. with
a rising Bar. Sunday 10th

Usual Inspector of Service & Service.
Mr. Cleared pleasant & going down with fire freezing up
from W. 15°. Made all sail on Starboard. Came
on the headway. Much improved by the head
we build the J. M. Has sail for repairs, found
since other sails with U.S. chained in them.
Distilling water reduced to all water in 20 days p day.
Some Vessels of ALLabon about.
Lat 35° 35. 35 Long. 30° 30. 30 Bar 30. 20 with
h. DR - 36. 1. 42 h. h. DR - 46. 31. 20 A. 0. 7 W. 68
Kapito left J. The Slapin
Festally with the orderly from Leam Regnisset Rine
Mid Dr. Viz. Barefoot to 30. at 7.52. Sails akeg. 16. 5. 70. 
We set sail from a direct in. W17. from about 4. 
S. to 2. S. 37. 10. 40. SEC. 2. 5. 18. 5. 40. 5. 6. 17. 17. 67.

[Text continues in cursive handwriting, discussing navigation and sailing details, including wind conditions, sail settings, and sea state.]
March 14th 67

This day again W.N.W. to S.W.N.W., occasional squalls and
passing cumulus with a heavy, irregular sea-ship rolling 15
times a minute in the area 31° to 74° W.

The wind was but little greater. Consisting almost
entirely of E. and NE. blew a heavy, clear, cool atmosphere.

Lat. 46° 16' 47' Long. 16° 48' 28' 58' Bar. 28.86 36' 60 W.

TR 37 54 6

TR 48.28.16 W. 0.320 8.200 R 2540

Albacore & Petrel about, apparently forming as to allow themselves to be caught.

A note to keep the ship to 10° 20' 27° 46' 15

Wind blowing up from N. W. Bar. falling. No thunder
getting damp. Made all sail. Found both leads
of land from here steaming slowed up on the 13th. Four quarters.

Sat. At 10.25 A.M. 29.47 1.2 2.06 35 Wd. 600 1.200 R 2940

Bar fell to 29.72 wind from N.N.W. to W. through
the wind from a light, steady W. & 30° & 40° syphon through a

Ard. Rain & Sea coming, indicating a current setting
as W. & S. made our lead behind. Keeping up a

The night, weather clear. Course a little to W. of South.
This would seem to be a writing from General Washington to his brother. It was among some old letters of my friend John Maurice Francis Anthony Hamilton. Ugly, but no one knows anything about it.
To Mr. Augustus Washington
Dear Brethren

Germantown 5 Decr 1777

I come to thank and rescue Thornton into my family as an extra debt. This week by this day, his own mother, as well as the great event of his father will entitle him to

[Additional text not legible]
Sunday 17th

At daylight M'lden Moderating close. The last cast of the main topsail strained again. Am also getting down the rear topsails and bend the other topsail which is not so good as a sail. Turned out all the boats and had them furling mainsail again, as the squall increased. With single reef square Top Sails, employed outside after more on brandishing repairs. Some among others the b'ough in Top sail & cutting in low then gave way. GM. Dir. Service.

AG's watch. Day, much hindered by the weather & a cloud almost excluding our service. Another few becoming generally broken down as fit subject for the hospital. This watch Lt. William J. White 640 C. L. W. 3rd. 42. 34. 24. Long., 58. 57. 15. Lat. 30. 16. 4. 57. 38. 58. 40. 18. 32. 49. 31. 37. 23 8. 220. 32. 20. 240. 24. Sunday absence bringing up from the weather. Climbed 3 feeling. GM. Made sail to T. East, but went to the Southward, as it was seen before we had been away, an hour before the perspective coming. Propped the head stay and before midnight were reduced to close reef topsails and double reef foresail. split the S. LM. by stay sail and fixed up all sail. GM. No blowing a gale. 11. 10. 30. 5. 2. morning.

Mr. String Mr. Wm. Dale Commodore spazz about the weather. Kept the ship off to 8 or 9 o'clock, wind coming center violent with them, really space of S. W. Siding. Said reef. Let it when it split again on the heads & was obliged to take it in & mend it for repair. Set all heads, left 2 and forestall forward. Wind easing. J. H. Mooney & J. B. Wilson, for mending to be comfortable everywhere. Hoped first thing Monday, 28th to learn -
At Sea. Blowing a W.W. Gale. March 18th. 67

Slt. A. J. 59° 37'. 80 Long. 30° 02'. 30'. 32'. 31'. 43'. 31'.

Dr. 48° 01'. 6

Order a daily Reduction of 10 cwt. in the allowance of Water.

Wet & cold pressure makes the winding more difficult as we proceed on the
Northward. S.S. 17. 20. 30. 00. 05. 30. 15. 40. 00. 05. 30. 15. 40. 00.

The only dry places left to work in. Continued slight Air & Calm. Barometer 29.79.

Calm & dark day. W. & W.N.W. wind mean a slight

Eastly Breeze blowing up. All hands employed receiving
deck loads & aching down. 2 men roads on main mast head which were found loose a set to
end against the mast. Supplied dem. 10 new points

Mining in the cald. Sea grows down.

Slt. A. J. 49° 5. 16'. Long. 30° 1. 45'. 12'. 29'. 31'. 46'. 56'. 61'.

Dr. 37'. 42'. 15'. 5

6. 20. 19. 43. 08. 03. 17. 00. 05.

Armament. Toil & trouble poor. Calm sails furling. Package

sailing about for S.W. S.W. & Eastward Job for all.

The bar falling rapidly as at 8. Cott. on new passage

and the W. as a Reay threatening. With sharp

Lightning & heavy Thunder at 6 P.M. with strong

Indications of a Cyclone. The Thunder first heard

3. 8. then 5 - 5 - 5. 8. 2 female all round at

2 furl'd all sail. Bailing down patches &

Preparatory. The Thunder gradually died away

to the 5. & 8. The wind continued light. From East

Wearing several points of W. until 7 P.M. when it fell calmer

With a slight Rain. At 10. P.M. wind sprang up from

N.W. gradually herring to W. W. 3. 4. at Mid. to W. 3. 4. or soon

af ter to 3 9. 3. increased to a Gale. Let 4. 5. M. By midday

8. March. horse & soon after to about 8. 30. in

Being to close to the Engine that the setting of

The S & Eclipse of the latter. Expected bad weather

And then disturbing Dances may have Influence as

The singular fluctuation of the Barometer.

June 18th 19. 20. 52. & 3. 22. 25. Diff. Long. 19. 17. 34. 58. 30. 54. M

Eclipse Sun. 19. 12. 59. 23. 14. 17. + 1. 475. 19. 14. 43. 06. 2. 04. 3. 0 M

Barometric fluctuations March 20-19

Mon 19th 29.71   Wed 27.66   March 22

2 P.M.       68       S W. Gale and heavy rain
3         .64       .10       69       boat passing by
4        .65       .20       70       several hundred
5       .60       .30       72       Temps. 69.20 F.
6       .59       .40       74       61.15 F. high.
7     .40       .50       75       60.30 F. low.
8     .40       .60       76       59.65 F. fall.
9     .40       .70       79       caught with a heavy
10        .80       .80       82       Wore a heavy
11        .80       .90       84       Employed mainly in
12        .80       .10       85       Altering the job.
13        .80       .20       87       Ship rolling 18 to 19 times
14        .80       .30       88       Mar. 5. Foul of
15        .80       .40       89       Course about 20
16        .80       .50       90       125 off the proa.
17        .80       .60       91       125 A

Mar. 22nd.    A 60 as 60 to

Which makes it rather difficult to set

Much less work done in the cabin.

Sat. 28th. 44.23.8    March 4. 7.10.8

Aug 47.56.48

Strongly.

Duly smoked. Ship coming up, shifting off 2 points, shifting lively to east.

About sunset a boy fell overboard and was

Saved in by a rope thrown after him from

21st

Sat. 28th. 44.17.5

June 17. 5.2

Bere. 27.17.30.5.87 W. 58.

20.57 R. 17.76

During the morning watched a light wind coming up from the S E.

Made sail to wind of tapping. Missed some fish, Haid

off to wind of, with a wind about, and

High Carriary (Main Carriary) that doubled off

Main sail, which we can carry over, stroke black.

Found on our side of wind, that we had lost ground during

Last few hours, although generally going to 5 to 6.

When saw that we are in the N. E. cannot getting round

Cape Ron. Main increased slowly, strong winds in gales 40 to 50.
March 21st. Experimental.

From the 9th with a heavy sea from SW which materially interfered with our progress, gave us about 2 points to leeward. Although heading WNW we were not making much headway. W. would be gradually giving down during the night. Examining clearing & head for.

Made all sail to a light NE. 4 W. mind SE dry & pleasant. Sky perfectly covered with clouds 8-10 miles of fire-guards. Helmsman topsails and outer jib work on. T. to make for St. Johns by to stop Sail as much as possible. Have been split by the violent rolling on edge of the ship. Ship lost her steering gear. Cleared up & ran on all but topsails. M. 19 M. 79° to save the sails.


With the increase of W. getting heavy, furnished the S. 02° 07. Feb. 07. 10. 11. 07. 57. 48. 54. 52. 47. 39. 30. 190. B. 99. 97 35 6. 30 DK. 0. 37. 30. 20 DK. 31. 39. 20 W. 23. 140. R. 26 70. S. 29. Mary Pearson, Jane behind the sails.

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Asa March 24th 1867 Sunday

Sat. 8h 14m 10h 0m 10h 46m 11h 27m 0m 11h 46m 12h 21m 1h 0m 12h 46m 13h 58m
14h 30m 0m 14h 46m 15h 38m 16h 12m 0m 16h 48m 17h 38m 0m 17h 48m 18h 12m 0m 18h 38m 19h 0m 1h 0m 19h 48m 2h 38m 0m 20h 48m

At Sea - Bound South

Lat. 42° 17'. 34" Long. 39° 58'. 25" A 4° 15'. 34" Bar. fell to 29.57 at 5 PM when the wind gradually reduced to the S W 3° 3° then S S W when the Bar came rising slowly. wind. puffy. we struck at 8 PM and light rain. less sea then usual. reduced sail to Close reef. Lop sail and top with her foot to the mast. Sun set red. looking like clearing up. broad, smooth sea. set foresail. mainsail foreed in as. of Steam as Turkey rooster for condensing water sold last 35 hours.

First part wind from W N W very light increasing to N N W 3° 33° with a falling bar. to 29.44 with heavy banks of clouds 18° 18° where the wind became heeled we put our anchor 18° in S S E. moderately with hail. Bar. Half falling to 29.36 AM. Lat. 4° 47'. 31° Long. 56° 57'. 15" A 51'. W 52'.

30 SR.
34.47 5° 51° 57'. 33"

Ward came 11 changed reefing with a Danish bark that also directed us with signals flying which I came to suppose she was in want of something to eat.

1 PM. Reduced sail to Close reef. Set fore and after by the wind in the short lack. thick rain. sail mild Moderate but irregular sea. At 6 PM Bar. had fallen 3 remain 12 hours at 29.36 - 10 PM it came bleeding a 3° S E. Gale. wind 13 to 15 SW W, at 7. pured foresail. All run down with the wind.

Sails: Clouds lighting to SW. Sea running from 17° 30'. 0° 3° 5° Bark E C 8y 8. 2 miles did. Bar running. 1 325

Passed. attended unpleasant night.

Lat. 46'. 49'. 41' Long. 20° 58'. 24° Bar 29.65 A 12 W 45°

34.37 57° 59'. 18 W 500 R. 2800

Swell. the morning. Gale came to 3° E. heavy upright. a. by rain a heavy sea from 17° 30'. 6° Bark C 8y 8. 2 miles did. Bar running. 1 325

Passed an unpleasant night.
Midnight during the night's boat to the N W. Struck the bar which had been to 29.75 being falling. 45 becoming damp & hot. wings gradually cleared. Made all sail. Headed S W. 12
Lab. of Mr. 17. 12. 13 Long. 35 09 27 01. 16 0. 25 06 15 49 01 47 27 0. 15. 57 0. 22 44 25 11 45 11 R. 39 10
Employed repairing. 40. 08. 22. Put up curiosities on board. Reckon the bar's depth & the 45 looking ahead. Before
deck reduced to clear and calm, sails backed down, ship prepared for a sail. Arrived to low, again in mind but didn't
wish to sail out yet. Great to carry sail and understand current
Planes remedied up all height. Expected to 29.104 Mid.

Heavy squalls with the threat of an approaching sea. Some rain and occasional flashes of lightning to the S E. Hard N W. 17 heading 35 09 W. Bar's depth and clearance until
10 p.m. when it had reached 28.72. Made blowing, setting
by standing to S W, 45.10, 45.50 driving square of the ship's 
passing over the ships 45 to keep clear, and making
31 miles. Kept clear of all mortar. The ship was put to prevent
delaying. Therefore ordered the first brass to 8 refer the depression of the old dew point 2 to having Mr.
Talbot's chart and to supply the ladders.

Lab. 29. 07. 14. Long 0. 61 8. 29. 0. 27 0. 47 W. 24 0. 30
Con R. 04 25. 06 19 R 3110. 29 01. And in putting debi
sail an area of 14', missing it was necessary to adjust
meatwork and sail to hold on to the berth to prevent being
thrown on deck. No food for two nights prior, excepted
from the whale. Old store of one and shown to chase our<br>the cabin during the night the ship's first officer standing
in by a dear sight of breakfast broken.
At Sea near the Falkland Islands

March 31st. Sunday. Weather cloudy, squally and a heavy squall. We rigged out 400 lbs. (71 lbs. of pitch) with close reefed sails. Occasional rain. We had to have D'Urville service read. The thermometer was down 80, continually port from S.E. as coming on board. But still dehiscing on account of the weather which is in the north wind 2000 cumulonimbus S of the Equator. Wind prevents us from gunnery for part day.

Mer. 18 16 57. Long. 50 06 45. Bar. 43 30 19 0 48

SoD. 3 18 20
Wes. 170 R. 27 26 D.

Illustrations of Bar. Since Departing at Martinique

Mer. 30th. Bar. 27 7. Tide from West. 00 30 by Rain equally.

8 pm. 900 W.W. Cloudy sea and wind.

10 pm. 500 W. Rain and snow.

1 pm. 1000 W.S.W.

6 pm. 2000 S.W.

8 pm. 39 45.

During the afternoon the bar continued upwards and the squalls from 8 30 W increased in violence as by time rain and snow followed so that our decks were soon covered every succeeding one. We felt obliged to keep them on to breast up heading her motion and to be under some circumstance in case of a sudden change which was continually threatening from the north-wind of the wind 000 which rose widespread above the house in every few moments.

A heavy squall blew off from the Falkland Islands came in beam to rest, and for a time became the sport of the sailors who finally released her.

Surveyed Condemned 714 on 28 lbs. overboard. Mid 12 02 1567.

Board of Survey.

Feb. 21, 1777 lbs. of pitch $ 7 52

Chief Eng. E. B. Robie March 12 147 lbs. of balsawood 19 74

Dolymite E. G. Hallaway 18 57 lbs. of pitch 7 52

E. Conan J. F. Perry 26 57 7 52

120 lbs. of salted salmon 2 44

Total cost of his food, clothes and necessaries which $ 44 74

End of the Log.
April 1st 1867

Mk made itself, not having an agyden that
proverb, by our experence. Upon examination of the
main topmast in the state of the eaks of the same, it was
found to present the appearance of shrapnel.

Mk store with great spouse instead of red
powder so for the sake cause. By the fore of
the mast, which had split, left a sharp angu
which worked into the mast, not with standing the
precaution of rolling tackle, a bucket hooked
should touch was placed between the jow of
loftmen, immediately set all the machinery
work making oak fisher, ten bands preparing listings and
wedges to strengthen this weakness. Repaired the
masts after sail of the East made all sail to an increasing
brake from the NE at mean spring knots with no wind
in the east. 48. 30 Long. 48. 50 Bar. 29. 70 A. 46. 40 W.

48. 50

40 Cloudy's getting here


Mk was gave in the Long. 38 miles to the East which
is correct as above agree very close to the work of a
ship's Mind reduced sail for the night. To allow the Corpo
lin to his mast to rest. Main topmast which you succeeded in
being by 80 Indreme 10 Indreme by about the Indreme by
which gradually died away leaving a S W wind that
caused some cheer, wind sail was taken in.

Mr. Ship's made sail on light S. W. breeze keeping the
Mr. East 5. S. East Cleared up to allow the 8. Rectiles to
continue finish their work on main Topmast. Changing
off upper ends of fishers 20 as to admit the sail to fit over
adjusting the 8. Down for close reef and fastening Looche the
fishers by two more Indreme.

At 8. Told 48. 15. 44 Long 50 6. 38. 34 Bar. 29. 70 A. 46. 40 W.

17. 21

47. 15 East

Clowning to 5. W. to opposite Herein. At 3 P.M. joined
work on Mr. Loft. Presented of the 5. 2 W. 2. 5. 2. Wind from the S.
from several quarters 1 Indreme still east 2 Indreme at dark Indreme.
Continued sailing to the 5. and night. Bar. Gradually eids
being steadily Course 5 N. W.
At Sea April 5th 67. On Sounding.

Lst P.M. 11.17.17. Long. 61° 31' 59" W. Lat. 43° 13' 50" N. Wind East 30. 20. A. 46. W.B.S.


At daylight made all sail & were passing the ship St. Michael's. Midday we passed by the Ship St. Michael's. At 3 o'clock the ship's quarters appeared and it was noticed that there was a strong wind from the east.

At 10 o'clock the ship's quarters appeared from the east. At 12 o'clock the ship's quarters appeared and it was noticed that there was a strong wind from the east.

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**April 4th, 1867**

<table>
<thead>
<tr>
<th>Lat. D. C.</th>
<th>49° 32' 26&quot; S</th>
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</thead>
<tbody>
<tr>
<td>Obs</td>
<td>49° 44' 19&quot; S</td>
</tr>
<tr>
<td>Long. D. C.</td>
<td>64° 18' 15&quot; W</td>
</tr>
<tr>
<td>Obs</td>
<td>64° 25' 25&quot; W</td>
</tr>
</tbody>
</table>

Water expended 190 gals.

On hand 2160.

Respectfully yours,

John Weedman,

Navigator.

---

Sunday, 7th

No landly or fishing. Steamed about 6 miles per hour all night with force on starboard. Capt. Block on our starboard. 7 A.M. compass in the wind for 25 to allow the Engineer to take the propeller. We steamed ahead 22 miles, halving engines, to the distilling water. At 130 P.M. so inclement weather farled all sail. Steamed down to Sp. G. and broke under Chans. Par. @ 40.8. Died rising.
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' 48"

Water expended 190 gals
on hand 2160

Respectfully,

John Vandeman
Navigator
Sat. Apr. 6
11, 15, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30.

Breeze springing up from N. 50° after mid. light hauled Ma-
Made all day Col. Swift W1 pleasant, Current 44,80, speed
Clouds setting in the 8th to 9th evening 51/2 mi. in anticypo-
The wind hauling to the W. A. C. North of falling
Bar. At Mon. wind dying away, hauling to the WSW.
Exercised off fire quarters. Released Blanket (under
Charges for Capt. C. Martin) upon his promises to deliver him-
as a present at large. Then looking over mud-terk.
Kept under all sail during the night with but little wind
Passed Janu Puny Sea 131/2 miles.

Beautiful day for which I well recollected April 5th
Without anything else experienced in this sunny
region. Col. Swift W1 mild. Springing up
soon after mid. Fast dying away at 8Am. Sailing
order. Steam got up to take advantage of the
Falling wind. If possible to escape a SW blew before
Reaching the Straits, about 120 miles 3 pm.
Steered a Bear on our Starboard.
Sat. Apr. 6
12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30.

At 10 Am. steered in for 25 to allow the Engineers to take
the propeller when we began ahead 3:30 Moderate under
half sail & C. M. distilling water
At 130 P.M. in midday
away furled all sail & sent down top
Sundays

Winds clearly & suspicious. Continued raining about
5 Mils per hour all night which silenced our mackinets
Sought to have brought in relief of CapeSquires at day
light, but the northerly wind made them keep
distant. That weather had been Rained by West Current
therefore kept away from 8 to 9.30, bringing in a strong
S E wind nearly all night but about 9 Am. Made high Sandbars
On the which subsequently proved to be Cape Virgin Main
and mackinets. Kept away at 10, F. M. in St. Caprice
Trails of Magellan E. Entrance

On 3d day in mid-boiling e. mod. till 12 M 20

Which was only out of sight of the land at five

tides. We were set toward the Cape Virginia by a strong

northwest of flood tide water ahead of point

in ganges. When we brought in with the flood tide

And feeling our way with the Deep Sea Dividers

Broad and large as in 10 fathom. 3 fathom 30 fathom 30

Of chart to the west of Cape Virginia in the following Compass

Bearings (pete E. Variations) started sails

We Drew 48' and under Charles of Mallos shore

Clockwise P 3 10 N upon

Mausal for this exposed weather last night being

met through the seas last night.

At 15 P M the French Bank of our gun

ailed passed 800 S 800 W 500 S 500 W 400 S

as we were clearing up so as to

allow her to continue on. There were

officer with them 20000 and 6000 in Red.

Cape showed during the last 24 hours. 9 h. 30 h. +

sugar cooking for the last week. 15 sugar. 9 3 p. 30

Cape vanne 5 15 N 3 15 P M for changing tide

and meeting 50. 40 from 1 PM to

we could not make any motion with the wind from 1 PM to

with a sea that would have caused me much or

but from being under the last of Mallos shore upon

which it broke high. And finding myself at anchor

at 2 p. good holding ground.

Mind tide fresh from SW and waters rough. Clear

sight. And considerable help floating pack. Sound of Whales

seen. At 10 PM hove up and wind up the Straits

with the wind against a fresh wind coming to the E.

end of Mallos shore. At 4 20 P M felt Getting back

Anchored in 15 fathom bottom in passage in Bay at the point

Marked by a marker. 40 N 75 W. Charting led us ahead

and prepared to send down the main top sail and to have the

sails fitted in the Haws-Bits in the French Bank clearing shaw.

An 3d weather. Bym ill 30 M. D. 2

Mile 2' Diving 180. 2002 running from 29 40 to 29 15 from the

east.
F. E. H. in Bay.

Springs continued to rise to 50 1/4 at 11 a.m. when the tide died away and changed to W.S.W. and then S.S.E. The tide fell of tide 38 feet Mag. treading.


Wind from N. 40° 49′ 0′ in range 5 1/2 to 4.30 N.

3 1/2 feet of tide to 11.10, about 12.30 was 3 feet at low water, which reduced it to about 2 feet at low water instead of 3 as marked on the chart.

At daylight wind increased to a Gale from W. N. W. which is threatening to make all preparations for getting under way but the wind blew in to sea and fastening masts clean to prevent for worse. Fastening masts reduced the tide to 3 feet alongside about 9, and to hear of the wind less. Reduced from 15 to 21 feet. Reduced to 12 hours.

Kept floating bag. Broaching at 8:15 a.m. in a gale.

Wind fell to 30 at mid. with the mind 34.8. 31.50. 32.10.

When it was D. E. S. Moderating with appearance of coming out from the N. Heavy cloud ahead all about.

Air pressure... 29.60. 22. W. 47. 68.

Expanding about 3 hours of Core under banked fire after drifting the Bar, fell to 39.15. at 7 P.M. When the wind which had made

noted 20 much noise to 154, down to 31.15 by 81. P.M. and when not nearly 5 feet. Red. Fall the squadron, the Bar then rose at the rate of 3.5 inches forecast with light rain.

At the change of wind a light streak after rain and

had notice of a change into 2 hours before taking

10° C. Came in form 15, indicating a 35.8 blow outside.

Bent port sheet cable. 32. 25. Match. Furl. Tried to the wind.

F o c. 40

Fresh S.W. winds and clear W. Side rolling at Sunlight 3

Knots alongside. Some deal, up to 9 a.m. Whale about Washington

Shark water 15 feet underway. At 11 hour up 3 hands 4 1/2

1st Harrows which are reached at 12.30 1st at 1.25

3.25 20. 4.20. a.m.

Anchored abt. 12 N. 47° 56′ 14′ W. by E.

25° 49′ 35′ 1′, 10′ W. from Rom and.

Elizabeth in range with center of the 10th 19°

Magdalenan dist. 24.9 miles to W. and E.
With about 70 sail and 700 men, made 7 knots against a fresh SE wind with a tide of 4 knots averaged about 11 knots on a straight course.

Discovered a blemish in Mr. Philip's Bay to the SE, upon which showed English colors. We also anchored off the Jetty two vessels, one of which was entering the T. of Trial, that pointed upper was a common vessel with the T. of Trial to the E. of Oregon point. Then came down a sandbar to 50 ft. and put out of sufficient distance midship looking directly into their guns. Wind shifted to W. and the fresh side felt fresh. I appeared but little advantage.

Royal Roads to Sandy Point

11th 1st day of May

The party, landed. Came near with the wind at the head. At 8.30 got underway, held to the 3° 31' N. previously boarded the Chilian armed schooner that proceeded us. Under English colors, the informed us that the ship spoken yesterday was the English Surveying ship. We anchored in surveying these lands, that she was herself last from Plymouth and is intended to run between Valparaiso and one of the Chilian ports on the Pacific coast.

At 11. Am we came out fresh from 5° 11' 39" N.

Bar last measured 16° 59' 52" N. 10 miles from Cape Cook Art 7.20 as the light ship at the E. of the Chilian point off the head of Sandy Point.

The Governor of the Colony came on board to pay his respects. Gave me the pecuniary of their coast mine about 10 miles in the interior and offered me a horse to visit it. Required that it would take his dispatches to the Port of Valparaiso and submit a request to do, and he in return promised to furnish me with some fresh beef for the crew. Gave me 100 in search of the guns on the shore on the beach south of any known to be out of sight. On board with 25 men. The tops of mountains S.E. covered with snow.
Only Settlement in the Straits

...to allow the Ingenious lore. The Gov. represented, his military besides some colonists. Many of them secured... and plenty of food in the interior. Visited to catch... and see if they could exchange... birds (Guanaco, partridges), etc. And made leave for Cocos Island, Guano.

In the destruction of property here set the greatest regard was paid to my nationality. A 12-pounder was fired down through the English Consul, and the Viscount himself was received and fired at a number of times. He, however, escaped in his own boat. There were no American citizens or property 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 belief of the officers and crew continues good. We should be in Valparaíso by the last of November, notwithstanding our unexpected destination here....
CHICAGO SOLDIERS MUTINY
AFTER BATTLE AND BEREAVEMENT
VICTORIOUS SLAUGHTER IN REVENGE
FOR THE SORROWFUL EVENTS OF THE DAY
LIBERATED AND LED BY THE MINES
TO THE OLD GREETING OF THE CIVIL WAR
WASHINGTON, Jan. 26 -- Commandant of the military camp, issuing a notice to
the army, said that the soldiers had fallen asleep while parading on the
morning of the 13th, near Opa Locka, to start the attack. At about 19.00 hours,
Hoped Enclusing a Boat of Steam to allow the Engineer to repair a leaky Valve. The Gov. represented the Military force here at 50 besides some Colonels. Many of the indi

Vibes of an Indian but the Chiefs forego to trade whisky and dry Potatoes Cabbage &c. some Salt & Sheep and plenty of Game. In the river there required some vigilance to catch several of the settlers came off to see if they could exchange

•\(\text{Ve}^{\text{i}}\) s of Animal & Birds (Lama & Butter) and such Vegetables as they have for Cloth Shoes Coffee &c.

Preceded the Government for some Coffee &c. We lay a day or two which was prescribed about 2 hrs. of They were fresh better than they have seen. The Officers paid $20 for an Ostrich & others accounts $30 for a Quanaco &c. At men return in train.
Hoped concluding a belt of stone to allow the engineer to repair a leaky valve. The Gov. represented his military force here at 300 besides some colonists. Many of them having tribes families, but the colonists are poor to raise anything but a few potatoes, cabbages, corn, salt, fish, and plenty of game in the winter. We required some vigilance to catch several of the Indians came off to see if they could exchange skins of their animals' kinds (guanaco & fether) and wild vegetables as they have for clothes, shoes, coffee, but which they appear to be in need of.

14th

Clear and pleasant, but cold, Air 38° to 50°, Bar. 29.00 at mid 41.52 at noon. When the wind was strong, it quickly fell. 35° with a very slow over the high land which became rain as it reached us. Renewed the Government with some of my officials and accepted of his offer of horses to ride a few miles into the mountains to look at the place. We could have had the time would have visited the Coal Mine several miles distant, but only having a few provisions enough to carry us thither, we may remain a few hours which is the "Gobernador de Magallanes" prepared to receive us, and had a bell to ring. The horses only two baskets of poor, watery potatoes could be obtained, 50 bushels 11- a few chickens at 25c. a piece. The officers sent after ducks which were unusually tender. Fat named the country starchy, heavily wooded. Most of the trees different at the heart showing scars, signs of decay. Great efforts had been made to destroy the forest, fire within a few miles. Saw readings the tells a man to make use of the soil that was dark, sweet, and supported very rich but with only partial success. Presented the Gov. with some coffee, wine, sugar, &c. wherein was presented about 1200 of guanacos which but the best officers paid $20 for an eighth of the guanaco's at $30.

24th, Guanaco &c. At Mor. 2nd. on board the brig Pennsylvania.
Port Fanning April 12th 1671

And the Gov. came off to pay a portion of the goods bought with them a Chine [sic] and [illegible] of the name of John. Also, on [illegible] Chine [sic] with the consent of the little girl. And remittance as particular facts that were to be sent to [illegible] and their time to the Govt. which official consented to do, believing our Govt. would consider the [illegible] would approve of this not to a friendly [illegible]

At dusk 6 P.M. hauled up into the deserted Bay of Port Fanning and anchored for the night in 7 fathoms. Soft bottom & mud. At another watch - quiet night.

Very anxious that we should let him have one of the ships figures.

13th

And the officers to get underway by early next day but there was some delay in an of the Chine coming up face of the wind, showing that there is excellent holding ground. And it was not until one of the Consideration of selecting place for the 1st Settlement. At 8 A.M., it doubled round and forward (the Southern Cape of Cape, as Cape Horn is of long the guns) and at the mouth where both ships are anchored.

The wind being E. and F. and the sea in a perfect setting from the west, as furnace Port Sevilla at 2 P.M. and came to in 7 fathoms hard and bottom just outside of the mouth the for. From anchor there the English Brigantine John Leagly, New South Wales, made from Scotland and bound to Trincomalee with the town's corn on freight, had just put back from English Fanning to avoid being attacked by the Indians in Canoe. Engaged to take some coal from the mine but finding it of a very poor quality, only filled up 12 bags of sand loads.

11th Land, first seen, is off Fluent his price of paces, but he asked the price of 30 mil of this, and the rice to spend covered with snow, and kept strictly while store, and as good. No human foot steps and ever disturb them. Present from to beware of some of these the sons, rose to 6 A.M. a few moments. Spend a quiet night the English.
Note

On Monday 10th of Jan. we took up at Laguna Partida and some 100 miles from the entrance of the Straits began to feel the Pacific Ocean sink, which caused the vessel very much when we doubled Point Cape Seward & stood for Cape Philips—on the interior the Indians showed the Natives on the Eastern shore some 10 miles distant built a large fire. After the rain 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.
Report of Coal Account, Engineer's Department
Expended in ship's galley during past week 245
Expended in Engineer's Department - 8 tons 530
Total 9 tons 740

Remaining on hand - 200 tons 1098 lbs.

Respectfully,

E. B. Robie
Chief Engineer

Capt. George F. Ewing U.S.N.
Commander U.S.S. Oregon
Two miles W of our anchorage at Playa Parta
and soon 60º 00' from the entrance of the
Arroyo began to feel the Pacific swell
which caused us to roll very much. Where we
double- rounded Cape Pan and stood for Cape
Philip as we entered the steep headland.
The natives on the eastern shore some 10
miles distant built a large fire.
This fire men did also on the morning
subsequent when we were about to leave
Deep Harbor. The natives had disappeared
or did not show themselves for some
days on.
Port France 13th to 14th

Captain. His wife very glad of our Co. So once or twice on an of the possible demonstrations of the natives to the west and center, reason (the being short handed with two Chinese prisoners on board) as promised to take the low on the morning gave the general of course of several vessels of war including those under the command of Commodore Rodgers, Macedonian, Warrior, bell, and Tuscany, pointed on pieces of board, ordered to a tree on the little reservoir that shall have a junior Bay. Sailed the 22nd. The signal lights were seen in the Strait to the west and shrill the natives might embark on an attack upon the English Brig during the night. Had our small arms loaded to protect him. Friday 3rd. Noon. Bar the landing between 29.77.47. 44.61.47. W44.88.

Playa Parida 14th

At early light up steam. Here up to look the English Brig in tow. More gradually occurring from the N. N. W. M. Bow, N. W. W. Swede, with occasional rain a bit. NW. 4 compassing about 5 knots per hour not feeling our low much. But other were Red Beach had to blow down several lines so of some arrangement in the Macau. As from near the shore, we feared would have to look off our low, go back to Playa Bay for a shelter—just east of this the entrance leading to the Prieto Water. are met a number of Canoes filled with men, women, & children. Some of them were going. There are 6 to get on board, whooping and yelling like Wild Savages, as they are, and grasping at the lines we toss to them, but we were going to fast for them to hold on. (And the steam having gone too fast some neglect in firing that I could not slow down or stop for fear of not getting the engine going before it would have taken a long time for turning). But all the men were there. One deprived of an arm, giving more satisfactionly the savages that inhabit this disolate region who stand among the lowest in the scale of human beings according to many varieties of savage life.

The men had only a small covering of shirt. The women mostly girded with nothing on their heads. But looking about thirty
May 23rd. Magellan Straits. Sunday, 12th April.

They all manifested great disappointment in not getting on board, & were exasperated that they were in such a condition that could not gratify them for 2 days. The weather in regard to their people which I have often seen before. Much excitement upon which would soon kill most of my civilized people at home - Read Divine Service.

Finally, reached the exposed backwash of Playa Linda about 3 P.M. and anchored at 7 P.M. Would settle within a catalina of the peninsula that sheltered the inner cove. Which ships have easily reached the best from the narrowness of entering. The ship’s probable delay of setting off in the morning from here as of the last stopping place the names of several of its ships that have stopped here for shelter. Winnipeg, Woodworth, etc.

The English vessel Anchor, however, sent a boat to mind him in hunting in his bow and letting out a line to be ready here on shore. The Master came on board to express his thanks & desire of his wife (which get me a sketch below in a narrative) for theaid I gave them. The former day it was more than I would have expected from his view of our position.

On either side of the Straits were high, rough, and bold mountains with miles of forests, setting Valley apparently horses, hundred feet deep, and forming a very flat, table-like expanse that is seen by a very few of the human race. Approached very few perhaps, that witnessed this grand display of our Maker. The many small & clear fresh water gathered from the many springs about to a large mussel add to their pick which furnishes the Office & crew a meal - they compose the principal food of the sailors of this region. And without them I doubt if they could exist. Their trade hunting had been quite much -

Bar Van, but now to 30. 8. having our 4 to 50. March 14th. A.3

15th.

Several clouds hanging over the more gentle part, helping them out occasionally, the capital sun was shining, when day was fine. 5, 8 5th. Lights in the morning and gradually increasing to 700. Wallace by Mr. Stilwell being in!

From 5 to 10 a.m. with about 8. 40. Wherein the Engineers & E. delayed about 12 hours when it
AMONG THE PATAGONIANS.

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

The San Francisco Bulletin says—Three or four days ago the schooner Hutchinson arrived at this port, having on board Joseph Lottitz, 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 Lottitz was engaged. The captain, hearing of the loss of the Propontis, went to Panta 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 50 deg. 41 min., longitude 72 deg. 36 min., saw two canoes, 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 bailed 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.

Lottitz 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 savaged 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 Lottitz called “rubber.” At the end of those three weeks Lottitz one night contrived to shuffle off his boots. 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.
AMONG THE PATAGONIANS.

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 loss 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 73 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 bow 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 armed with tomahawks, axes, 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 seized 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 "plubber." 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.
Cape St. Mary's, deep Harbor in the Channel.

Proceed the ship paying off before the wind. Set before sail, took the English brig following as soon as she was abreast of the lander. At night, the English brig made off, and was out of sight. Proceeded Cape St. Mary's at 2 P.M., and at 5 coming on, thick and foggy, ahead with a strong reefed sail in deep harbor at the entrance of the Channel... 

Not finding no sound when once more... 

2nd day. A strong wind opposed the features of the ship moving over, but eventually, cleared. At 2 P.M., the Channel via the entrance. When I let go the port anchor, I could not bring the ship into the Channel until it had moved for 85'. Which finally brought the ship up after which we were 110', which just allowed me to issue clear of a crowd... 

...to keep a little more clear of this... 

...as the wind was gradually dying away as has been usual with us at this time of year. Since the winds were light, I... 

...afforded great amusement to the officers and crew... 

...a variety of presents like those previously... 

...were made Seacoach &c. &c. which they esteemed for reasons they appeared... 

...as northerly were discovered, also several dogs which were left on a small island near... 

...to a ship by the Spaniards...
Very little about the latter luxury. The smaller about 18 months old was working on the paddle - the boat was composed of pieces of wood bound together by pieces of canvas and asphalt. Light engines, but not by machinery. About 15 feet by 10 feet. By night a light

The days werepleasant in the late of the tide and the wind was in connection with the

I could not see the anchor up which was a very delicate operation. I feared that the anchor chain of nothing more. But the ship engines, served me in this

This situation, as far as I could be by 9:00 to 10:00 a.m. ahead with barely room enough to clear the left point when

The anchor being lifted to the S.S.W. now bearing

to the N.W. W. W. 28, 10, 29, 12, N.W. 7, 59, 97

Ship making 12.00 miles to under way. S.W. and with the

At War, took our departure with the following crew leaving.

Cape Pillar S. V. 1. 4. The variation being 23.30 every

N. N. E. 20. 20. The apparent moment of

N. S. E. 7. 6. The apparent moment of

I am very much disappointed to feel myself

could not say the position of the ship leading both

As of now, but I find myself in the midst of the

which for some reason were most difficult by the Bureau of Navigation with the exact time. The

I sought shelter in this, for it was not visible. Have therefore

not felt qualified in risking the ship for the sake of a more

pleasant passage to gratify the officers who have not the care of

the management of the responsibility that attaches to me.

During the night, the wind had to the E.S.E. during

Sail long scoops from 5.00 to 7.30 o'clock. The

Forecast mean wind main.
South Pacific bound to Valparaiso Chili

Apr 17. Sailed 31.5° 39.3's l. 78.41 W. 18.31 N. Bar. 203° 218 W. 14.

09.10. 22.40. 35. Nov. 24. 120. 53. 00. Vessel

Capt. J. B. Ball said the vessel was under 6.26 hours
from 55° 31' to 36° 01' in 6.26 hours

we could make about the same 7 to 8 knots with the aid of

Wind from NE 15-20 Rev. They partly consisted with Cams

and Clouds. Severe wind about 6-8kt.

Wind out of the North in a true west by North course at 17.42.

and Compass which was subsequently changed to No. officially to

97.45 at 6pm 2100 0.20 Bar. at 8pm 30.5

Wind moderate during the night

15°

Omin with light 5.3 NE. Winds for frezion from SE. 4000

00.00. 28. 0.8 54. 0.8 52. 0.8. 51. 0.8 50. 0.8 49. 0.8 48. 0.8 47. 0.8 46. 0.8 45. 0.8 44. 0.8 43. 0.8 42. 0.8 41. 0.8 40. 0.8 39. 0.8 38. 0.8 37. 0.8 36. 0.8 35. 0.8 34. 0.8 33. 0.8 32. 0.8 31. 0.8 30. 0.8 29. 0.8 28. 0.8 27. 0.8 26. 0.8 25. 0.8 24. 0.8 23. 0.8 22. 0.8 21. 0.8 20. 0.8 19. 0.8 18. 0.8 17. 0.8 16. 0.8 15. 0.8 14. 0.8 13. 0.8 12. 0.8 11. 0.8 10. 0.8 09. 0.8 08. 0.8 07. 0.8 06. 0.8 05. 0.8 04. 0.8 03. 0.8 02. 0.8 01. 0.8 00. 0.8
Thursday 18th April

Good Friday passed quietly as a rolling ship would allure.

Afternoon the SW by SE 4-5-07 made 29-16 80-10 3-10. Stopped 14 3-0-0 SH 88-37-50 showing a very strong E SE Current which the ship was exposed to have kept more to W SW. Considered it the Bar remaining high did not reduce sail at 1am 5 00 am gale. The wind veered as a gale from SO to NE with rain & hail and a very cross ugly Sea. Decided to stand to windward & hold sail.

Sunday 21st April

Bar which has remained in S E S W for many long hours. Started up at day light to the wind W S W. Sailed more to the E S W of West. Made all sail. Sea occasionally coming on board. Shaping the deck & continuing W S W at 10 am. Temperature of the sea rose to 35 which I regard as a sign that the bar the entrance the Humboldt Current is not the coast to the N 58.

Read Devine Service. The Albatross of which keeps us company. Occasionally sighting a warship to the S W

AM

10 S Long. 30 32 17 36 31 30 31 43 33 33 45 35 40 Bp

From 43.53.17 to 38.34.50 Banker ferry 13 miles.

Shaking sea S W lease of said. Made due Consequence 22

Lat. 43 34 27 3 Long. 30 34 53. 6 3 Bar 30. 6 4 6 7 N 26 54 S 20. 2 168 8 2 3220

Sea going down sick list.

Maid light & offing got up clean at 3 00 am a gale from the W N W and Mr. Steffin & H. H. making about 7.00 am under all sail. Heave Mr. H. & Mr. W. being on deck with small arms. Gun 12 hours been served in the mid ship below. Preparations made for good night man under all sail.

23rd

Maitly minds. Proceeding before with all sail.

A Sea near Robinson Crusoe Island bound for Valparaiso.

Sat. 39° 50’ N. Long. 15° 27’ 35” W. Bar. 2046 A. 81’ 50” M. 7.
28 20 PC 145.27 21 35 PC 181.7. 16 Dec. 13th. 10 R. 3010 Guns deployed in getting ships ready for port. Every body appeared to feel the benefit of a slight change in the air & pleasant evening of ship.

Mid. N. in force gradually turned more to the E. Sky partially cloudy. 0° light sprinkling of rain. Moderate sea in our favor.

Came up to 255° expecting to feel the influence of the Northern or Humboldt Current & approach land. The Abbot & Stillkeeping Co. saw a school of sperm whales & a whale at 25° 38’ of W. the first seen in the Pacific.

Sat. 39° 50° N. Long. 15° 27’ 35” W. Bar. 2046 4° 57’ W. 62’
28 M. 35.79 29 PC 17. 1. 55 W. 50 210 R. 25 00.

Continued under all sail but the S. Sails during the night and steering W. & logging the most of time, averaging 4-7 100's p.m.

Heard guns & touching up both Ammunition Cots.

Rest. 5. C. Winds & Sky partially covered with cloud looking south & Amalfi Clouds some Southerly wind.

Wproceeding scrubbing decks & Samuel Scott large sick.

Sat. 39° 50’ N. Long. 15° 27’ 35” W. Bar. 2046 4° 57’ W. 62’
28 M. 35.79 29 PC 17. 1. 55 W. 50 210 R. 25 00.

Continued running in for the land during the night & with good look out having reduced back to double reef & very close head wave. Not sea indicating a canvas for again as at times partially disagree & being Relp.

At Dusk light had the coast of Chile in sight ahead on both shores that about 25 miles or so on either side of it familiar & sea moderately. Boats near this time 3' get tackle ready for letting go. At 10 is Kiff up for to come up & take the watch. Then from & redoubled made to the coast of our port. Soon after anticipated having been less affected by the port to which we went in with the Casterhead deseased to expect. We soon

20 70 45.30 at 1200 kept away W.
The Chief Engineer's Quarterly Report ending March 31st
Meeting during the quarter, there have occurred in the boilers and machinery the following:

On 3rd, 6th, 11th & 14th of March, the firebox of No. 2 boiler, No. 2, was overcharged with carbon, and the overcharge was continued until after the boiler was full of water. The pipe of the main boiler was cracked, and the boiler was out of service.

The main boiler of No. 2, No. 3, was repaired by removing two of the tubes with two sections of the pipe in each boiler.

The water in the feedwater tank was found broken, and the substance was cleaned with additional water.

The auxiliary feedwater tank has required frequent repairs.

The auxiliary feedwater tank has required frequent repairs.

All these repairs have been made by the Engineers' Department. The total time occupied in such repairs was 731 hours.

Note: Incoupling of Sea Service, repairs from 1st to 20th, the boiler must not have too much headway, as too much speed may be uncooled with more speed during the repairs.
Valparaiso 27th 67


Chilean  Peruvian  English

Columbiana  Bapho  Comite Frenich

Day chow

Look following Crow. Beating
Signal No. 3 38 W. p. Canopy, Pedro H. 63 6

Rages 112 feet. Head W. 60 W. 60

Felt the place much colder. Sailing eastward 14 days ago. Only one name (in Page) that was recognized among

Spanish Agregados.

Mr. Oceana said, Locker, the officers have returned home.

My former wife, Berta, engaged to be married to the daughter of Mr. Brown, former from the 11th, and one of the New

men of the Place. Larger One of the Chilean. Penance

With cap. of the British. Dispatches for this Port.

The U.S. Guadalupe, Lewis & Thompson came in and

asked permission to anchor, having no means for 25 days, and ask for 25 days, safe here bound for San Fernandez.

When a survey upon the same.
Valparaíso, Chile, Sunday April 28th 67.


And the Chief Engineer & others examined the different
varieties of Petreman's legitimate Coal in market here
(also being sold as Coal. Supplies, but not licensed for sale) & reported that the Cardiff English Coal was the best in the
market. It was to our Martin Delivers that the price forc
was $16 per ton with a 10 cents additional per ton
for bringing off in September. The latter 48 Indian tone
were supposed to be sold at half the above price per
and for about $5 per ton delivered. But the minute, but it
was not rapidly, produced great trouble. But it is poorly
adapted to the Martin Delivers. But it is better suited
to nearly all of our men of war. And there appears
no economy in buying such as the different dealers,
English Cods for sale here at prices ranging from 8 to 16
& we have ordered 170 tons of the best Cardif which
won nearest to our yard. And the Coal we will
Cost delivered alongside in depots at about $2500.

Log Per inspection. All the Service details

Mr. Bro at the Ship, Coal Wood, fire & water, &
Prop. Money etc. & officers Pay, etc.,
The English Frigate Topaz. Our Cleaning
Visit from Consul, cost about $90 to offer the usual ridicule.

29

Light airs of pleasant sand. All on the inside
The little Mr. & Mrs. met in the streets of Magellan
 Came in & shook hands. The former's son died at the
same hour. Employed Council & sprucing
rhutlina. Had a very pleasant ride about the
fortifications up to Signal Station 300 feet the Wells
with our Consul. Mr. Black, who furnished me an
good horse.

Came to Peace of H.B.M. Ships.
Topaz came on board to pay & official visit
Appeal re-visited Is. Mendi. Thompson of
The Cog Dive. I told for a load for Mendi &
Top J. Mark. Ordered Wood, Water, Flour, Bread &
Beef lots purchase as husten we can do some.
April 30th

[Handwritten text is not legible]
Valparaso May 1st 1867.

Mind was contained please. Arrived over the mountains of the Andes. Rose early, saw company with Mr. C. and Mr. W. left the city at 10 a.m. I rode on the city of Santiago before breakfast. Reached the city of Valparaso at 7 a.m. had the whole of a first-class carriage by 2 p.m. and after another short ride reached the half for extended boat to Valparaso. On board $20.

Arrived that the Peruvian Consul & Admiral C. had visited the ship during their absence.

1st Mr. H. Navigation. Financial.

Weather uncertain, pleasant, southeast wind outside, but so calm under the land that the ships have employed a day to tow them outside the harbor.

Mr. H. in the Pilot's boat who had a first-class carriage aboard and a specimen of a barque that was brought up from the other of his ship. While towing on board. Wondering how to tow on board. The work of about 1 year.

Also called upon the British Duke of York's Consul, sent an officer on board to order one aboard. Scared Mr. W. that Mr. W. was in a state of suspension and the stowage and he was not ready.

Sent to another vessel. Said there was a ship to have a few dozen on board. The Consul had been promised, orders had been given. Telephoning ship by the tender. notions. Mr. W. had a few dozens on board. Mr. W. had been promised. Orders had been given.

Rec'd from these 153 bags of Cardiff $3.13, 20 Mozambique $2,000.

12,000 lbs of beef (about 1400 bales of Card) - 47

30,000 lbs of beans - 570

300 bales of rice - 1,500

900 bales of flour - 1,830

Negotiable for large companies 2160.

The Peruvian Chilean Squadrons the tents on shore fired a National Salute. 21 Guns. At Mrs. Mill's, E. of the battle of Callao one year ago with the Spanish Squadrons on the sea. They claimed a victory. Also reverses the flag. Ship of the Peruvian Squadrons lying close in port of the National Flags of the U.S. England & France. In the order here named.

I hear with a fog in the morning's appearance of a Change of W. Several vessels sailed passing them. The Health Man of War Mr. Dayden for Habita her Queen called upon me before his departure. Employed getting out board. Noodles preparing for sea. Ship under sailing orders. Sent several officers on shore in search of the two missing men, with a description list offer 100$ reward if delivered on board.

The Spanish Steward Jr. Other, Col. Messing. We lost mode out with Mr. Thomas, the doctor of Mr. Edwards. Wife and spent the evening at Co. With several of our officers at his house.

Ensign holding apprentices and agents. Straight to board a ship. Sailing to be one of the destroyers (coming soon 30) that had came from the U.S. Jacks to a room where he last saw. He afterwards arrived. His beloved was a young Constable. He himself that he was a descendant of a very Service told him that he had been taken in which he declared that he made a no duty. He was then ordered in conference.

Pleasant. Com. with light from St. Bronze. Jan. 30. 1871. The French Frigate. Victoria. Armin. Under leave 18 days from Dallas. Command home in where 25 cent a foot to offer the usual优点. I was informed that they had been taken by an Indian on Clark's farm bound home. The English Cow. D. settled at 2 AM. Salute with (5 guns) at 8 AM. Which they returned at 11 AM. Salute with. The
Vallparaiso to Callao  Course 11 W. 10°  Comp.

On June 10th, 1847, I went to the Market Bazaar and

asked the Chief, who was a merchant, if he had any

deserter from his ship. He said they had a deserter

with a request to his master that if the officer in charge

of the sailors were caught, to have them executed. I asked

him to let me get into an office at 11 a.m., as I could

not stay past the shopping hour. And at 11 a.m., I

went to the office of the Bank of England, where I

found an English official who spoke English. I

mentioned that I was an English merchant and

wished to exchange my notes with the authorities.

At noon, letting the fire burn out in the bazaar

and taking our departure, the light house bearing S 74°

E, about 6 miles, gave us the S 74° E mark

light from N 3 W. We stopped going at the

wind, with a NW wind, 36 knots, which continued

throughout the night, wind NW 73 variable.

Sunday May 5th

Wind NW, weather unsettled. Skies overcast. Slight

westerly breeze. Hove to at 11 a.m. We left

St. Vincent and went to the West Indies where

we docked. We went to the West Indies where

we docked. We went to the West Indies where

we docked. We went to the West Indies where

we docked. We went to the West Indies where

we docked. We went to the West Indies where

we docked. We went to the West Indies where

we docked. We went to the West Indies where

we docked.
May 6th, 1869

The court convened at the trial of Ed. White and J. A. W. for keeping a vicious dog.

The court was composed of the following judges:

1. George Golding
2. E. H. Rice
3. H. A. Miller

The court found the defendants not guilty of the charge.

Other entries include:

- Weather: Sunny, temperature 75° F.
- Events: A horse died during the night due to exposure.
- Financial transactions: Cash received, expenses paid.
At Sea May 10th 67, Bound to Calcutt.

Light S.E. Trade, great cloud, with occasional clear sky. Dr., 43. 50, 13. 50 Port Dr 17, 44. 30 W. Dr. 30. Dr. 11, 30. Dr. 22. 50, 23. 00, 28. 50, 28. 00 W. 170. 50 R. 37. 40.

Sawed at position's latitude - Touched up with paint.

As above, mind wind to B. B. & gradually increasing
Paint Boats - All ready for departure. Course to S.S.
Lat. 34. 50, 31 Long. 27. 57. W. 220 R. 37. 20.

Sunday 12th

Fresh trades, veering on other side of S.S. dwell
The Albion have left us. As the last two days were very
accompanied by the little mother of the chickens.
Lat. 32. 50, 28. 43. Long. 27. 26. 35. Bar. 30. 18. A 60. 67. W. 60.
Dr. 31. 34. 28. 50. 13. 50 W. 110. R. 36. 30. Bar. 10.

As above, more moderate. The weather improving.

Sat. 56. 51, 7. 25 Long. 1. 77. 37. 35. Bar. 19. 8. 5. 30. W. 60.
Scrapping painting 50. Scrapping as well -
Some weather so as to windham. Current of 14.

As above, Game. Var. improve weather in sky again,
Somewhat still as usual. - Current again.
After, altered the course to 80. To windward of the ship
Sailing with an average of 10 to 12. 76 miles.
Little Peat (Wheeler's Clark's Chickens) following on high.

Wind is W. Contained much on the scene, with less space and
but little variation of the Barometer 36. 41. 70. W. 59.
Leaving down the river at 11. 30. Dr. 14. 10 to 15. 00.

Dr. 33. 57. 23. Dr. 6. 57. R. 78. 8. Virginia. abt 16.

N. Island. P. Queen N. Y. 58. & U.S. Line. N. Y. S.
At the Coast of Peru May 16th, 1857

Lot 14, 12. 29. 58 Long. 21. 17. 34. 35 West. 38. 6. 41. 16. 46 East.
24. 30. 5. 3. 22. 200. 19. 20. 26. 34
Hauling up at night, fog, low wind, saw no do, but in direstra
sion, heading on Hake water quiet, no signs of signal
no ship or signal. 2:00 A.M. got a tern, describing itself sailing scarabaeus for
some distance. 3:00 A.M. at 3 knots heard about 10 miles.

At 3:20 P.M. fog lifting, found ourselves about 3 miles to the west
of spicer. Pd. to the 59° 3' of Sandresca Island. More ships
sailed ahead to the N.W. (30° 56') to reach the Valparaiso
Islands. Got 20,000 pounds of salt alone. 3:00 A.M.

Sailed around Sandresca Island at midnight, and
sailed into the Harbor of Callao with a light Southeasterly air
and some haze all around. The fort here don't burn, but

Continued sailing in tow, a thick Middle fog gradually
showing our water until 2:40 P.M. when we cleared
up and anchored in 30 fathoms.

At Daylight fog lifted, discovered the shipping down
50 fathoms about 2 miles to the S.E. of us.

Sailed into Callao, up from a distance of 2 or 3
fathoms. Made all sail. Proceeded our way through the fog
and at 1 P.M. came to an island, the only boats were
in the City is close to the N.W. The Captain Reader
asked for our store ship. Told him Cpt. Reader,
was visited by the Capt. of the Fort. An officer from the
French Combined ship. The name of the officer is Cpt. B. finding a dinner present handed down his flag
and his party going to Panama with five vessels.

At 3 P.M. Mitchel, all the ship's sails 3 & P.M. stoppage.

Med. Trade, after the light wind of the South and
Calima. South fog & slow at night, sometime late in the
morning. Made an official call upon the Governor
of this Province whose headquarters are at Callao. Bogy
was accompanied by our Council. Macauley & Mr.
Cheek. Seller. As interpreter to our American
Crown & the Ton expressed the intendment of saying,
The ship Arick arrived to 2. me around the fest. capes of 3. months to day previous— Also called upon the French Admiral whose flag flew on the Five and Forty frigate "Belanger" of 18 heavy French landing guns. Also upon the decks of the "Mayflower" and finally divisi with Cuando Braso on board of the USS Federation of which I was an officer in 1849. Came, arrived in our town zigzag.

Sunday

Wind N. W. and the same Bar & Temperature 60 varying here but little throughout the year. The Bay full of fish & sea foam. Several ships arrived for departing daily, employ chiefly in the Guano trade. Two Inspectors of Native Service after which the Armed. Secretary of the Office to visit Lima and a draft of men left with their stores about 23, 435 men.

The English Mail Arrived from Valparaiso by the Sir John shown over Tuce & stating that he had caught a Fugu. in Peru but no signs of the men. They described to our noisy port before unloading their accounts by the English Mail Arr.

The French Admiral's Club paid a Visit.

As above—Employed about the rigging, breaking in & cleaning the Hold. Preparing to receive crew. Spent the evening with our friends family. Some excitement in town at Lima on his of an expected Revolution which apparently be the Normal Condition of this Country. The former President Castellano who is well bred on 30's popular with the lower classes has lately landed from the English Mail Arr. with a small force of Ancien 2.45 y. ago is opposed to the present Govt. under Prado. The war Minister thinks is an honest man trying to redeem his country.

As above—visited Lima with the officers came dagen our President Don Harris took a room for the night at the "Casa" Hotel on the Plaza. I attended a pass opera
At Callao.

As above returned to Callao in the 10th train of cars (the most civilized & convenient vehicle) $3 per trip for 6 miles. Officers' uniform & price under the charter.

Arrived the Pocahontas. Int. J. Burleigh had arrived from Panama during the night. Having placed all the money from 10 to 15 Mens' of coal p. 24 hours.

Most of our prev. letters on board. Malagasy p. Lon in a tanker Coal $15 to 21 p. 100. etc. to quality. Wood very scarce at about 20 cents. per lb. S. English mail dispatch for Panama 2st. letter.

As above arrived in Mor. a meeting with heavy rains at night & sometimes clear during a portion of the day. Brev. 30th. A. C. 10 30.

Dr. E. visited the French ship (associated with Capt. Cameron) & learned with him in Co. with the Consul of the ship. - Be a Queen. From one Consul, stating one of our ships had been surprised & its fire, injury to public property. - C. Saw the Indians back of them. The old native left to deliver the dispatch at half past 3.

As above but clear at night with lightning & the French Consul came visited our flag ship. -rossovered by a guard of the British fleet & the French warship.

Our Minister & Mr. B. of Legation came. Also our Consul Mr. Colley. His wife came here visited this ship. Capt. J. D. from Brest was Colman's did not with the English about sailing, making his home & most & openers & so. Stated to the sail maker of the Pilot ships for all ships.
Callao May 25th 1847

Light Land & Sea breezes S.E. wind occasional with
some fog & cloud. Bar. 30.87 30.8 30.9 30.65.
Ships & vessels departing arriving one of the latter
from down the Coast. Word a report that the south
chance is all in favor of the Revolutionary President,
Castilla. He has another good voice & presence
which may make President Paez, who is too honest, too
too popular in this Country. After some time to
Serenade & give him a Medical survey. The following
1. To send N from Panama,
Geo. Preston D.M. Pa. aged 57 Demed & fed by
John Haines 20, F. Belot 24 destined in next

Sunday 26th

Light W. winds all pleasant. San Lorenzo,
Montana a little foggy. Bar. 30.3 30.7 30.66
and Precipitation & Service the other.
And word of the Admiral C. look Len with him
And fought over the battles of Charleston again.
& President Castilla getting a good revolution to the 5th

As above Visitio Sen S 30 first class shipwreck
with water & ice. F. Ashwell & Co. 20. 2nd A boarded
or about 21 inches. Z. of Fine Water 3. Oil 2.94 to 3,
pettigrew. Our Drifts & wind & still about 3
8th following Mon.

Beat all sail

John Fisler 65 having died him 4c B. (Sunday 50)
This Deaf 

Charles Addison 22. 60 yrs.

Which 6th state mark as long discussed this account
With the Admiral C. since being ahead getting
Home during the evening. But 9 am leaves
Home into the sharp wind. 5th to Panama
In 4 hours Cape H. & Westerly wind from our
Westerly line sent off from Panama 2d Westerly departure.
Here & west of Leeward Islands. Ready this morning.
Death & departure.

[...]

[Further text not legible due to condition of the page]
May 26th - Bound North W. W. 10 M. W.

Left 26th mind particularity, nothing secured. Sailing with small forecast under towards Nor. when the Sea became so rough as able to get a Mr. All. which showed but little current. Later that evening (6 p.m.) having shown some 10 miles less than the reckoning.

From dinner, and stopped for part before making highland seen in the morning. Watched 11 1.5. 15 Oil. 16 1.5. Rangs. 23 Wadd. 1.2. 200 Rangs. 3800 Cables.

Wind southerly to the north-east, very little change for the rest of the day. Sailed for Camagney generally found in Panama Bay.

30

As above, the wind veering off the land at 8 o'clock, the morning 3 5 3 10 55 to the evening 3 5 3 10 55, also the evening 3 5 3 10 55, pleasant. Exceeded thru S. Cloud. Windward upon the report of the C. O. from the shore. To assume this day's state of the wind including the change of the direction, the north-north-east.

Bar. 50. 10 12. 1 5 7 11. W 676 706. N.W. 621.

Lord at 9 2 17 19 20 16. 1 5 10 30 45. 1 5 10 30 45. Course NW N 3 22 1.5.

Found a change of 3 17 3 degrees less in the northerly direction of the wind, a change of color from blue to gray, with less violence. The current number 278.95. at the 24th.
The Naval Ability at Callao.

The following letter from Admiral Rodgers to United States Minister J. C. Ingersoll, in relation to the difficulties arising out of the refusal of a Persian naval commander to yield the usual tribute to the officers of the American government when the latter visited the harbor of Vaparos, has been sent to the House byway in this:

United States Minister to the

On the 3d of March, 1846, the American naval commander in the Persian Gulf, Commodore Rodgers, wrote the following letter to the United States Minister at Callao, Mr. A. J. Ingersoll:

 Commodore Rodgers to Mr. Ingersoll, 3 March 1846

I have received your note of the 26th, communicating the decision of a board of officers of the Persian war, consisting of five officers, to require the officers of the American government vessels when the latter visited the harbor of Vaparos, to pay the tribute customarily paid by the American naval commander when visiting the same vessel, in addition to the usual duties of the officers. I am also informed, by the Persian government, that such a refusal of tribute would be considered as an act of hostility, and that the American naval commander would not be allowed to return to the Persian Gulf.

The Persian government has been informed of the decision of the Persian naval commander, and has requested the American naval commander to return to the United States.

I have informed the Persian government that the American naval commander would not yield to the Persian naval commander, and that the American naval commander would not consider the Persian naval commander as a law officer of the United States, but would consider him as a law officer of the Persian government.

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**The Pennsylvania Railroad**

A telegram in late evening's Bulletin stated that the railroad company had sent down to the headquarters of the Pennsylvania Railroad company in New York, by 4 p. m., the golden spike that will be driven to mark the completion of the Pacific Railroad. The spike is to be driven at about 9 a.m. on Monday. The photograph of the golden spike and the initials of President Grover Cleveland are engraved on it. The golden spike will be driven on the Pacific Railroad in the presence of the president and other prominent citizens of the country. The railroad will open the way for the immigration of Japanese into the United States. The photograph of the golden spike and the initials of President Grover Cleveland are engraved on it. The golden spike will be driven on the Pacific Railroad in the presence of the president and other prominent citizens of the country. The railroad will open the way for the immigration of Japanese into the United States.

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**The Territory of Maguana**

Every man who goes to the coast of Maguana for business or pleasure should visit the town of Maguana. It is a pleasant place with excellent water and good climate. The town is located on the coast and is surrounded by beautiful scenery. The climate is mild and the water is excellent. The town is well supplied with fresh water and has good transportation facilities. It is a good place to visit for both business and pleasure.

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**The Railroad Industry**

The railroad industry is one of the most important industries in the United States. It is responsible for the transportation of goods and passengers. The railroad industry is also important for the economy of the country. It is a major employer and it provides jobs for many people. The railroad industry is also important for the transportation of goods to other countries. It is a major source of revenue for the government and it is also an important source of revenue for the states and the municipalities. The railroad industry is also important for the transportation of coal and other minerals. It is a major source of revenue for the railroads and it is also an important source of revenue for the coal and mineral companies.

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May 10th, 1867

Light variable and pleasant. Weather clear. Sky partially overcast. Whales Porpoises seen 
South about - Exercised gun oversboard.

Fare the Deck to the Mid. During the Day.

Sat. 15th, 5 Augus. 31.33. 15 Bar. 36.10
80 LTR. 31.16 25 36.05 46.17.49 W68.12

Having a current of June 15 miles against ast.

Flashed deep Book. We have forehand for some

Sunday.

As Mrs. off Poyta dek. 15 miles with British S. E. Trade at pleasant

Ten Inspection Divine Service. Articles of War

Master - saw a whale. Course N from daylight until

then headed E by 15S 30E in search of the Whendell Breakwater made

the land about Cape Blanco. 30 miles. Changed his Course to N. 15S 45W. Line.

Mild. More moderate. Skies running to S. 8 West of S. Sea

South. W. pleasant. Sky partially overcast. At daylight

Some 20 miles from the Swan at the 30S 45E ofExecution

Passing Depp Breakwater to the W. East of the Bay.

Exercised at the master's discretion. Gun fired. Covered

the Bar. Break with shellies - Repairs boats.

Sat. 16th. 3, 17, 42.26 Long. S 57.32. 42 Bar. 31.12. AG. 73
35 BTR. 26.28 35 PAR. 22.24 VAR. 14.41 P. E.

At 57.30 I landed the excursion from W 10.50 X 8.85 during the night.

At about 9.30 I was in the Sea with 20 - at daylight to

Which to see the land off St. Helena a P. at 10am. I passed a

Cape with our starboard course to the light W.

Passed 4 miles to the West of Cape Santa Anna which is 3000

Of leagues paper which the Sea of Calcutta.

Rocks break out on the West of Biscay, S. S. 13. West. Bridgetown,

100
Crossed the Equator 2d line June 5th

Sat. Obs. 38° 33′ 5 N Long. by chron. 28° 40′ 27′ W Bar. 29° 16′ 30′ 8
& DR 28° 34′ 27′ 28′

The diff. above attribute probably to a current setting to the W.

The matter about S.S. but think she has been under Log.

Since land been on board fresh about and as first as seen had land leaving islands.


Thick fogs. Master McCormick made a mistake of 54 miles in S.W. which was due to by the afternoon fog, flashed mist.

Sailing on trade wind for the last few days have been from the S.E. more swell than usual from same quarter.

Water indicates gradually in temperature from 83.5 to 81.3.

No sensible Raining. Bows 0.00

Sat. 22° 17′ N Long. Chir. 80° 43′ 42′ W Bar. 29° 35′ 15′

No DR. 28° 2000.00

4° N. Latitude - Water 84.1 Aug. 8.2200 South.

Obered at large firing with small arms some lightning

Light Air from 5th N.W. with a swell in our favor.

Sat. Current off since 10 miles setting to the E.

Light to rain squalls about the Ship's bow. Very rare.

Fired inspection at Quarld. Shifting between long and short.


For two hours near fire quarter side care.

Obs. 3° 21 N. Long. Chir. 80° 15′ W Bar. 29° 90′ 83.89 W 81

25. 17. 43 L DR. 131° 43. Wex. 203 R. 12° 99

Light Var. Airs equally around the horizon. At Daylight along from the N.W. from whence we have experienced a current of 55 miles during the lasst 24 hours - As smooth

May 23. 17. Air partially over A.

Sat. bks. 4° 16. 26. Long. 79° 46. 35. Bar. 29° 36. 529. 95

20 L Dr. 12. 0


W. 210. Range 1587 Fells. Sight 12. During the night unusually many with lightning thunder. Reduced sail to 3/4 of the topsails. Lowering down the latters to allow the water to flow in after rain caught 740 Fall.
Day of Panama. Sunday 7th June 67

Midnight fair after a very heavy night. Day overcast with some sun breaks with ships in many sides about. One Steward hooked one of the largest Dolphins I ever saw & cut his hook loose. We passed him in the same part of the fish was so nearly dead that he remained on the surface & continued about with us all day. As we were coming up he claimed heavily backed in deep direction.

East 5° 30'. 35' N. South 4° 50'. 35' N. Course 79° 35'.

Next day 5° 50' W. 3° 35' W. Seeing a current on our favor of 25 knots.

Bar 29. 92 A. 81 W. 84. 260. Caught 840 tons. 1230 on.

Read Devine Service. Weather not favorable for inspection.

Ordinary. We arrived at Panama light of Jano.aving heavy rain. It was early morning & clouds filled up the deck of water during the morning. It was set to sea from the east after the west was not well. Proceeded South 7° 54'. NW Long. 8° 30' W Cape Malo midnight on the first bow. 288 miles distant.

Subsequent bearings at 8 PM, 11 gallons for a current of making Lat. 7° 11'. NW Long. 7° 40'. Sailing a course of nearly 1 mile per hour from.

There being no prospect of clear weather.

Monday 8th June. Am. 7° 30' Pm. Full and a light west wind. We were about 150 miles from Cape Malo. Dutch Downs at a light south wind. Proceeding in December the two principal groups of islands & the group lying to the NE of which we have steered down for a couple hundred miles in daylight to appear lying in about 20 fathoms.

Steamed into our anchorage about 1 mile off Panama in 6° 34'. 80'. Bollin 6° 34'. Beach laid 6° 34'.

The Capes Cordova, Bradfield, with a vessel with a small mail also coming up. The ship, Stevedor, Capt. Price. Two crew and an officer died also. The ship had a long distance with the only ships in the vicinity en route with the crew. Because the stars ship of the day.

Wm.
Gulf of Panama June 13th to 15th 67

Generally cloudy with minor squalls in the evening and at night but with enough rain during the day to make it quite warm and to enable us to dry our sails. Bar running from 30.10 to 30.16 and the Altimeter from 79.18 to 79.15.

We ordered up the English and French. The return of the messenger from Madeira when I had on the 13th previous evening at aMusical place called the Howard Hotel stop by Mr. Smith. But got but little sleep owing to the newly arrived about the town. The Surgeon Chief Engineer Marine officer and the Key Master were allowed to cross the Belt line. The former in charge of the 4 men accompanied by a medical officer and a steersman.

On the 14th I received from the Alcan and married the Pink lady and returned to join the Admiral but arrived too late for ceremony with the English. Made arrangements with Mr. Parker the Superintendent of the Hotel. Bade me farewell for the latter part of my voyage.

I received a letter from Mr. Back of the Navy astonishing any person of a vessel belonging to the British and American to carry it to the destination. Underhill up with enclosing the same pursuant to the Order of any last notice of voyage of suitable accommodation. He advised me to call the Surgeon of the steamer Corinna who had by my request to be near the ship to call on which I gladly accepted. In Core with Credo, Handforth arrive over in the Rock. But on the 15th when I had a steam launch to close with
Pacifica.

to receive news made official for Stenitsky's commission at 10:00 AM and 12:30 PM. The plan on board directed the 3 officers of the vessel to remain on a boat for two of our officers left at Macao since disembarking having just arrived by a boat Captain of with a letter from our Consul directing me to go directly to Saoyan to inform recommendation to the Governor of the Consul. Mr. M. A. O. B. Burna was also arrived previous to the last one with his wife and children of Harris, over good terms in his power. The Consul's letter to me after arriving is the above letter. Mentioned that the letter has been copied over by the Chinese at Alfonso-colonizing a passage, I'm thus keep with the plans to the Acquaintance of an and directing the regiment which the Consul and the skipper allows me to explain to the Acting President only 2 State Orders for the 6 including children now on board. And with my express respects (like) Senator Brad for the Philippine Officers agreeable to logical correctness. My message 1. Work on above the boat men are sent ahead to Bells thank ful of it to escape the Billings fever which has become very bad on shore. But on shore the Bisected All. Sailor re-join our Consul at Macao with 2 copies of the Red Cross. This is the information that the two gentlemen now waiting for a passage about 3 vessels, partly independent of the regular ships. Then the lack of time that meets up to the Coast on the day of our arrival lead cool disposition of the officers to press forward a boat with all the officers from which they did leave accompanied by a crowd of passengers. Saturday, January 7th, 1854, carried for 4000.
Sunday

Set. 10L 0.31 22 W Long by Obv. 79°52. 1. Bar. 29.15. A17 32. W50
34 52. 12 4.20. 18. 45. W. Ex. 795. E4 240.

Walters returning 27.20 cables distance of the rain. Watershed
for sea. Still usually dry. Nothing to be seen. Coach & 12 tons
Passengers generally stuck. Wind light from S.W. sea
from W.P. Ship left back occasionally.

Wind Service. No Material Current. 170

Wind light & variab. Course 3.3SS. 40. rev. & giving 6 knots
Speed from 3.31. 4.14. 41 Long. 30. 3.31. 36. Bar. 32. 3.5. A80. 341. 72. 71.

29. 16. 30. 44. 38. 0.4. 650. Ex. 230. R. 3700. Case.

Quarters. Officers deck. Passengers below.

Brass sails & cloths fallen & oil 0.15 tuns.

Wind Head 10. In at 8.10 & partially overcast. Course
By W until 10. Then 3. Rev. 16. To 4.0. Speed reduced
From 6 to 4.4. Traveling to the westward. Sea
Shipped Engines & lifeboat 6 1/2 pace for 18 to 18. Traveling


Passengers & most of the officers aback. Also visited the
Store of Panama Black

Crossing the Equator

At Daylight wind nothing in sight. B.S. kept off from 3. to
5.8. S & all fore & aft. & speed increasing to 6.2
West. 40. 6. 1.3. Day a 0. 18. 41. R showing a Canoe. 16. Miles.
so of Chris. 0. 8. 57. East by South. Bearing about 3. Showing an
Easterly current. A drift of about 25 Miles.

At 2.1. On the coast on light 15 Miles to the East 2. River up.
S. West. and took to the last said as to the valve of Cape San Lorenzo.
At night. Passed and long & crossed supposed to the
island of Martin. Men went away. S. 3. Not all for east
Said.
July 28th 67. Wind, North West by North. Clear sky and weather sunny. Sailed down the Channel. Headed about 5 by 8 under a fresh breeze and a league or so from shore. Morning low clouds for about five leagues. Recrossed the channel, at 11 a.m. Found the seas in a fair position.rosse the Pea and Smuggler. At 10 a.m. Land bearing the appearance of land, but supposed to be point. Dr. Kelman in sight bearing 1st Camp. 6. Feb. 12. N.W. 48. 34. Speed 6.2
Lat 41° 2' 29.3.36.2 Bearing 87.10. N. 30.8. A 68. W 71. 21. 00. W. 303. Con'd. 209. P. 3100. Co. 0. 15.3. 176
Mark, Surprise fell about half past one. Left dark and headed east and after 3 a.m. when directed for east, lie perdis 6 miles to steer south.

Left 215 munds. Clearance up as the 3 rose at 9 a.m. but leaving the fog covering the & shore of the Gulf under 11. Clock when it lifted and made our progress close in hand of 10. S.S. Course along the land within 3 or 5 miles doubling around Cape Blanco at 2 a.m. when we met a strong south wind. Stared felt the effects of the wind and felt current with a decrease of 1'. The temperature of the sea 2.2 S. N. Course 9 at 2.2 fire great. Passed several small. Marinas.

Winds 20. 20. Bearing 370.0 Co. 01. 15. Tins. Running. 24.2 S. N. Neo. Made the 26 miles to the West. After reaching 25 miles, the Bearings doubled around. S. Agua with a fresh head wind. At 10 a.m. kept off to 5.0. S. S. day light had to have up to day light to avoid the islands of Jolos de Fuca. which are low barren rocks appearing little patroned by the sea-fowl. Passed within about 3 miles the island of 3. Pags. 38.2. Again which with the eastern set no exposed during the night would be near by parallel with the Coast. Side Raps passed one Brig.
June 22nd 67

Sat. 7:22 2° 3' 32.9. Long. 32° 9' 32.4 W. Bar. 30.3. A. 64.4 W. 03.2. 5
47° 21. 26. 20. 27°


Moon light ahead. Sky overcast. Clinking will from 5° 30'
The Cardinall Coal dust 5:30. Raffling our eyes but missing an
ag. Lay by on deck. The Washington of 24 at 13 miles. 30 to 70 miles to
of 17 tons of Coal giving us 3 to 5 knots per hour. The last
44 hours running Mer 26° Cape Peigan about

**Sunday 23rd**

Sat. 6:58. 9. 38. 3 Long. 7. 48. 3 W. Bar. 30.5. A. 65. W. 66° 6
7 30 C. 230 R. 3380° C. 62. 3 C. ex. 17. lens R. 129 T. 2
V. mod. head winds. Course 8. 48. 3. at Mer. altered 367° S.
3. 2 Clinded. 7. 48. 3. Well secured. Mod. by
sails improving. east by east.

**W. A. Peigan**

24°

Light wind northeasterly more 2. 7. more 2. 7. same. wind, normal.
Cours 8. 48. to 8. 48. 3. Reaches. 4. 30. 2. Reaches. 2 30. 2
to 6. 6 knots. 4. 30. 2. Passed within 2 miles W of Urbina 202 and 6. 6 to
tacho any anchor age at Carolina by day light in 6. 6.
Exceeded at Great quarter. The Indians in sight 75 to 100
miles dist. the higher peaks covered with snow.
Sat. at Mer. 11. 36. 235 Long. 7. 45. 45. W. Bar. 30. 4 62 W. 67
Dallas dist 41 M. S. 84. 1 W. 230 C. 230 R. 375 E. 18. 1110

N 6 anchored in 5 f. near the Philadelphia ship and
belonging the Port Hunter & Dean 257. 3rd
Admiral's signal green. Come on board, one his person and
little boats. That have been proof by their own. Voyage.

Found where the ship Winter is besides the Wood Buffalo.

**Monday 24th**

W. A. Peigan with the ship of joy and
umbrella sails. Master had a large. Sails & Rigging that had
become blackened with smoke of soot.

Visited her and remained over night at the site. Made a
change with Mr. by Nobles for Buffalo. Coal at about
1214 p.m. lie down on board. About 3:51 p.m. lie down in

May
Callao

 Eugenie had obtained it before from the same party.

 As before, all Salmon engaged at 15ds at same price for her family. As she came up on the afternoon train and was about returning to Callao.

 Found on board of the Federico Durand, in the evening. She had been arrested on the same by Ad. Dahlman, who told her that she was from Leina, and concluded after her departure from here.

 The before-mentioned ship, which broke out greater oil, was built by Euggene's employ in painting the boiler. It was about August 1st. Many other ships around, Grand Vessels arriving & departing daily.

 At about this oil is very comfortable. Everything quiet about. The revolution having subsided, again the death of its head, Dr. Castello. The old man, his brother, was drowned in a fall on the road.

 Employed in loading from barges and off from shore.

 28th, 29th. Received an order from Ad. D. to leave here our Boatman. The last resident here is now subsequently arrested by Ad. D.

 Visited Juan Island at 800. The Moriville people and family the name B of the best avenue on the estate at $12 10s. day. While looking around for a house.

 The French Admiral said his aide to order.

 My wish appeared anxious to learn the truth of report that the late Premier Maximillian had been killed by his people in Mexico. I could not enlighten him. Said I forget not. But remarked that the Mexican might perhaps feel themselves justified in carrying out a policy which had been inaugurated by this same, which I understand also had resulted in the death of many Mexican officers as well.

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

 Our Marine is present on board of the Federal.
June 30th

Les for them for several days past. The waves were uncertain but the mountains and islands agreed with us.

Bar. 30. 6 A.M. 63 to 65 Water. 67 feet at eight.

Attended divine worship on board of the Baltimore. Read service on board new ship.

Allowed the crew to select the different ships of war on board.

A steamer arrived that had brought the party consisting of 22 persons, including McCorley & Bell (formerly of our service).

His 20th rule of the matinal service had been attacked by a party of robbers to the furnish had been killed. They left here about one week before for the head waters of the Dawson on a surveying & ex. expedition.

For Pioneers Stewart was going to rob a $100,000

of the town & that the town had given him in to publish articles for

Admiralty

Quarterly Board Survey

39 96 Tomatoes

$11.20

Burg. 8 1/2 lb.

116 Roof Nails

42.88

St. 90

144 Pickles

18.54

Entrep. of Goods

$71.63

The chief engineer was present during the last 24 hours that

some grate bars had been fitted in the furnace of auxiliary boiler.

11 feet on May 30th. Some boilers were repaired. Boiler repair.

Smoke Piping was being kept in order repaired.

Water gauge of No. 3 Boiler was replaced by a medicine.

354 feet of tuyere, boiler was able to show its skill by breaking of stacks

Lighthouse, & the 7th of first. Bought 70 lb. means ofa boiler, repaired

a delivery valve, fitted new clearly pins. Repaired furnace for smoke

pipe head fitter a new back for spherical thrust. Replaced 14 burners

and grate bars in furnace and main backer. With modera.

Repairs several steam leads in boiler. Replaced main 8c-8c-

Mateineng in good working order.

Coal for cooking during the 5 lbs. 29.400 lbs.

80 6 Distilling Boiler 20

13.270

42.670
July 12th. Got tidied. Sailing over the sea. Having some of the high peaks of the trades visible. Very light trades. Several ships ready to proceed. Employed in clearing wooden. Various delays. Disperses on the part of these Indians. People who can hardly be worked to make much of their business on such days as will help to ruin the country.

Captain Jones & Mr. Emmerson O.S. deserted from the sea. As the ship, after having been offered to them by the neglect of the office of the ship, who remain, financially brought off the sea.

As above but conversant. Finishing wooden. Paying for the Challenger Coal 154 tons & 8 tons at $14. 40. 2045. 80

- Eng. Bilanum $3. 30 = 10. 80 13. 30
- Main Wood 2 cord. at $4. 14. 30 23. 80 23. 80
- Water 2200 galls. at $3. 25 per 100 = $63. 80 63. 80
- Sperm Oil 142. at $3. 75 per gallon = $417. 75 417. 75

Everything dear. All people long special plans. How much they have done so much for their people, that they appear to have decided to exist themselves. Hence, all the important business of the country is in the hands of speculators who are the most of the people growing out of the same trade. But when they fail as it must in a few years. An obvious system of location must be recorded to support the trade with something of steady support people. 34

Master Trader & Clerk. 1862. 8. 68 at 67. 63. 84. At daylight arrived the & officers to cross 8. 8. 6. head short, make sail. And then get underway if there was mean enough. Much pleasant during all night, but the crew had been worked hard so I finally concluded to put them over weight left our boats, raise all bed & at 6 am weighed anchor & to S. Stopped & slovenly on a W. W. W. Course. After some effort in getting the ship to pay off before the wind left some of my crank clothes behind.
At Sea Bound N

At 6 Pm took our departure from Samartic bearing on Compass S 6 W. Dist. 20 miles and the Hornsas Rocks in sight from aloft. B K N W. Dist. 12 miles. Skys overcast with heavy fog Clouds. 11th Mr. Dew. Loaded Ballast. 17 empt. Ballast ships past the result of leave taking last night.

Thursday

July 4th

mod. S W. S. E. going the ship just head way enough to cause the propeller to turn slowly to keep up desiriable music that would cause a nervous person to go crazy or commit suicide. By overcast

S S W. The master Pally still refusing to do duty. Continued him in confinement on reduced rations. Spread out blanket to the crew that was purchased in open market in Dallas. Now being made up more from

Lat 38° 57' 15' 56' 57' 58' 59' 60' 61' 62' 63' 64' 65'
Long by DR 78° 26' 34' 35' 36' 37' 38' 39' 40' 41' 42' 43'

W 190°. N 37° 10'. Cont in hand 2 93 lbs.

Course W by N after 25. M. Full 1°. on board

5°

Trade was very force a day. With the crewle giving at about 4 miles per hour on a SW course. W 3 C. S. E. 4' 7' 8' 9' at Mr. Thy east. For Depart 1st Dec. 1858

Lat 38° 32' 46' 50' 54' 58' 62' 66' 70' 74' 78' 82' 86'
Long by DR. 78° 10' 14' 18' 22' 26' 30' 34' 38' 42' 46' 50' 54'

To DR. 4° 10' 14' 20' 24' 28' 32' 36' 40' 44' 48' 52' 56'

To 120° 120° 120° 120° 120° 120° 120° 120° 120° 120° 120° 120°

Did a Summary Court Martial Occupied up

Capt. Master Hollen an. Ginge. Dahler & Peakes and

Med's Cats. As Recorder of the Head of Williams

Marine from relief on post with Precaution and

the last Gun. Ports of Commission were departed from

Port and here at College Court met at 2 75

To finish proceedings at 5 6. Bringing a finding of

not guilty in case of the former upon present.

In receiving the evidence in this case of being

Williams Marine. The Naval's officers comes to a conclusion

directly opposite to that of the Court. and cannot example

need why the Conclusive evidence of the Armorer do

have no more weight with the Court. than the direct

evidence of the Master at Arms. The finding therefore

in this case is not proved but was made as the Court
July 6th

have upon oath, pronounced not guilty. The accused will return to duty.

Marion A. Ross & S. was sentenced to loss of one month's pay with pay for 6 months in lieu of previous good conduct and 60 days

officer on the account. Jas. Pownley was sentenced to loss of 2 months' pay and reduction to next inferior rating which was approved.


Sunday 7th

Trade freshening. S.W. Course W W or SW W. and passed a school of black fish. Flew 2 inspection and read Divine Service. Dick left for Persia.

Lat. 32° 15', 33° 17' S. Long 83° 51' 50'. Bar. 30° 8'. A 65.71 W 66° 20' M 51° 15'.

Water ex. 230 Pcs. 42.80. Var. 9° 8'. 20° sperm whale.

At anchor. Course same. Trade fairer and gradually. Shipping near the squadron. Many flying fish and birds about. Ballad evidence of current from N.

Lat. Oct. 7, 10° 27' S. Long. DR 85° 56.30 Bar. 50° 14'. A 65.72 W 74° 20'.

Trade fresh with a current of 6 knots.

The evening saw a current of 11 knots.

Drew the course at 4.18 N. W. by N. Batch.

J.S.

Trade not fresh. Sky becoming more clear. Set sail as usual. Course N. W. W. Bar. 33° 12'. A 68° 75' W 70° 17'.

Lat. Oct. 5° 6' 41' S. Long. 88° 11.5' W. 20° 20° Aug 30° 00° 22. A 58.18. W 56.47. Dick left 12. Some birds dropped their sail upon the ship of deck.

As above. Course to come but by weakening to S. of it.

Lett 6° 6. 34° 40° Long by Dr. 87. 25. 28. Bar. 38° 12.

Dr. 4° 51. 18. A 38. 20° 30° A 67° 79° W 11° 17°

Saw from S. Migrated the 24th. Head west on the Cape. 20° a rotten place close to port & gang up inside ship.
Windy night at night, blowing up during the day, more comfortable the wind, becoming clearer.

40.42, 6.05, long = 10.23/71 Bar = 34.15 W = 75.7 W = 72 to 74.

Dr. 42, 62, 32. DR 15.7 W e 200 Range 250.3 miles.

Northeast at quarter. Broad lining, making a pretty south for the Marsh from Port. 12° 5° 6° of latitude. Peninsulas

Foul bottom. So as to be very dangerous in handling

backed, but the 11 Point both centres so as to introduce a stream

copper under por. main channel to see its effect. Subdivision

on the outer circle.

72

At 11:30 AM. Being 3 miles from the last point about some dolphins Bar = 30.6 16. 7. 33. 47 53 12 4. 13.

Port = 3.43, 325 Long = 9.36 SW Westbound = 11.

Dr. 29.12 W e 200. Range = 220.14 miles.

Pub. 1. 30 Lat. = 20. 40 Port of. Boot outside

Some appearances of distinct high land at due east to the

We are the Whalers of the Galapagos Islands distant 140 miles.

As before course 222. 12. W N W. which has been about the true

Course on the Chart. It seems that the local attraction of the

Shark occupies already an hour and a half, 8.9° N. the exact latitude

The earliest appearance of some amount. Changes in

Compas for some lengths more deviated in c. & apparently

less affected by local attraction.

Sat Obs. 2. 30. 6.5 Long = 12. 58. W Bar 30. 67. 1. 1. 1. 1. 1. 1.

Dr. 36. 20 So 8. 18. 20. 22. 20 Cumul 12. 2 miles.

14.

Sunday 12.

Mr. Clear. Pleasant. Mid increasing. Slight Moderate

W. wind. Read. Inspection Articles of War.


Lat = 15. 30 Long to. 9 1. 27. 1. W Bar. 36. 69. 1. 1. 1. 1. 1. 1.

Dr. 40. 1. 25 W. So 11. 18. 18. W. 1800 24.

Dr. 1. 45. 45. 40 W 12. 25. 46. 1. 7. 12. 25. 46.

Patrick Kelly still refusing to do duty. Returned him

To confinement in 300 on bread and water.
July 15th

Light E. Bends ofpleasant Sky, partly Clouded. Wind, Southerly.

Said to 6.35.43. S. Long. 93° 39' 31" N. Var. 5° 50' 30"


180 0° 0° 42° 42° 45° 1° 45° 1° 48° 51° 54° 57°

Midnight founds nothing different. Indications of change in the Course. Changed the Course to NW by N to NW.

The weather changed. Changed the Course to NW by N to NW.

W. 210° Rem. 200° End of Coal. 200° Rem. 150° Rem. 290° Rem.

Ordered 1st Div. to mend the sheets. Changed the Course to NW by N.

The weather changed. Changed the Course to NW by N.

W. 150° Rem. 200° End of Coal. 200° Rem. 150° Rem. 290° Rem.


At 13h 15m the Weather changed. Changed the Course to NW by N.

W. 150° Rem. 200° End of Coal. 200° Rem. 150° Rem. 290° Rem.

W. 150° Rem. 200° End of Coal. 200° Rem. 150° Rem. 290° Rem.
Alaska July 19th 67.

Fresh trades wind sea with a line south from 5° 6' Many fishing boats break down and anchor in 3° 5' Fresh trades wind sea with a line south from 5° 6'.

71 52 24.31 3° 20.10 113.11.32 2° W. 17.30.20 E. 77.17.17 W. 07.36.17.

Convex Whales Var. 8° E. Current 45 miles last 24 hours due E.

After replying to N.W. for passage of Alaska. Do not expect any aid on that chart.

Fresh 2° C. Traders partially visible. 2° C. Surface of sea.

21°

Sunday. Read Divine Service. Fresh southerly trades. Some sea. Sky partially clouded, filled up with snow. Stripped of land wind. 2° 10.05 N.

Conclude chart of 500 miles is correct. 3° 8' to 6° 8'.

71 52 44.42 5° 32.57 50.80.70 30.80.80 200.80.10 20.00.10 1800.15.00 250.00.

During the night light showed near the position assigned to Maunal Island and direct course of land. Also for conclusion that it does not exist in the charts 8° 3° 10.6 W. and 2° 3° 15.6.

Relate Chart.

21°

21°

Reading—Course 17° N. Marking a N.W. before fixed.

17° 3° 44.00 N. Conspicuous. 1891. 17.35. 1° 40.00. 1° 30.00.


Current of 20 miles N.W. N. Air 7° 68.321. Weather 80.78.

21°

21°

21°

21°

21°

21°

21°
Light Southerly Air 3 W. swell. Pleasure eluding up W. Champagne to pair reft Creagues, & without the Sprayer to Middle Stilch. Oar scrubbed their Bedclothes.

Found it necessary to increase the daily allowance of water on account of the heat. 28th April at 7 a.m. The Sea 80° 30.11.

Lath No. 9. 30. 13 N. E. 30. 11 a.m. 112. 12. 22 W. 30. 21. 5 R. 31. 60 E. 30. 21. 5 R.

Average 32. 00 B.F.

6. 00 Var. B.H. 6. 00 A.M.

Current 18 miles N. W. S. 8. 00 a.m. Port 14

Patrick Kelly was released as he was ordered to do duty. Concluded the month; therefore released him.

Soldiers, sailors, finding no prospect of wind. Armed with Daylight and at 7 a.m. was averaging 69.

R. 56 1/2 S. at 9 a.m. N. N. W. with 20 miles. Furl 10 H. heads forward Conch & Dolphin.


Average 28. 00 B.K. 44. 00 CO. 35. 00 S. 279. 00

Current 10 miles Eastward. W. 30. 13. 30. 00 N. 3880Dams.

Spread Avonings to 300 Meters East Race. No signs of wind, 30. 20. 00 S. East S. W. S. N.

Sight of water 33 indicating some E. Current and the course to N.N.W. which gave a true N.N.W. course on the Chart. Exercise at 9 a.m. up to 12 noon.

3. 60. 00 B.K. 44. 00 CO. 35. 00 S. 279. 00

Current 10 miles Eastward. W. 30. 13. 30. 00 N. 3880 Dams.

Spread Avonings to 300 Meters East Race. No signs of wind, 30. 20. 00 S. East S. W. S. N.

Sight of water 33 indicating some E. Current and the course to N.N.W. which gave a true N.N.W. course on the Chart. Exercise at 9 a.m. up to 12 noon.

M. pleasant if not too bright. May be so regarded. My part is all. Blended course N.N.W. against a slight head wind. Sea quiet.

Average about 5 knots per hour with only 7 fathoms.

Average 33. 70. 00 S. 89. 38. 50 during last 24 hours beginning 11

20. 00 S. 89. 38. 50 during last 24 hours beginning 11

15. 00 S. 89. 38. 50 during last 24 hours beginning 11

On 14th N. reached what appeared to be the Com of the N.E.

Stood off until a calm lay E. 38. 00 S. 35. 00 E. 37. 00 B.K. 27. 00 L.

Ex. 11 tons of Coal Condensed 5380 Bags. Sailing 256. 00 S. 34. 00 L. 28

En 260. 00 S. 34. 00 L. 28

Sailing 256. 00 S. 34. 00 L. 28
Sunday 28th


Coal 12.12 lbs. 23 June 29.5 Av. Rev. 23 lb. 12 lbs. during 23 hrs. head Divine Service. Proceeded by 42°14'W made all sail leaving allowed the time to New London & excepted propeller.

Sat. 17 July 28°15' N. Seg. 115°.5. W. Bar. 29.78. 30.4
47°0 N. 16.57.47 23 DK 2.6 Aug. 19°58.8 W. Bar. 21.68.

Reduced the Hoyes Capt. & stop for ice not being & 10.5 lbs. ice. At 11 A.M. made the Island of Clarion N & Current 13°48.

Clarion 29° Island 4°

Passed 8 miles to the West of Clarion Island at 12.30. A.M. Which from our reckoning should have been 35 miles to the S of 50°

Brooked and 12°30 of 15.5 miles 15 miles. Changed to bearings from N.W. 50° S. it presented a high & uneven outline with a peak near the center appearing about 1000 feet. The highest & of the barrier ending abruptly in the sea. Should suppose it to be about 3 months hence by 3 A.M. having passed this kept away N N.W. to examine the position given to two islands by the name of Fresh Water & Clouds. At Mur was alone to the position given to the former on the charts. No signs of land. No doubt of either island.

Light Northeast winds & partially clouded with light rain proceeding about the horizon since coming from W. The water clean as a mirror due to the Island from 83 to 80 A.M. The waveaker was one

Approach the Island from 83 to 80 & 17.5 to again to 83. Other than

The position assigned to Fresh Water Island 29°30.5' N. 80° 58.5 W. 80° 58.5

Santa Rosa or Clarion Island

Positions Assigned

Leach's Point, Russian 18 28' N Long. 115 56' W
Capt. Fitzgerald 18 24'
Mr. & Belcher 32.1 18 20' 26 31 22 24 12

Cpt. E. at Midwinter, Cutter 18 22' Long. 114 50' W. Coming to the line of Sling Convicts, notice that I am not far from the birth in lat. 38'.
I think future observations will show that the Island is further west than now placed on the charts. Upon one of the Blunt Charts by which they daily plotting my own this island is placed about 20 miles too far to the East. 3rd Powden

Mind ahead with some idea. Course N. W. 37 10' and 5' down. 10 58' until the change of the wind. Clear of plebicka a strong current of wind passing to the N.

Clear ahead of

Sat 14 4 14 14 27' 28' W. Bar. 30 10. Var. 9 6
2 50
28 30
29 3 R
2 45 15 17 Air 86 67.6 W 58 67.9
Cranmer 12 miles N. W. Coal & 16 Therm 9 30 20 30 22 30
These currents that vary so much in force & direction from day to day are doubtless due to winds to the tide, as well as prevailing winds in the neighborhood.

Aboard all the parts of sail, would be essential. Course N. 25 to 15 15 50' 2 hours. Water fell to 7000 feet. Breeched the sail to the air. 3 Mile Pats.

Coal ex 11 2500 Long. 24' 28' 28' 30' 7 0 6 8 2 24.2 hours
Sat 22 41 14 N Long. 117 17 34' W. Var. 9 16 32 East
2 28 8 20 33 NW Current considerable. Conclude 20 to 30. Wind daily east. 290. N. 3 6000 Units

Stated the Dumany. D'or. Capt. of Fort Joy in place of L. Hopton reduced to

Mr. Wheel Co. 12 2 7 3. In place of John Hopton.

Dr. Richardson, journey 3 mile from 5 to 2. C. Boy

Dr. Frederick, Chipman, Brown, Johnson, Voeltz and

Al Sea Aug 1st 1867


As above—water gradually fell to 88 at 6 A.M. then rose to 164.

M.R. 18.05.6. Bar fluctuating between 30.5 to 30.0

Course N.W. at 88. M.R. 18.05.6. at P. N.W. 35.40 Speed 5.4. C.R. 170.9.

Lat: 28.38, 35 N Long: 119.63, 30 W. Current 6.5. Miles NW.


As above. Little more wind in Sea N.W. Course N.W. W.


Sunday

Sunday

Little wind ahead. Course S.W. 5.5. 1st part same. little port head sea. The navigation Officers did, in a word, the better part of the wind. The wind changed a little and the wind blew harder. We had just raised the main and the wind blew harder. We had a long, what the report against the wind. Directly the wind blew harder.


Bar 30.5, 30.0. 85 667. Passed some bunches of Albatross. Bar 30.5. 30.0.


DIVINE SERVICE. Articles of War & Rules. Master.
When looking at this page, the text is very legible. The handwritting appears to be in cursive, making it easier to read. The content appears to be a journal entry or a record of some sort, detailing events or observations. The text is mostly coherent, with some sections being more detailed than others. The page seems to be from a personal or official logbook, possibly related to navigation or exploration.
Life in San Francisco.

The following is a translation of an article by Mr. A. L. English in the New York Daily Tribune under the heading "Life in San Francisco." The original is printed in "San Francisco German American" for 1877.

San Francisco, September 30, 1877.

The city of San Francisco is situated near the southern end of the San Francisco Bay, in the northern part of California. It is a large city with a population of over 200,000. The city is heavily influenced by the Chinese, who make up a large portion of the population. The Chinese are known for their hard work and business acumen.

San Francisco is also known for its vast fruit and vegetable products. The city is a major producer of oranges, lemons, and limes. The fruit is harvested and sent to market throughout the world. The city is also famous for its wine production, with many wineries located throughout the region.

San Francisco is a major shipping and transportation hub, with a large port and numerous rail lines. The city is also home to several major universities, including the University of California, San Francisco.

San Francisco is a vibrant city with a rich cultural heritage. The city is known for its diverse population, with people from all over the world. The city is also famous for its nightlife, with a thriving music and theater scene.

San Francisco is a city that is constantly changing and evolving, with new developments and construction projects taking place all the time. The city is a hub of innovation and technology, with many tech companies headquartered in the area.

San Francisco is a city that is loved by many, with its beautiful scenery, diverse population, and vibrant culture. The city is a true gem of the United States.

Please note at about 11:00 A.M. when the fog and strong sea breezes came in making their duties very uncomfortable. They had to delay and work with the Adm. and other officers.

Several of the men said they were called upon to go on board the Endicott to secure men for a boat to Haddo.

In Green All hands were called to the ship and went to the Quarters to inspect them and the fishing nets. Upon completing their work, they went to their Quarters at 1:00 P.M. when they left a Pilot Mr. Hansen came off and taking them up to anchor Planner & killed about the Bay for more fords with a very slight wind from the NE & N. that sent us ahead but 10 Knots per hour. So that the were anchored of the Navy Yard at 5:30 P.M. But owing to the Mud of tide we were obliged to anchor above living ship & then hove up & then alongside headring our fore sails here in Ordinary. They Peg 1 Ship Tendavilla

St. Mary's Cyanna & Van der Bell

Repairs & Co., Rasa Copy & Paul Sibert

" Cabin "

" Middle "

" Lower "

" Stem "

" Back "

" Right "

" Left "

" Down "

" Up "

" Middle "

" Bow "

" Stern "

Ad. & Orson of Plott of Navy Yard who made preparations for cleaning ask for some arrows of the Requisition.
New York Mare Island Cal.

1845 Light airs and calm during entire day 14th. About 9 or 10 a.m. the masts of the New Mexico and the San Jacinto were set. The New Mexico was ordered for the East Coast, which here - December 13th. Col. Letts whose term of service had expired by name of M'Cord was ordered to the Hospital. The 44th of May the Marmora went off duty to the Rio Grande. was taken on - 44th of May and ordered for the trial of different persons. Capt. W. Bennett President Bar 30. 2 to 24th & 26th 70 Water. 68 40 North. 70°

**Sunday 11th**

Wrote as much as above. Read Divine Service Attended Church at old Chapel in the Sand. Made certain reports. Water near in Harbor.

12th

As above Fog clearing away about 6 a.m. Morn very fresh. Employed dealing with the Crew in Mattocks, Wheelbarrows, Rice, Chief Engineer Kobie detached Made Fleet Engineer in the place of that Engin. Deman of the Staff. Inca ed. Call for two or three men more required. Some of the Marines behaving badly - got them grayed on board the King's Ship Independence. Operation good. St. Cloud. Midwinter was accent of days. No Changes. Dec 12th. 33d. Year of Code.

13th

As above only clearing up early to start to show the high land surrounding the Bay for the 1st time. Bar 30. 13th Ate 12 to 15 Water 66 to 68°

Employed dealing with J.P. Inca ed. for after day to survey repairs. The Court Mr. Bishop's Mattocks of the Midship Engineer & Pensioned Engineer & others as Witnesses on St. Cloud. Midwinter's Clerk.

Fell in well for bringing men in $138. 70-p-10 125 75 and 4 Ends of various 728 with 785 measurement. all different. Complain about 214 feet 8 Cables wanting to be made. Our provision - Kept a Letter from the Adm.
As before. The fog simins. Employed Monday morning at 9 a.m. with little success. There have been considerable
The Commodore was on Palisado. Mr. Hinde's Case. Book kept by
Listening. Fee $0.00. Horses. Stock out. Field of
15th

Tried our berth further down to give room for Mr. Hinde's
Coal. Sent Dr. Hinde. Mr. P. Neil. 16ds. Earned to
The Hospital for Medical treatment.
The C.M. is. Session. Myself a witness.-

13th

As above. Mosquitoes getting very troublesome
Also 22, furnished with my lodging at Mr. W. case.
Mr. G. and 32 miles or. Causes to keep. Applying
Post Office, From 20. 1st the change.
The Peninsular came off. Dock 34th. Oar rent.

14th

As above. Monday after. Saturday during the day.
Spirit Larry. R. O. adjourned and until Monday, 11 a.m.
Tried allowed to run about the Mary Bank.
Sunday 15th.

Midshipman from S. W. Harry. Bar. 29. 92 for 39. 58. 108.
Inspection. Divemaster. Then attended on the
Mary Bank. IRQ for 10. 15. Ens. F. B. declined from
themselves of appearing before an Examining Board.

16th

As above. hot sun. Cool air. Oar rent. Mr. Mer. had
deserted during the night. The Commodore Capt. Fitz
Mr. Holmes. In 100 of them.

John R. Belcher.

Offering a reward of $20.


Looked up in the S. W. at the dock. Miss.
A thick cold fog covering the Golden Gate. Snod of
San Francisco about 2 hours. 12 miles p.t. book-

10th. Arrived at the Occidental Hotel. Accommodation
stable equal to our 3rd Class Hotels B.
Aug 26 - Usual P.M. Made a few acquaintances & among all found only one person who I knew. When on my 2nd last cruise here in the spring I can hardly realize the wonderful changes that have taken place here since.

Put up the sea breeze. Mr. Warren & Capt. Stoddard are sent on the object 5 miles distant. Returned to my ship at Mr. Warren's direction, saw the regular S. at 12.00 a.m. found the land to the east by the stream. To give room to the Kansas. Ask Capt. Osburn to telegraph to New York for the water to go to the City. Our store is nearly over the yard have none to spare. Their can be furnished as at 2 and to fall to 20 uline. It with our coal on being done 8.25 for Bombay probably don't more.

22

As before with monotony. The E. M. sited in Semin to prepare progressing slowly. Rec. A. C. D-& B. Supt. to take the place of B. Supt. Asked to take the instance in the presence of the F. M. and that the scene is not suited for duty. That the Supt. be made in charge of the ship. Independence in a C. old and efficient, wrote Capt. Washington in his place. Rec. Lt. Grisson Sen. stated "gave in place of Washington."

Friday July 23

Light wind. Strictly adhered to the place. Employed painting ship. Mending sails & Barn. 715.7 & 1607.70 W. 673.4. The C.M. resolved the case of St. Conde. He is not the charge of the evidence being with them by Art. In consequence it not being reported by Capt. Sprague of the N.Y. - Filled up with water 2 lots 90 gallons. From sailing late from the city. Mr. Spargan, Dayto & Friend were asked to join this ship & ordered to the N. P. River & ordered.

I have loaded with coal from
The Nanticoke or Cape Fear.
The great mass of San Franciscans know as much about
of Mare Island as if they do not have it. If you ask
and point in the direction of the Govern-
ment. But a glance at some sort or other, it is a
place to see, to feel, to experience, and it is all
able to comment on it, to describe it, to
some extent, to delineate it. It is a large, well-
known, and perfectly safe place to visit.

MARE ISLAND NAVY YARD.

The position of Mare Island is admirably adapted for
the construction of naval vessels, in the first place
that the design of the installations will be
of a Union Line, as is the case with the

FOREGROUND AND ADVANTAGES OF MARE ISLAND.-

The problem of Mare Island is admirably adapted for
the construction of naval vessels, in the first place
that the design of the installations will be
of a Union Line, as is the case with the

Mare Island is close to shape, with a circumference
of about 2.750 miles, and a length of 3.500 miles.
Its north shore is exposed to the full force of the
wind, and the south shore is protected by a wide
bay. The harbor is sheltered by a breakwater, and
is provided with a number of small anchored wharf.

The Government now possesses the Island, and the
construction of the large shipyards is proceeding
with great rapidity. The Island is in a state of
readiness to supply the needs of the navy. Mare
Island is accessible by rail, and the harbor is
equipped with a number of small anchored wharf.

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Aug. 24th. The tugs Cloud and Sun arrived from Key
Town, N. Y., completing repairs. Two 8-inch guns and
monitors are in store. A. M., 11.30. P. M., 6.30. The

As above, 84 officers went to Benicia to be confirmed.
Head, Priests, Service & then attended the Chapel on
shore. Officers & crew accompanied the latter as a
preliminary flag ceremony. Officers in the Lord, but
were refused as open after a service in detail.

As above. Vessels empty and from the crews $5.43
to purchase items as from Band to a

As charged Henry Williams, Ire. of the Boats for
Henry S. Love, Mat. He held the launch up
on the wharf for the Boats' Paths to measure of drips.
The left engineer, Robt. Subscribed letters of recom-
mendation to all his assistants on board. Bar. 39. 24.

As above. More mind, old. Mengoëlts. Painting to

The Master Officers preparing to sail on board of the 69th,
the Ship's Stores were to be loaded. Called for a survey
on dock. Bar. 49. 20. 29th. Williams 24. 88. B. II. Hospital
Officers gave a Hop to the ladies of the Island
as board of the U.S. Indep. Independence
which lasted until 3 A.M. just on early morning.

As above, but wind very fresh. Much dust coming off the
Island, but the effect of a strong wind clears up the Smoky
Atmosphere. Noon. 1.30, at midday. For each

Two Navy Officers gave a Hop to the ladies of the Island
as board of the U.S. Indep. Independence, laying along
of Air. Bay. For the Indep. Steved with materials to

flag-lanterns. Much as I was ladies on up from

San Francisco. The wedding in the wedding.

The Indep. Machine met to free two New Orleans Blazers
that I called on the Notice of trial. He was due to depart
of them by a Temporary Court. But this was found dissim-
appropriate on the serious charges.
With a Rider, Mr. 30th 15 has mind at Washington clear
Delegation Mr. E. Haynes retired with an arm, of his feeble
health at his own request & Mr. H. Hart in his place
who was discharged from the Hospital at the President request
before his place
Sent to the Hospital for Medical treatment
John McNeil and 2nd Flicuania with his account on
and to San Francisco for a week of the 30th to the Hospital
at No. 10 Thomas 57 Sutro, 82nd and 4th Street.

Completed all work on the vessel early detained by
Mr. Osne and Marshal - Appo to the Marriage of Mr. Sterling
and Mrs. Baker to a pretty young lady of Cole at Sutro's House on
the Bay termed to Ladies Ballroom - more present and
accompanied the Happy pair to the boat that took them to
San Francisco where the 11th Mr. price later then St. Thomas
strand house-

Bred at the Rice S. Howard and cousin of Ehrig

March 30, 1868. H.D. Mat

Sent our Ascension trip at Capt. Franklin's

Two boat clerks - Tom C. & M. Stier en delegation-

The 3rd predicted the election of Booth Greene who
instead of the present from the Service as one might mean
and escape from the charges was out a public example
and deprivation of liberty for 32 years.

9th April cool day, blustery atmosphere, Bay, falling air to
the Court Martial convened to the trial of Charles H. Catlin
Case A Medical inquiry was held on 23rd Eugenio Starniaf
of the vessel this was concluded & recommitted to the Court

He visited the Sulphur Springs on horse back some 4 miles
interior to the North - front of located near the base south side
of a mountain where the temperature is 183
in the shade - a good grass growing country about

Sunday
Mission Bay - San Francisco, Sept. 5th 67

Paid debt from S. G. M. 31, Bar. 30. 7 Air $5.00 Met. 85

Very busy in the City - Adam giving his crew a rest, a part of the crew from 8 to 20 a ch. Continued them to keep out of the hands of the Shanghai Port a story but advice is not of little use to a sailor on shore.

David on shore that he heard had gone in favor of the Democratic Party - which is diminishing the Republican to make the Chinese & People has prominent in faction.

as above, quite clear. Visited Dunslop to a place of some interest when here in the Union 1847 and laid out a town plot.

I find that the property had changed hands several times, and was used principally as a place of curing the salt that are caught on our western coast. The one duck on the way, and returned to the ship about 11 pm. Sent 2 guns on liberty.

As before, Visited the city - seen quite a crowd of ducks of the 1st Ditch still in the shore. Supposed to have more. But description lists a reward $4 for each - but it didn't have an effect as a dealer is worth double this sum to those who make it a business to drug them and sell them to other parties for $10 to 20 on what they can get the price including the other live stock.

Sunday

As above - saw more - atmosphere heavily - Centre Castle - quick

Notable - Almaden Church on shore after reading Service on board. Sent a boat to visit Merchantmen about to leave in search of our missing liberty men. Jeann B. Petty Officer. Bennett (abdominal) - on board of the American ship Phoenix. Dec. 20th. 1868 about 10 pm.

What Western city very busy. Air to daily ship passenger to the Bay. Officers sailing ships about 4th and 5th this for some of our Missing Men. One was found Shanghai'd on board of an English Banker's ship en route to London. Under A. 3rd. Came off of his own free will. South mail for the 20th. Head laps for the Pacific to mind.
San Francisco, Sept 10th 61.


As above. Ordered to rate ships. Purchased stores. Witnessed a large crowd in Montgomery St. Fremont that it was going to a bet on the last election the men having to play in a band organ through Montgomery St. The occasion was seized upon by certain prominent Prelates to take up a subscription for the Episcopalian Children.

As usual a prominent affair. Characteristic of Cal. And a medium advance from the usual Manifesto. More Patterson was brought off leaving 6 still mining.

As above. Wind light from the SE in the morningfresh from work in evening & until afternoon. Employing in one private house. Not knowing where to be the address that have been obliged to place them under a certain charge afterward arrangement in self. Giving liberty the all but one came off out of the last brothel. On Approach 5th. Middle join from a boat. Sent one officer each day in a boat at 12 am. All outward bound vessels.

As above. Bar 30. 4th 60 feet. The boys to the 7ft far out Oct. FT. 400 - 4 miles. At the end of h'ld 18th Medlicing for 25 800 $ a piece.

Bar fell to 39. 40. First rain of the Season. Flying Clouds from the 6° 37' - The Revenue Collector went to sea. To relieve the citizens Medrick well to the North while in sight. Storm duty.

The N.P. Sen. from Cal. Came down & announced to the Col. And President his broad President and a railroad. A Salute. Took Mrs. T. Mrs. Besty on shore from the
SUNDAY 13th

Mid-fresh from Seaver's Capt 10. An tide after Sun-
set. high Land on Light a cross Bay. Expec-
ted 3 Read divide Service then attained
Old town on shore. Where at the I don't thinned
to excellent Music, at it in the black 2 miles in front.
Since 10. Men Obert Overlaying liberty head off of
them at Phoenix in the Interior.

18

Season changing less smoke-maiden for the 1st time from the
No. 6 ending from the 2nd quarter. Bar 20.10. Thur. at 11.11.12.
Reed Spars set as a mean 4.5 and loose Sails Brain.
Ito the Mexican Colors at the face by request of Mexican
Orient it being the 17th year of her Independence. For
Anarchy as some regard it. Purchased a Comm. March 8th
11th

Unusually clear, as above - Bar 20. 10.4. Marching 30.10. $6.52.
If the amount of angles to determine local attraction.
Spoke for 2d truce Coal purchased 70 Coal Bags $10. and lead
To the Bay first for our new sails.
San Francisco


Sent for our sails that had been landed from the Salesforce last night. Engineer Ragan de lacked orders. Both Mr. W. J. Carr and Capt. David, ordered from the U.S. Persicola in his place. Required $3.75 in Specie. Pioneer Club.

Sailed from the Suisei Point at the last of the month 19th.

On the morning of the 24th, air at 18, calm light air from seaward in the morning. Water at 15. Reel on board and saw Thompson a 25. One of four Flagened deserters brought down from Sauceda Island by Poulson, Coreg with a bill of $65. $5 deducted. $5 paid. $20 left.

The remainder $30. to be paid when this man has it the men.

Midnight as above; light from W. in the morning ending light from N.W. in the evening. Almost crew consisting of women & the Left of the men. Top as Cresswell. Mann from the labor boats shore off, stands at his usual landing and resided in the Cuba where the sympathizers are in their favor. Subsequently a boy from a cuban crew man but was caught by one of the Police. Brought off in the afternoon with another deserter.

On the K.S.S. Persicola. Filled up with water.

As above, steam from the Persicola can be seen in the air. On board of vessels in the Bay. Filling the above place so to obscure the land a considerable.

Both the bodies of yesterday were brought inboard by the police who claimed the reward of $20 each.

They were making their way south to the cemetery. Telegraphed to Santa Cruz & San Jose for those that more supposed to have gone in that direction. Deserter was also wanted from the Army, now made full service en forces.

Frequent fires in the city - but a well organized fire Co.

I also went from mission to mission. A Negress too for another fire.
The Mr. Chasen to a fresh Corp. Breeze from seaward at
previsso to the late Man and yet. Then falling to 83 March 16
Log on Board, passing over.

Read Divination Service & returned
inshore to be present at the consecration of Holy Church.

Dr. Wm. of the 2d Bishop Hugh Duyces officiating.
Ship a Cale & thrown some boy.

Called upon Capt. Roose & Capt. & Esq. of the Commis-
Sion appointed to proceed to Set to寒冷 with me 12, "for to" the
Russion possessions who arrived early this morning
in the R. Dr. Panama from the East.

Found the former at the Police station & latter at the Metropolit.

Capt. H. left with Seadeck & all the Agouti was
very much opposed to patching himself up to a Pajee.

Fresh Weather Cool, Clouds, sunny. Several men came off
in Bells. Had an official Visit from the Russian Consul
in face when not bound enough to allow me under the regu-
lations to salute them. His must necessarily be a few
of the Program them carry them to Alaska.

Mr. D. as above - The late President arrived.

The Experimental Eastward, Meteory. Sent back
Mr. Davie 2 December to capture in exchange
for another man. 2 and of wood from skil
$31.80 - A called with the & Shalet upon
the Commission. Arrived at a day, we, with them.
On the 26th, Dr. of the Cosmopolitan Hotel. And the
letter were divided to visit Mr. Shalet on which I
commodo at 10 & 11. At H. the Saalish.

25

At above with light wind during happy night.

The Capt. printed Act. t. on board of the USS. Ross,
by a salute of 18 guns. In the evening given
with Mr. of the 2d. Calm the Mr. I evaded the small
administration at the Cosmopolitan Hotel. At until 11 P.M.
from Mr. M. an old acquaintance. Some 20 days later no
him at Montevideo D.H. & God. R. Capt. P. K.
San Francisco, Cal. Sept 25th

W. Pleasent Wind fresh from W. Ice on board H.P. Davis

Galinag 10 in Gold 3 Silver belonging to the Russian

Em. called upon them to make preparations to leave the

morn. morning Auguy. R. in board a steamer belonging
to the R. C. Summer X. Pricles. The steamer returned

27th.

Light S. W. Wind. Pleasant Bar 20. 16 toes - 34. 8. 1727.

At 7 A.m. had clear ground at beginning to drop. The

Em. five vessels arrive soon after with some freight.

made 7000 bu. good dry

als M. H. and Capt. M. P.

At 10 AM. have

up S. and wind from the S. W. By N. passage

her band playing & officers up to bow as out over

delay was like it remain passenger from Boston.

padded for or R. to board in with the fleet. The

N.P.M. are passed about 5 miles to the S. of M. Reyers.

whe from the west fog bank out told out.

28th.

Leight E. wind & plenty with fog bank to north.

Coarse from 5 W N. W. set all sail. Tacking 5 to 7.

Bar at 10 AM. A. W. saw several Ice.

S. 54. 37 N. N. Coal at 7. leaving 30. 29.7.


Long 16. 125. 3. 0 W. Fixed a current of 15 miles

per several day last may Ay singly J. D. M. Stays

and old nearly on west side of Kids.

Sunday 29th.

Wind less gradually headed 1 W. W. & oblique to

fly for sail & steer their. R. W. Cloudy fogs with

some light & much clearing on board. Left

storm an Alt. Aff. in a cast & through the fog

reduced to 5 knots & steered alone 8 AM on an 20 of 13. Stow

Coal 336. 3 N. P. M. Minale.

Sot. 45. 6. 27 N. D. K. 15. L. M. Ck. D. K. 126. 29 W. Var. 18 E.


Fred R. left with one boat of sick. Repealed the 15th

new for Victoria. Arrived to K. W. according.
A DOMESTIC TRAGEDY.

Faye's Echo, the Green-Eyed Monster, Blind and Mute.

Last week about half past ten o'clock, the body of a man was discovered at the premises of Mr. J. H. Burrows, 123 Howard Street. The man was alone at the time of the occurrence, and the doors were locked. The body was found in a state of decomposition, and the cause of death is uncertain. The police are investigating the case.

On the Way to Alaska.

Among the passengers on the Scourge, which arrived here yesterday, were Gen. J. B. Roseau and his family. The General is about to superintend the construction of a railroad from the Pacific to Alaska. The Scourge is well known as one of the most gallant officers of the late war for the Union. He distinguished himself in the battles of New Orleans and Vicksburg, and in the war against the Rebellion. He commanded a division at Perryville, under Longstreet, in 1862, and then in the Valley of the Shenandoah, under Early, in 1863, where he greatly distinguished himself. As he did also afterward at Stone River under Rosecrans, at Chattanooga, and Lookout Mountain, 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-third Congress, representing the end of his term in consequence of a difficulty with a brother member who had grossly insulted him on the floor. He was re-elected by an immense majority, next 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 late Secretary of War, Joseph M. Schenck, in Congress and confirmed by the Senate. Gen. Roseau will proceed to Alaska on the United States war steamer, which he is expected to reach some time in this port and is expected to leave during the present week. His staff consists of Capt. D. L. Houseman, Lieut. George Houseman, Lieut. E. C. Fout and T. G. Wilson. The G. S. Secretaries for the new Territory, W. P. Dodge, is also of the party.

The steamer John L. Stephens will sail for Sitka about the same time as the other vessels accompanying the establishment of troops under command of Gen. Jeff C. Davis, whose arrival was fully noticed in our columns as that day's newspapers. The latter vessel was looked up a month ago, and that ship has been fitted out with all the necessary stores. The officers and crew are well chosen and experienced, and the vessel is expected to arrive in Sitka in good time.

U.S. STEAMER HUNTINGTON.

The details of the affair are as follows: On the morning of the 15th of June, the U.S. Steamer Huntington, lying out of sight of land, was ordered to come to. The order was obeyed, and the vessel proceeded to the scene of the occurrence. The boats were launched, and the crew of the steamer were landed on the beach, where they found the body of a man lying on the ground. The body was identified as that of Mr. J. H. Burrows, the body of a man who had been found in a state of decomposition in his room at the premises of Mr. J. H. Burrows, 123 Howard Street. The cause of death is uncertain. The police are investigating the case.

The weather has been unusually prolonged for the season. The temperature in San Francisco, at 12 o'clock yesterday, was 81 degrees, and the same at 2 p.m. was 83 degrees, according to the thermometer. The temperature at 2 p.m. was 83 degrees, and the same at 2 p.m. was 83 degrees, according to the thermometer.
Light W. Air & Calm & pleasant WSW wind but Sea going down. Sky partially overcast but yet some & Chron side found but little current. Sailing to the West being drift close off the Bank & Sheer off the Agatunna River - Gen.Roseau still with us.

Lat. 44° 18' 13" N   Long. 12° 15' 37" W  Var. 18' 15" E  

Spot. 36.00   36.00

Coal 15, 16, 18, 21, 35.5 total weigh 57300. Wca. 220 18. 30 40

Bar. 33 26. Air 58.3 64. Water 57. 16 06 15. Wind & Rly.


Bar. 30 18 25. 7 5 15 61. Water 55 48. Seen Sea before & with Lat. 44° 46' 31" N   Long. 12° 26' 37" E  Coal. ox. 12. R. 221

m OR 35. 13   m OR 54. 33 Water x 220 R. 34 20

Ac. 10. 37. 3 Me nite lost track mer. in a c. of 2nd column of the error of sounding up to right hand. 40 per pe. Me nite was quitted a little by force of sail. Gen. R. on dir. for the 12th line being the 12th day & our Gun to sp. sextant & entered in book for 3rd sail during the night with light W. wind. 3. Northern lights.

Very pleasant & Clear & over head. Consolous bleeding about the horizon. Light W. Air & Calm, past before Daylight. Set & Ahead. dinner down & anchored up W. from N.W. Soon after disc. Cape Flattery. Light ahead. 4. At 8. Am. passed close 1st corte del plead of San Juan de Fuca under. Our colors which were hoisted at 7. A.M. as it passed. 6دس. Subsequently at a small village on our shores further in passed. See 19 5 6. By of Captain R. 

San . General Mover of the Black and white big size in 800. larger also dem. crafts. 4. Roads. Set sail & entered the Harbor of Fitzgerald just before Ian. 9 the close of.

The Atlantic Water 43°. Chaser in & full boat in Ahead off 2 English Vessels of War. At flying Flags of Adt. 2nd George Hastings. His Lordship. 1000. Mixed freight and several vessels in clear with a small ship to the Club & C. later 2 P.M. was was some 30 miles. 

Mr. Frances from Victoria friend done 30. & Lewis

Coal him for me.
we Equinial-Vancouver May 3rd.

Mr. Pearson, partly cleared of day bright, during its progress following, with the help of Palmer, B. S. 20 to 29, 66, indicating a Gale near us, called for some time on the government, with the wind at ESE.

Weights of 27, now charted by Capt. Scott, as well.

Also,25th, called upon the British Gov. by the office of the Great Britain, 25th, 1855, ordered to be sent to them at 63 pm, with Capt. Sir L. H. Baring and his staff, and officers at their own little cottage on the west shore.

On the evening we arrived alongside of a town to card, where we found in 73 Lewis of American soft coal, 25, 25, 25, being about 4.5. A most pleasant and light air at the turning.

Cloudy, with occasional light rain, with a moving north, over the horizon, burning red and white. We decided to sail and proceed on S. E. destination for the east, as it was a difficult point to sail out of Equinial. Returning to the last of the English officers, at 7 pm, handling through the long distance, and with the food, the Grand Trunk, to meet us at night.

During the afternoon, the Diana, Capt. Skelton joined us, and just after, Capt. Anderson, in the Mess, was in Memphis, or Alert Shoals, 35. A little before, the chain between the shore and a little inshore, to find the B. D. with Sec. H. and our pilot, Mr. Office, spent a very bright in the evening.

Morning at early day bright, the only current, as we passed off the Narraganset to the George. It required constant switching to keep the ship from striking the shore. Aided by the English, 25, 25, 25, we passed this, and the line of more ships. A current at N. 25. S. made all sail until 9 pm, when the wind dying away up, Pearson River, and as the Diana was 150 miles behind us, the Narraganset was obtained ahead of us, 24. 29. 75. 14. 5. 50. W. 65. 54.
At 11 A.M. passed the Conlying Station of Amico. A vessel was at anchor.
remains of the mountain were near the water.
The Sir. J.L. Stephens grounded there for 2 days, having previously brought up on a smaller vessel.
A few prisoners were detained on board.

Mr. Dinsmore, at the head of the discovery
passed a few Indians on the way back.

P.M. Came to in Duncan Bay at 10 P.M. Sandy bottom close to the shore which prevented us from going as far north.

Com. Fogg's tide being unfavorable waited until 8 a.m. the next day having myself on the ship. Visited the shore.

Mr. Dinsmore, at the head of the discovery.

At 10 A.M. snow began to fall. A little later.

In learning tide at sunrise to move with the tide,

low waters favored about 10 a.m.

Will take 5 men more to remain at the place to prevent our returning at the shore.

At 11 A.M. snow began to fall. A little later.

Mr. Dinsmore, at the head of the discovery.

At 10 A.M. snow began to fall. A little later.

We attempted to return to the ship.

At 10 A.M. snow began to fall. A little later.

Mr. Dinsmore, at the head of the discovery.

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Mr. Dinsmore, at the head of the discovery.
Broughton Strait, Cormorant Dec 3rd Alert Harbor
Sept 5th Steer NO wind sank a thick rain Mr. Weather master
asked the advice of Mr. Coffin the Pilot and I was to remain
on my anchor under anchor - Bar, till we got weather
sight of ll 0.15 55. Some Indians visited us in their dugout
with some salmon to Barker with comfort all had
cleaned their nets- for no rain. The Paulsen left for Fort Rupert
16 miles to the W continued rainy and cleaning away the fog.

Cloudy with a light rain wind from N N E Bar 38.10. Before daylight was nearing clearing to the
NW. We kept the return of Vancouver on board and
aboard of the cleared land before Hope 25 or 30. We
sighted into it. A canoe came out and we saluted them
but they took us in. We saw the smoke from their settlement at Fort Rupert and
saw a large canoe coming out. The Diana in sight ahead
passed between Galindez & Hope 26.10. The E of Vancuur into
Queen Charlotte Sound & steamed NW for the entrance of
Fitz Hugh Sound. Saw a small landing boat lying off. The
Indian Village on the S side of Hope Island. A canoe with the
Chief came off & caught a rope that was thrown to him but
had no rope on. He still stopped the way with the loss of their
steak. Mr. Coffin the Pilot informed us that the Senay Bay
was made great progress among the water. The whole
tribe had been carried off by this disaster. 20 to this
people. Extended 5 guns of coal with barred flint. 5 men
steaming to men from our course & bearings Cape Caution
is evidently several miles to the W. To the W 5th day 14.3 miles.
The west which we at first met from the W as we passed out
further increased. Came from the W 315.10. We obliged
and R to take to the C. After PM entered Fitz Hugh Strait
and after we had been steering for 5 miles all 5 PM attacked
on the bottom of Safety Bay 13 3/4 miles 30 amcast with 45
of brass. Auhrs brought firm the Diana remaining for
as having had a rough time in the Sound. 5th Boots
for wood & one Affidavit from Col. Bethel Major Hoyt. They
informed us that the Village of Fort Rupert contained 600 Indians
of which 200 men & 100 horses. In the house of the White man's family assisted by one other White man.
Oct. 10th. Winds NW. W. NW. Steady with rain. Wind continued fresh from 0°. direction in different passages. Bar. 28.7 falling. Tide W. 52.
Before daylight were standing off to the N. SE. Diana in Co. named passage where there is depth on the Channel of the near the
Auta. at 11.10 no. pond on the left hand is the breach of the St. Roca thus named.
After the former one of the Indian Bay Co. was very迁延. While at St. Vincent in 1874 but since deceased. About 2miles
further on is the Indian Settlement of Bella Bella
on a small baron rocky delta. And good Anchorage near
passed between two islands to the N. of this heading to the
E. 53° S. then at Mrs. Kept away to the N. 56° 22' W. in a wide
passage leading out to the Co. With another leading to the N.

Con 11. Finn of these last 24 hours, sail桃花 grove with
rocky coal bed from the hanging coal. Which is better suited
for vessels having no need of coal. At 2.11 passed Cape
Sanctuary. Kept away to the N. 56° 31' in McVean Sound. but
took the line W. 29° S. from the front. West the 18. turning off
then clearing 20 to 30 to the close the otras blank
continuing under way with the Diana in low until the noon after dark or 7.15. then the bar being fallen to 29.6
in 1570 lying bed with rain squalls. Stood into Carlos
Bay 3 anchors in 16.3. sailed, bottled, & served in 10. &
Mrs. Kept to 29 a birth middle of a usual bar
the shore being down at 8.15. Picked many water faces
in 14.3, swimming into 9 feet, had to shift her berth.
Wind blowing in heavy "Williamson's" from 5° 8° during the
night. Ship riding easy on her Main.

Wind blowing a Gale from 5° 8° weather thick & squally. got
rain. Pilot showed from 10.8 at 7.30 we were clearing
out in Co. with the Diana. Continuing W. under Steam &
with Mr. Lee in the channels &. of Princess Royal &.
At 10.30 passed York Island - Mr. Vining moderating. Bar riding from
place to 24.60 during the night. Passes many rocks, sloughs
and many places affording abundance of deadened
fishing grounds. Merges or shales rock. 3 miles
of many places allowing abundance of Deadened
At 7 P.M. rounded into a strong side on the Main or North side, called by the Pilot Lewis Harbor. Left 23° 23 10” N. on the chart, anchored with the stream, 19° 12 53" W. Steeply bottom and outside of it, near the entrance of the bay. Further up, the water good, Anchorage can be had at 62° 30" good holding ground, Cape S. point of Keelands near the entrance of the bay.

Weather fair. A large wall of cloud on the east, according to the shape of the land. Bar. 29.98 1485.50 at 3 P.M. Cloud broke up by a strong wind to 28° 32" Bar. 30° 0.5.

Still rainy. At 5 P.M. op. Oven Channel, 7° 45’ off oven Island, going for Harney Island, making about 8 knots under sail. Heavily raining. A good anchorage on Sandy bottom, between the island and the Main line to the E. Passed many small islands. Entering Broome Passage, wind increased from S. to E. in heading a safe outside. Continued up Chatham Sound until


Some remarkable fish were caught that day. One was a herring to oven the finest Newfoundland fish.

Skin delicate like our Lake trout, a pleasing various colors according to the angle of the light, which you view on a horse under a transparent vail. With pearly sharp teeth, 16 in number. With two small holes in the front, two more in the side, two small holes on the side, two large holes at the tail. There was no pectoral on top of the head, when we were off the mend. The head on the pectoral was nice and white. They were used to hold on to the help of every vessel perhaps 300 or 400 feet. When feeding, or passing by things, cousins.

We found a very nice fish near off oven Island. Potatoes in his garden, but little else than salmon cultivated. Sea Otters ordinary, over 15,000 to 20,000. Jade to be had at trade 80 pounds for all kinds of articles. 24 lbs. trading for sea otter, but little game or fish to be had at present.

1860 Martin 3 oz. Sea otter caught in the season of 1861.
Aurora Anchorage in Safety Cove Oct. 10th 67

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 tender almost palpable like jelly.

Mouth small, with some sharp teeth with two small holes on top of the head where raised close to the fin, just forward of it and two blow holes about close to the fins.

When feeding, or resting tip of fish curves up with a broken edge. The fins are seen near Cabbage & Potatoes.

Wt. threatening from S to E flying cloud's胃肠科 from same direction with light rain—due out occasionally. Sankaringyay falling to 29.30° coming from a northeasterly direction. Drifting snow up north under the lee. Anchor secured under the lee. Individual clearing. Bar fell rapidly. Strong blowing in violent squalls. Upper clouds filled with snow. The prediction we cannot draw a straight line to sea. Returned to anchor again in our old berth close to the San Francisco basked first. Swung into a greater current on set. Stepped oaks by the name of David, Helen and John by boat. Edwards sent thelater presented our plow. Finally 200 yard taking up the water, driving it into the winds. Along the whole line. Let's a 2nd anchor 3rd to 4th, on post, pointed to the Bluff. Bar fluctuating rising. The Bara moved a little further in getting 200 pound. Blowing very nicely pull all night gradually increasing northwards.

At 52. Bar gradually moderating & setting. Still a rainy current. At the Bar moving gradually to 31.55 and appearance of a strong wind to the S. SU of the low. At anchor, all in getting under the lee. After a sail from having arrived to the S. 3/4 Bar, due rising. About 20 miles from 28.9 of this post 2 stand on the boundary between us & (name of another) & all agree to 94.46. Heard a sharp recommendation for all crew with snow, lke:

At 5 P.M. in the entrance (of) Delt of Clarington Point the tide Mod. 92 & 93 particularly cloudy but the wind out of the N & to run all night to the N. In time affairs already few pieces male brothers not long to come on our chart. Continue becoming westward.
Duke of Clarence or Henegah Straits Oct. 15th

Western unsteady. Must fractioning seven 3° 30' to seaward.

Not having arrived at the 3° 30' of Mid. Causing to proceed on after

sight to reach where the straits are very much narrowed

by a succession of islands with passage but too rugged

between them. The only branch or cleft must lie between the

northern most one of the Isle of Zan and to the 8° to close to

the latter, but our Pilot selected the next passage to the

Is between the two most northern islands which leads north

half mile wide between low rocky shores with a

rocky bottom in fifteen to fifteen feet at which we landed

there. In the center of the passage leaving a rock

under water (bottom) each side with help on the E

one from this to land more to the W. along Prince of Wales

tail leaving several small rocks to Rock in Light in

our Starboard which we meet a strong flood against

as strong 9pm at noon. Nov. 29th 69. At 9.25 am passed the

channel in Colony's Bay. Some floating help. 6cdeck-

the water colored as open water from 8pm. Sailing

down to 27.60. At 11 am the W. King had struck into Depression

Bay and after rounding about for two lanes within I striking

bottom fishing bright. 9 to 10 of W. Soft bottom just outside of

a low rock pit or Island between which is either there a

bay named to the S 3° 8' in which we concluded could only find bottom in from 15 to 25 f. Close to shore.

4 Anchor in 10 f. Soft bottom 30 f. Rock in after 23 f. All

and about which we cast the above

Bar. Anchoring

at 10 pm let go the 2nd Anchor 6 hours down to 45.35 or 32° 50',

a port continued many a good all night

15

Midnight, improvement in the weather, but occasional rain squalls still kept us off shore. At midnight we had it, cleared our way into the straits passed between Grahamton and Cape Deceasein, crossed the southern entrance of Grahamton Sound. Where the heavy weather was not the heaviest. A blow from the west, the winds produced an irregular current in a current that frequently came in board as under the ship very uncomfortable in many respects. Under R. From this day we doubled around Cape Deceasein, Baramoff 31st. 9 1/2 to 10 miles plus 7 N. along the devil-giving it a distance of 6 to 10 miles on the 7th. of the near shore, reached and sailed along the mountain, beach and snow at Lundy Point, Whale Bay, parted our crew, sail, with much difficulty succeeded in reaching it. Left before midnight, stood in near W. Cape, and steamed off to under blue water until daylight.

Mr. Cook sumonically requested from his last funeral service in Auckland with us to return. He returned with us in the narrow channel of Tikia, where the ship was made. The wind too strong to sail, and two hours after, a day later. Although no official cause on board to assist in this operation. The fix afterwards called while guns on shore call upon him. The necessary arrangements made to the departure of the Russian conversation in the K. T. 10 to 12 place or shore at the last known. At 3:30 P.M. in the presence of the Com. all the officer in uniform in the 3rd. Army. 1st. work of Delawares 2, 2, 0, 2, 0. The Russian command. The R. An. Colors being displayed at the headquarters of our garrison of men laying here. And a Natural salute of 21 guns being fired alter the Com. with the ship when the Russian flag was raised, the gun near the scan flag went up. The R. firing the first gun in the battle case followed by our other signals.
NAVAL COMMISSIONERS FROM 1850 TO 1860.

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Class</th>
<th>Tons.</th>
<th>Guns.</th>
<th>Built</th>
<th>Launched</th>
<th>Class</th>
<th>Vessel</th>
<th>Fate, &amp;c.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MERRIMACK</td>
<td>Screw frigate</td>
<td>2,280</td>
<td>40</td>
<td>Charleston, 1855</td>
<td>Ship</td>
<td>YORKTOWN</td>
<td>Wrecked, Cape de Verde islands, 1856.</td>
<td></td>
</tr>
<tr>
<td>MINNESOTA</td>
<td>Screw frigate</td>
<td>2,280</td>
<td>40</td>
<td>Washington, 1855</td>
<td>Ship</td>
<td>FAIRFIELD</td>
<td>Cordemoe, Norfolk, 1855.</td>
<td></td>
</tr>
<tr>
<td>COLORADO</td>
<td>Screw frigate</td>
<td>2,400</td>
<td>40</td>
<td>Philadelphia, 1854</td>
<td>Ship</td>
<td>ALBANY</td>
<td>Lost at sea, W 1, with all on board, 1854.</td>
<td></td>
</tr>
<tr>
<td>NIAGARA</td>
<td>Screw frigate</td>
<td>2,500</td>
<td>12</td>
<td>Brooklyn, 1854</td>
<td>Ship</td>
<td>POERFOISE</td>
<td>Lost at sea, E 1, with all on board, 1854.</td>
<td></td>
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<tr>
<td>RELEASE</td>
<td>Screw frigate</td>
<td>250</td>
<td>1</td>
<td>Purchased, 1855</td>
<td>Ship</td>
<td>VIXEN</td>
<td>Contended, Boston, 1855.</td>
<td></td>
</tr>
<tr>
<td>DESPATCH</td>
<td>Screw frigate</td>
<td>500</td>
<td>3</td>
<td></td>
<td>Ship</td>
<td>LEXINGTON</td>
<td>Da. da.</td>
<td></td>
</tr>
<tr>
<td>ARCTIC</td>
<td>Screw frigate</td>
<td>500</td>
<td>1</td>
<td></td>
<td>Ship</td>
<td>SOUTHAMPTON</td>
<td>Da. da.</td>
<td></td>
</tr>
<tr>
<td>BARTFOID</td>
<td>Screw frigate</td>
<td>800</td>
<td>10</td>
<td>Charleston, 1858</td>
<td>Ship</td>
<td>J. P. KENNEDY</td>
<td>Da. E. Indies, 1858.</td>
<td></td>
</tr>
<tr>
<td>PENNSACOLA</td>
<td>Screw frigate</td>
<td>1,125</td>
<td>15</td>
<td>Pensacola, 1858</td>
<td>Ship</td>
<td>ENGINEER</td>
<td>Da. 1857.</td>
<td></td>
</tr>
<tr>
<td>RICHMOND</td>
<td>Screw frigate</td>
<td>1,200</td>
<td>14</td>
<td></td>
<td>Ship</td>
<td>FULTON</td>
<td>Wrecked near Pensacola, 1858.</td>
<td></td>
</tr>
<tr>
<td>WYOMING</td>
<td>Screw frigate</td>
<td>1,200</td>
<td>14</td>
<td></td>
<td>Ship</td>
<td>SCHOLLER</td>
<td>Wrecked, E. Indies, 1859.</td>
<td></td>
</tr>
<tr>
<td>FAWNELL</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>LEVANT</td>
<td>Lost in Pacific, with all on board, 1860.</td>
<td></td>
</tr>
<tr>
<td>MOHICAN</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>PENNSYLVANIA</td>
<td>Converted from H. M. S. Isabella to the United States; commissioned April 29, 1851.</td>
<td></td>
</tr>
<tr>
<td>DACOTAH</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>COLUMBUS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NARRAGANSETT</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>DELAWARE</td>
<td></td>
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<tr>
<td>BROOKLYN</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>NEW YORK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>XEMINOL</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>COLUMBIA</td>
<td></td>
<td></td>
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<tr>
<td>FOCOABONTAS</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>REXIT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SAGINAW</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>UNITED STATES</td>
<td>Sailed in Nov. 28, 1851.</td>
<td></td>
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<tr>
<td>FULASKI</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>NERIMACK</td>
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<td></td>
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<tr>
<td>WYANDOTTE</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>FLYMOUTH</td>
<td></td>
<td></td>
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<tr>
<td>MOHAWK</td>
<td>Screw frigate</td>
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<td>8</td>
<td></td>
<td>Ship</td>
<td>GERMANTOWN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CUSRADE</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
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<td>Ship</td>
<td>DOLPHIN</td>
<td></td>
<td></td>
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<tr>
<td>SUMTER</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>FLINT</td>
<td></td>
<td></td>
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<tr>
<td>MYSTIC</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>WAVE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ANACOSTIA</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>PHENIX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SCHOENE</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>PETREL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SCHOENE</td>
<td>Screw frigate</td>
<td>800</td>
<td>8</td>
<td></td>
<td>Ship</td>
<td>TANEY</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note.—Independent of the above, there are ten others not worth repairing.

G. F. E.
<table>
<thead>
<tr>
<th>Vessel</th>
<th>Class</th>
<th>Tons</th>
<th>Guns</th>
<th>Built</th>
<th>Launch ed</th>
<th>Class</th>
<th>Vessel</th>
<th>Fate, &amp;c.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merrimack</td>
<td>Screw frigate</td>
<td>3,200</td>
<td>40</td>
<td>Charleston</td>
<td>1855</td>
<td>Ship</td>
<td>Yorktown</td>
<td>Wrecked, Cape de Verde islands, 1856.</td>
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<tr>
<td>Minnesota</td>
<td>do</td>
<td>3,200</td>
<td>40</td>
<td>Washington</td>
<td>1845</td>
<td>Ship</td>
<td>Fairfield</td>
<td>Condensed, Norfolk, 1852.</td>
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<tr>
<td>Roanoke</td>
<td>do</td>
<td>3,400</td>
<td>40</td>
<td>Gosport</td>
<td>1855</td>
<td>Storeship</td>
<td>Erie</td>
<td>Do, New York, 1853.</td>
</tr>
<tr>
<td>Colorado</td>
<td>do</td>
<td>3,400</td>
<td>40</td>
<td>do</td>
<td>1855</td>
<td>Ship</td>
<td>Albany</td>
<td>Lost at sea, W 1, with all on board, 1854.</td>
</tr>
<tr>
<td>Niagara</td>
<td>do</td>
<td>4,500</td>
<td>12</td>
<td>Brooklyn</td>
<td>1846</td>
<td>Side-wheel</td>
<td>Vixen</td>
<td>Lost at sea, E. I., with all on board, 1854.</td>
</tr>
<tr>
<td>Release</td>
<td>Store bark</td>
<td>327</td>
<td>1</td>
<td>Purchased</td>
<td>1855</td>
<td>Storeship</td>
<td>Lexington</td>
<td>Condemned, Boston, 1853.</td>
</tr>
<tr>
<td>Despatch</td>
<td>Screw tender</td>
<td>558</td>
<td>3</td>
<td>do</td>
<td>1855</td>
<td>Storeship</td>
<td>South Hampton</td>
<td>Do. do.</td>
</tr>
<tr>
<td>Arctic</td>
<td>do</td>
<td>235</td>
<td>1</td>
<td>do</td>
<td>1855</td>
<td>Storeship</td>
<td>Ontario</td>
<td>Do. do.</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>Screw shop, 1st class</td>
<td>2,070</td>
<td>25</td>
<td>Brooklyn</td>
<td>1858</td>
<td>Steamer</td>
<td>Union</td>
<td>Do, Philada, 1856.</td>
</tr>
<tr>
<td>Hartfort</td>
<td>do</td>
<td>1,900</td>
<td>16</td>
<td>Charlestown</td>
<td>1858</td>
<td>Storeship</td>
<td>J. F. Kennedy</td>
<td>Do, E. Indies, 1856.</td>
</tr>
<tr>
<td>Pensacola</td>
<td>do</td>
<td>2,138</td>
<td>19</td>
<td>Pensacola</td>
<td>1858</td>
<td>Side-wheel</td>
<td>Engineer</td>
<td>Do, 1857.</td>
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<tr>
<td>Richmond</td>
<td>do</td>
<td>1,939</td>
<td>14</td>
<td>Gosport</td>
<td>1860</td>
<td>Side-wheel</td>
<td>Fulton</td>
<td>Wrecked near Pensacola, 1859.</td>
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<tr>
<td>Pawnee</td>
<td>do</td>
<td>1,260</td>
<td>4</td>
<td>Kittery</td>
<td>1859</td>
<td>Ship</td>
<td>Lenvant</td>
<td>Lost in Pacific, with all on board, 1860.</td>
</tr>
<tr>
<td>Mohican</td>
<td>do</td>
<td>994</td>
<td>6</td>
<td>do</td>
<td>1859</td>
<td>Ship</td>
<td>Penn. Pennsyania</td>
<td></td>
</tr>
<tr>
<td>Dacotah</td>
<td>do</td>
<td>906</td>
<td>6</td>
<td>Gosport</td>
<td>1859</td>
<td>Ship</td>
<td>Columbus</td>
<td>Burnt, April 20, 1861, by order of government, to prevent their falling into the hands of rebels.</td>
</tr>
<tr>
<td>Narragansett</td>
<td>do</td>
<td>864</td>
<td>3</td>
<td>Charlestown</td>
<td>1861</td>
<td>Ship</td>
<td>Delaware</td>
<td>Seized in N. J., 1861.</td>
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<tr>
<td>Iroquois</td>
<td>do</td>
<td>1,016</td>
<td>5</td>
<td>Brooklyn</td>
<td>1859</td>
<td>Ship</td>
<td>New York</td>
<td>S. frigate, Merrimack.</td>
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<tr>
<td>Seminole</td>
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<td>861</td>
<td>3</td>
<td>Pensacola</td>
<td>1859</td>
<td>Ship</td>
<td>Columbia</td>
<td>Burnt, April 20, 1861, by order of government, to prevent their falling into the hands of rebels.</td>
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<tr>
<td>Pochontas</td>
<td>do</td>
<td>654</td>
<td>3</td>
<td>Gosport</td>
<td>1859</td>
<td>Ship</td>
<td>Raritan</td>
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<td>Side-wheel, 3d class</td>
<td>453</td>
<td>3</td>
<td>California</td>
<td>1850</td>
<td>Ship</td>
<td>United States</td>
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<tr>
<td>Pulaski b</td>
<td>do</td>
<td>335</td>
<td>1</td>
<td>Purchased</td>
<td>1859</td>
<td>Ship</td>
<td>Plymouth</td>
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<tr>
<td>Wyandotte c</td>
<td>do</td>
<td>464</td>
<td>5</td>
<td>Purchased &amp; refitted</td>
<td>1859</td>
<td>Ship</td>
<td>Germantown</td>
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<tr>
<td>Mohawksd</td>
<td>do</td>
<td>464</td>
<td>5</td>
<td>do</td>
<td>1859</td>
<td>Brig</td>
<td>Dolphin</td>
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<tr>
<td>Crusader</td>
<td>do</td>
<td>549</td>
<td>1</td>
<td>do</td>
<td>1859</td>
<td>Schooner</td>
<td>Flirt</td>
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</tr>
<tr>
<td>Sumterf</td>
<td>do</td>
<td>464</td>
<td>5</td>
<td>do</td>
<td>1859</td>
<td>Schooner</td>
<td>Wave</td>
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<tr>
<td>Mystic g</td>
<td>do</td>
<td>464</td>
<td>5</td>
<td>do</td>
<td>1859</td>
<td>Schooner</td>
<td>Phinix</td>
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<tr>
<td>Anacostiah</td>
<td>do</td>
<td>218</td>
<td>1</td>
<td>do</td>
<td>1859</td>
<td>Schooner</td>
<td>Petrel</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td>Schooner</td>
<td>Taney</td>
<td></td>
</tr>
</tbody>
</table>

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*a* The Despatch rebuilt and enlarged.  
*b* Was formerly the Mississippi.  
*c* Was formerly the Westerport.  
*d* Was formerly the Columbia.  
*e* Was formerly the Southern Star.  
*f* Was formerly the Atlantic.  
*g* Was formerly the Memphis.  
*h* Was formerly the M. W. Chapin.

Chartered in 1858 for the expedition to Paraguay, under Commodores Shubrick, U. S. N.

Note.—Independent of the above, there are ten others not worth remarking.

G. F. E.
ADDITIONS TO THE NAVY between 1850 and 1860.

<table>
<thead>
<tr>
<th>CLASS</th>
<th>VESSELS</th>
<th>GUNS</th>
<th>KIND or CALIBRE</th>
<th>OFFICERS and CREW</th>
<th>TONNAGE</th>
<th>WHERE BUILT</th>
<th>WHEN LAUNCHED</th>
<th>MAXIMUM DRAFT</th>
<th>COAL CARRIED</th>
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<tr>
<td>Merrimack</td>
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During the above interval the Navy has diminished in about the same rates, by sales, condemnations, losses, &c., leaving the effective number of Vessels about the same as in 1850.

G. T. E.
## ADDITIONS TO THE NAVY between 1850 and 1860.

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<thead>
<tr>
<th>Class</th>
<th>Vessels</th>
<th>Guns</th>
<th>Kind of Calibre</th>
<th>Officers and Crew</th>
<th>Tonnage</th>
<th>Where Built</th>
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G. F. E.
Sitka, Alaska, Friday Oct. 18th 1867

During Russian America, The Am. Consul which has this day been hoisted here under a National Ensign, and in that presence of nearly all the Civil, Military present - ship's crew also to be the custom that will be observed at all times.

The Russian flag was lowered by the Russian flag from a flag staff, Dr. M. S. Davis

The first man on the bows of the vessel was engaged from the engine house apparently determined not to come down. Several American avowed the streets supporting the staff, but they alight because they had to slide down in the water, the salute was given in salute, all hands were getting an excellent feeling a running broach was made in one end of the instrument which was now a man was hoisted up, she cleared the flag staff that of bringing it down, with

It was evidently the mark of the salute of the R. Authority present, directed down upon the bayou and of their own soldiers preparing arms under the water.

The Am. Consul was brought out by Mr. Roseneau, was then run on is slowly run up, followed by a salute of 21 guns fired alternately by the battery on Deer Island, the U.S. Flag and a Colors given by the Russian flag was present. When the R. Cons. Capt. Phineas off advanced with his hat in his hand he alighted with appropriate regards to Gen. R. said Mr. Roseneau by cultured, politely by Mr. M. by his Imperial Majesty the Emperor of Russia, a transfer being the Russian possession of Alaska. (which consists of all of their possession in America. Gen. R. accepted, & accepted it in behalf of the U.S. states.)

This ended the ceremony, much to the delight of the newspapers, who were pleased especially a special order to report to their papers-

All the officers now assembled in the Con. Prince Mopton's off of the Toth house, the Toth R. flag was raised together from the men of war accompanied by the Russian 

The R. Cons. Phineas off is now a shore present on shore. And it was invited to accept regards of the Toth house also, which he returned with doing.

The Prince of Alphonso, said including the saying that he had no accommodation for that including the saying that he had no accommodation.
Thursday, 17th October 1845. We arrived this day in the Bresca from the Cape of Good Hope, against the Sun. We had a gale of wind from the West, with 13 feet tide and 34 miles of wind.

The Bresca made repairs for her, and the Captain took up his quarters on shore. The Resaca made repairs for the Bresca, and the Captain took up his quarters on shore.

SUNDAY, 20th

The Bresca, being loaded with coal, left on a short trip up the Strait, delivered her cargo, and the Captain came on board, accompanied by a friend of his, and they went on a short trip up the Strait. The Captain took some letters for the Resaca, and the Captain of the Bresca went on a short trip up the Strait.

The Bresca, being loaded with coal, left on a short trip up the Strait, delivered her cargo, and the Captain took up his quarters on shore. The Captain of the Bresca went on a short trip up the Strait.

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Cloudy, evening Bar having gone down to 29.74. Wind ENE. Sudden return of wind to S. When a fresh ESE wind blew at a sharp wind, Bar returned slowly to 29.60 at midnight. When a snowstorm began for several hours that covered the hills on the mountain, the Bar finally changed to a driving rain. When the Bar & wind blew W. S. 40. Some of clearing up to the West. Continued driving rain. About 5:30, apparently in different direction. Rain 3-4 inches of a small cloudburst from Cape Flattery to E. Davis Sound. Visible from the Str. J. Hopkins.

22°

Blowing a SE to E with strong wind. Bar falling to 27.4. During the night, blowing steadily and clearing up. Employed in clearing all hands and the bar. Ordered a transfer of men from the USS Kearsarge off balance to two other ships until 3 a.m. Discharge of ammunition by Mr. Davy. After Bar. 29.2. Wind SW. During the night 28.12. East wind at 7. Wind came out in a heavy gale from the West. Bar-blowing from 28.3 at 23.22. After a full hour of heavy wind, fell to 18.7. During the night with rain, flat Bar. Rising.

23°

Mind Var. from N.3 E to W.16 E. When hand to 16.5 with wind to NE at 21.27. Wind SW. At 21.29. E. N.W. at 21.30. Wind SW. 21.30. Wind SW at 21.35. Several intervals of clearing, overcast with a heavy Jess. Feeling fine. Bar-blowing from its moorings to which our ship's anchor is attached. The chain is detached to change of a Co. ship in our bar. Soon after, we run out anchored and started the ship, and it so that 2 anchors were at 21.35. Passed out of light, the mess to the island on our right.

And the fleet that was taken on board for the Union Co. at San Francisco, in whose of Albert and Joseph part sold. Paul Roseau and Dana Brown. Off the N. E. Made soon off and Vind after all. Transferred 3 men to the quarters. And two to the Kearsage in a change for units from the Union. We met the Bar, raising lightning. It 20 hadomen. Wind apparently 20. The SW and the Mountains covered with smoke at 22.11. Site of lightning & thunder to the S. Mind Var. From 21.29. 21.30. Rising Air. W. 16.

Rain & Hail rain & snow from 5° & 6° occasionally clear---now much of the rain passing outside & snow then carried into the coast again. A Current coming from the S. by W. off the No. This interesting Reasess above the Indian Shore, the church & club house. S. & W. a Billowable at the latter place from at 10 to 12 ft. but indifferent. Also two bowling Alleys on Lower Bar. 29° 5 A.M., 18.6 W.S.

Kept them from the tent when I & the crew of the schooner of S. C. &red Bells & forwarded 8, for the passengers to be sent on to the Hospital at New Archangel.

29 5

Wind ran in force from the S. & E. It pleased of for Sella a good month at intervals & sun occasionally in sight. Moving with the wind. Our cattle went. We left the lake market & public gardens with Capt. Davis called upon God. Roscan at the Gov. of if he had resolved upon returning in the St. Stephens as informed by Capt. Howard and was told that he did not if could possibly get inland passage which he much preferred. He at my suggestion agreed to the ready to return back to the road the morning the shot & went take advantage of the favorable streem for the trip back to S. December Capt. Dales of the St. Stephens as he was on Brother, offered him our stream if he could not get any other; he is having every thing with his boats. And getting $100 per day from the trade while he employed with $20 per ton for freight. The latter so calculated 2.2 miles makes the same Magen in made through about 7 places. I saw so fast he calculated to clear $60.00 for his own vessel, but the vessel to be obliged to take any at this price. His back. He & a message from Paul R. that the vessel not be ready by the 20th day to leave the beach. Ask Jerry Dolists & Chris Davis & & E. Quinn. About 50 or 100 $R. & Prince Muskoff off command to pay their respects & take care. Capt. Howard also.
With Mrs. And Mrs. M. W. A. and Capt. T. C. C. and the vessels they had joined in the management to get the ship to sea. The vessel was not in good repair and had to be put to sea by the other vessels. I had past the lesson to pay the attention to the rigging that she have missed. Showing gone to the Gov. a salute of 17 guns when left with the Commodore about Aug 30th. Set sail at 10 and opposite to indicate a port short for a few days — but we had not got past Cape Edgewood before it came on dark young with the flash of lightning and thunder like the report of guns to the 14th which looked like pieces. But I was able to turn back 30 miles to the 30° 50' — along the coast. Sailing gradually meandering from the 30° 30' through the night to 10 miles at daylight. Found myself still along may from Cape Monongah 2 miles to the west of a heavy head of clouds it being some selling me in. Therefore hailed off The 3° 07' under from east sail on the wind under an increasing gale sea for an afflter, bolted down on the second mast of the boats made every thing as possible.

**Sunday 27th**

Blew up a gale of 50. Gale with sail, sail and squares... The wind at mid day was heavy and irregular from 2° 35' and 5° 30' making the ship head to head and flooding the cabin. Was in a hard time to get on the deck and find our way with the masts and sails unattached. The topmast and masts were several times in the water. crew of men (Mr. G. and his men) to keep our things working to face the ship's head to assist was for west stern sails in getting off shore. The ship's labor very much all the boats were from the deck. The ship's rigging was on the deck. The sea expanded itself at the post deck breaking. Came down the ship after the crest of the break. The crew of the boats had to keep several hands bailing all night, here ship in the wind and storm. The bow was thrown to headboard and stern post down, torn and for gaffs, port headboard torn away, fore brace, topsails of the foremast blew to pieces (new sails on all) schematic for the two thermometers was left on and all the chronometers near, fitted with water... stopped running. Finally, the safety of the ship was principally due to the existence of officers remanded by the Captain.
At Sea off Bitha - Oct. 27th 34th 67

At Mid. Fall Changes 10.30 a.m. Moderate but still little veer, 5-7 south eastly at 10 A.M. by Greenwich time closing about 10 p.m. A.M. at 30.6 Lat. East. Was flying 10.3 or a heavy sea for Bitha all hands were exhausted from constant work & exposure the only thing increased & which list to 30 with a speed of 10.5 and at about 3 A.M. was now in 10.5 South of the island. Wind was variable but mostly NW. & SW. The wind was fairing up & a heavy sea was breaking on different boats. Found our way in Laidl. and anchor about 8 P.M.

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Midnight in Squares, from 3d. during the night, dragged into 4d. 
Bought up with 24[h]en port chain—Tore port shell (which 6 1/2 shill 
beside a small steam. See a Whaler from the Russian, and this 
whole kept up for his to try deck & clothes—The Com. and Leading 
Our 60 lattest being among the beating, 3d not ask them on board. 
Capt. B. made arrangements to take passage on the legislature. 
Continued to use with Mollie % in the 5° W. 3d. after it had 
been there to 7° E. Braded in. READ at 8° 11:15 a.m. 8° 38' 
30"

Mid. Mid. 35 W. Bar. beginning 15 30. 37 fell to 29. 25 at Mid. 
50. 30 at main. 54. 30. 20 at Mid. again with a 
wind of W. which continued to the wind.

All hands employed in repairing damages caused by the 
late gale—From nearly all of the different ship pens and de 
saddled as well as different men. Provisioning, clothing, charts, 
books, etc. All damage to the pens and course of the ship. 
Thought the Chironeus to be short to be cleaned & cleaned the 
3d. on board. And continued in the same town to make a new 
wire to sail with, men to work in the yard, Company was on 
board for lumber for two of bulk. Empt. repairing Lanakua.

Mid. night. 5th. Two day. Bar. beginning. Tuesday 29. 05. was 
again at 29. 07 at main. 43. 04. 38. 20. whereas. 1680. the 
was purchased for sale at reasonable rates. 
Along from the J. S. Stevens existing coal belonging to the 

About 5 pm dark notice. Report of guns were reported off
The Boston sent up a rocket to show the besiegers
Which on the following morning proved to be a Russian. C
About 7 days from there in. 5th. wind went entirely 
to wind for. The C. reports that the same grade of men 
were always his service as the Boston.

Fleet employed all night. Chasing German Steamer who was
On the train of Coffee & sugar. A large Stock of beef sent 
and well served for the fleet. E. Sold the Steamer for British 
Cochran and 87. then in the hold of a Steam frigate.
Midnight 3d Mr. Plant had time with an intention of Clearing off the Mountains covered with Snow. Visited the Previous Assistant in the Cark Boat to visit Mr. J.L. Smilen in craft stopping away Coal by particular request of Mr. Rothman. During the evening, he came on board from there having Nicholson aboard in his ship, and made up his mind that he must stop here in her, spoke of the looking feeble condition, said that he did not consider her Hope at Sea, said he would go to the Cape. After receiving a letter dated the 18th March, and getting ready to go, the ship was ready. No apparent very necessary, wished to know what was to be done. Preceding the next day the most important thing. Afterward he went below to the ward room and after talking with the officers, went to the residence of Dr. Greely. Mr. Greely 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.

Allen remarked that I was the judge of whether the ship was ready, I said perhaps I did not wish to go as the ship was not ready and the notes, etc., and then other small remarks, about his Coffins on the Pilot, this occupation that led to some discussion. It was all the other pleasant, especially had a full understanding, with the Pilot, that it should pay him so before a trip from Cape in a situation of his detaining & 5

Order sent to the Memorial of 1st week of one of our Boys and a Chronometer, 20 Spec. Books, etc., from the
The ship is a Chronometer, and for Bon Voyage to the former for repairs, then being no dry place on board to the ship, 25th May 1865. 30.84

Coal weighed 296 Eons, 64 tons being poor soft Coal.
THE BALE OF SITKA.

October, 1857.

Sitka, the Bunsen...
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 foretry sail tearing
It did the sail in pieces rend,
While hail and sleet fell past all hearing,
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" love 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.
Silkia, Nov. 1st 61.

Mind light & Mr. Racine had dinner with us. He took his horse & went to the mountains & visited the Prince on his way. He said he had seen Mr. Stevens in church being Gray Eagle by particular request of the President. Evening the Prince went to board from Shore having written the letter as he was to sail next day. He spoke of his looking with condition & said he did not consider him safe at sea—said he rested & slept if ever ready. He signified by what he said that he wished to be asked when the ship was in a seaport to go, but every one would be made to believe good so would he. The man went as he appeared to be very careful of what was to be done. I mentioned some of the most important things. After this he went below to the reading-room & I talked with the officer & asked if I could inform me that he was in different departments & they said there were several. After I remarked that I was going to take the boat, he wrote a letter to the Secretary & the Lieutenant & in the presence of the officers sent me word that he was going to the different departments & they said they were instructed to do whatever I wished to do. The express was put on the boat & the officers sent a note of them upon 10 that morning.

What do you want for sails to take out to Victoria. Where are you ready to go on board. The reach one place you need. I had much more done for this trip. Can you get it from there?—of them upon what terms? My writing was addressed to Captain Allston of the vessel & was such that I could not understand the idea of despatching him. I think it is.

The former for repairs there. The sea was to be this week. I felt

Coal on hand 296 tons.
How soon can you be ready for sea, to take the

VICTORIA. When shall you be ready to receive us

on board. How much more do you need for this trip?—Can you

get it from shore—Of whom upon what terms

These provisions were addressed to Couch, Bradford

of Mr. A.S. Resaca. Mr. A.S. was such that India

didn't think of dispatching him. TIE.
Light to me. Certainly Mr. Mads with the usual accompanying
of a fine hair and snow ferns, the being with the previous days
had important. Salisbury are provided, his fees appear to care
the umbrella is a very unusual string to be seen on Mar 23rd.
I am told that the outdoors regard pleasant weather as usual,
was a more serious situation for his health as to go to bed, replace down
for beds are also a rarity. The head chief workers fixed upon
and opened a special door with windows of pane-Free from boards
within a file. Called upon Mr. Davis had a fixed upon paper
and head's employ company of anyone getting ready for a man
the others headed up Mr. Smith the baker who the being sent
dent a haven of 3-15 to change her by. A discourse Charcoal from
there being their Sunday had to apply to the see, to get it.

The Prince complained that a little leading sheep had taken
the benefit of their legs to refuse the more. Lanturtch, Munden,
Bradford after which the sea Davis might an officer went as
chief of the first who could attend to all such matters.

Frank gave 1. a. F. M. S. Parker 1, 319 to the Knows for hiring C 32.

**Sunday 31**

No inscriptions. Rain, snow 1 hole, having taken 10 29, 40, 33 12
other, Mr. Davis. The streets filled with water and after daylight
with our renewed bridges. That the another
flag of the last would to the shore send 1000 prevented
the repair of changes. The local fore Pop said at 2 30
Ph from the Jamaica town about 1. Mid. Cells empty
cleared for Cochran town, which were restored on shore.

Anthony, O. C. and Mr. Brad for to say his offer in him
for the month of Oct. having neither currency
but falling directly everything greatly, to great advantage at Mid.
and the whole to be called to determine of the 20th. £ & d 2 a.
the 1'.' D. was given the order, which he wished that he had
their three of ordered fire site before the pilot had decided
which was very much provided that we can ill offer
to consume for fuel. Del 917,
Silka, Alaska Nov. 4th 67

Specially from N. 3° E. with the usual accompaniment of rain & drizzle. A blot on Mr. Bar. falling 8 per hour which on ap. of the change of air, think perhaps a Gale. Therefore am writing for a favorable change to set anchor or else come to nothing at sea against a S. E. Bt. at 8 P.M. Mid. C. M. Rain. No weather several hours bar. 33. 33. 40. A. M. Wet ball 71. The 12 by atmosphere, we have formed here.

Wind blowing in flurries from N. 3° E. Bar. Still falling at 8 P.M. 28. 51.
Air wet. Ball 28. No wave during the night.
All our best men (21) on deck.
At 8 A.M. light snow. Keeping to a fire at 8 a.m.
Not fully all night to dispell damp press.

Well 12. 42.
Locking M. A. Deck awning. Boar all the deck up and made other preparations for a Gale. The mercury bar danger for below 31. 0. 33. a forenoon at 2 P.M. 28. 33. a dampness about 28. in temperature.
Light & rain. Falls from the N. 3° E. with spells of rain and dark gloomy. Wind covering the top of the mountains but Cape Edgeworth all the islands in sight keep little swell upon the rocks.

Rainfall amounting to snow from this place. I order the men to go at early daylight and make another trial. Light air during the night.

Light breeze coming from N. 3° E. Bar. Still falling at 6 A.M. 28. 40.
When we were passing the outer islands of the Chukchi bridge. Continued on past Haida (Port Haid) Rts. before anchoring Bisc. 3° E. Reaches a S. B. Gale.
When Capt. R. who had gone below to his cabin & writing request from her son A. that Capt. R. return to S. Haida. Therefore put out again called the middle passengers of 18. Am. Aukland in 12. 1. Still taking 30. C. to the west of the town several of the middle Americans then much a little undulating sea come in.

Came in from the Cape Mck. land sail but when we struck the force of the S. B. wind she made back. Wind died away after Mr. Min. stilled into snow.
Mechanics all engaged in repairs. Capt. Perch lists the ship we being up at 10 P.M. for an Pilot born up a channel and the middle passengers at 9 P.M. 17. Left Silka Feb. 23rd S. E. C.
The formal transfer and delivery of Russian cessions to the United States government took place  
by Captain Pastoreff, Acting Com-  
missioner, on behalf of the Russian  
government, and Major General  
Harrison, on behalf of the United  
States.  

At three o'clock P.M. a battalion of United  
States troops, under command of Major Charles  
C. 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, compris-  
ing American, Russians of all classes, Creoles  
and Indians, all eager witnesses of the ceremo-  
ny.  

Precisely at the last moment four Russian  
flags were first placed in line over the lower-  
ing of the Russian flag but the flag would not  
be lowered. In lowering it tore its entire width  
from the bar, and floated from the creases,  
some forty feet from the ground. Three  
Russian soldiers then attempted to remove the  
flag from the bar and a half grip repulsed try  
the attempts of the flag staff, but each failed to  
reach his national emblem. A fourth ascended  
in the American's chair, seized the flag and  
and threw it in the air directly beneath him;  
but the triumph of the wind carried it on, and  
caused a sensation in every heart.  

Five minutes after the lowering of the Russian  
flags the Stars and Stripes went gracefully  
with the hair and free, Mr. George Lowell  
Reed, having the honor of taking the flag to  
the breeze, the United States senators George  
and Robert, at the same time holding the event  
by signal lights.  

As the Russian flag was lowered Captain  
Pastoreff stepped forward and addressed formal  
Resolutions and Toasts:  

General.—As Commissioner of the Imperial  
Heraldry of Russia I now transfer and deliver  
the cession of Russian America, owned by the money to  
the United States.  

Great Britain, in response, as the American  
flag ascended:  

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  
Malanoski, General C. Davis, Captain Kun- 
kel and a few others who formed the group.  
Several ladies witnessed the ceremony, among  
them Mrs. Malanoski, Mrs. General Davis and  
Mrs. Major Wood. The Plienes went noticeably  
as the American flag went down.  

The transfer was conducted in a purely diplo-

matic and business-like manner, neither boorish  
nor shapeshifting following. The entire trans- 

fer was concluded in a few hours, the Oseevir,  
with the Commissioner on board, started into  
water at eleven o'clock this forenoon, and  
arrived at the American dock where the ship  
was ready to depart.  

The American steamer was bound for the  
settlement of Nisgha and the town of  

Nisgha.  

Several Russian officers and men accompa- 

med the steamer to the settlement, and  

the American steamer left the Nisgha and  

headed for the settlement of  

at ten o'clock. The vessel sailed for the  

Russian steamer and the Nisgha and  

leaving the  

form of the Nisgha and the lead going  

at 12 Fathom. The high seas  

were rough, one of the vessels  

left the Nisgha and the lead going  

about 12 fathoms. The Russian steamer  

left the Nisgha and the lead going  

about 12 fathoms. The Russian steamer  

left the Nisgha and the lead going  

about 12 fathoms. The Russian steamer  

left the Nisgha and the lead going  

about 12 fathoms.
near 8 miles from the village. The sky was clear, but there was a light wind from the north-northwest. At first, there were no signs of rain, but later in the day, it began to rain lightly. The rain persisted throughout the day, making the journey to Cape Baze to meet the steamer from Senegal Island challenging. The steamer, Captain, arrived at Cape Baze around 8:30 PM, and a small boat was sent to take the first group ashore. Captain reported that Cape Dessein was in sight, and a large boat was sent to take the first group ashore. The boat contained Captain and a small group of men. The group was led by Mr. Brown, who was in charge of the boat.

The group was met by some of the inhabitants of the village, who were pleased to see them. They were welcomed with a warm reception, and some food was provided for the group. After a short rest, the group set out for a walk around the village, exploring the area and observing the local life.

At sunset, a thick fog rolled in, obscuring the view. The boat returned to the coast, and the group settled down for the night. The weather was clear, and the night was peaceful. The group spent the night resting and preparing for the next day's journey.

The next morning, the group continued on their journey, exploring the nearby villages and observing the local culture. They were greeted with warm hospitality and were able to gain a better understanding of the local way of life. The group returned to Cape Baze in the afternoon, welcomed by the local inhabitants, who were happy to see them again.

The group spent the next few days exploring the area, taking in the sights and sounds of the local communities. They were impressed by the hospitality and warmth of the people, and were grateful for the opportunity to experience the local way of life.

The journey to Cape Baze was a challenging one, but the group was able to make the most of their time there, exploring the area and gaining a better understanding of the local culture. They were able to form lasting friendships with the local inhabitants, and were grateful for the opportunity to experience the beauty and richness of this area.
Nov. 9th. Chatham Sound.

Arrived gradually to the N.W. Bar 20 at to 30. & at 6 A.M. was then close to the Sound. On the N.W. side. A 36 hour show formed with more violent. Afterward Chatham Straits at 7 A.M. after rounding The Bar for the last sail blew hard at nor off Duncan Bay. Wind failing as fared at eight in a severe storm. 11 Bore taking. During last 24 hours Considered 20 miles of our miserable stuff. Came to off the St. J. Sloops at 7 A.M. 

Greenville Channel.

We entered at 8 P.M. Clark's Shoal but as theלילה was not clear enough to allow us to run through the Chatham Channel, we stood up and included a break of Course S.S.E. at 7 F.M. and started 7 miles on our right. Mint Clouds over in occasional passing over 5 3/4 a.m. Insuring one & 2 of the new steers being over. Sailed through the night on 22 of the driving snow and rain which drove waters and wave. Then through at Daylight, passed from Foot Bay-Bar 29.88 at 7 A.M.

Sunday 10th.

Wind blowing strong in squall ahead with continuous rain. 2 or 3 hours before daybreak Bar having fallen to 29-82 & to 30. At Morn. Air pretty ab. about 46. Mendaline covered with snow and wave. Horses running down the side into the Channel. At 1 P.M. Bar von 2 suddenly to 31.10. Succeeded by heavy squall of wind & rain. .During the shores breaking & latest of Navigation. Very dangerous. Kept close to both precipitings Rock shore to the 3rd at 3 P.M. found ourselves into the Outlet Cove Called Carter's Bay where & dropped anchor near the bottom up to the mouth of a small stream in old bottom 250 & 300 fathoms deep. Found a place of our choosing. After such threatening weather. Mud and wave not found. Joined by the light with our bare hands. Apparatus blowing a fresh Gale outside. The wind rising and being still with wind, The Bay creating a strong Current of the West P. L. Here setting out the channel. Much delayed the stream entering. Accelerated by another. It necessary to set at 22. At 2 A.M. 

Dow R. in the Gulf of Alaska, a moderate wind, under way, S. bore. felt 4 or 5 miles of land.
Carlings Bay

Nov. 11th 12°

We lay all day.

Wind from S 3° E, driving rain with S E wind. When it fell up we gave
indecisive steering up the stream. Anchored at 5 P M and
were heading out to the 6th Bar. Morning wind to 30-14,lees down
to 30° at 8 P M at 4 P M at 10 P M mid-
mid light wind to 30° 3° 3°

At 12° 10, we lost our bearing and the logchords, Mid,
had closed the Sound and entered the channel leading to
the 3rd Bar about 5° past the
12th. At 10° 40° 40° the Sound had
passed the Indian Settlement at Bella Bella, still

at 12° 10° 10° 10°

After we entered Fischberg Sound, the Bar being fall on to 23. 94. Came on to blow a gale from S by E at which handled suddenly to SW and

were as 5° in a squa., when the Bar rose suddenly to
30° 10° 30° at 24. 24. Wind moderated and cleared more to the W

and dropped. Found S by E less than 3° had several pieces of wood floating about.

At this time the

had crossed Green Cape the wind 30° northward.

We made our way back to the Indian Settlement into Bella Bella.

Our course from Cape Salient to the part of the Galloans del

3° 3° 3° 3°

as 3° 3° 3° 3°

was about

as 3° 3° 3° 3°

leaving Egg 61° about 1 mile Eg. the range and

Cape Caution about 6 miles to which this agrees exactly with the late English Chart of Richards. But not with the chart

nearer deck of that nor was been entered the last

strait. We left at 3° S by W 6° 3° N into an overcast

S by W 6° 3° voyage.

Leaving Egg 61° about 8 miles. Bar having a great deal of

at 9 P M about 5 miles. Bar having a great deal of

6° 5° 5° 5° 5°

when we came to 5°. Time to fall in. Winds with wind freshening from

1° 1° 1° 1° 1° 1° 1° 1°

Com. with fresh head winds of about 6°. Levee Bar 30° 22° 22° 22° 22°

Our course was more a pleasant

Northwesk the 4th falling back to 41° after being during the night.

The 3 courses were 22° N 22° 22° N 22° N.

Drifted a light drizzling rain

Off our port side the passengers, with a strong tide with 3°

Winds and in 40° 1° 1° 1°. 1° 1° 1° 1°

Emerged from Discovery Passage into
Strains of Georgia

To a violent tide 30.3, that caused some piling of the ships, some crew whereby, the main and fore topsail, 38 lbs. wind. 30.16. Made 40.30.

Passed the islands at 10 pm. Soon after daylight.


Entered St. Rose. Action was on the Union of the 30th late. The inferior vessels on our shore were put aboard and their morning fires 3.3. Gradually died away.

Bar at 8 Am 36.3. Air 49.5. By partially cleared. Wind from N. after our exit. Lycoming, was on a wind on the Mists.

The merchants Mark. In the main to take in our coal, which is in waiting for the third fires to repair later in Boston. Rear officers with the coastal of the English vessels in port. Levees, Capt. Danvers, Capt. Price. Sloop, over 40. 2.2. A store ship is in the docking of the best yard here.

Learned that the U.S. R.N. joined our left here for San Francisco this morning at 12 pm. At 4 pm the men of the

Schooner came in from Mendocino anchored near the mouth of the river to bring a ship to let people know that the spread eagle was about. Ends foggy.

Light was on in Calais. foggy.

Leased back to their Mendocino banker. Set up several staying 30. Relaxed out.

Glad to have had to take this last decision with me and returned with the baggage to the St. George Hotel in Victoria.

Ad. St. J. G. Hastings asked me to remain there until he was with us to part. A closely related period before extras due to American officers.

Bar near to 30.40. On this day learned that the Stevens stricken a rock in the passage back from McPherson's & Fitz Hugh's Strals but did not spring leak.

As after Bar fell to 30.33. Employed on cutting up the sailing

Mendocino off 30. Men, Dec. 18th. 30. Taking the fire along side. Of them had been due this morning of $100 and 7 of them in debt. (Total amount $1.745. Monday, 18th, 30. Men, 3.30. Enlarged of the commoners. 4.30. Sent officers in search of officers agreed to employ. Police. Dine with Mr. R. 33. Dec. 27th, 30. 11th.)
Squimish — Victoria — Vancouver

Nov. 17th — Sunday. Attended Divine Service at St. George's Church. Victoria was unfavourably impressed with the whole service. Mr. Wright, Mr. Hill, Mr. Miller accompanied.

Capt. R. Melville, U.S., official visit aboard H.M.S. "Vancouver." A ship of the line, paid off to New York. N. S. Phipps, Mr. Phipps, acted as paymaster. Bar falling 10 o'clock at noon.

19th — Daylight. Mr. Phipps as before. No means for getting ashore. Cleaned out the rigging and straw and straw cover. Washed. Bar 10 o'clock.

Called upon at the Rev. Mr. Butterfield's by request, to visit the Captain in his room, upon business, was again invited to join him in the Victoria on Tuesday. Shopping. Mr. Wright accompanied me on the latter occasion. The Rev. Mr. Butterfield took us to the Olympic Hotel. The previous morning the U.S. steamer sailed for Portland. Purchased more coal, and store at Bow's store, ate the remainder of the coal on the March 21st, of 1845.

Miss W. Van. with whom dinner was at. Fell to 37.5. Blowing a S.S.E. Out of the east. Rainy and clever, a breeze made a division. There is quite a resemblance of the excellent Boston. Perhaps nine superior taste. If of any one town after a bonfire. A short distance from the hotel. Mr. B. G. Butterfield, but renewed wishes and the desire of the little girl. All that was there could be done from deck to deck. A theatre on Victoria. Indeed a good one. At that time. About 1845. 50. The sense of our being under the influence of the leaven.
Winds still continued fresh from the S.W. with some rain and squalls. Hanging over the land, but being ready for land, the Bar having taken place at 8.30 P.M., the spot light at 9.00 A.M. and 5.00 P.M. from the land, the tide rose up to the other side, and rolled out into the Bay, passing the third. Have Channel on the beam and a vessel headed down the streams W by S against a strong westerly wind. Have passage in the cabin to Mr. Perry, Moos, an English Merchant in the Ward, and Mr. R. & F. Brothers of the same town, and Mr. Ludwig and Mr. E. H. Pratt and Mr. John Cornelius, slow away on board, the former of whom is intended as a Master in the passage & supplies. The English boys sent their masts on board on 3 M. in the Bay. Captain Price ordered to tow down a masted vessel ahead of us. Passed two Spanish rigged vessels off. Have 25 light hours at 11.30 P.M. at 15.50 M. Real quadrantal size. Before dark it became quite dark, with a westerly wind which with the tide set me in towards the South shore where astern head to land up W. To clear the ship off, I used the lot's whale, which steered by the light of the Indian Village near having rounds, Dunker's, Duncan's Rock, brought the Light House on Cape Flattery into view. S.S. Lecht, 5 miles of W, against a fresh wind at last hour, then kept away 3.5 miles of S. E. and sticky. Wind from 5 to 6 a.m. 39.78. Passed two Tucks showing lights. For several of the crew, being much too much reduced for force that I found it difficult to make said to take advantage of a fresh wind.

Wood 10.00. Stable work 1.00. 3 overcast with snow in the deck. 5.00. S._f. 30. 9.5. 23.3. A sea of snow. Left the ship with 307 bags of coal and 45.5 tons of coal which 6.3. At sea. 6.2. 6.5. 8.30. Sussex. 3.12. 12.3. 12.30. Among a current 6 miles away into the Skirt of San Juan de Fuca. W 4.10. Even. 3.10. 2.00. Coal 4.20. 9.28. Some wind, a light. volunteers, and Skippers, all agree with the sea and the wind. From the 9.20 down it Land and the iron on our hands disabled a small third boat, seen caught April 19th by the Guns. Ordered to land.
At Sea Nov. 22nd 07

Sighted at 12 00 The Rock Bar, describing on our starboard beam at a distance of 38.

Daylight made the land on our port bow. Being distant about 12 miles. Changed our course to S S W with all, judging ourselves off Cape Hatteras.

Headed East E and Mark a few hours till the Eastern end of the Cape was reached. At about 04 25 Pm. The land was passed and it was observed that our course was about 16 miles off the Eastern end of the Cape.

With wind NW,书画

Sighted the land in sight before making a landfall.

Made about a 30 degree change during the night. Keep a watch on ship.

On Sunday 24th:

Made gradually towards the N W and S with a 2 5 knot current.

Shoals of the land.

Warder has a fall off 30 13.

Over the bank, shoals have been head off.

Wind very steady and strong.

Coal & water in good order.

Weather Variable, 17° E.

Said to be 20 R. 216 lbs. 200 R. 2900 - 46 46 Million 57.

Shoals of the land.

Weather clear, 9 lbs. 30 30 lbs. 1 lb. 3 2 lb. 1 lb.

Wind steady and strong.

Said to be 20 R. 216 lbs. 200 R. 2900 46 46 Million 57.

Shoals of the land.
Nov. 25th

Came, with light seadbgound to the north of the 52° S
after daylight. Foggy, with light rain. A long SW breeze
Bar. at 6 PM 11.20. At 10 PM 38.20. At 12.20 38.20 3.52 7.19
Sailed about 12 o'clock night and ran to the
of the reef during the day or evening under the
steering for the Tarakanut.
San Francisco, Nov. 27th

Light airs, Calm clear. Pleasant. Mr. Warren employed repairing the bark Sensation. Mr. Atwood to repair her. Master A. A. Bums reported for duty. Have been in the harbor. Opium detained for men. $300 of opium?

28


29

Also on Calm. arrived Liberty for 84 hours to take of the crew. We have not for fished it and taken M. give them $20. 15 to each. Bar. 33. 20 for 56 to 65.

30


Sunday Dec. 1st


Bar. fell to 29. 99 at 11. 1/2 time remaining. Mld. 30. 2. 9 N. 58.


Dec. 2


Dec. 4

San Francisco Dec. 4th 67.

Regularly went to the Colva & took Bar 38 1/2. I 60 to 20 39 N. Libson men all went or were brought off &送上 the schooner. Miss Millard Manning, Cogan, P. Green, C. C. Bower, & Ada Coats. Rose & Brionking delayed on the list for Petty Bar & the score taking the appearance of a change of weather - Captain Baker.

Tight Bar. Mind 3 Colva & partly soest. Box of Dec. 28 1 30 59. Dot up to 3 16 17 as we were leaving up the Bay toward more island - Huen Club.

Schooner P. Patrick Kelly also at his own request not having been able to clear another more about this region to the pier. Huen had the Cape Bay account to ask for No pay - promised before and no further breach of promise.

Huen in those 2 1 17 as Ad 1Band 1

Reach more Island & was returning along side of the Wharf when one an order to go to the Buoy.

Where we anchored to the Buoy on the other side of the place. Down with the Buoy to the 1 19 18 & used free of fares.

Frightened away by mechanic Esquire. R. Vanderbilt along side of the Wharf repairing and the H. Morgan laying off. The Ordinary - from the anchorage.

Moundock laid up along side of the hulk.

Pleasant Wind light Br. Bar at Nov. 20. 16 10 60.

Air full of spider Web. Only seen here. The reflection of the sun against a dark field.

Draping all of our foils & closed all after. Sheet full on our sails and shore looks sail at.

Schooner the French & Moore & the Buoy. Called for a survey on the ship's stove &

And C. arrived from his hunting trip during the night.

Bread & Coffee remaining at 7 AM Wind from S 3 8 3 - Bar. At 8 AM 30 4 49 3M 30 5 A 10 4 30 59 33 25.

Sent back to the Kings gate & discharge occurred. The other bought back 9 tons of 500000 for complete $11.

For each Captained 25 days in 14 days of

Somehow

Mid. Con. N° 8’’ 6” & 8” Clouds. At Mor. hauled to the S. 30' #4 by
main.  Star falling at 11. 39 P.M.  Marketed Tread Delight Service.

kin attended service at the Larue altar.  Showed a small
excellence of Silent Reader, which may be attributed to the
popularity of the Chaplain Rev. W. B. Clough.

Cloudy with rain.  Mid. 2’’ 6’’ #7. 1st quarter for survey
of the Forestry Office.  During the night foggy.  High Tides

14th

Bar. 30.4.  Bar. a'praise ae W 45’’ 6.9’’
West.  Heavy rain from 25. 23’’
with a long gust of rain falling as a high flash of
Clean day - A 16 to #1.  W. 17. 46. 38.  Flew never daylight days.

Dear & Pleased faithful.  Rev. Bar. 30. 32. 46. 2
At daylight.  Hauled alongside Navy Yard.  Still waiting
for our place at the Bar.  Landing gone out of Comb.
and the work darling been suspended.  On the Saturday
there were 3 offices ordered home.  The was laid up and the decision
the Walker's Ship C. P. C.  Walker's former sail of San Francisco.

Fog.  Became less.  After Mor.  Bar. 30.32. 4.6
at new.

20.30. 36. 30.36. 4.6.  The French

Bar.  Everglades came out of dock.  Midagomment of Comb.
Com.  Catling Ship.  The Caulliers receiving

$1.00 each and doing about half a day's work.

14th

for 7nd Man.  Many things for day.  By the Roll.  Caulliers play.


Main.  Conditions #2.  Laid on #1.

Found No.  #1.  Lost at shil -

Stranded - Scratch Board Mats.  10
16th Dec. [Cصنغhand-reading], Dec. 16th, 67.

Friday

Overcast & slanting weather, wind N.W. 30.10.47, Made land to Read with service then attended the class in the Navy Yard. There our service at 11 o'clock, family bat a large no. of the officers their families de arrived.

16

Overcast with some rain in sympathy during the night from West Bar at mid. 30.80.8 at 20.3.4 62.05.9. Wind.

Crew forenoon ample Cañones and kings outside lasted two hours males in calks i found it sufficient. Cleaning out hold store room.

17th

As above. Clearing up at morning. The French screw Drowk wreath left the Navy for Southampton also the Str. Centuriala left for Torp. Bar at mid. 19.95 at 20.9.45 62.56.8.

Then making her Charades 11th month. Offering around for.

18th

Stormy & cloudy weather 17th in deck came out

Midnight Bar 27.08 at 27.07.8

Crew of mechanics employed Cañones suspended after dark heavy picture with their from the West First again the Bar. Star Eup.

19th

Clear & pleasant Crew employed about the rigging etc. Cañones employed in the St. Aid during the afternoon.

Bar at 11.30. 6.4. 54. Are two British men cañones brought on board by the police paid $6 for each on board. Penns back 12

20th

Mind 8 SW Bar. Cloudy again. The Dazzling went to the City with a party of civil ladies from the Dazzling took passage down in the Rev. Col. Lincoln ship Whistle. Made the beans in Brown. Called upon the English Confin Mr. C. Booker on business. Some one stole a new umbrella sell $6 from the office of the Main Sec. Which was recovered belonging to

Bar for 15. 21. 31 at 7 pm wonderful. Tracked 20.8 at morning.

Such events & 20,000 comments. Here they said total that people cease to record these as certain. Unlike our modern rewards in the service. Thieves has become to be regarded as one of the regular perquisites of office.

And this among Colonists who have left Europe Notes.
The Alleged British Cafe - The Case of Captain Tho. V. Kinlock, charged by Adolph Schenck, who was kept in the police court yesterday. The complainant, Schenck, alleged he had been deprived of his cafe and the accused, Kinlock, was found guilty of the theft. The court ordered that he be made to pay damages, as the cafe was still owned by the complainant.

The case of Mr. and Mrs. Black, who were found guilty of breach of the peace, was continued in the police court yesterday. Mrs. Black was found guilty of breach of the peace and was fined.

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Important note: The case of Mr. and Mrs. Black, who were found guilty of breach of the peace, was continued in the police court yesterday. Mrs. Black was found guilty of breach of the peace and was fined.
The yacht *Rebecca*, belonging to Richard O'dan, moored off Third street, was driven upon Third-street Wharf, stove, one side completely cased in, and sunk, being in a case like that of the *Thistle*, and was, so far as could be ascertained, as to be hardly worth repairing. Her crew were able to get aboard the *Thistle* which was close by, and rescued two men from the *Rebecca*, and placed them on board. Two anchors of heavy weight were dropped from stern and bow, but, owing to two drops of the owners, she went ashore at five o'clock yesterday morning, and now lies in the mud at the entrance to the channel, half sunk, and apparently full of water. The *Rebecca*, it will be remembered, has been a source of much annoyance to the residents of Third street, and has frequently been fired at by them. But, so far as we understand, the owners have no intention of removing her.

The brig *Admiral*, lying off the Pacific Mail Steamer Wharf, was run on shore during the night. About 10 o'clock, the crew of the brig saw a light firing from the shore, and immediately ran on the beach and anchored off Vali-yet street Wharf in the stream.

The *Monte Carlo* Company's ship *Nightcap* and barque *Journey* drifted from their anchorage, and the former ran aground in the mud. The latter had her anchor and ran a cable of a big screw, whereby she got herself out of the mud, but unfortunately the anchor was broken off and lost.

The brig *Ensign*, lying at East-beach street, badly damaged, copper being started in many places. At about 10 o'clock last night the wind blew the boat against the wharf with such violence as to shatter the timbers of the entire vessel, the hatches of bay were placed between her and the wharf, and by that means much greater damage was prevented.

The *Smoker*, a steamer lying at East-beach street Wharf, badly damaged, lost her mizzenmast and some other damage to her hull.

The barque *Monte Carlo* and steamer *Journey*, lying miles off East-beach Wharf, badly damaged, lost her mizzenmast and some other damage to her hull.

The *Wharf's* barque *Monte Carlo* and steamer *Journey* were driven off their anchors by the strong wind and bought up by their anchors of the Wharf Company's wharf.

At Haseway's Wharf vessels all lying quietly; no damage.

The barque *Entrance*, at Howard-street Wharf, starboardboarded, and the barque *Eclipse*, lying to the west of the wharf, she got the full force of the gale and was considerably damaged, in spite of the efforts of the captain and crew to prevent it. The new steamer *Swift* was put in putting tenders and doing all which could be done to prevent its damage. The *Entrance* had the full force of the gale in her face, and her captain did not think it safe to allow her to tow out, but she might capsize.

The barque *Entrance*, lying alongside Howard-street Wharf, badly damaged. The former, her mizzenmast and foretop, and the latter, her mizzen and main topmast, were damaged.

The last steamer quartered on Haseway's Wharf, and were driven off their anchors by the strong wind, through her planking under her stern. A large gang of men were at work at these vessels, but they lay Saturday, a position that they carried the full force of the storm, but little could be done for them.

The barque *Intrepid*, lying on the north side of Howard street Wharf, struck by a heavy wave, breaking the bulwarks of the barque, forming her own mizzenmasts and suffering other damage.

The barque *Eclipse*, lying in Haseway's Wharf, the wind falling on the north side of the wharf, she got the full force of the gale and was considerably damaged, in spite of the efforts of the captain and crew to prevent it. The new steamer *Swift* was put in putting tenders and doing all which could be done to prevent its damage. The *Entrance* had the full force of the gale in her face, and her captain did not think it safe to allow her to tow out, but she might capsize.

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Sunday Dec 22nd

Blowing a S E Gale. N star of compass, bearing 108° W of N, Bar, falling rapidly, send sign from 5° 30' lights continued same.

Boat to 27° 35' Wind blowing heavy in half, considerable motion on the vessel coming to the bar. The wind having hauled to the S by W after Mr. Sparta Bass Comin rising, A S P half Moderate. Lt. Sport of S E Draia 4t. Hours on the ships and J. Tierney up to the West to prevent ship blowing down.

The shipwrecks on the shores of Cerubi. Phelps Dry Land. Russell blew down, washing bird, the A of B came near killing a man.

Breaded

A second edition of the above S E Gale which opening up after day light gradually increased to a Gale by Mr. Sparta. Bar having fallen from 7° 38' at 10 A M to 27° 35' at 3 P M. A SWSi. Considerable decrease doubled our train 2 fast to the Drift. Steeley, flying from 3° 30' S S E from much direction. The wind direction hauled during the afternoon, when the Bar started up blowing in squalls with some relief towards sunset when the wind tailed but leaving a cloudy sky.

Came with disentangled N Bar 27° 7/4. A 06. A Mr. 27° 75. 8 7/4 W 55.

Squally from SW with wind. Clouds, sidee leading a line with

The Allston Residency Club—The Case of Captain Thos. V. Kimball, charged by Adolph Schumacher, with larceny, was continued in the Police Court yesterday. The complainant, Schumacher, it seems not to say that he did not pay the note when it fell due, only the party as contracted for. We have heard from Judge Turner, counsel for Mr. Schumacher, his statement of the case, which, however, aggregating it must be if different from the party, would be out of place in the course of a paragraph.
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Dec. 27. Light & air of pleasant & atmosphere very clear at 7 am. Bar. 30.78 A 49 to 505.
K. H. Dunlop & co. var. 1st, 1st class. Best, T. K. Smith, 2nd class. Best. The forecastle & main deck over the ocean. A line of S 800.

28th

As above. Bar. 30.38 A 49 to 505. N. 80. Deck in my cabin finished one side of ship. All the rest of the ship & ship ready for the next. Military record finished. Orders came to fit out the Powder battery. Capt. Spiehler will probably begin at once.

Sunday 29th

Overcast & cool with an Easterly wind. Attended Divine service in the Ward Chapel after having it read on board. Officers & crew also attended. Allowed the crew from the 3rd to 5th to be on shore with a few crewman to do the work. Bar. rose until Mon. 50.37 & the wind freshening. A 47 to 50. W. 53.

Ends thick weather. Bar. at mid. 50. 40 A 48.

May fresh from E 80 to 30. Clouds flying over from S 80 to 30. With occasional rain. Bar. at 50. 32 A 47.

Submit the order of the Adj. for approval. All the weather is good. The wind blowing from the west with certain objections. Looking to spend one or two of the days back at anchor.

31st

A last day of the year. Wind S 80 & much as above. Bar. falling below 50.

Adj. appr. only of the two cases of Dague, Marine & lot of Capt. of 4th. Wind clear. Skies very fair. The order is to submit the other cases to Adj. & the post's arrival 3 released the Mun as previous at large. Some of the officers spending their New Year's day in San Francisco.
The Wheat Fleet of California.


While our country has been famous for its white men, its finding deeds, its cattle States and its States of merchants throughout the commercial world, its olive attention has been paid to an important branch of our commerce, viz. the exportation of wheat. California in a comparatively virgin portion of our territory. We refer to the wheat States of the Golden State of California. With a population of two and a half millions, California has not been hesitating to convulse the mind of all to whom these words are too barren to produce breakfast sufficiently to sustain their resinent population. The California State claim the honor of having a grain intermingling the golden sand with her renowned golden dust.

We compile from late data stating that California has at present about one grain fleet about in the world sailing from a single port. Such a statement may well excite surprise, and yet we believe the facts will justify the assertion. During the year 1877, 224 vessels, mostly laden with full cargoes of wheat, were admitted from the port of San Francisco. Of these, 245 vessels arrived; and 114 vessels laden with wheat were paid off from the same port, only 41 of which have been reported as having arrived out, though doubtless some of the unreported have reached their destination. About 450,000 bushels of wheat supposed to be about 71 1/2 on their way to Europe and to fragrant cities in New York, in the last two months, of course, there is no grain to be seen.

In all 114 cargoes of wheat have been dispatched from San Francisco to distant parts of the world. Last year, 1878, the California wheat fleet in a state of loading, unloading, and loading, was not less than 70,000 bushels. In all 114 cargoes of wheat have been dispatched from San Francisco to distant parts of the world. Last year, 1878, the California wheat fleet in a state of loading, unloading, and loading, was not less than 70,000 bushels. In all 114 cargoes of wheat have been dispatched from San Francisco to distant parts of the world. Last year, 1878, the California wheat fleet in a state of loading, unloading, and loading, was not less than 70,000 bushels. In all 114 cargoes of wheat have been dispatched from San Francisco to distant parts of the world. Last year, 1878, the California wheat fleet in a state of loading, unloading, and loading, was not less than 70,000 bushels.
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<th>Rate</th>
<th>Caliber</th>
<th>Complement</th>
<th>Tonnage</th>
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</table>
of wheat, at about $100,000,000.

It is quite probable that some of the first named vessels in the foregoing list have received treatment similar to that described in California at the time the above table was made up. In addition to wheat, several of the above vessels were loaded with marine produce. The shipments of this article to Europe since the 1st of July have aggregated about $800,000, valued at $180,000. Entrance in the above amount were 11,000,000 lbs., manila, at $9.00 per barrel, one vessel, which sailed from San Francisco on February 11. This was probably the most valuable cargo of manila ever received in San Francisco, amounting to about $100,000. Including near as wheat, the shipments to Europe from July 1, 1871, to the above date represent a total of about $1,600,000. Wheat and four shipments (reduced to wheat) to all ports from July 1 to above date amount to $4,000,000, to make our exports for the current harvest year equal to those of last year. We sought to ship during the current six months and a half, about $4,000,000 in wheat, including four. On the 13th February there were nine vessels of 4,000 tons register to load wheat and wool. These vessels will carry over 225,000 barrels of wheat.

Thus can California not only supply a large portion of the population of the earth with pledge money, but have no fear of the great emptiness

THE STATE LEGISLATURE.

The Legislature of this State meets on Monday, December 2d. Following is a classified list of members elect, which is believed to be correct.

THE SENATE.

---

THE ASSEMBLY.

---

EXEMPLARY.

---
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 27,582 bbls. (equal to 82,635 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.
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. W. H. Wood's resolution to inquire into the financial condition of the various counties in this State. They are not, however, a complete or accurate picture of the financial situation of each county, as they are based on estimates and approximations. The following table provides a summary of the data reported:

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<th>County</th>
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<td>1850</td>
</tr>
<tr>
<td>Yolo</td>
<td>$1,500,000</td>
<td>10,000</td>
<td>1849</td>
</tr>
<tr>
<td>Total</td>
<td>$60,000,000</td>
<td>1,000,000</td>
<td>1848</td>
</tr>
</tbody>
</table>

THE STATE LEGISLATURE.

The Legislature of this State met on Mon. December 31. Following is a classified list of members elected, which is believed to be correct:

- The Senate
- The Assembly

THE SENATE

Edward F. L., State Senator from Los Angeles...San Francisco

The Assembly consists of forty members, each representing a county or group of counties. The list includes the names of all the members elected for the current session, along with their respective counties of representation.

- The Assembly

Edward W. Z. (D), Assemblyman from San Francisco...San Francisco

The list includes the names of all the members elected for the current session, along with their respective counties of representation.

- Recapitulation

The following recapitulation shows the total number of members elected to the Senate and Assembly, along with the respective counties they represent.
The Claims of a Dead Manopoly.

The Hudson's Bay Company, which surged nearly everything in the Northwest while living, makes a final grab when dying. Some years ago it trapped with an act in Int. Law, which it is now endeavoring to get a new lease of life on. For 17 years, or up to the year 1834, it was the predominant factor in the Northwest, having secured the fur trade of the region. In the year 1834 the contract between the Hudson's Bay Company and the British government expired, and the Company was dissolved. The British government then purchased the Company's assets and established the Hudson's Bay Company, in order to control the fur trade in the Northwest. The Hudson's Bay Company was dissolved in 1834, and its assets were purchased by the British government. The Hudson's Bay Company, which had been a monopoly, was dissolved in 1834.

The original capital, according to recent evidence, was $250,000. In 1830, it was increased to the sum of $500,000, and in 1835 it was increased to $750,000. The Company was in a state of financial ruin when dissolved.

The Hudson's Bay Company was dissolved in 1834, and its assets were purchased by the British government. The Hudson's Bay Company, which had been a monopoly, was dissolved in 1834.

The Hudson's Bay Company, which had been a monopoly, was dissolved in 1834.

The Hudson's Bay Company, which had been a monopoly, was dissolved in 1834.

The Hudson's Bay Company, which had been a monopoly, was dissolved in 1834.

The Hudson's Bay Company, which had been a monopoly, was dissolved in 1834.

The Hudson's Bay Company, which had been a monopoly, was dissolved in 1834.
The North American Steamship Company, since its establishment in 1869, has been recognized as a prime mover in the transportation of goods and passengers between the United States and Nicaragua. The company has played a significant role in the development of the international trade and transportation network, particularly in the region around the Pacific Ocean and the Isthmus of Panama.

The company's history and activities are well-documented in a recent report submitted by the Office of Mail Steamship Company to the Committee on the Provision of Mail Steamship Services. The report highlights the company's commitment to providing reliable and efficient services, which has been instrumental in the growth of trade and commerce in the area.

In summary, the North American Steamship Company's contributions to the development of international trade and transportation cannot be overstated. Its efforts have been essential in connecting the United States with Nicaragua and other neighboring countries, thereby facilitating economic growth and cultural exchange.

FRANCIS MURPHY.
<table>
<thead>
<tr>
<th>Names</th>
<th>Rates</th>
<th>Date</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jerome P. Jacobs</td>
<td>Sick List</td>
<td>Feb 21</td>
<td>RI de Janeiro</td>
<td>Plesp &amp; Nafak</td>
</tr>
<tr>
<td>Joseph Lawrence</td>
<td>1st C. F.</td>
<td>&quot;</td>
<td>Do</td>
<td>Do</td>
</tr>
<tr>
<td>John Merrill</td>
<td>G M. C.</td>
<td>&quot;</td>
<td>Do</td>
<td>Do</td>
</tr>
<tr>
<td>Peter Welch</td>
<td>Sea.</td>
<td>&quot;</td>
<td>Do</td>
<td>Do</td>
</tr>
<tr>
<td>Benj. D. Justice</td>
<td>Pay St.</td>
<td>May 3</td>
<td>Valparaiso C.</td>
<td>Qs: W. Pak</td>
</tr>
<tr>
<td>Gustavus H. Comish</td>
<td>Lands</td>
<td>June 14</td>
<td>Panama</td>
<td>Do</td>
</tr>
<tr>
<td>John Hancock</td>
<td>2nd &amp; 3rd</td>
<td>&quot;</td>
<td>Do</td>
<td>Do</td>
</tr>
<tr>
<td>Charles Keys</td>
<td>Q. A. A.</td>
<td>&quot;</td>
<td>Do</td>
<td>Do</td>
</tr>
<tr>
<td>George Preston</td>
<td>Dr Mr.</td>
<td>&quot;</td>
<td>Do</td>
<td>Do</td>
</tr>
<tr>
<td>Gay Lewis</td>
<td>C Sea.</td>
<td>Aug 9</td>
<td>San Francisco</td>
<td>Dis: am expiring</td>
</tr>
<tr>
<td>William H. Wilson</td>
<td>Lands</td>
<td>Aug 10</td>
<td>Do</td>
<td>Do</td>
</tr>
<tr>
<td>Thomas J. Shaw</td>
<td>F C. B.</td>
<td>&quot;</td>
<td>Maria Island A.</td>
<td>Qs: W. Pak</td>
</tr>
<tr>
<td>Albert E. Smith</td>
<td>2nd Afl.</td>
<td>&quot;</td>
<td>Do</td>
<td>Do</td>
</tr>
<tr>
<td>Wm. C. Seymour</td>
<td>Mortgage</td>
<td>&quot;</td>
<td>Do</td>
<td>Dis: ill health</td>
</tr>
<tr>
<td>Patrick Kelly</td>
<td>Lands</td>
<td>Dec 5</td>
<td>San Francisco</td>
<td>Dis: at his regd</td>
</tr>
</tbody>
</table>

List of Men Invalided & Discharged in 1867.
age, etc. rather than at the probable 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 persons, on whom the success of our line largely depends, and who are accustomed to free wine on the British and French lines, than to try to exact an inconsiderable profit from the sale of wines.

So I am glad that you speak of the slow speed of our China steamer, 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 the reasons not to explain that this speed is 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 pardons and misconduct, to the Company's injury, on the part of the subordinate officers, 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 unfortunate steerer can consume, in pilfering, more than the honest wages of a score. The captains and lieutenants, who are first class men, are familiar with these practices, and on the lookout for them at all times, strict and severe, 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 traders, based on common seaman rumors, are largely the shadows of old traditions that limit the California trade for the early months.

Allen McFate, President
<table>
<thead>
<tr>
<th>Name</th>
<th>Rate</th>
<th>Date</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>John B. Heyward</td>
<td>C. W. M.</td>
<td>Feb 15</td>
<td>Rio de Janeiro, Brazil</td>
</tr>
<tr>
<td>James H. Braham</td>
<td>C. W. M.</td>
<td>Dec 15</td>
<td>Rio de Janeiro, Brazil</td>
</tr>
<tr>
<td>George W. Ames</td>
<td>C. W. M.</td>
<td>Dec 15</td>
<td>Rio de Janeiro, Brazil</td>
</tr>
<tr>
<td>James Davis</td>
<td>C. W. M.</td>
<td>Dec 15</td>
<td>Rio de Janeiro, Brazil</td>
</tr>
<tr>
<td>H. A. Herbst</td>
<td>C. W. M.</td>
<td>Dec 15</td>
<td>Rio de Janeiro, Brazil</td>
</tr>
<tr>
<td>Peter Nelson</td>
<td>C. W. M.</td>
<td>Dec 15</td>
<td>Rio de Janeiro, Brazil</td>
</tr>
<tr>
<td>Joseph Shattuck</td>
<td>C. W. M.</td>
<td>Dec 15</td>
<td>Rio de Janeiro, Brazil</td>
</tr>
<tr>
<td>James P. Van Bredt</td>
<td></td>
<td></td>
<td>Rio de Janeiro, Brazil</td>
</tr>
<tr>
<td>Joseph Haws</td>
<td>C. W. M.</td>
<td>May 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Thomas Smith</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>James M. Asler</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>George Wilson</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Charles Rother</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>John W. Shinn</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Thomas Shinn</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>William Douglas</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>John F. Smith</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>John T. Douglas</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>James Nodder</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Thomas G.</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Michael Kelley</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Joseph Roper</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Henry Macauley</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Robert Anderson</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Thomas Bond</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>James Loyay</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>John Pacebo</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>John Hall</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Francis &amp; Ross</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Major Sipes</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Edward Morris</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>Lewis Smith</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>John Doudley</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
<tr>
<td>James Hulter</td>
<td>C. W. M.</td>
<td>Aug 3</td>
<td>Valparaiso, Chile</td>
</tr>
</tbody>
</table>
Where Corn

Baltimore, Md.
Norfolk, Va.
Ankaret, ME.
England
Philadelphia
Sueetown
England
St. Croix, W.I.
Worchester, Mass.
Portugal
Petersburgh, Va.
Necro Castle
Panama, 72.
Princeton, N.J.
Newport, R.I.
Ireland
Necro Castle
Philada, Pa.
Berminghams, Eng.
London, Do.

---
Saleburg, Germany
Alexandria, Va.
Philada, Pa.
Dublin, Eng.
Ireland
Montgomery, Pa.
England
Ireland
Illinois
Ireland
Liverpool, Eng.

### List of Deserters in 1861 [continued]

<table>
<thead>
<tr>
<th>Name</th>
<th>Rate</th>
<th>Date</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>William Robinson</td>
<td>Sea.</td>
<td>Oct. 2nd</td>
<td>Esquimalt Harbor</td>
</tr>
<tr>
<td>Henry Brown</td>
<td>Sea.</td>
<td>Nov. 17</td>
<td>Do</td>
</tr>
<tr>
<td>Alexander Brown</td>
<td>Sea.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>Thomas Collins</td>
<td>O Sea.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>Charles Decker</td>
<td>Sea.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>James Doran</td>
<td>O Sea.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>Joseph Dowen</td>
<td>Sea.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>William Moots</td>
<td>Sand.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>Charles Smith</td>
<td>Cab St.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>William Wilson</td>
<td>Sea.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>Tom H. Lewis</td>
<td>Private M.C.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>William Price</td>
<td>E. H.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>Pvt. C. Ratter</td>
<td>Oct. Sear.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>Edward Thompson</td>
<td>Lando.</td>
<td></td>
<td>Do</td>
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</table>

### List of Transfers in 1861

<table>
<thead>
<tr>
<th>Name</th>
<th>Rate</th>
<th>Date</th>
<th>Place or Vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Canino</td>
<td>Sand.</td>
<td>Aug. 15</td>
<td>Hospital &amp; More Island</td>
</tr>
<tr>
<td>John Hood</td>
<td>U.S. H.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>John Williams</td>
<td>C. M. C.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>William H. Randan</td>
<td>O. Sea.</td>
<td>Sept. 14</td>
<td>7 Do</td>
</tr>
<tr>
<td>John Funn</td>
<td>O. Sea.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>Sheeders Davis</td>
<td>O. Sea.</td>
<td></td>
<td>USS Pensalet</td>
</tr>
<tr>
<td>John H. Phillips</td>
<td>Lando.</td>
<td></td>
<td>USS. Kersat</td>
</tr>
<tr>
<td>William W. Long</td>
<td>Lando.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>Millard J. Raper</td>
<td>1st. C. H.</td>
<td></td>
<td>Do</td>
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<tr>
<td>John Harrington</td>
<td>1st. C. H.</td>
<td>Oct. 23</td>
<td>Do</td>
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<tr>
<td>Edward Herbert</td>
<td>C.T.C.</td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>James MacCarrick</td>
<td></td>
<td></td>
<td>Do</td>
</tr>
<tr>
<td>Where born</td>
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<td></td>
</tr>
<tr>
<td>------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Isle of Wight, Eng.</td>
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<tr>
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<tr>
<td>Denmark</td>
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<td>Do.</td>
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<tr>
<td>Canada</td>
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<tr>
<td>Philada. Pa.</td>
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<td></td>
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</tr>
<tr>
<td>Ranger Mine, Limited, Eng.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Rank</td>
<td>Ship</td>
<td>Port</td>
</tr>
<tr>
<td>----------------</td>
<td>---------------</td>
<td>--------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>John Lane</td>
<td>3rd</td>
<td>Salem</td>
<td>Salem</td>
</tr>
<tr>
<td>Mrs. Thompson</td>
<td>2nd</td>
<td>Newport</td>
<td>Newport</td>
</tr>
<tr>
<td>Richard Agraun</td>
<td>2nd</td>
<td>Troy</td>
<td>Troy</td>
</tr>
<tr>
<td>Mr. H. Walker</td>
<td>2nd</td>
<td>New York</td>
<td>New York</td>
</tr>
</tbody>
</table>

Note: Dates and ports vary across the entries.
Jan 12 1868.

[Handwritten notes and entries]

Account:

[More handwritten notes]
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<tr>
<th>Petty Officers</th>
<th>Employees</th>
<th>Dates</th>
</tr>
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<tbody>
<tr>
<td>Seth A. Stebbins</td>
<td>Carpenter</td>
<td>1868</td>
</tr>
<tr>
<td>George H. Sherman</td>
<td>Ship's Cook</td>
<td>1868</td>
</tr>
<tr>
<td>Charles Thompson</td>
<td>Ship's Cook</td>
<td>1868</td>
</tr>
<tr>
<td>Joseph H. Mitchell</td>
<td>Eng.</td>
<td>1868</td>
</tr>
<tr>
<td>Charles E. Selander</td>
<td>Cook</td>
<td>1868</td>
</tr>
<tr>
<td>Wm. H. Quinston</td>
<td>Mid-Ship's Boy</td>
<td>1868</td>
</tr>
<tr>
<td>Jack Johnson</td>
<td>Cook</td>
<td>1868</td>
</tr>
<tr>
<td>Col. A. Pottenger</td>
<td>Eng.</td>
<td>1868</td>
</tr>
<tr>
<td>John B. Hillman</td>
<td>Wm.</td>
<td>1868</td>
</tr>
<tr>
<td>John Druce</td>
<td>P. Mate</td>
<td>1868</td>
</tr>
<tr>
<td>Wm. S. Eber</td>
<td>2nd. Inf.</td>
<td>1868</td>
</tr>
</tbody>
</table>

Seamen

<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
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<td>Rich Hooper</td>
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Sept. 2nd. 68. Nothing about employment in the Navy Yard. More detalad
information at this time regarding Sept. 26th. 68, no, thermal exprience.

June 17th. 68.

I was Str. Belaunala: Capt. Douglas. Jan. 25th. 68. H.D.


Sent home for discharge. To Hawaii.

July 12th. 68. on 1st. of July. This ship was off. Sept. 28th. 68. at Hilo. 1st. A. Rossell

From San.
### Ordinary Seamen

<table>
<thead>
<tr>
<th>Name</th>
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<td>Glasgow Scotia</td>
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<tr>
<td>Andrew Fenton</td>
<td>Great Rapids, Mich.</td>
<td>S.M. on duty</td>
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<tr>
<td>Benjamin Reidsford</td>
<td>Beaufort, Va.</td>
<td>1863</td>
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<tr>
<td>John B. Smith</td>
<td>West Indies</td>
<td>Troop 102</td>
</tr>
<tr>
<td>Sam A. Thompson</td>
<td>Germany</td>
<td>F. M. S. Saratoga</td>
</tr>
<tr>
<td>Charles Shields</td>
<td>New York Yacht</td>
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<td>Franks P. Cooley</td>
<td>Melbourne</td>
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<tr>
<td>E. E. Shipman</td>
<td>Alexandria Va.</td>
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<tr>
<td>William J. Darrell</td>
<td>Albany N.Y.</td>
<td>W. J. S. Saratoga</td>
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<tr>
<td>Charles A. Gilbert</td>
<td>New Haven, Conn.</td>
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<tr>
<td>George Stoppe</td>
<td>Serauco, n.f.</td>
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### Landsmen

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<td>Charles Smith 1st</td>
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<tr>
<td>William Stilwffy</td>
<td>Washington D.C.</td>
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<tr>
<td>David Steward</td>
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<tr>
<td>Ant. D. Gannoy</td>
<td>Washington D.C.</td>
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<tr>
<td>John W. Williams</td>
<td>New Orleans</td>
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<tr>
<td>John O'Carrid</td>
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Via Panama for N. Discharge May 10, 68.
### Apprentices

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<tr>
<td>John Harrington</td>
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<tr>
<td>Sarah F. Frickwick</td>
<td></td>
<td>Enfield ME</td>
<td></td>
</tr>
<tr>
<td>Edward H. Brown</td>
<td></td>
<td>New York NY</td>
<td>20-20</td>
</tr>
<tr>
<td>Peter J. Fout</td>
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<td></td>
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</tr>
<tr>
<td>Hiram W. Harrington</td>
<td></td>
<td>Kingston NY</td>
<td>Presented 9-30-68</td>
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<td>Caleb St. Hunt</td>
<td></td>
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<td>15-8-68</td>
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<td>John Leaper</td>
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<tr>
<td>James McKenny</td>
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<td>Patterson KY</td>
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<tr>
<td>Jack J. Smith</td>
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<td>Alfred T. Cannon</td>
<td>2nd</td>
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<td>John D. Juryey</td>
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<tr>
<td>Jacob Kelph</td>
<td></td>
<td>Philadelphia PA</td>
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<tr>
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### Ship's Boys

<table>
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<tr>
<td>John Alturr</td>
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<td>Jose Pilar Zambrado</td>
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<td>Nicaragua 8-8-68</td>
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<tr>
<td>John A. Keeneey</td>
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<td>San Francisco</td>
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### Quals

- Accompanied by
- Descriptive & Transcript Book
- Clothes List
- Letters to Consul & Steamboat
- Head Discharge or otherwise
- Written in log book.
St. Golden Age July 16th

While acting as mail carrier

Sincerely,
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<th>Name</th>
<th>Trade</th>
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<th>Date of Arrival</th>
<th>Cause of Departure</th>
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<td>Fireman</td>
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<td>1879, Sept. 22</td>
<td>For H.B. Redfern</td>
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<td></td>
<td>Nafies Va.</td>
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<tr>
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<td>John Cooper</td>
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<td>Michael Fitgerald</td>
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<td>Destination</td>
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<td>Pt. to Corp Aug 16th 65</td>
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<td>Charles O. M.</td>
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<td>Richmond Va. Died in Monday Aug 11th 66</td>
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<td>Peter Mc. Foley</td>
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Note: Some entries have additional information (e.g., date of death).
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<th>Date Born</th>
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</tr>
<tr>
<td>Alexander Macit</td>
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<td></td>
<td>March 10</td>
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<tr>
<td>James Trebach</td>
<td>Russia</td>
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<tr>
<td>Brazilia Latchell</td>
<td>Charleston</td>
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Sept. drank coffee 1st of Oct 68

1839

J.C. or R.C. H. F. to be drawn by me and to be paid by the 1st day of Oct 68.

25th Aug 68. Will have charge of Dr. Bums.

S.C. 140
Receipt of Dr. Aug 326th G.M. Sept 24.
<table>
<thead>
<tr>
<th>Name</th>
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<th>From</th>
<th>Date</th>
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<tr>
<td>David Donnelly</td>
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<td>22</td>
<td>1843</td>
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<tr>
<td>William France</td>
<td>Germ</td>
<td>24</td>
<td>March 24th</td>
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<td>Charles Wilson</td>
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<tr>
<td>Francis O'Connor</td>
<td>Irel</td>
<td></td>
<td>Apr 8 Indepedence</td>
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<tr>
<td>Rosario Dallas</td>
<td>1st</td>
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<td>18th</td>
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Cóm. $15.30

Donated to George B. and his wife for a baby born April 27, 1833, in the charge of Mrs. L. C. M., extra 30 cents.


Attended to by Dr. G. C. H.
<table>
<thead>
<tr>
<th>Name</th>
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<td></td>
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<tr>
<td>Charles H. Cowell</td>
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<td>Iceland</td>
<td>U.S. Ind</td>
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<td>Louise Cooper</td>
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<td>Maine</td>
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And look! This is the way he died.

An Indian in Alaska, known as the Captain, recently conspired himself seized 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 the body 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 reduce the prompt and merciless execution of a cold-blooded murderer, but in this case the bar was the barrier of a strongly barred door, with a desperate and well-armed man on the inside. Urgent appeals were made to the council to open the door and come out and be shot, all of which were 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 shocking to come off every moment, when at last in the next morning the Captain announced that he was ready. He unlocked his door and stalked out, glaringly arrayed in a blazing red blanket, his head resplendent with plumes and feathers, and his rifle upon his shoulder. Giving a few directions to his executors, he stepped forward a few paces, whirled through a war-dance, fired his rifle into the air, and fell dead, pierced by twenty bullets.
Mr. S. W. Bisbee and Late
Navy Yard Mare Island
August 10th, 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 Pueblo.

Rear Admiral
John A. Dahlgren
Very Respectfully
Your Obt. Sert.
W. S. Ray Hardy
William Green
South Pacific Squadron
Boatswain M. S. Huy
Palau, Peru.

I would respectfully state
that Capt. Commons refused
to forward this.

Very Respectfully your obdt.
Sgt. William Green Boatswain M. S. Huy
W. S. Flag Ship

Pensacola
off San Francisco
Jan'y 8th 1863

This communication not having been forwarded through Captain Common's return, it is returned...

For the information of Captain Common, I forward the following extract from the Log of this Flag Ship, under date of May 29th 1863:

"W. S. Pensacola, Green of the U. S. C. S. "

"The Comm. of the U. S. S. "

"XXX were sent to the U. S. S. "

"under arrest by order of R. A. Halsey, No. A."

Rear Admiral

U. S. S. "Golden Gate"
Valparaiso, Chile, Oct 15th, 1866

in 32th Pacific
Navy Department
August 17, 1857

Sir,

The Secretary of State has informed this Department that Brigadier General Rousseau, commissioned on behalf of the government of the United States, and Captain Pestchewoff, the commissioned of the Russian government and his associates will leave New York in the steamer of the 21st Inst. on their way to Sitka via Bax Tran and Ekin, to complete the transfer of the territory ceded by the Imperial government of Russia to the United States. In conformity with instructions hereby given you will order the officers of your command to proceed to Sitka.
Sitka with the Commissioners and accompany the transports which it is understood will be dispatched by the War Department 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 Commissioners, but should it be the wish of the Commissioners, or either of them, to proceed in the naval vessel which you may order on that service, you will afford them accommodation and all needful facilities, thus providing their own supplies, or the State Department or its agent furnishing the means for any necessary equipment.
You will exercise your own discretion as to the expediency of detaining the vessel off Sitka any length of time after the transfer of jurisdiction shall have been effected, and also exercised your own judgment as to the necessity of having one or more vessels hereafter at that station, which is within the limits of your command.

The officers 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

(sign.)

Gideon Welles

Secretary of the Navy

Dear Admiral

H. M. Thatcher

Comdg. H. Pacific Squadron

San Francisco, Cal.
U. S. S. Oceana, Oct 31st 1867
At anchor in Little Harbor.

Captain Geo. F. Emmons,

SIR: I have the honor to make the following report of damage sustained in the gale of the 27th last (a nor'easter).

Port head stone,

Head pumps broken,

Port davits borne carried away and lost,

Launch's forward don't break shot off,

Starboard winch arm of after launch and 2 masts bent,

Port davits, hawser, rolling stone, and starboard one also.

One don't lost on board owing to the upper clamp falling out of the rail when the boat went.

Both bow boats, port quarter and starboard

Main boat gone though all were thoroughly secured with additional lashings.

Launch lifted out of crate and thrown in on the deck, sterning her stem, and floating,

and breaking the breast-hooks.

Will the boats remain from eight (8) more to twelve (12) more hour four (4) more water busters.

Two gun ports close,

Two pint buckets washed out and lost,

Two ice chests stores.

Accommodating ladder broken, live gangway ladders, and that leading to bridge broken,

One top rail and rail rocket broken,

Flanges to bridge pumps carried away.
Two shutters of Engineer room body – hatch, two lights of glass, and door to hatch ole hoots.

Coffin on port bow off in one place.

Starboard shroud of bridge and shrouds, were in places as yellow as one zone.

Strong boats to sheets of three boat gunwals.

The boat. Wires shot really forming up.

Forward guy of lower mast (part), both cat boats.

Two sets of boat falls, their pulleys, horns and main rigging, and all topmast backstay, drifts.

Topmast boat and shot carried away.

Topmast boom out of the boat ropes, but only two cloths gone.

Main topmast, Port-Top Down.

Top mast lower, Fore topmast stayail, partly shaped.

Fore, and main tongs, For top sail gaff carries away one boat.

Bridles of fore and main staysails.

Fore staysail, Fore lower, stayail shant, Fore rudder head, with four medlar spigots, one hatchet cord hammer.

Four sets of boats, grips after years of service.

60 pdr. rammer, X 1 3/4 fuses and charge.

One 18 inch Trompia and muggle bag.

The Trompia being driven up to the chamber by a man.

60 pdr. Trompia and muggle bag.

One being butt, preserving mine of 240 feet bore; One Division tube.

Port side, buoy, bottle, and fire sent up, rocketed off starboard one.

One boarding pike, and one carbine.

Shutter, green, winch, and rudder box, 18 inch and X 1 3/4 shant boxes broken to pieces.

The carpenter reports no need of anything excepted, excepting three chairs, and 1 in Port Quarter.

No signs of any injury to the hull are discernable, and no more water is made than needed.

The beach was served with two parts of a piece with shovels through a scoop and over the boat, racon
and set up as soon as it could be done, in addition to this were the usual iron clamps and backings over the top and to the generators.

The other boats, and all the gear about the decks had optic backings.

The carpenters upon the hatches are much shaped by the broken bits of timber, one piece of the thing downhill, running backhand and forward upon them; and eight new cleats which were nailed on top of the carpenters to stop this bucking, are gone, washed away.

The water ways and hatch covers are such that fitted by the articles afloat during the gale. Two or three shot being thrown from the rocks, and 270 coal bags are gone, washed away, two to seven, and burned up in the fire room. Together with oil and wax to keep the fires going.

The glass of the water towers plate, new stove and stoves is also broken, but don’t need that.

Both sail rooms are perfectly dry, though the stove in every room had some water in it. On account of the storm, short of the sea, and the strong forward, the kerosene upon the bank near, and the bed of the boat, watered a little, but how gone back to their old places, and there is no marks of strain now. Hence a great deal of water came upon the bank bank through the scenes, about the boat’s bed, washing a number of articles in the upper Grandma’s storeroom. Then I have had it.

During the gale, the water poured down through the bottom hatches, through broken hatches in the Taunton.
Report of injuries received in the gale of 29th Oct. 1861
by H. S. S. Esquire
made by Capt. F. H. Enmore
Capt. H. R. Enmore at Queen's Wharf
31st Oct. 1861
Master of ditto.
U. S. S. Brooklyn, 2nd Rate  
August 30th 1867  New York, N. Y.  

Captain Geo. F. Emmons  U. S. N.  
Sir,  

I respectfully request you will take into consideration the merits of Alex. W. Cony, Crownan, and acting as Captain of the Main Top of the 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, readiness, sobriety, honesty, and coolness, and energetic application to duty.  

He has never been punished but once, as I think, for a trifling offense, and as I have had brought under my notice constantly his merit, his loyalty to discipline, together with his careful alacrity in carrying on duty, I make this request feeling confident in his ability and earnestly hoping he may be relied on to fill 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 or can see occupying this place.  

I am very respectfully  
your Ob't Ser't,  
I. G. Crownan  
St. Comm'n & Cap. off.  

With my approval provided there is no regularly appointed boatman available.

He was represented to be an American by naturalization. He was born in Ireland. Came to this country 15 years ago. Entered barbrode in 1857. is 26 years old. Served on board the following vessels, under the Command of 

- H. T. Person, Capt. Hull
- Pawnee. Capt. Hartleem
- Portland. Capt. B. T. Buckley
- Maria Scott Norfolk Packet. Capt. Smith
- Andrew Black. Capt. H. Black
- Janis. Capt. Hamilton Armstrong
- Van Buren. Capt. C. Meade

Very Respectfully,

E. A. Emmons S. Capt.

R. Admiral N. W. Galbraith

U. N. Pacific Steam, San Francisco D.
Peter the Great. 1725. The Empress Catherine
his wife despatched an overland Extavagant Vehicule Belting in 1732. St. Lawrence
1723. & returned 1730 across Finland. St. Petersburg.
2d Voyage in 1741 for the Centennial of Am. in 1787. He was
amongst the Asiatic Centennial sciences year.
Alaskan 2d disc in 1745. by the Russians.
Nechirnow who ad Belting lost 2 Boats & was near Alaska.
Billings &. Natives by Catherine to take possession.
Capt. Potemkin. 1770 by Count Romanoff.
1795.
Julke - 98 around the North Pole.
1826.
La Perouse F. 1767. with 2 Frigates. Returned.
33drd & 3srd.
Bodega B. 1775. also lb. 65. 3s. La Marmelle 1779.
Mergenand F. 1791.
Belleau &. 1837. ivory. Simpson 1846.
Hudson Bay Co. Charter 1670. & Reine Co. 1846.
Effect of Chap. The 1638 prohibiting the use of any material in the
Manufacture of hats except Beaver stuff or Beaver wool.