Aharad Sutton —
Feb 9, 1849 —
Thos — to mother

Ione

On board Ship Sutton
February 9th 18
Latitude 0° 11' N

Dear Mother

The vessel we spoke the sixth from St Maria a Spanish ship bound from Mat only eighteen days out. We all supposed American or at least a vessel bound European Ports. Shortly many of the gers had mustaches & tallow ready. On quarter boat were lowered in to which Captain his mate and myself jumped d were rowed along side. I had to act interpreter conversing in French. The cap invited us aboard, and finding we were the same were invited us to stay bre It was a "take one" got up in just ro with Spain. The Captain afterwards and then returned to the ship in com with the Spanish Cap. and lieutenant dined with us and spent the afternoon. About 4 O'clock we re with them to the ship. Thus ended the pleasantest one we have spent I had to act as interpreter for three may imagine I was very busy. The Captain not only gave us a compass on having been carried away in a S presented unknown to us in the boat of wine of first rate quality, a box of two boxes of raisins and three boxes o In exchange we gave him chuck pic oysters, mackerel hams and biscuit. We have made little head way for some to day however we shall enjoy the lines. Neptune will come aboard shaking his hoar

Ship Sutton at Sea Lat 24.58 Lat 0.22 W
Sept 9 1845

Mrs Thomas R Shaley
Care Thos Wardle Esq
of Sheffield

Per Ship Wallace
at Sea — New York
United States of America

Ship Sutton is now bearing down
to the Wallace & has a few moments. Hoping
to find you well in the United States

Minutes of Court meeting
February 5th, 1849

done

Grand Jurors, February 12, 1849.

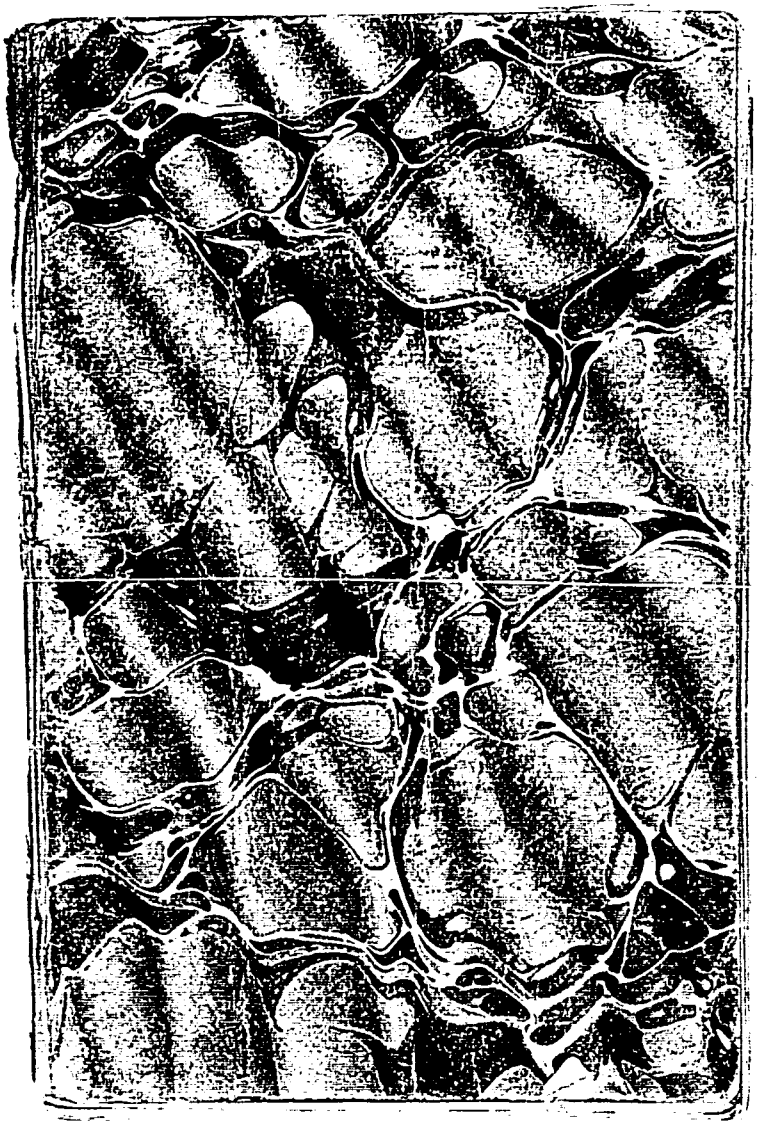
The Court met in conformity to the Rules of its sittings and the District Attorney ~~[illegible]~~ announced that he was no business to lay before the Court which he thought and reason also attributed to the term prescribed measures of the proceedings. He. The Court proceeded to pass certain rules to regulate their future ~~proceedings~~ conduct.

The Judge Advocate is not to be considered a member of the Grand Jury when in session.

Persons are to be allowed to attend the sittings of the Grand Jury — the persons to be allowed to attend the sittings of the Court entitled to be admitted open for [illegible] the unanimous consent of [illegible] and there being no other business to be transacted the Court was adjourned without

Elijah Ames
John Cammett
George D. Puffer
John C. Patterson
Thomas B. Clough
Lemuel Larkin
James Turner
Thomas B. Grair
Chas. Brooks
H. Stroebin
S. H. Brown
C. H. Stryking
Moses Tracy

Eng — 5th entry —
Piracy on part
of English —
to intercept
gold from Calif to
Europe



Allowance of Butter Stopped
June 2 Sweet to all again
Stum Layer Passes
"Boots" Arrangement
Dancing Happy Hour
3 Stum Blessed
Macie Lair
Albatross Cape
Pigeons Chickens
~~H. Mountaineers~~
Frankie Mizzy
Hail & Indian
Western Light
Carpetbaggers ~~Tigers~~
Cowhead Shu
5 Feather Bedding
Mon 9 Mardi Cape Horn
~~Fri~~ Fr 5 O'Clock Pm.

matters discussing religious political
general library. Card playing &c
Amusements reading &c
Cold weather confined to
Cabin. Stormy rainy days
Swain My companions
thoughts of home. idea of
California determination
to improve in every respect
Sudden change of Temp.
Coming across Lake
breeze. Chilled. Shooting
Seal. Dalphin Cats
dogs. Sundrywise Puffin
Pelican Swan &c.
Eastern East
South
West.

Feb 16. Lat 21. 16 N. Long 37. 0. English
Ship Gaining 120 days from Com-
ing to London. Feb 9th English Sh. 1 Fra
90 days from Lima bound to
Liverpool Lat 21 N. Long 24. 50 W
Lieu Letting by the Habeas Mem J
Mar 10 Habeas served ~~in~~ South Carolina
" 10 News about Fulton.
" 11 Sunday Laying off Harbour
Made an attempt to go to Sea
Rowing the afternoon.
" 12 Left Rio. passed for 3 Weeks
" 14 Reading MS Papers 29 January
13. Gave away fruit.
15 Thermometer ends
Sweep Flow
prohibited 15 days to Cape of
5 Going around 35 to Southern
Rio

Letter to Mother May 1 Sept

Thompson, going into business. his views.

Engines ordered.

Ship Brooklyn, report, Richard Thompson, Lieutenant

H. & Hess } Sol. papers Office Harpers Ferry,

Cutter

Chatterton. Name of Company.

Regarding over her Cadet Officers.

Has J. Hitchcock Chaplain

Mary P. Hitchcock Care of
Capt. Hitchcock Engineer
Brooklyn. New York

.75
67
13 Acres

4 5242
1 5 22628
43 9 45 42
21 24
36 00
14 20 00
10 13 00

137
266
207
20 00
14 00
13 00

45

10 Hewn a beam

11 Made and [illegible]

12 [illegible]

[illegible] 17 days work

[illegible] H. C. Allen, at the Mill

[illegible] Mr. H. [illegible]

[illegible] of running at 10 cents per

more than 2 or 3 miles. [illegible]

[illegible] Spring, [illegible] Corner S. B. 3 [illegible]

[illegible] land [illegible] Corner S. by W.

[illegible] Pine [illegible] Hickory

[illegible] the Area [illegible]

[illegible] 29 in

[illegible] Pine [illegible]

[illegible] Stake [illegible]

Monday Mar 13. [illegible]
Clear starting at the wire [illegible]
Kind. Made up to 12 CC
24 5 miles from Rio.
On our course all day
Fourteen ponies from
over the Flores & Jesse and
Wages Among the people
by decree Colonel. Arrived
at Porphyry 15 Clear
Cape 5 [illegible]
20 to 3 [illegible]

Thursday Mar 15. Most tempestuous night
we have had. Carried hard. Newspaper
ship brought up beams and [illegible]
could be taken in. Then made down
reefed topsails. Ship [illegible]
hurried & dipping water fore & aft
day & for the afternoon weather more
moderate, the [illegible] and we
are upon deck. Was driven from
Death Bay and to the [illegible]

[illegible] Cook & Mathews
and laid down opposite Wadsworth
Gate were clear. The only vacant
place [illegible] filled. The 12 Bay and
Cutter being occupied. When [illegible]
[illegible] a sudden heavy
lurch as to throw her upon her
[illegible] side. Came very near falling
my head smashed with Wadsworth
heavy [illegible] that was [illegible]
[illegible] up not in time. All the
passengers were up in a moment
inquiring what was the matter
we asked the Capt of the Ship was
[illegible] down. Said perfectly
[illegible] and, [illegible] then [illegible]
other a [illegible] of a [illegible] a few last
[illegible] then would have [illegible]
Cape Horn. Had all hands
get a [illegible] [illegible]
[illegible] for the [illegible] of our
[illegible] [illegible] [illegible]
[illegible] the [illegible] upon [illegible]

Evening [illegible]
the Kitchen [illegible]
and in the Morning [illegible]
I was a sleep most all day
[illegible]
[illegible] Brazilian vessels and [illegible]
[illegible] Had a very [illegible]
[illegible] Turkey [illegible]
Cakes [illegible] about 9.
[illegible]

Saturday March 10 [illegible]
expecting to go [illegible]
The Captain [illegible]
the Ship came down from [illegible]
[illegible]
anchored in the Bay. [illegible]
they [illegible]

Friday March 9. Fine pleasant [illegible]
The Cook [illegible] to day. [illegible]
with [illegible] with axe and [illegible]
~~with~~.

Saturday. Fair day sailing well
[illegible] lots of birds
[illegible] Shark [illegible]
away Bound [illegible]

Sunday March 11 and fair
all night sailing 9 or 10
knots. Beautiful clear
[illegible] Monday [illegible]
[illegible] Monday March 12
[illegible] Clear, sailing on
an course [illegible]

Tuesday March 20. [illegible]
beautiful [illegible]
[illegible] all hands [illegible]
[illegible] Pleasant

[illegible] weather [illegible]
[illegible] on deck. [illegible]
passengers in the sea quarter [illegible]
picked up, [illegible] up [illegible]
drowned, [illegible]
[illegible] Hartford. [illegible]
[illegible] water in [illegible]
[illegible] weather [illegible]
[illegible] Spencer [illegible]
[illegible] leak in [illegible]
[illegible] heavy sea [illegible] under water
[illegible] weather [illegible]
[illegible] Pleasant

Wednesday [illegible] Pleasantest
place on the Cutter
[illegible] March of [illegible]
[illegible] Mary Lamar [illegible]
[illegible] Lamar [illegible]
[illegible] Lay [illegible]
[illegible] Spencer [illegible]
[illegible] weather [illegible]
[illegible] Pleasant

[illegible] squall struck the ship [illegible] all aback. It was [illegible] under foresail, spanker, jib & main sail, topsails. It was [illegible] 20 m before the sights [illegible] end of the bowsprit. It was a dreadful time. The wind was blowing a gale and we were [illegible] clad [illegible] N. [illegible] through fear. [illegible] ship came to [illegible] noon. Monday at noon [illegible] Old barometer down to 28.3

Monday April 2. [illegible] continuing [illegible] high, [illegible] fed a high sea forward. [illegible] ship was [illegible] short to spare [illegible] that [illegible] at the [illegible] was washed away. [illegible] at night we were [illegible] [illegible] Wind at [illegible] [illegible] fresh. [illegible] the same time [illegible] to make way for the [illegible] The [illegible] was [illegible] the [illegible] stopped [illegible] rather. The [illegible] [illegible] Mr [illegible] was [illegible] for the [illegible]

[illegible] and "Booty" [illegible]
without paying [illegible]
the dummy [illegible]
Tuesday April 3. [illegible]
and beautiful [illegible] are the
sea and wind [illegible]
[illegible] of English [illegible]
up still about [illegible]
[illegible] — All the [illegible]
of the [illegible]. But [illegible]
sea [illegible]
of the word we [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
arrangement [illegible]
jack [illegible]
[illegible]
the [illegible]
around the [illegible]. The [illegible]
making [illegible]
3 o'clock. [illegible]
all the [illegible]. Several

albatrosses taken. Some few of their
feet were skinned and preserved to
make pouches of.
Wednesday April 4. Commenced
blowing pretty hard at 12 last night.
Shortened sail. At 4 o'clock the
mate called the Captain to state
that he supposed we were under the
lee of [illegible]. The alarm which cre-
ated considerable commotion among
only caused our Captain who might indeed be pos-
the passengers ~~[illegible]~~. The ~~[illegible]~~
sessed of sufficient nonsense, to turn over and
[illegible] and went up on deck to
sleep (the more soundly) till plainly
see the monster. Among the last
was Mr Mosley [illegible]
[illegible] seized the can-
dle in one hand, ordered the
state of the barometer, and the
thermometer in the other. Thus
equipped he rushed upon deck
~~but endeavored with the [illegible]~~
~~[illegible]~~ was unable to discover anything in
the state [illegible] owing to a sud-
den gust of wind putting out

the light. He satisfied himself ~~that~~ after holding the thermometer in his hand some five minutes and observing that the mercury did not rise, that though we might be in the vicinity of an ice berg we were not approaching it. There was hail during the night and snow when [illegible] the morning — A vessel in sight this morning and another this evening just before sundown. They were too far off to discover what they were or which way they were bound. Considerable snow during the day. Weather quite cold. [illegible] confined to the cabin most all day. [illegible] morning [illegible] in my berth [illegible] afternoon. [illegible] [illegible] [illegible] some [illegible] [illegible] [illegible] Then again drove [illegible] a [illegible] rate. At [illegible] I was [illegible] and the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the whole

[illegible] [illegible] [illegible] [illegible] this morning [illegible] o'clock, [illegible] [illegible] [illegible] [illegible] [illegible] off at [illegible] [illegible] [illegible] [illegible], [illegible] [illegible] [illegible] [illegible] one or two [illegible] [illegible] [illegible] possible persons upon the [illegible] [illegible] [illegible]) [illegible] were [illegible] [illegible] any believed themselves to be taken. The Steward made a [illegible] [illegible] for Mrs Whit- [illegible] [illegible] [illegible]. Besides he [illegible] [illegible] [illegible] mistake [illegible] [illegible] [illegible] [illegible] my bed. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] ed the Captain [illegible] to lower the boat. [illegible] [illegible] a [illegible] bed belonging to me. He was [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] to the [illegible] to [illegible] [illegible] the [illegible] way. He was about to [illegible] the [illegible] to.

lower the boat when some one pointed to the nigger top when we found it was hanging over. While I was lamenting that loss of the bed declaring that if it was overboard it must have been thrown as the wind could not have taken it some fellow went into the top and shoved it off. He came down with a rush passed through the open sky light into the cabin. Then I found that my bed was safe I lost my lumpin and commenced to blow but then opened that with a bump my bed up and put it where I found it. I never would touch it again. At then was gentlemen for would do so. A top was lowered the bed carried and placed where then found it. The poke was an excellent one and well played but I was not in the humor to enjoy it as I should and am sorry now to say. I was so embarrassed in the trouble I had in getting the bed up from deck and the difficulty I had in keeping it upon the wrong hand. While there were those to help me up with it there were help a dozen to upset it down. This they tried ~~the~~ 5 or 6 times until I finally showed how much there should and that my partner and for the then lowed me right in carrying the pole further than they other circumstances. The jaunty way Dr Shaw who prepared it very provided with the top made Dr Pepper Jr. Wrangler & Dr Lyon who carried the plan into execution. Much so much ~~and~~ and so often at the poke during the

day that I returned with a headache in consequence. After this poke. Ruffin Dayton Cathey and myself got into the sleigh and started with Mr. Jim Clark, Sam Young Brown in them and they (B. Sam) they became so drunk not smoke heavily and not smoke an other Segar on hand the Sutler during his passage to San Francisco and they filled the place with smoke as to stifle him, he written very much to go out & left him to smoke and finally induced him to. He became used to it and stood it as well as anyone of us for more than an hour. The passengers all felt like dancing the dance to day. They made a bowl of life and caught an other passenger then up ~~and~~ among the rest Old Brown - this laid down

of us engaged in Charley Palmer's (17)
room at 2 O'clock and then spent
the evening till 10 O'clock by
Sergt Thomas. Spent to Sailing
SW to S from 12 O'clock last
night till noon, wind chang-
ing, blowing & rainy morn-
ing. Afternoon pleasant.
Wind springing up again.
Sabbath day April 1. Pretty
much the same as yesterday
[illegible]
Monday Apr 2. Snow
when closed this morning
[illegible] the day
[illegible]
[illegible] Lemon &
[illegible] Mr. Hargrove
Stanford, [illegible] at
3 to pay [illegible] to
[illegible] to the
[illegible] Cond
[illegible] feel [illegible]
[illegible] to be the Captain

to listen to one of Dr Livingstone's original lectures which he gave us with his own slides, afternoon diversion. Everything turned in with us. He talked to us his adventures with Capt Speke in Central Africa. The lectures were very fine. We did not obey the Surgeon's orders in regard to the extra quantity of pickles & apple sauce we ate for dinner Engagement to Supper with Lieut the next evening. Arrived we got up. Tried to 24th (Church Parade) when there were a number of the passengers in Sunday Morning Service taken by the Doctor who was returning Friday at Port Louis. Not being a Lect to gain admission I had a chance to read a few Chapters in the Bible which amused me. I have read only as far as Deuteronomy. Commenced this 7th of March. I must endeavor to redeem my pledge to read through the Bible. Arrived at Port Louis. Have been heavy lighter I should read more than I do. The wind blowing very hard. Cleared at 6 o'clock. Hauled to the wharf. Offered to shorten sail. Left at 9 o'clock. Night to return. There was a very heavy storm this afternoon and night. Lost 140 miles by the storm. Morning Cloudy. The Ship dipped her lee all night. The sailors

San Last evening a night a-
seen of us it is a dark
with Royals set. But
it is of me we have
[illegible] ground. A
sail [illegible] upon
all hands upon deck 1/2
o'clock. Morning at a
cloud which did
land very [illegible]
[illegible] knots till 8 o'clock. Made
Cape Horn at 5 o'clock dis-
tant 15 miles [illegible]
[illegible] Sebra Cost-
San [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
Reduce at 9. [illegible]
[illegible]

Tuesday April 10. Commence
[illegible] about 10
last night. Snow to be a
[illegible] towards morning obliged
to [illegible] reduce sail main
topsail stay sail and
[illegible]. Send much
[illegible] 10 [illegible]
[illegible] main top sail
[illegible]
[illegible] snow. Saw more
[illegible] or two of the
[illegible] at 2 o'clock. Weather
moderated. Stop much
[illegible] [illegible]
[illegible] upon or [illegible]
last night so that the
[illegible] boat [illegible] the
water.

Wednesday April 11 Hoped
to be [illegible]
wind [illegible]
[illegible] at
[illegible]

to carry away. Thus terminated
A. Belmont 1874 May
although unwelcome, yet
obliged to take meal
anywhere, liquid not fit
at water, and only
most welcome. Thursday at
Thursday we must have the last load
Thursday. Commenced
at 4 [illegible] 2 [illegible]
[illegible] Thus terminated
afternoon. Moderate
in Thus [illegible]
lie to at anchor.
Friday 13. Upon
weathering [illegible] Thus light
[illegible] 8 Squaw. Manoeuvred
Shifting [illegible]
together ~~at~~ Lion [illegible]
lie to. At 6 pm made
sail. [illegible]
proved to be a ship.
a [illegible] Thus [illegible]
w —

Saturday 14th. Day
pleasant from Jan 3 years
past. A good breeze
which necessarily
obliged us to double
reef at 2 and so
continued by suspended
proved to be the Eagle
Capt Sutton 1 2 miles
running the quicksands
light we have to remain
Sunday 15 [illegible] with
a good breeze became
squally, [illegible]
afternoon. The Shipping
light yesterday [illegible]
[illegible] meeting up to day
[illegible] to be the Eagle
[illegible] Boston we left at
Rio. Soon after leaving
[illegible] with the brig
Benjamin [illegible] of the Polar
which we also saw
[illegible]. The Sunday

a day more [illegible]
we [illegible]
[illegible]
[illegible]
[illegible] Going make [illegible]
[illegible] Bethel [illegible]
[illegible] after a [illegible]
[illegible]
[illegible]
[illegible]
[illegible] we [illegible]
in the Atlantic in the
Pacific [illegible]
[illegible]
[illegible]
[illegible]
[illegible] the [illegible]
of the [illegible]
aged [illegible]
[illegible] may [illegible]
[illegible]
[illegible]
Have taken [illegible]

[illegible]
[illegible]
The suffering the most [illegible]
[illegible] the Ship they
[illegible]. Sunday
we complained of the
Navy. I have talked warmly
and engaged my friend in both
[illegible] the day
[illegible]
[illegible]
[illegible] the Sandwich Islands
[illegible] with Rufus
and George in Chapel.
[illegible] (248)
Return [illegible]

Monday April 16 Rain
most all last night. The
Capitol and Newcastle
~~Sight~~ astern of us lying
to the [illegible] which
we hope to overhaul some
time during the day. A nice
wind Spring up at 8 O'clock

to day was [illegible]
we flew [illegible]
[illegible] we
the Bay [illegible]
yet [illegible]
[illegible] by Battle [illegible]
[illegible] for a week to [illegible]
[illegible] which [illegible]
[illegible] 46 days we were [illegible]
in the Atlantic or the
Pacific [illegible]
[illegible] but
[illegible]
the day in the [illegible]
of his speeches [illegible]
and [illegible]
[illegible]
[illegible]
Home before [illegible]

[illegible]
[illegible] by the rebel [illegible]
[illegible] high [illegible]
[illegible] Slavery
[illegible] of Ethiopia
Hang. I have taken [illegible]
[illegible] encamped [illegible]
Emperor and [illegible]
[illegible]
[illegible] the [illegible]
[illegible] Nancy [illegible]
[illegible] with Puffer
and George in Charley
[illegible] Corn (245)
Relative [illegible]

Monday April 16 Been
most all last night. The
Capitol and Mr Cattell
[illegible] astern of us [illegible]
[illegible] which
we hope to see land some
time during the day. Amen
and [illegible] up at 8 O'clock

a certain prince with pains
during which for one
day and night the same dreadful
hooping cough. About 4 o'clock
in the afternoon ~~we saw~~ the second
officer, as we were upon the
and the mate imagined to be
upon enchantment, the Mate
Mariner of the Pilot on a Bug
105 days from Boston
Showed demeanor within sight
of displacement. The cause
dark of [illegible] by the Mate
but it must have been [illegible]
for them by upon what we had
[illegible] in thirteen. The unknown
w. of the Captain of the Bark Sussex
determined to [illegible] in some [illegible]
we. [illegible] of the
the passenger ~~[illegible]~~ [illegible]
[illegible] of the [illegible] to [illegible]
[illegible] [illegible]
[illegible] [illegible]
other day we [illegible]
that [illegible] which
we [illegible]
Clapp of [illegible]

[illegible] Sussex [illegible]
from the wreck of the [illegible]
[illegible] [illegible] to [illegible]
[illegible] of the Sussex [illegible]
from the [illegible] with which
[illegible]. The [illegible]
[illegible] a man [illegible]
the [illegible] and [illegible]
to the [illegible] of [illegible]. It
was not the express intention in
[illegible] then to give us an exhibition
of the performance upon the
[illegible] [illegible]. [illegible] the premises
[illegible] to [illegible] and
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] of pro-
[illegible] [illegible] the [illegible] with
[illegible] [illegible], the surprise
[illegible] was to catch
one of the [illegible] Tribe. [illegible]
[illegible] [illegible] [illegible]
[illegible] by the plunging of the
vessel [illegible] each [illegible] every
[illegible] billow [illegible]
from [illegible] times [illegible]

by persons from the retired
amidst his laughing companions
and the gay [illegible]
ship. He was the very
[illegible] unhinged
by after passing the big and
which was then left
in the distance a the Office
I had a long conversation with
Mr Wadsworth & Charles [illegible]
on the subject of the Letter
upon the question of [illegible]
I wished them to understand
that man was [illegible]
against the [illegible]
[illegible] to [illegible]
was something [illegible]
the [illegible] from the [illegible]
~~which~~ which you [illegible]
[illegible] to my opinion I could not
believe [illegible] when [illegible]
I would wish the [illegible]
[illegible]

you believe in the [illegible]
he will be to follow [illegible]
[illegible] Minutes at 10 [illegible]
[illegible] upon what I had
[illegible] Conversing.

Sunday Office 17

[illegible] simply
all quiet about [illegible]
[illegible] 3 [illegible]
[illegible] having a time
when the [illegible] upon
[illegible] shortened sail.
[illegible] the passengers awakened from
their sweet slumbers were alarmed
at the noise being as they thought
upon the quarter deck. Mr Chapman
said it was a [illegible] Shame
that the Stewards [illegible]
[illegible] preventing all hands
from sleeping comfortably
in their beds. I was surprised to hear my complaint

~~[illegible]~~ I doubt
think she was over more
than the day been a thousand
times since we left New York
I had not the least difficul-
ty in returning a position
my boat ~~[illegible]~~ which was
occasionally obliged to stop
to prevent the water
dashing upon me. I succee-
ded finally in preventing the
covering my life with a
couple of coats which
were pretty wet before morning.
There was a sail in sight
[illegible] we continued and as we
were passing it we exchanged
signals and hailed the
the Mayflower of Boston. Some
after two more sails hove
in sight a sloop and a brig. The
wind the day NW by N blowing
with pretty equation towards
land. The order was
given to each ship which
deprived us of the pleasure of
[illegible] the sloop upon
which we were just gaining
the land as we have done
and a few days [illegible] we left
New York. The old Sullen
is a dreadful [illegible] sea-
boat. She rounds one of a
little upon the [illegible] nearly at the end
of the course waiting for the
[illegible] to come up and
then suddenly [illegible] off
and heading them off
before reaching Brooklyn
or Harlem Bridge. Hoisted
with a jerking transported up-
on the quarter deck. The morning
announced in this wise
the first mate was calling to
[illegible] who [illegible] the

made himself very officious
both with the right of the Cap-
tain and the officers speaking
often against the other and
thus creating much ill feeling
The Lord Mayor [illegible] and claim
to Doctor, just then the Captain
came upon deck and seeing the
2nd Mate that he should claim
no man in Boarding Ship thus taking
the part of the Doctor. The Mate
came forward the Captain asking
to know that there had been [illegible]
but fresh water since we [illegible]
the mast [illegible]
at which the Captain put into
a fit of a passion and was
about to [illegible]
[illegible]
said that many [illegible]
the Doctor [illegible] Cons
of all the [illegible] We Are
Not came forward [illegible]

by himself but could claim no
difference from Doctor and
the proof of his assertion
[illegible] the Doctor,
[illegible] and insinua-
tion against the Mate would
[illegible] to hold his tongue
[illegible]
[illegible] Certify
this discovered that the

Doctor by an friend of his and
just from Russia. He found
the future [illegible] a
Lake in sight not [illegible]
a week. We made it again
in the same longitude as
New York. We dine late
take our meals at the same
time as our friends. We [illegible]
[illegible] the [illegible] to the
[illegible] that [illegible]
easier than high at home
[illegible]
[illegible] of [illegible]
and communication with
the United States.
We dine at [illegible] P.M.
Coffee and [illegible] a pleas-
able [illegible]
[illegible]
[illegible]

[illegible] We
[illegible] in all their
[illegible] with an
[illegible] and [illegible]
[illegible]
[illegible] the
[illegible] of Egypt
[illegible] is a [illegible] my
[illegible] [illegible]
[illegible] in the
[illegible]
[illegible]
[illegible]
[illegible] in Cali-
[illegible]
[illegible] the time [illegible]
[illegible] Ireland
[illegible]

wish to avoid [illegible] ~~[illegible]~~
the [illegible] I [illegible]
of [illegible]. [illegible]
shall be [illegible]
and [illegible] and
[illegible]
[illegible]. My [illegible]
~~[illegible]~~ a [illegible] with the
Rev Palmer [illegible] ~~[illegible]~~
~~[illegible]~~ [illegible]
[illegible]
[illegible] ~~[illegible]~~
~~[illegible]~~ the argument we had
together
[illegible] and [illegible]
[illegible] [illegible]
[illegible] about [illegible] and
inspired book [illegible]
[illegible]
[illegible]
free moral agent [illegible] still
~~[illegible]~~ [illegible]
~~[illegible]~~ [illegible]
from [illegible] ~~[illegible]~~
~~for~~ [illegible]

conclusion from comparing the
prophecies recorded in the
New & Old Testaments with
historical facts ~~[illegible]~~
~~[illegible]~~ which I ~~[illegible]~~
[illegible] exactly. And
[illegible] undeniable ~~[illegible]~~ proof ~~[illegible]~~
presented to me that a history of the
Bible is true I am willing to
accept ~~[illegible]~~ [illegible] ~~and~~ the
[illegible] intimately
[illegible]. Rev.
Palmer was pleased ~~[illegible]~~ with ~~my~~
this [illegible]
[illegible] been in-
strumental in bringing about
[illegible] Spiritualy.
[illegible]
[illegible] happy the
grand point was settled in my mind
[illegible] ~~[illegible]~~ annulled me
among [illegible] ~~[illegible]~~ any of
whom [illegible] be [illegible] to
~~[illegible]~~ run in error upon so

momentous a subject. He hoped that before the [illegible] [illegible] time when [illegible] might at any time [illegible] permanent [illegible]. He has [illegible] my [illegible] task. Our object is to reach the [illegible] the [illegible] [illegible] [illegible] meridian. [illegible] [illegible] we [illegible] A whale was seen from the quarter deck.

Thursday April 19.

Blew pretty hard all day. Ship [illegible] S.W. by W. In the evening finished the [illegible]

Friday April 20. [illegible] 12 last night the [illegible] high and the [illegible] head we were [illegible] the ~~[illegible]~~ the gale had [illegible] in the [illegible] of 9 in the [illegible] [illegible] [illegible] [illegible] away the [illegible] [illegible] engaged in [illegible] and read my

Saturday April 21.

[illegible] ~~[illegible]~~ [illegible]. This morning [illegible] o'clock there was not breath [illegible] [illegible] the last 24 hours [illegible] almost [illegible] [illegible] time [illegible] ~~[illegible]~~ [illegible] and it is [illegible] [illegible] the deck of the ~~[illegible]~~ old Ship.

is more than even and we can
enjoy ourselves in the sunshine
of the morning — This state
of things will not exist long
however probable before 12
O'Clock the wind gives every
a hard gale — only hope
will come from the Northwest
We are still between Cape
Horn and only 250 miles to
the Westward of it —
A gentle breeze springing up
at 11 O'Clock.
Square of sure & quite strong
breeze. Ships to starboard
port

Sunday April 28. Sailing along
with a fair wind & fine weather
Made considerable day's
run. While we were at prayers
we passed very close
to an English Bark bound
to Lima — supposed to be
an Indiaman. Passed within
[illegible] distance of us
but we hailed [illegible]
distance apart. Returned
to our berths a few minutes
finished the Sports of Saturday
morning. All the late times
[illegible]
[illegible]
[illegible] Wind
morning. [illegible]
[illegible]

on for two or three days as
to the right a person has to
take the life of a robber
upon any and immediately —
Released at 9
Monday Aug 23. Weather
slight frost last night and
last night and today
Course W by S W. We were
to day at Lat 38° 16 where
we are now encamped
to go. The trail keep
north as far as Flat Rock
we have made enough
the chief's road. We have
under water most of the
pitching mule to the many
sea but by remaining
long at the gate of proof
Rub on hand. Also
Satur out of the Gulch to
the Journey into Prudence

my with a track upon the 7th
Encouragement by Rev Timothy
Dwight. — Our Evening read
Matthew Divine [illegible]
by Rev D Dwight a
~~Prudence~~ Weather night
[illegible] a [illegible]
[illegible].

Tuesday Aug 24. Lat Morning
[illegible] Course NW by W encamped
Cloudy morning [illegible] hale
[illegible] afternoon
[illegible] Stock 3 of Mules & Capt Fitzpa
Sacrificed night.

Wednesday Aug 25.
Found [illegible] last night
[illegible] morning [illegible]
[illegible]

Thursday Aug 26
Severe storm last night
[illegible] the disagreeable
[illegible] [illegible] Mea

tacked the watch. tacked
Ship at noon. —
Friday 29 Noon [illegible]
clear. The [illegible]
bells made [illegible]
Jack [illegible]. Brown
beautiful [illegible]
[illegible] three cycle [illegible]
[illegible] above & [illegible] below [illegible]
Weather moderate [illegible]
Spring. [illegible] fine
fine breeze. Tacked [illegible]
the watch.
Saturday 30 [illegible]
Tacked Ship [illegible] [illegible]
very overcast. [illegible]
tacked again at [illegible]
Sunday April 31
tacked Ship [illegible] very light
breeze & weather. [illegible]
[illegible] afternoon
[illegible] by Mr Brown in the
morning & Prayer Meeting in the
[illegible] General Attendance of the
Officers & Crew. On [illegible]
Sunday [illegible] a beautiful
prayer. Service conducted
by Mr Southard. Prayer by
Mr Headsmith & Green.
Monday April 30. Cold
muggy and disagreeable day.
Nothing [illegible] most are with
Passengers all complain of having
spent a most wretched night.
The [illegible] expected to find
[illegible] in the cabin of the
[illegible] ship but the same
effect was not produced upon
the crew. Expected in Shore
It appeared that every thing was
rolling with the passengers
[illegible]. The things in
the steward pantry were
[illegible]. The [illegible] band
broke its lashings carrying

away the Table and the Thing
upon it producing much
confusion. Among other things
the Sinking Signal of the
bell was heard. The Cook
and Steward were today
arraigned before Mr. McCay
the Recd Engr. Mistake to be
instead of have Sentenced
for Riding in the Wheel
house. Henry was
obliged to go Engineer
and work on the pumps
a. ~~proper~~ commandment
given the Engineer at breakfast
~~Otherwise would it be impossible to~~
~~[illegible] to collect the~~
Seamen dues be paid
from pending given to Capt
Orca! Sent [illegible]
Because they are all
Minors (Minors).
This day ends as it commenced
Cold murky & disagreeable the
wind abated and we have
made very little headway.

Tuesday May 1. 1849

The day has been cold and [illegible]
[illegible] the air with our thoughts at
home. We were pitching about all
last night. The Ship rolled
from side to side [illegible] to
[illegible] [illegible] to see things from
[illegible] I did not think
of my [illegible] mommy
so that I spent a restless
night. The pleasantness of the
weather is all that has prevented
the day from being
dreary. The wind blew so
hard as to split one sail
and obliged us to carry
blind sail [illegible] and again
[illegible] Spanker. The sea
[illegible] & heavy swell
white capped. Part of the

Argonaut road. Came across disabled
vessel. Lat 37.2 Long 125 in
lat 35.20 made 100 miles
on one course during the last 2
days. We are 10 days 120 days
from New York! We anticipated
being in San Francisco in a few
days. How disappointed we all are.
Our friend Little Thomas we
just passed Cape Horn. We
shall not probably soon be
prepared much better the 15th of
the month. Then we shall be
detained some ten or fifteen
days for wages provisions &
repairs. We ~~have~~ spoke the
Lowe Spirit the Sunday we
were taken aback. It may be
to be repaired before coming
the stem and stern. So that
we shall not leave Liverpool
much before the 1st of June
and probably be one week
from San Francisco. Continued

Cattle and of Sailors. We are now
on provisions. The morning's meal
consists of coffee with hard
bread, salt beef, stew,
boiled rice, soft bread & molasses
& sometimes only one cup of
coffee, ~~[illegible]~~ bread & molasses.
[illegible] of the [illegible]
[illegible] is kept on the
[illegible] by the [illegible]
[illegible] Sailors
are injured by the man of Saffer
Hunts of these lines, which is
enough to discourage any one with
eating more.

'Cold home! old home! what brought you here?'
'From Sacarap to Portland pier
I've carted stone this many a year.
Till, killed by ~~the~~ blows and sore abuse,
They sold me down for Sailors use.
The sailors they are my delight:
They turn me over and claw my eyes;
Cut off my meat, and pick my bones,
And pitch the rest to Davy Jones.'

Argus had [illegible] again. Arrived
[illegible]. Gave 3½ knots for run
in lat 55.20 made 200 miles
in one [illegible] during the 2
days. We are [illegible] 120 days
from New York [illegible]
being in San Francisco [illegible]
How disappointed we all are.
Our friends [illegible] thinking we are
just passed Cape Horn. We
shall not probably reach the
Pacific [illegible] The P[illegible]
the month. Then we shall be
detained some ten or fifteen
days for water provisions &
repairs. The [illegible] spring
[illegible] The vessel was
[illegible] taken aback [illegible] Yesterday
to be repaired besides causing
her stem and [illegible]. So that
we shall not [illegible] so
much before the 1st [illegible]
and probably [illegible] of
San Francisco. Continued

Called out at 8 o'clock. We are now
in process of the morning's meal
consisting of coffee with hard
bread, cold salt beef, tea,
potatoes, soft bread & molasses
[illegible] a cup of
coffee, [illegible] bread & molasses.
[illegible]
[illegible] salt beef [illegible]
[illegible] Salvages
[illegible] by the men at latter
Hurrah for three cheers, for the pig
dinner. It is not easy one with
eating meat.

'Old hoss! old hoss! what brought you here?'
'From Sacarap' to Portland pier
I've carted stone this many a year,
Till, kicked by blows and use abuse,
They called me down for Sailor's use.
The sailors they are my delight,
They turn me over and damn my eyes;
Cut off my meat, and pick my bones,
And pitch the rest to Davy Jones.'

If I can say nothing in favour of the breakfast; since I can see nothing in favour of the dinner consisting of tea, horse, pork and beans & hard biscuits. There is very little variety in our diet. ~~But~~ One day we get pork and beans and the next day beans and pork with beef every day and occasionally duff over which the raisins have only been shaken the matter in regard to which was ascertained. The other day and it was unanimously agreed that ~~the box~~ if there be a hole in the bottom of the box it should be enlarged. I begin to sympathize with poor Jack and learn that it is wrong to swear in everything except in his dinner for tea we had a little and molasses. Confound it on Onward. Why cant he keep the bung in the molasses barrel and not expose it to this bad weather. I verily believe we must have shipped some heavy sea last night. The molasses which was nice and thick yesterday is now nearly as thin as water, but then it does not taste in the least salt. Every time the ship lurches, the word is passed on aft, "Look out, we are going to roll!" Then we all take our plates in the particular hand, or else we should figure in the dinner with molasses running from our plates. I was obliged to eat my bread with one hand and dip up the molasses with a spoon with the other. Though I neared all my mouthfuls. I am perfectly contented and shall

make no complaint. We have every reason to feel thankful our passage has been long & tedious and has been without sickness and accident. I was sorry to say this included the death of poor Cairns time at Rio and Schermerhorn off the River La Plata. I hope we may arrive safely at Lon[illegible]. We have much yet to encounter but the most dangerous part of our passage is passed. The dear Sultana is a fine and active ship and has nobly borne through many a storm. But had I known the character of the weather in the intermediate to be put up with and the character of her captain I never would have set foot on board of her especially after being forewarned by Arden that she would never round the Horn

safely. I considered her in every respect seaworthy and placed all confidence in that from the fact of Mr Maddox being willing to sail in her two days to go in her in as captain the other day superceding [illegible] Thursday [illegible] Evening wind somewhat abated. Gray 3 or 4 knots [illegible] Thursday. Weather [illegible]

Wednesday May 2. Wind cool and unpleasant morning, but smooth. We are still sailing [illegible] Wind [illegible] Thursday May 3. Wind [illegible] Sat 4 E. [illegible]

Thursday May 3. Beautiful morning but still rather wet. We rode along pretty well all night steering W by N our present course. Afternoon cloudy ~~quite~~ rain gained died away.

Friday May 4. Still keeping a pretty fair course. Cold & wet within & without. —

Saturday May 5. Had a calm last night & this morning. Wind contrary. About noon the mainsail & boat & [illegible] of these [illegible] is fair. [illegible] Let [illegible] at the rate of [illegible] Evening [illegible] Elm [illegible] Let [illegible] May [illegible] night [illegible] Let at the rate of [illegible]

Sept 4 The morning commenced blowing a little fresh. Calm and, and before Eleven time obliged to take in sail. This is without exception the most delightful sailing day we have had since [illegible]. The sun shone brilliantly. The weather is warm and wet and gray before the wind. Seven in eight days [illegible] with little or no variation. If a day was an 8 days sail we had left Rio from the stand point of time we were going from Rio in to Rio. The passage has been tempestuous with little variety we get more of it [illegible] The passage so long as from Rio to Rio I suppose we have all become familiar with sea life. —

this morning Mr Dunham one
of the aforward passengers
assisted by the Guard [illegible]
prayed & preached a minis-
terial sermon [illegible]
Pure religion and undefiled
before [illegible] the [illegible]
[illegible] the father[illegible]
[illegible] their affliction [illegible]
[illegible]
It was well [illegible]
in the after[illegible]
[illegible] of the back [illegible]
[illegible] after [illegible]
In the evening [illegible]
[illegible]
moonlight [illegible]
the [illegible]
hope to spend next Sun-
day in [illegible]
Lat [illegible]

Thursday May [illegible]

The wind changed [illegible]
[illegible] during the night but
we are still going along (as)
usual upon the course (though
[illegible] hard). Last
night I slept very comforta-
bly [illegible] rocking [illegible]
almost without a perceptib-
le motion. I woke up
once and imagined my-
self upon shore. The [illegible]
[illegible] [illegible] my room
[illegible] about break-
fast time.
We had made at 12 o'clock
the last 24 hours 215 miles
I was occupied most of the
day looking over and
arranging my papers custom-
ary these [illegible]
[illegible] Lat 41.37 about
the [illegible] of the [illegible] off the Southern Coast of [illegible]
[illegible] & things are other-
wise today [illegible] similar
in every respect as yesterday

day. We were this morning informed
that we were going to stop at
Juan Fernandez. We were steering
North which with the regard
of wind again made us learn
that it is. At 2 O'Clock
the order was given to hoist
the colours before the wind. The
colours (at 3 O'Clock) were
hoisted which with the
salutation were returned
half a gun. The Captain
fired a gun. We have
hitherto had an Altogether
no one believing what happens.
All the passengers are in hopes
to reach within to Empire
within telling to not. It is the
general impression that the
Frigate will be the Stopping
place. I hope so. We expect
then ~~to~~ be with Sociation
Communication with our Lists
and Land. [illegible]

that we shall require up to
nine fine fresh fishes
meets wants found for
Captain. Three days
were at Rio and have
Church [illegible] with
our figure. [illegible]
to salutation. The vessel
needy some Entertainment
and our provisions
and [illegible]. I must
say, [illegible] the Captain
[illegible] the table with fresh
meat. I presume that
his communication
go to [illegible].
All hands busy this afternoon
[illegible] Rigging. Carried
away fore Sheet during night
[illegible] fresh
The Capt was about taking
[illegible] Mosley [illegible]
him Boat if he wished [illegible]

out in case it blew away he would
open to cut him all down Ter-
mundy. Wind moderate
Rain fog. beautiful night.
3 of the friends came on the ship
list. Several of the passen-
gers volunteered to stand
watch.

Wednesday May 9. The
Captain got aloft in fine
style though not quite so
fast before the wind Pleasant
squalls during the day.
Manned yard tackle all times.
Finished getting up royals
we are now in hopes for
fine weather and light
breezes. Occupied the
whole day changing sails
of the whole. unfurl-
ing re Evening
singing

Thursday May 10. Brown
sailing at the rate of 4
& 7 knots all night, two sails
in sight - steering N.W. Beauti-
ful moon light night - The pas-
sengers composing the watch
were playing cards and chaunting
in dick. Towards morning it
calmed and hailed very hard
squally during the day. Sail
in sight this afternoon an English
brig as long as we signed her at-
ules she hoisted her and put
off, a very sudden manoeuvre
Times before the wind all day
Employed preparing letters

Saturday 18th [illegible]
to bear towards the coast [illegible]
and day [illegible]
Engaged writing [illegible] and
[illegible] Lat 34.43 Long [illegible]
Sunday [illegible] 13 [illegible]
land at day [illegible]
[illegible] the [illegible]
desirable ~~[illegible]~~ [illegible]
[illegible] and put for the mill would have presented a [illegible]
[illegible]
view [illegible]

~~about~~ [illegible]
[illegible]
[illegible] 32 [illegible]
[illegible]
[illegible] all
[illegible]
[illegible]
Island [illegible] the [illegible]
[illegible] and [illegible]
day with an occasional [illegible]
[illegible] the [illegible] the [illegible]
Lat 31 13. Long [illegible] 54

[illegible] lighthouse
[illegible] French
man [illegible]
[illegible] along the coast.
[illegible]
[illegible]
[illegible] Many
[illegible]
[illegible]
[illegible] with
[illegible]
[illegible] Bay [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] commenced [illegible]
[illegible]
[illegible]

Tuesday. Remained aboard on
duty. Produced ~~a~~
health. [illegible]
fine [illegible]
[illegible]
fishes.

(65)

Tuesday 15, Slept a board all night
Left boat with George. Palmer &
Puffer went on board Cedar
Then went on board Theodosia
Then went to the shore

Wednesday 16 [illegible]
Puffer G.S.W. [illegible]
[illegible] Wind [illegible]
Puffer [illegible]
Rode through the [illegible]
[illegible]
with a [illegible] heavy [illegible]
Saw [illegible]
[illegible]
[illegible] Miles
[illegible]
[illegible]
a [illegible]
[illegible]
~~Thad~~ [illegible]
with G.S.W. [illegible]
[illegible]

Departures

Arrivals

19 Gov ~~[illegible] [illegible] [illegible] Sacramento~~
" ~~[illegible] [illegible] 1263 36 Rec 50 pkgs~~
20 ~~Gov [illegible] Baker 150 Gz [illegible]~~
" ~~Brig [illegible] Bright 279. 2 [illegible]~~

Cash

Sugar	58	
Lemons	12	
Cakes	13	
Cakes	25	
Paper Collar	12	
Postage	3.00	
	4.50	

Cash	1.40
Cash	1.00
Fine	1.00
Retrieve	.16
Sulphur	.25
Beef	.25
Hose	.25
Apples	1.00
Pencil	.05
Cash	1.00
Cash	

Valparaiso

	3.00
Expenses	1.50
	16.00
Mem. Jet Sum	3.50
Mem. Jet Sum	19.50

One hundred

20.00
18.32
1.68.

		1849			days
Clipper	James	Caffland	When from		47
Bark	Elvira	Nickerson	Boston		50
Ship	Sutton	Trundle	N.Y.		47
Schooner	Eclipse	Morris	Baltimore		45
Bark	Josephine	Sutton	N.Y.		38
Pilot Boat	Anonymous	Crowdwell	Boston		57
Ship	C. Colon	Coffin	N.Y.		50
Bark	Eclipse	[illegible]	"		45
"	Ellen	Marvin	Boston.		50
Ship	Carolinta	Lane	N.Y.		39
"	S. Carolina	Hamilton	"		47
Brig	Osceola	Lawrence	Philadel.		45
Ship	Cockilet	Gady	N.Y.		48
Schooner	Olivia	Paulsen	N.Y.		39
"	Roe	Martin	"		40
"	G. H. Montgm	Bound	N.H.		45
Ship	Pacific	Tibbets	N.Y.		43
Schooner	Geo. Capen	Cold	"		42
Bark	Mr. Avery	~~Spencer~~ Hall	"		48
Schooner	Jos. Newell	Samuelson	"		38
"	Laura Virginia	Hoxie	"		43
Bark	J. Newell	Lockwood	"		43
Ship	Capitol	Proctor	Boston.		43
Bark	Maurice	Barker	"		57
Schooner	John Tilton	Shavel	Norfolk.		53

The above are the American Ships

Tonnage of Pacific Ports
May 1849.

Imports, Exports, Tonnage of Clipper Ships
Freights to New York & San Francisco.
When the Steamers arrive & depart for Panama
Uncertain Arrivals & departures.
Prices Current.
New York Papers.
Latest News from the Mines.
Arrivals of Steamers direct from U.S.A.
Chief engineer of "Oregon" [illegible]
Bark Griffin from Hawaii & Pacific.
Bark Unknown [illegible]
John Ackroyd. [illegible]

Lead	Bola de metal, y plomo.
Peppermint	Pimienta pipérita.
Olive Oil	Aceite de olivas.
Sponge	Esponja.
Brown Soap	Jabon moreno.
Gum arabic	Goma-arabiga.
Rules	Regla para echar las lineas derechas.
Paper cutter	Cuter papel
Stationery pencils	Pizarra y lapiz.
Letter clips	
Pocket-Book Clasp	Broches para libritos de memorias
Thimble	Dedal on guardadedo
Sewing needles	Agujas grandes — agujas en forma (Sacamedo)
Buttons for coat, waistcoat	Botones para vestidos
Writing-pencils	Pizarra lapiceros
Pen-holders	
Blotting-paper	

Allison

Bar Average 69.50 90

Malpractice

Mar 14 A.B.S. Co Lyfso 43

Claims from Mr. Mathew arrived

11 Apr	29	Bark St Joseph, Harvey	Arrived at Maracaibo			
58	"	Fric Mary Adeline Mellen	Rio			
90	"	Barkentine Kayan	N.Y.	30 pas		
1	"	Brigantine Pentalpha	Tuxpanas			
108	"	Sloop Josephine, Mullin	N.Y.	21 pas		
118	30	Bark Henshaw Richard	N.Y.	pas		
90	30	Fric Orphens Freeman	N.Y.	196 pas		
48	May 1	Brig Hulet Gray	Rio	60 pas		
105	"	Barkentine Nate	N.Y.	21		
83	"	Bar Freedom Neville	Rio			
515	"	Brig Jale Rudel	San Fran	$20.000		
60	7	Brig Navarino	Rio	112 pas		
54	"	Bar Gordon	Rio	55		
52	"	Bar Mary Stuart Tucker	Rio	25 pas		
57	14	Fric Cornelius Hall	Rio			
107	"	Fric Franklin Allen	Boston	135		
130	"	Bar Rich	Boston			
63	"	Fric	Rio	55		
47	"	Brig	Rio			
112	"	Bar Pauli	Baltimore	14		
104	"	Bar	N.Y.	26 pas		
122	"	Bar	N.Y.	31		
100	15	Bar Lancaster		66 pas		
121	16	Brig Pauline		13 pas		

days				
20	Mar	2	US Independence	Cuba
88		7	Foot Guards (Colston)	N.Y.
85		14	Gen Patterson Coated	N.Y.
100		21	Philadelphia Drive	Salem
~~147~~		21	Col Patterson Waterman	Phila
80		22	Ruled Queen Marden	Boston 38 Fine Rir
27		28	Col Jos Joseph Perry	Paulo
Apriq		25	Gen Earl Power	Phil.
103			Col Gallagher William	Phil.
125			Philadelphia	Boston
148			Col Patterson	N.Y.
62			Stolen Colston Pt	Rio
91		12	Gen Young Clayton	Baltimore
73		14	Major Conrad Hilton	Canton
58		19	Gen Panama Pepper	N.Y. 22 Fine
112		20	Gen Sam Hughes	N. Bedford
111		21	Bat Gen Hooper	Boston
8		23	[illegible]	Salemmano
#49		25	Bat [illegible]	Rio
93		29	Gen Montgomery	Boston
107			[illegible]	Boston

Halfpenetto
Of All American
Bulles

Pas

150

[illegible]

Mar ~~[illegible]~~

~~[illegible]~~

~~Bark [illegible]~~ 200

~~Ship [illegible]~~

~~18 Brig [illegible]~~

~~[illegible]~~

~~2 Brig [illegible]~~

~~[illegible]~~

~~2 Ship [illegible]~~

Mar ~~Bark [illegible]~~

~~[illegible]~~

~~[illegible]~~

~~Ship [illegible]~~

~~Bark Zotia~~

~~Ship [illegible]~~

~~Ship [illegible]~~

~~Ship [illegible]~~

~~Bark [illegible]~~

~~Bark [illegible]~~

~~Ship [illegible]~~

~~Barke [illegible]~~

~~Bark [illegible]~~

Ship

Cleared for San Francisco

Mar ~~[illegible]~~

~~Brig 13 Talmud~~ 260

~~13 Sacramento 187~~

~~15 Ship [illegible] 330~~

~~18 Ship [illegible] Queen 862~~

~~Brig Gen Patterson 155~~

~~19 [illegible]~~

[illegible]

~~18 [illegible] 576~~

~~[illegible]~~

~~[illegible]~~

~~Brig [illegible] 162~~ do

~~Ship [illegible]~~ do

~~20 [illegible] 123~~ do

~~21 [illegible] Clark 277~~ do

~~21 Ship Philadelphia~~ do

~~21 Smith Cutter [illegible]~~ do

12/223.255
18.604

25
12
240

1.034
240
4 1360
2068
248.160

Thos Lohacy
Thos Lohacy
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Thos Lohacy

175
175:144
175/200
875
1335
1225
1050
1050

192:175 12
175:192:12
12
175/2304/13
175
545
325
34
16
2047
34
5052/3
520
2

175/23.04/13
175
525
29
116
174
29
4.64/2
3.54
1.14

1144/2.6.54
950
2.50
3.75
1.50
8.50
3.25

1 Jugal Malfuraito.	
Pulleys & lead	25
Peppermint	12
~~Starching~~	~~1,00~~
Brown soap	25
Sweet oil	25
Sponges	12
Knife & paper cutter	25
Slate & pencils	50
~~Mucilage pencils~~	~~25~~
Hair clips	25
[illegible]	12
Marble	12
Kaiser needles	14
Letters for coats & over coat	25
Gum arabic	25
	2.87

Please to cut down sum
This [illegible] stay with

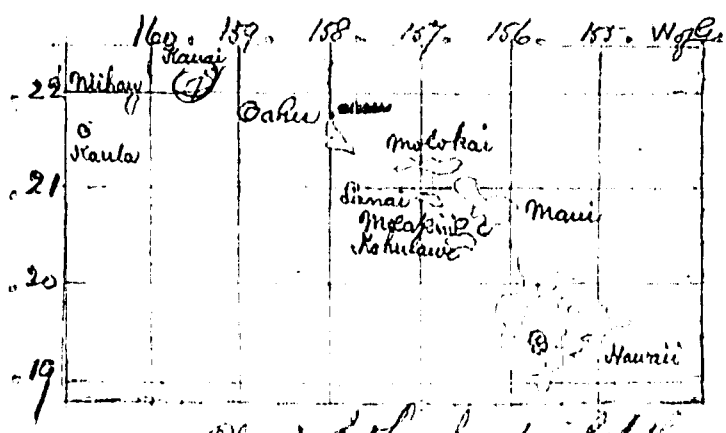
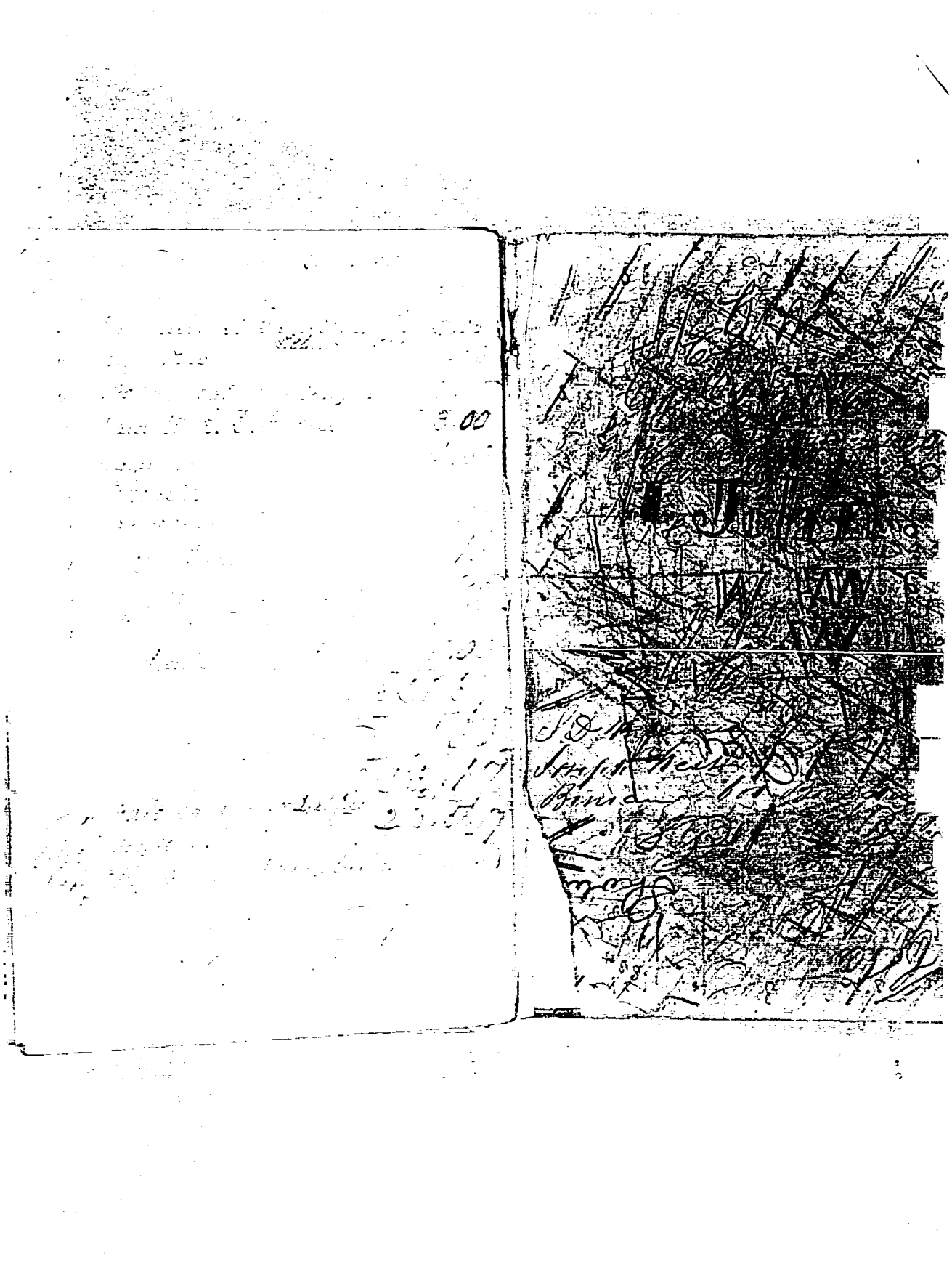


Chart of the Sandwich Isles.
From the History of the S.I. by E. Corlett
published by American Sunday School
Union 1839

Palmer Myers
Palmer Cedar



Cash.

Dr.					Cr.			
1849 July	4	To M'Mz & Co's Sales received of Peter Smith			1849	By Sundries	B 1	1068
						" Merchandise		90 00
July	4	To Sundries received of Peter Smith	205	326 00				
	8	" M'Mz & Co's Sales rec'd of Geo D Suffern		265 00				
July		To M'Mz & Smith's Sales M B			Jan 1. Feb 25 May 14	Description of Rio do of Valparaiso		

On board Ship South Carolina

1849 July	4	To Sales of M M'Smith & Co B	305	—	July 8	By J. Wesley	4	20 —
		Sales of L West "	6	—	10	— 3		
10	3	" Sales of H. Stiff "	15	—				
10	3	" To G. D. Suffern	300	—				

Aboard "Sutton" 1849

Feb 12th – 13th –

Complaint to Hon. Grand Jury

Chas. Crane, Esq –

Petition for Warrants

None

Minutes Feb 12 & 13 1849

done

Fifty Dollars

Mr Charles Clark

vs Sullivan Court 12th Feby.

[illegible] afternoon 3 O'Clock PM.

Thursday 13. Feby.

The Jurors being present the indictment was read by the Clerk — Mr Wadsworth proceeded his Counsel in pleading that the question as to the screaming of whispers was disrespect. It was agreed to require their testimony as matter of [illegible]. The Commissioner in this suit upon the ground that Sullivan had no right to make a complaint against him for what he had done [illegible] of the Commissioner [illegible]

Ship Sutton Feb 13th 1849

To The Honorable Grand Jury
Gentlemen

The evidence of the subscriber given at your last Session, was not understood as he intended it should be, and he regrets extremely that he had not an opportunity, before the close of the session to state more fully what he did mean, in order to prevent a misconstruction of the term he then made use of. That, however, not being the case his only alternative is most respectfully, to state that he did not mean to say that he had been drunk while on board this ship, and with all due deference to your Honorable body, may be does not think he did say so tho it is thus recorded by your Secretary, And furthermore the Subscriber humbly prayeth that such record, not being the truth, may be expunged.

Your obt Servt
Thomas B. Clough

[illegible] Elijah Thomson [illegible] left [illegible] complained [illegible]

[illegible] Dana complained and ~~complained and~~ Passengers complained [illegible] with a view of calling the attention of [illegible] to the fact of Thomson [illegible] in such a way as to injure Dana Passengers [illegible] and any body [illegible] in the minds of the [illegible] of Dana and the almost dumb-ness of the crew generally particularly of [illegible] of the passengers after Dana passed [illegible] blowing his nose [illegible] turning up his nose [illegible]

Complaint To the Hon.ble the Grand jury of the Ship Sutton —

I, Elijah Johnson of Ship Sutton, deeming himself injured, does complain, and believe his rights as a Passenger infringed by certain acts of M.R. Hadsworth, to wit:

1. An unlawful infringement and officious meddling with the affairs of other Passengers and to the detriment of the whole — but more particularly to the complainant, causing, by such meddling, dissatisfaction, uneasiness, and instilling unhappiness among the Passengers

2 Further for uncalled for conduct in taking unwarrantable liberties with a fellow Passenger twice while at dinner, giving those present to understand it contained that which a gentleman should not partake of

3 Further for harsh language among the Passengers, as to the Public posting of delinquents, at his pleasure

The above complaints is respectfully submitted for trial, by your honorable body for the benefit of said

Elijah Johnson
Complainant

Feby 12th 1849

Johnson et al
vs
Hadsworth
Recd Dec. 12 1849

Feb 13th – Feb 25

with Suzanne

to here

Feb. 18th

Monday February 19th. This morning I was early having spent a restless night. The heat is oppressive. There is scarcely a breath of air stirring and this little with difficulty finds itself into the cabin. The fact is there are too many passengers, more than there is accommodation for, leaving persons being compelled to sleep where best they can. Some of them are Germans. They take up their quarters at the further end of the cabin opposite my state room. I awake in the morning in a fever and with my linen saturated with perspiration. My toilette is the work of but a few minutes. Then I seek to gain the deck. Here refreshing and fresh the sea air after being pent up seven or eight hours into a small apartment not larger than big enough for two and this too shared with an other. I think I shall appreciate the comforts and conveniences of a larger room if ever I get into one again. This is my third sea voyage. From New York to Havre I enjoyed myself. So did I on my passage from Portsmouth home. Much I could speak on favorably of this. But then perhaps there is no reason for complaining. The journey I am embarked upon is long. I can not expect the same degree of comfort going around the Horn as to Europe. Even coming aboard I have been in the habit of remaining in my berth till a few minutes before 8 o'clock, breakfast time. This morning I rose much earlier. was forced to do so from the oppressive air confined in the cabin. I did not much relish the idea of waiting two hours for breakfast, a luxury an absolute which it was no possible to dispense, upon dried herrings salt hash, coffee stewed mutton with oil and hard biscuit. Rising early however is a habit I must accustom myself to it. The table generally is well and abundantly supplied but not with the luxuries which might cheer the tastes of our fore-mast ship-mates.

All hands to day are preparing to get every thing ready for entering the first port, Rio Janeiro or San Salvador as it is more frequently called. The Captain is going across for the occasion. Put on good trim. The outer ship is to be painted

inside and out while sailors were busy setting up the main rigging. The passengers are writing letters packing and unpacking their trunks, detailing clothing to go ashore. In the midst of all this confusion a water spout is discovered and every one leaving their occupations with to the lee side of the ship, to see the phenomenon distant from three or four miles. We were too far off to observe it weed. The horizon was clouded around with evaporation of an approaching storm. It presented the appearance of a ship on fire enveloped in a light cloud of mist or smoke above this rose a column apparently connecting heaven with earth diverging as it rose and losing itself with the clouds. It lasted some five or ten minutes. Soon after it commenced raining and blowing very hard. The old Mariner was flying before the wind with sails and steering dries set. The quantity was soon reduced. Iron was open decks at the time and business anything by covering over the skylights with pieces of sail cloth. The sashes having been taken out for the purpose of cleaning. In doing this Jones drenched through and obliged to retreat and change our clothes. Some of the passengers succeeded in having several buckets of rain water which was collected upon the awning. A general washing of clothes was commenced by a fresh shower. Soon after the storm was ended and the skylights suspended to dry and commenced my journal. This is the first time written from the wind of paper. I left Washington without providing myself with writing material. How I seem to forget such important things. Cannot excuse. Having just commenced keeping a journal I hope to attend to it regularly. What has been since I have left New York up to the present time I hope Hamilton has promised to furnish me from his journal. Attend to this after leaving Cape Colonna until then I shall have enough to do in the way of writing letters to my friends.

writing passing events and arranging my papers. It is now 12 O'Clock. The Steward is once to lay the table and I must shift for more time than else — The Sun is shining beautifully. A party is engaged at the after end of the Cabin playing whist upon the head of a flour barrel. The little wine they drank to this morning has got into their noses Stomachs and their merry pranks prevents my writing more. Some are going upon deck to get a little fresh air and remain until dinner is ready. I understand we are to have apples for dinner. Why I shall enjoy as well as be relieved from any thing of this kind — The Doctor is snoring and singing Ri-fol-de-lol-de-lay. He is a jolly fellow and creates sport wherever he happens to be — Ri-fol-de-lol-de-lay. The afternoon I spent in writing and scribbling. In the evening the Grand Jury began its sitting. The first cause before the Court was the examination of witnesses in the case of Solomon Cadwallader for impeachment and for having put his nose in his humble of a fellow passenger for the purpose of ascertaining Spirituous liquor and also for general interference and meddling with the affairs of the passengers. The Jury after deliberating some time found bills against him upon two of the charges contained in the indictment. Gen. Cadwallader ordered Capt. of the Guard to give Mr. H. R. Frazer-worth notice to attend Court — 3 O'Clock tomorrow afternoon. Some are quite enthusiastic at sport — The night was boisterous. I remained upon deck till after the midnight watch was called conversing with an acquaintance. It was to stay on Sat. Day

Thursday February 13th. Rose early this morning and stationed myself on deck as we have such bad weather. The day is fine but we are becalmed. Some engaged playing

on the outside of the ship which they were prevented from finishing yesterday. The few of the passengers with the Captain are engaged in making awnings and cushions for the quarter boats. I have Charles Palmer the District Attorney up early this morning and before the breakfast bell rang he made out the summons which I signed and placed in the hands of the Sheriff with instructions to serve it upon William H. Bradscomb the presiding Judge of the Court who stands impeached and is to be brought to trial. He is at the moment preparing the necessary documents. Mr. H. is generally esteemed on board, he exerts a beneficial influence over the passengers and no doubt but for his restraining hand there would have been a serious outbreak on board long before this. Some few of the passengers have misconstrued his motives thinking that he is too unyielding and on ground in the cause of temperance religion morality &c. He no doubt will be able to withstand the charges made against him and perhaps bring Doctor Johnson and his aligns into disgrace. I think the only favorable result can be the consequence of to days proceedings. The shower prevented the Court from filling till ten o'clock. Mr. H. moved a nonsuit upon the ground that the indictment was informal inasmuch the Defendant had no right to bring the prisoner to account for what he had done to a fellow passenger other than humanity. The Court was of the same opinion nevertheless Mr. H. was willing to allow the trial to go on. Very few words passed on the part of Mr. Johnston declaring it impossible to try the Judge or any member of the Court to trial and that he should not longer consider himself amenable to the Court. The affair terminated quite differently from what I anticipated

The passengers fore and aft were gathered upon the quarter deck opposite the wheel. Some interesting speeches and hear eloquent speeches. Party spirit ran high. Many were in favor of the Doctor but the majority, I believe, supported the Gradsworth. Many who knew the latter can help appreciating the influence and power of this man. Johnson creates considerable amusement on board but then he is the cause of most of the disturbance. In the evening some few of the passengers were singing among other things "Home Sweet Home". — It produced in my mind happy reminiscences of the past. — I was reclining upon the sofa at the time with my head upon Charley Palmer's lap. Soon it commenced raining and finally we were obliged to retreat to the cabin where there were three or four parties engaged playing whist. Puffer and I prepared our toilets and went again upon deck to take a shower bath. How cool and refreshing it did give. At ten I turned into my berth to sleep the dream away till morning. Satisfied. Surfeited. —

Wednesday February 14. The decks were not yet washed this morning when I rose. Some few of the passengers were upon deck and among other things the Gradsworth rules indeed. Hope he will preach on the morrow. Gathered — Their intention was directed to a sail upon our larboard quarter. We were going the same course. About 8 o'clock we lost sight of her. We may possibly be the Spanish bark Maria. We sighted Nantucket a few days ago. Found it dreary. — The ship was surrounded this morning by schools of black fish. Some of them approached very near the vessel. — Spun to pay the lines and flapping in the wind. Sr. Expiration Bound to

ms to be a broad belt encircling the globe keeping pretty below the surface of the sea not sufficiently deep to allow a ship heavily laden to pass over it. Yet this however is merely a supposition on my part. Perhaps it would be more reasonable to attribute our slow progress to the lightness of the wind — For the last week or ten days we have scarcely moved till in the afternoon then we would have a breeze with a wind more or less favourable which would carry us along at the rate of four or five knots per hour during the night. Last night at one time we were going sixteen or ten miles per hour — Our fresh provisions are all gone with the exception of a fat pig which we intend to keep to celebrate our arrival at San Salvador. For the last three weeks we have had no other meats than salt beef once per week and the fresh pork dinner. Instead of the promised way to day away altogether to proceed. I have heretofore considered the beef we have had served from day to day at dinner an inferior quality of corned beef but when I was informed that it was mess beef quite a different article from Corned Beef I relished it. Corned beef in warm climates will not keep for any length of time therefore it is not to be relied upon long voyages. With the beef and potatoes we have had rice bread, pudding & rice sauce — The members of the Temperance Society of Philadelphia Thunder was pretty freely I thought. — Quite a misfortune happened to us the day before yesterday which I forgot to mention the barrel of rum we obtained from the Spanish Bark Hung a leak whereby nearly one fifth of it was lost the consequence has been we have not had rum for dinner for the last two days. Yesterday I happened to make lunch with. I wonder that any of the temperance men particularly

of it in the form — One of their number proposed as it was being taken aboard from the Maria that it should be thrown into the Sea. — I upset very much the loss of the wine — The water is miserable and falling worse and worse every day — Little wine would improve it considerably. Some of the passengers are looking forward with hope for better days — They intend to lay in a quantity of good Rum upon arriving at San Salvador. The Captain says that he will not permit wine or liquors of any kind to be brought aboard. I should like to see this course in effect as liquor has been the cause of more disputes than one during a voyage of this vessel. But now he can consistently carry out his views when he denies himself and brings wine on board of his ship from a Spanish port is beyond my comprehension — Have been arranging my Slate room and writing up my Journal this afternoon — I believe I will now commence writing letters. One to my mother one to my sister Fanny and if I have the time before we reach San Salvador to Caroline & Bill Thompson — We got into the South East trade late this afternoon and we are now sailing along at the rate of six or seven knots. This is a Wednesday day a great and glorious anniversary among the American people but here in Trinity we have none.

Latitude Longitude

Thursday February 15th. We have been sailing very steadily since five o'Clock yesterday with scarcely a favorable motion so that a fine opportunity presents itself for writing &c. The weather upon the equator is not so oppressively warm as I supposed. The morning are pleasant till 8 o'Clock but from this hour to 3 o'Clock it is quite warm. The wind says are so powerful now

awning affords us little protection except when there is a little breeze stirring. The evenings are perfectly delightful. The least possible quantity of clothing is all that is necessary. This morning I was engaged in reading "The Conversion of St Paul", a small book placed into my hands by Mr Wordsworth who desires to make a convert of me. After dinner feeling somewhat debilitated from the effects of the heat I turned into my berth hoping to refresh myself with a little sleep. But it was impossible. I lay there an hour or more sweltering in perspiration. I came back up a medicine book and not wishing to go upon deck as long as it continued so warm, I sat down at the table beneath the sky-light and read the cautions to be noted by persons going from one climate to an other. — This sea time I was upon the poop-deck laughing and talking with George Wardle, Charles J Palmer, Thomas B. Grant and Samuel Dayton. — In the evening the Doctor by way of variety got up a theatrical entertainment consisting of negro extravaganzas, extempore speeches, songs, dances &c concluding the whole with a burlesque upon the Italian opera. He is a tale genius and one of his kind. — The ship is nearly all painted from stem to stern and from mast head to the waters edge. She begins to present a fine appearance and will enter San Salvador in tolerably good trim for a fifteen year old ship. — This was evening I have been engaged the last half hour writing up my journal. I am now going upon deck leaving behind the parties engaged playing at whist & euchre to lounge the different groups. Here are some discussing politics there are others talking about religion while a third party are endeavouring to settle the question as to there being an abundance of gold in California. —

Friday Evening 11 — To day has been beautiful and we have been sailing along pretty at the rate of seven or eight knots. Nothing of peculiar interest has transpired of

the least interest. I have however heard an accident which happened to my friend George Duffin. He slept last night upon deck, as he has been the latter, during the long time past, as the weather lieth of the Ship towards morning the vessel gave a sudden lurch and sent him with so much violence against the bulwarks as to cut his eye very severely and stunned him for some time. He is fast recovering but will present rather a hard looking object when he goes ashore at St Salvador. A man must look out when he sleeps upon the "pauls" (planks) all right and not be so nearly to lose the compass upon rising in the morning. The magnetic attraction is very great I allow but I do not see the inducement a man can have to come within its influence under so disadvantageous circumstances. I prophesied a week ago that we would be fifty and days going to San Salvador. I had no other reason in saying so except that I was that time in going from New York to Havre. It is a singular coincidence that while I was speaking at the whole the forenoon when one of the steerage passengers came aft and expressed as his opinion we would not reach port till at the end of the fifty first day! We shall see how much truth there is in the prophecy. — I have passed the day in overhauling my trunks all my things are in fast rate order. I made a selection of clothing to go ashore. How strange and unknown I shall feel to be dropped up upon. Latitude Longitude.

Saturday February 17. Sea Gulls were in sight this morning a brig and a topsail schooner. The former we saw during the greater portion of the day. The weather continues delightful except it is a little too warm. We have been keeping steadily upon our course. The cabin was cleared to day for the extra baggage and for the first time since we left New York it presented a respectable appearance. I was engaged all the afternoon writing. In the evening there was a general sporting. First the Doctor gave us an exhibition of Knar Thumbs Hand &c illustrating the various characters very well

At half past seven Mr Maury organized the temperance meeting at which there was a pretty good attendance. Mr Taylor, Mr Moseley, Mr Johnson & Mr Wadsworth were severally called upon to express their sentiments. The Society is in a flourishing condition having at least twenty members. I have not joined nor do I think I shall ever be induced to. I am fond of a mild punch or a brandy smasher occasionally. There is very little danger of my getting into intemperate ways. It is now nearly two years since I came to the resolution to drink moderately since which time I have conducted myself with propriety & to my satisfaction. I considered the temptations and inducements upon embarking to California I would be exposed to and strengthened my determination. — The night was beautiful and I remained upon deck till after one o'clock conversing with Mr Wadsworth upon the subject of religion. Sat Long

Sunday, February 18. An other sail was in sight early this morning. She neared us fast and while we were at breakfast Mr Clough put his head down the skylight & sang out "Hurrah Captain she hails the American colony!" Instantly we were all on deck to give three cheers to the first United States vessel we have seen since leaving port. The associations of home rushed to my mind I felt like weeping. The Son displayed our flag. There were many conjectures as to what the little schooner which was now rapidly nearing us could be. Some said it must be the Hackstaff others the Anthem. The captain's opinion was that it was a Baltimore clipper. Mr Moseley a man of quick and a true respect for his social rights it might be a pirate from the fact of her being a big bow black looking schooner with rakish masts. He had his carbines already in case we were boarded. We passed close running under our stern to be the Cunningham 30 days from Boston bound to San Francisco. In reply to a short hailing between with hailing trumpets said it we wanted bread we had a barrel heavily provided us with papers. Accordingly a quarter bread was handed with which I got with the Captain his brother and

three or four of the passengers. The Cunningham was a Boston pilot boat and is owned by the Captain and one of his men. She is a fine craft built a year ago at the cost of three and just such a vessel as would suit the height of my present ambition. She is manned by the Captain mate Steward and five sailors who pay one hundred dollars each for their passage and help to work the vessel. We were aboard of her till nearly 12.0 o'clock. We then spoken two vessels the ~~[illegible]~~ Revenue cutter Ewing and the brig David Henshaw. The latter left New York the one day and the other 37 days out. They were seen last Sunday and cannot be more than a day or two behind us. The papers contained New York news up to Dec 13 & Boston news up to Jan 18. We were engaged all the afternoon in reading them. After dinner we joined in a rigorous service with Mr Wheadsworth who every Sunday acts in stead of Jonine: We sat this morning just before breakfast a water spout just commencing to form but without being able I am becoming very nervous. The heat and excitement of proposing aboard of the Cunningham came very near necessitating me to let fall a tumbler before I could take it from my mouth to set it upon the table. On account of this I have come to the resolution not to smoke any more segars or make use of tobacco in any form while I am on board of the Sutton. I have smoked very little since I left New York perhaps not averaging more than one segar a day. I know not what to attribute my nervousness, excepting smoking in a warm climate where I am moreover obliged to lead a very inactive life. I therefore denounce the pigtail and am willing to forgo it till I get ashore. The Captain has again come to the conclusion to change his destination. The word now is "We are going into Rio in lieu of Van Diemen's Land on account of the Captain of the

Sebrone Rama informed our Captain that the facilities of obtaining water are much greater. I am very glad of this and so are all the passengers. When we put in South America that I would some ports than Rio Janeiro. — The Southern Cross and Magellan Clouds were distinctly visible in the evening. We commenced seeing them a little South of the Equator ~~as we~~ about the same distance we commenced losing the North Star north of the Equator. —

Latitude Longitude

Monday February 9. The Chenonga was in sight ahead of us this morning a little after the sunrise. We have been gaining upon her all day and shall probably see her in Lorenzo during the night. The day has been pleasant and we have made considerable headway. I was engaged in writing up my Journal and letters a part of the morning. The afternoon I spent in singing and reading the Boston papers till the news came to confirm the reports concerning the abundance of gold in California. This is about all the news of interest they contain excepting the announcement of the election of Louis Napoleon as President of the French Republic and the publishing of Mason & Brooks in the sum of $10,000 for libel. — I forgot yesterday that we passed to the Southward of the sun. The days now begin to grow cooler. The Grand Jury held its sitting in the evening. The only business to attend to was in answer to the prayer of Mrs Clough to have his testimony given last evening expunged as it was differently from the meaning he intended to convey. Between 9 & 10 we were dancing the Spanish dance and adjourned upon deck. We ~~adopted~~ a long discussion as to whether a pound of feathers weighed more than a pound of gold and whether a man weighed more with or without boots on than off! The question was also settled that a hare weighed the same after drinking a pail of water as he did before, and that a fish lost its weight entirely upon being placed in water! I remained till nearly midnight upon deck conversing with Geo Marden. Geo D Duffee and Chas Palmer. Lad Sing.

Tuesday February 20. The Cincinnati was still in sight and ahead of us this morning — We gained a little upon her before three o'clock but we maintained the advantage but a short time. A strong breeze is a longer but we have nothing sustained the so much considerable disadvantage. — Another sail was in sight today upon our starboard quarter. I was occupied in writing most of the day. — The weather continues pleasant. Sings and beat drums in the evening.
Latitude Longitude

Wednesday February 21 The Cincinnati still in sight and still ahead. Weather continues. Occupied in writing most of the day. At the afternoon a switch back hove in sight. The little Sokoma remained last under her stern and spoke her. She passed very near us and as she passed we hoisted our ensign and gave her three cheers. Latitude Longitude

Thursday February 22. I slept all last night upon deck with Charley Palmer for the first time. Towards morning it rained some fifteen or twenty minutes. We carried our bows over with a temperance. — This is the anniversary of the birth-day of the immortal Washington. He who was first in war, first in peace, first in the hearts of his countrymen! a great and glorious day in the annals of our country. The day was appropriately commenced by hoisting the American ensign at the peak amidst the the deafening sound of guns and pistols. Our last pig was slaughtered in honor of the occasion and served up for dinner. It was indeed "Tace, my Tace" with the "apple sauce" and plenty of "Bacon for dessert, to say nothing about the wine and nuts which came in requisition to relish. — We succeeded in overhauling the Cincinnati this morning long before daybreak after a four days chase! She is now some ten or fifteen miles astern of us. ~~Sun~~ We are now within two or three hundred miles of Rio and may hope to reach there some time the 24th. Engaged most of the day writing. Dancing and walking the quarter deck after tea. Occupied in sundry of the day.
Latitude 20°. 24' Longitude 38°. 0.

Friday February 23. Very pleasant, sailing along fine. Nearing Rio. fast. Expect to see land some time during the night. — A sail in sight from deck. Spent the day writing — Read Song.

Saturday February 24. Close at sunrise this morning. An English brig in sight. Several of the passengers Duffer among the rest were at the mast head a little after midnight watching for land. The cry will be a joyful one when heard. It is now 55 days since we left New York and ~~[illegible]~~ without the sight of land. We expect every moment to see Cape Frio light-house. Sailed in company with an English brig all day till evening. Made Cape Frio at 8 O'Clock. Very exciting days. Retired early. Latitude. Longitude.

Sunday February 25. Passed the Santos light 12 O'Clock last night. Sea just before sunrise. All hands on deck. Magnificent sun. Nearly a calm. Can see land in sight. Approaching the entrance to the harbor nearly. Steering eastward 53 miles. Man of war hawks. An breeze sprung up about noon. Morning service read by Mr Bradsworth and sermon by myself — At 4 O'Clock passed for Santa Cruz. Ship ahoy! Where from? What bound? What degree north? New York, California. Water & repairs a — The word was given and as we passed with pennant antique and signal flying till we came to an anchor. The U S Ship Saratoga was the first to come along side to enquire if we had any letters for the squadron. Shot a few minutes conversation with the midship in command and learned that the Audenia, on board of which vessel is Edward Bradford, had left 17 days before. The Peru was in port & the Erasing Capt Bartlett arrived two hours before us. — We felt a heat through arrived three hours after us — Mr Bradford came aboard & enquired if we had any letters for the squadron and why we had a broad pennant flying. Letters to have it down and hoist the design at the foremast and that then the Custom House officer would visit us. After enquiring if there had been any sickness

ness as on the shore, and finding all things satisfactory he left us. Just then a boat, or canoe, hailed, passed by and on board of the biggest canoe I went ashore. We were visited by the Indian chiefs who examined the ship's papers and finally all satisfied we might go ashore as soon as we pleased.

One of the greatest boats was lowered into which I towed myself with the captain his brother and five or six of the passengers. After rowing some three or four miles we reached the landing in front of the Hotel Harvey. We dropped in there to spend a few days quietly for fifty cents. After wandering through some half-dozen streets and seeing more in half an hour than I could describe in days we returned to the landing manned our boat and passed the guard boats before eight o'clock. All on board were ready to hear from relatives we had seen.

Entry Feb 25 - "Made [illegible] -

March 10th, 13th, 14th, 15th, 16th, 17th

19th - thru 30th -

April - 2nd - April 30

May 1 - 16th

See Entry - back

of book - Apr 25, 1949

May 8 1949

Badly damaged unfinished letter

d. w to — Sin(?)

[illegible] Many ago we [illegible]
les the actual [illegible]
[illegible] of separating [illegible]
[illegible] Cape Horn, has [illegible]
[illegible] Valparaiso, which [illegible]
[illegible] what strangers [illegible]
[illegible]
[illegible] San Francisco
[illegible]

May 22. Mud still fair. The Bark Eliza that left Valparaiso in company with us far behind a speck in the water.
May 23. Pleasant day. Strong breeze. Light rough. Ship blew down to us to hail us and came near running into us. We were being more than a ship's length off. Saw a double rainbow by moon light last evening. Also a reflection of the moon.
May 24. Very unfortunate day. Killed a bullock and a sheep. Pleasant.
May 25. During the night we drifted to the S.W. St. Helena's Idle. Saw a dead whale. Also day in light.
May 26. Pleasant day.
May 27. Sunrise on deck. Mr. Palmer read a sermon from Isaiah 11 Chap. 28 vs. Evening prayer meeting in the cabin. The carpenter gave a history of his life.
May 28. Large flying fish flew over the bow down into the Captain's berth frightening him very much. Pleasant day.
May 29 & 30. Perfectly calm days. Very warm.
May 31. Mud calm out ahead. Pleasant.
June 1. Killed an other bullock. All hands making tents, powder horns &c. The

dancing upon deck by moonlight. Mrs Cole
Mrs Cole upon the "hurricane" Calm
June 2. All this calm day. Looks
now they afternoon in one of the quarter-
boats. Two large sharks around the
ship all day.
June 3. Calm day. Sunrise on deck by
the moonlight. Prayer meeting in the evening
"Boots" undertook to sing but for the want
of a leader he broke down.
June 4. Wind from every direction so
that the men are constantly pulling
the ropes all the time first it is a Sylvan
the yards and then brace the yards
into and. Had a very pleasant
time last evening dancing upon the
quarter deck by moonlight.
June 5. Calm day. All busy
upon something. One is making a tent
on the a powder flask from the horn
of the bullock. Shot bag. and others
mending boots, clothes &c
June 6. Calm most all day
June 7. A gentle breeze aft. Sunday
sails all set and the Lutherwaker
making off 6 knots per hour. Pleasant
June 8. Strong breeze aft making
nine knots. This afternoon we had

meeting
for
on mud
Maidens
approach
At sunrise
the quarter
At 10
proclaim
pendicu
above by
one else
says to
to
At sunset
with the
June 9.
fish in
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June 10.
making
vessels
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well allen
tied for
June 11

meeting in the cabin for making arrangements for celebrating the 4th. We have made up our minds to be on board that day. Capt Waddle was called to the chair and Palmer appointed secretary. The result was this. At sunrise the passengers are to meet upon the quarter deck to fire a music salute. At 10 to meet in the cabin and march in procession on deck. The Declaration of Independence to be read by the Jury, afterwards addressed by Mr Palmer and an oration by some one else. At 2 o'clock dinner. Capt gave orders to fatten the turkeys and fix tables to accommodate that all may dine at once. At sun down an address to the Sailors upon the quarter deck.

June 9. Wind still continues strong. Fresh breeze or gale. Saw a school of flying fish in school one came over our bow measuring near a foot long.

June 10. Wind still continues at an opportunity of making good speed. Secured in the cabin vessels rolling so as to prevent it from being on deck. Prayer meeting in the evening. Morning not attended. The passengers appear to be getting tired for some reason or other. Pleasant day.

June 11. Wind still continues strong. Fresh breeze. Pleasant day since leaving Rio. Busy making

a sign to stick up some when in San Salvador
June 12. Wind S.E. aft gale fair & hot
Many of the passengers have got the
influenza, maybe many the rest.
Hundreds of flying fish around all day
June 13. Wind still aft not quite so
strong gale. 6 knots per hour.
We are now beginning to accept the day
that intervene between this and our
destined port Kingston to be a day that may
all the days in the ship were not so
we organized a pipe smoking society
with rules and regulations to govern
us which are these. We are set down
"a la tangue" on the quarter deck and
not allowed to rise until all have pui-
ed. While we were thus employed yesterday
some proposed to throw dice to see who
should treat. The steward lost so he went
below and returned in a few minutes with a
large jug. He took the first drink and
then passed it to his neighbour and so
around until all had a hearty drink
put on. He took up the jug and swallowed
two good mouthfuls of liquid before he discover-
it was salt and water with a little molasses
The others had an idea that it was a trick and only pre-
tended to swallow.
14. The wind was still aft but not very
strong. Pleasant

26

San Francisco 1849.

July 1 Sold to Peter Sunks for Cash

MWS.	25 Boxes window glass 8x10	$8.00	$200.00
"	10 Cans imperial green 1 lb	.75	105.00
JW.	1 doz grain brushes No 6		6.00
HK.	1 Whitewash		15.00
			$336.00

" Sold to A Taylor for Cash

J.W.	1 Smith's Bellows 28 in	25.00

5 Sold to Shields & Clinch for Cash

W.B.M.	100 bottles Phoenix Bitters $2.00	200.00

" Paid George Wardle & Co. freight on the following goods per Ship Sultana

	Wardle & Jaffrey	$82.00
	Morgan Walker & Smith	1.00
	Wm B Moffat	1.52
	1 Case	10.00
	1 Case	
		126.86

" Bought of Geo Wardle & Co for Cash

	1 Mule Hamess	90.00

" Sold to Peter Sunks for Cash

MWS.	25 Boxes window glass 8x10	$25.00

" Sold to Wm D. Moffat for Cash

15	MWS	10 Boxes Epsom Salts $5.00	50.00
15	"	1 Bbl	50@201.00
15	"	1 Case	1.00 14.00
			265.00

6 Sold to [illegible]

9	C. D. [illegible]	[illegible]
12	C. D. [illegible]	[illegible]

Jun. 16.

June 17

Item. 16

Item 17

Item 15. Continued

Petty Cash

1849.

June 18. 18

Item 15 continued

Filly Foals

1

Item 18.

Since Nov the

[illegible]

[illegible]

Item 19 continued

19

Over

June 199. Continued

June 20. [illegible]

Last. [illegible]

[illegible] Mary [illegible]

[illegible] the landscape. The Grove [illegible] and the wind was [illegible]
land during the day. Pleasant day with the exception of
shower in the afternoon. Cat! [illegible] made 443
miles.

June 23. [illegible] in the
Cabin Close. [illegible] deck, [illegible] would have
indeed [illegible] bathing. About
Ship S.W. Course [illegible] sailing [illegible] the 12, we
[illegible] more [illegible] and [illegible] bunting
to stop as hard. But as we [illegible] to close to the wind
the ship [illegible] [illegible] [illegible]
forward. May [illegible] [illegible]
main hatch [illegible] [illegible]
My main [illegible] [illegible] morning a [illegible]
slightly [illegible] [illegible] found [illegible]
upon the quarter deck [illegible] [illegible]
upon the [illegible] and [illegible] away [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
most all the [illegible] [illegible] [illegible]
pleasant upon deck [illegible] [illegible] [illegible] during the
day. ~~in the afternoon [illegible]~~ Continued the
same course [illegible] [illegible] [illegible] the day. Our
Comfortable Cabin in the Cabin [illegible]
of [illegible]
Cabin [illegible] [illegible] [illegible]
a couple of [illegible]
[illegible] New Zealand
[illegible]
[illegible] Table
[illegible]
[illegible]

June 21 [illegible]

[illegible]

[illegible]

[illegible]

June 22 [illegible]

[illegible]

Engaged this morning [illegible]

[illegible]

[illegible]

[illegible]

Sunday June 24

Tuesday June 26

harbour [illegible] Mrs 26. Confined [illegible] lost his Wife, Mrs Owen
board which he had [illegible] to day. The Corp was
immediately given to him [illegible]. (1) [illegible] Greatest alarm
from a Brown [illegible] the stern and with a little assistance
[illegible] succeeded in collecting it with a line and hooks hang-
ing overboard. The Doctor rescued the [illegible] "from bedding
[illegible] blankets & [illegible] comp [illegible]
quarter & [illegible] & receive them". [illegible] yes-
terday to record the loss of [illegible] Thirty the Lord
on this unfortunate occasion has cast in the Lower
Mysterious way namely from the [illegible] and disposition of
a Shark [illegible] the Steamer as a memento of his fight
services. — We had the pleasure of witnessing a phenom-
enon of rare occurrence this morning about 10 O'Clock
A Solitary Star was seen burning [illegible] as
as distinctly as at midnight. Mr Stewart the
Male was the first to discover it. Mr Moseley
Examined it to be a melting or falling body. He
said he had been watching it and it appeared
~~to be among~~ approaching. The general conclusion
was that it must be a star though some few
remained were unable the appearance that it
might perhaps fall on us as to sink the Ship.
I spent the morning in dictating a chart from a compass
which Mr Taylor is making for the purpose of
to enable him from the part of the gold de-
gree go to the [illegible]. Long ago [illegible] much
all the afternoon in copying [illegible] the
of my letter [illegible]. (Unusual ma[illegible] was the
order of the evening entertainment. [illegible]
[illegible] in flashes [illegible] Cannot find
[illegible] in a [illegible] case. After [illegible]
[illegible] endeavours
[illegible]

Fourth of July - 1849
as celebrated on the
"Sutter

Pages 13 - 28

of the vessel or smoke the cause. The captain did not ~~perform as well as the last or following.~~ At the command of the captain the men marched, some having the pants and preserving a haggling appearance. The open when the sun shone full in their faces. The time of the lifeboat exercises enough upon had, it is certainly there needed to be.

At 9 O'Clock the Committee, consisting of Capt. Standish, Messrs. Madsworth, Jackson, Brown & Wakeman took their walk upon the stage when the troops ~~took up the line of marching~~ and passed in review. The Captain, ~~as president of the~~ in behalf ~~of the committee~~ complimented the commanding officer upon the orderly appearance and equipment of his men. It would endure too much time to describe the ~~elegant~~ appearance, let therefore a passing remark short description of the most notable characters suffice. Mr. Turner was the fuch as a ~~commander-in-chief~~ "prince" having a navy blue or. He paraded well ~~was a lieutenant~~. Mr. L. B. Grant as a harlequin, his pants being half blue and the other half red, one side of his face ~~was~~ red and the other side red and not being able to get boots or shoes of different colors he wore a patent leather gaiter upon one foot and a thick cow-hide boot upon the other. Boots, pants, leathers, appeared ~~canvas~~ ~~with a~~ cotton duck trimmed with red and as a tattoo drumbeat ~~and covered~~ in, much ~~like of "Joe"~~ a character in ~~in~~ "Mew York" it is when he cried out crying, "Do you want any

fest the A?" Mr Cudlow persuaded an ~~[illegible]~~ one person boy from the country into ~~pocket~~ ~~to~~ small ~~that it would~~ to button and pants reaching just below the knees and kept down with Spanish yarn. Mary ~~[illegible]~~ attired to the part of an old "Seventy Seven" the former wearing ~~[illegible]~~ upon his head an immense wig made of manilla rope. ~~Mr Atkinson~~ and the latter carrying upon his left his muskets ~~upon his back~~ ~~Cudlow~~ ~~of a~~ Lia Bosenit and a leg of the pig killed ~~the~~ yesterday. Mr Cudlow performed the part of Sergeant at arms. ~~Having served in the regular army it is needless to say he acquitted himself in a becoming manner.~~ Young Brown, the son of Bela, acted the part of ensign, neatly and appropriately equipped bearing a small American flag with the motto "Excelsior". This individual had a great ~~tendency~~ desire to carry by which he endeavored to retain. Several times he needed ~~the~~ a repriman from his officers. ~~They all were as active as~~ The remainder of the corps were as fantastically dressed, the whole corps presenting a fit subject of mirth. Having passed in review they were drawn up in a line upon the lee side of the deck when a Second detail of the left flank & stripes young cadets to the peak of the flag staff amidst the loud cheers. — The ceremonies of the day concluded

* and a citizen's time of many soul on board

[illegible] with a few appropriate remarks from Mr Brown which he concluded with a prayer. Then ~~followed by~~ ~~concluded~~ was sung the National anthem,

"Hail Columbia, happy land!
Hail ye heroes heaven born band!
By the who's Ship's company. (The chorus) After which the Declaration of Independence was read by Mr Walker in a clear and audible voice. (Three times three cheers) Then followed the patriotic song,

"My country tis of thee,
Sweet land of liberty,
Of thee I sing;

The next exercise in order was an ~~address~~ address delivered by Mr Chas S. Palmer in an appropriate ~~style~~ and becoming manner. The production would ~~have been~~ be no discredit to a graduating member of Old Yale or Columbia College. ~~I have heard of~~ Mr. Palmer had favored me with a copy and I then insert it.

Fellow Citizens of the United States,
(with due reference to the lady who honors the occasion with her presence.)
My subject by a wise Providence
that we should commemorate the anniversary of our National Independence upon the waters of the broad

Pacific. We welcome the day with prominent smiles and our actions shall show that being and friend recipients of the great precious benefits of a republican government — the occasion we can make joyous, whenever we are, under whatsoever circumstances that may be contingent. Though it be not our privilege to mingle with loved friends and kindred upon our own home-ward shores, in the general festivities, in the loud huzzas and public display by which they celebrate the day; yet, the blue sparkling waters flow around us, the wind fills the sails of our noble Ship which has borne us in safety thus far upon our journey with every timber encircled with American zeal. Welcoming the occasion in her efforts speedily to carry us to our destination — while even more merrily floats to the breeze the Stars and Stripes of triumphant America.

Year a small parcel of a great Republic, a nation emancipated, and as the Sun hides itself this day below the horizon, none shall know cause manner that the spirit of republicanism, reared in our breasts, has failed to be commemorated by America's Sons. Were there but one living mortal, alone, perched upon the most barren cliff of the world, ready to close his eyes in death by starvation, I venture to say at least his heart would enthusiastically revive to palpitate a general "few-

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de-jou" in honor of the day, in respect to the glorious privileges its institutions grant him.

It is but reiterating that with which you are already familiar, to recur back to the events that were the results of our country's growth and independence and seventy three years of prosperous growth, but I venture to give it a hasty glance.

A voice from Virginia, in the very midst of the King's council, was first bold to give utterance in public and to denounce the injurious acts, wrongs that for years had been accumulating and offending the people — that voice emanated from Patrick Henry. It ran like wild-fire through the country instigating a more open opposition to flagrant tyranny.

England, jealous with our growth and prosperity, drew more light the reins of her government, and instituted orders, enactments, exorbitant in the extreme. Among the most prominent of which were high ~~tariff~~ taxation, the provoking Stamp act and the cutting off of the colonies with the world. All these measures bore upon the people as a yoke strangling the very life and efforts of our subjects. Appeals were made to the magnanimity of the King in mild petitions, and upon the most humble terms for redress, but were ~~answered~~ only by increased abuse and more stringent exactions.

Such was the state of affairs when in the year 1774 Massachusetts first vindicated by force the wrongs of

the people. A vessel with a cargo of Tea, heavily taxed, made the port of Boston. A few of the citizens of that place, disguised as Indians, prevented her from discharging and finally gained her decks and threw the cargo into the harbour, thereby evading the possibility of its being dealt to the inhabitants. This act intimated to the King in terms sufficient strong that America had submitted and remained an inactive sufferer of oppression long enough and that she was ready to contest the matter by recourse to arms if it were indisputable. This step was soon followed by the first shedding of blood in the streets of Boston — the citizens in collision with the King's soldiery, and then followed in quick succession the battles of Lexington and Bunker's Hill, backed by others noted in the annals of history, as victorious with inequality as any that have dotted the ancient page. Our forefathers, undisciplined, poorly clad and standing against a pompous and disciplined standing army of a great monarchy.

But our worthy sires instigated by a patriotic zeal desire to regain that justice to which they were entitled bravely and zealously fought under the auspices of a Supreme Being to achieve their freedom from oppression by which we are now a prosperous people.

In such a cause it proved glorious to fight. When we look to the characters that were the principal participators in our revolution, we cannot wonder it was so propi-

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tunately brought to an end. Unanimity of decision, augmented by superior minds was the universal stamina that wielded our cause against the unequalled number of our foes. Such was Washington to direct our arms to the pinnacle of fame and then rest them in a prosperous peace. It falls far short of my powers justly to eulogize the brave hearts that pulsated with their life's blood our freedom. Few of those who mingled with the intensity of those times that tried men's souls now survive, they have passed from life to eternity, but their fame lives and will continue to exist in proud remembrance long after the monumental tablet erected over their graves shall have crumbled in with their bodies to dust.

On the 4th of July 1776, Seventy three years ago and the second year of the commencement of hostilities, convened at Philadelphia a Congress, the first regular civil organization of our present powerful nation. It was composed of representatives from each colony, assembled to deliberate upon the formation of a free and independent republic. A document emanating from superior minds was laid before the body. That instrument was none other than the Declaration of Independence which you have just heard read this morning. It affirmed to be a formal declaration of opinion, declaring us a separate and independent nation and as such was signed by John Hancock as president together with fifty four most illustri-

and patriots publicly pledging to each other and to the world "their lives, fortunes and sacred honor" in the cause of their country's freedom and justice. The acts of that day the Nation is proud to commemorate in an anniversary jubilee.

It is a national pride that bids us recount the achievements of our revolution and to hand down to the world the name and memory of its patriots-patriots and further to compare with America's victories the brave auxiliaries of Germany in their Baron Steuben as well as the assistance of France in her Lafayette. But we more ask what has twenty thirty years of freedom wrought for us? and of the pledge of the lives fortunes and sacred honors given for freedom's cause? If we count to the ledger of the past year we will then find a ready answer. Million thirteen original States to thirty and over powerful and wealthy in each. Our land is supplied with plenty and to spare, as Ireland will attest, as we fed her starving poor while we were wearing with a for. It has affirmed our native land to our and our republican institutions "home" a pattern for the world. It has settled the fallacy of submitting to oppression and we have proof from the late revolutions in Europe that nations are jealous of our happiness. Our land is a paradisiacal refuge for the oppressed of the world even to the crowned head of a monarchy.

The tide of emigration flowing to our shores prove conclusively the excellence of our institutions to for-

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Milutiaes to for-

eigners then they can enjoy peace and happiness and the promulgation of their conscience. The income of the population of the United States from 1790 to 1840 a period of fifty years, amounts to little short of 14.000000. The number of arrivals for the single year of 1847 is 239.256 showing a much greater increase over the predecessor and we have certainly proof from personal observation that since that date, the yearly number has anything but decreased. They are always welcome on entrance to our fertile land for as many as choose to come and prefer to live under the despotic influences of our republican institutions, where the privileges of public as well as domestic life are freely granted. Over 196 public establishments for learning show but a faint outline of the means of intellectual culture existing in our country. Our commerce exhibits a bright indication of prosperity. The year 1852 shows a surplus valuation of $62.183.984 of exports over the imports, and further of this importation, three quarters are conveyed in American vessels. Of our Navy, forts, fortifications, it at present consists of 11 ships of the line of 960 guns, 1 razee of 54, 14 frigates of 1000, 22 sloops of war of 418, 4 brigs of 40, 10 schooners of 6, 5 bomb vessels of 4, 14 steamers of 36 and six store ships and brigs of 28, total 2146 guns. Of the efficiency and utility of our navy, the bravery and patriotism of those composing it, the actions of 1812 as well as those

provinces and subsequent states have formed for it such bounds, place it a compare with the world. Of our Army, it is composed of 8,000 standing men America has proved her whole nation to be a standing army. In time of need every man is ready to volunteer to protect and maintain the chastity of its republican principles. This was shown at her foundation and is ever ready to prove itself when necessity requires. The principles were instilled in us by the sufferings of the lives, fortunes and sacred honors of our fathers, in obtaining the freedom we now enjoy and under which America is prosperous and now borders her commercial transactions with the bold Atlantic and mighty Pacific. Heaven only knows if it will stop here. Our late difficulties with Mexico, by which we have made such rich acquisitions to our territory has instilled deep into the hearts of the people, the revolutionary enthusiasm that initiated the hearts of those who purchased for us dearly our liberty. —

I am ready to confess we held an unequal share with our contemporaries as in case of turmoil we are able to ask "Justice" and our power amply sufficient to enforce it. But the basis of our government is peace and good will to all — but free and democratic institutions the envy of the world and thus she is augmented by voluntary acquisitions rather than any and to the reluctance of foreign.

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A few words before I leave you upon the tide of emigration now setting towards the new and rich possessions of our country which the late war with Mexico has given us and has proved so inestimably valuable and rich in mineral wealth as to excite the wonder of the world. The ties which have bound us together upon a long voyage of nearly half the globe will in a few days end. We will then separate, perhaps, forever. Would it were in my humble power to give you wholesome advice for your guidance in the settlement of the Pacific coast and more particularly the section about San Francisco which is yet destined to be populated and yet unequalled in the annals of record of ancient or modern time and never did prosperity overshine so bright as it does upon those who are to plant their feet upon its soil. —

Our government, my friends, in the establishment of this part of her dominion expects much from those who settle it. In this let her not be disappointed. Let us not in our zealous efforts to amass wealth forget the nature of her principles, the liberality of her gifts — Upon the stout oak of Liberty and the sterling virtue of her people depend the purity and shining of her liberal institutions. Every one of you, however unimportant it may appear that you be, have a sphere of influence and trust to fill in this new portion of our country

which is yet even destined to surpass in
character the transactions of our Atlantic coast.
So rapid have been the occurrences which were
peculiar to this district, our government has had
little time to answer the necessary wants, requi-
site for the permanent establishment of her laws.
Of the deficiency of these we cannot possibly
ascertain until we land. What little may
prevail, tell us show the virtue of Americans
in adhering tenaciously to it and our actions
prove as capable of carrying out her principles
of peace and civility instilled into us while more
closely under the influences of her governmental
laws. The majority of those who are
now on their way to California will probably find
sufficient inducements to attach themselves for
life to the Pacific portion of our Republic. Upon
them mainly will devolve the growth and prosper-
ity of it! They needs be the bone and sinew
of our institutions as they are to prove the main
pillars of our future greatness.
What law we find established there let us sig-
nally support it. In doing this we uphold the
principles of our own. And further upon our
other point, Let us act with care. Let not
patriotic zeal blind us to the true interests of
the wants of a settlement. His policy in the
infancy of a new section to smother within

our hearts — that which has a tendency to undermine the mass. Forget not the old maxim, "In union there is strength." Perseverance with morality are to prove the main springs of prosperity where no law exists. In this case one minds are to be the great law-dictator of our actions. Is it necessary then it be endowed morally and to be thus directed — of what great influence will prove religious culture which should ultimately form the basis — If we wish to prove good citizens, let us support that which is good and condemn and abstain from that which has a tendency to evil. Our institutions offer liberal recompense for those zealously propagating her principles. Gen. Washington & Zachary Taylor afford striking illustrations of this. And who would not desire this lofty pinnacle the highest gift of our country and the coveted honor of the world! Strive to build up her interests upon the Pacific coast — and your reward will be merited to you and on the next anniversary of the independence of our nation rolls around you may have established the Pacific Coast the centre of the world's commerce and thus a loom a mighty defiance of competition with the nations of the world. —

This spirited address was received with loud and continued applause, & was followed by "The Star Spangled Banner" amidst shouts of enthusiasm and an almost incessant discharge of fire

the drum major. ~~News in each upon the programme~~
The were most entertained with an oration written ~~expressly~~
for the occasion by Mr Saylor and given by that indi-
vidual in rather a theatrical style. The production could
be compared with that which preceded it in many points
besides and contained considerable wit and many sit-
ting remarks towards England, eliciting much cheering.
It is too long to give in full, we enclose the speaker more
than half an hour. The fife exercise in order delight to the programme
~~then followed~~ a "Saturate
Ode" sung and sung by Mr Carlos Rodelle, ~~and sung~~ to the tune
of "Bright Rosy Morning" in company with the "Marseillaise"
as it required many marked displays of approbation. (Take please during pride of the
Hark! hear the those strains floating over the sea,
Tis the voice of an country – it says we are free.
Then let us, let us over the wave,
Shout the glad shout again,
Sing to the wide waves,
Sing back the proud strain. (Repeat chorus)

A nation's great heart beats full wildly this day,
And its thoughts reach wherever its free children stray.
Then let us, let us pledge anew,
That our forefathers swore,
And with the deep vow
Then their blood bought the shore. (Repeat chorus)

From each home hearth equal freedom lies in bright fire spring,
And a spark from the flame of those altars we bring.
Oh say! say! shall it languish,

Or gave till the fire –
Of a continent shrill,
The land shout – Liberty – (Repeat chorus.)

But while duty thus claimed us, our thoughts will still roam,
To those faces familiar the dear ones at home.
While onward, onward o'er the wave,
We sing our parting way,
We'll remember those words,
As we pledge this parting day. (Repeat chorus)

~~The above was received with many marks of pleasure~~
Before half past eleven the exercises of the morning were completed, which had been delightfully enhanced by Mr Wm R. Wadsworth. At noon a grand feu de joie was given by the "Sutter Rifle Corps" after which followed a military dance by the drum major assisted by the Clergy upon the fife producing the most discordant sounds, resembling anything but "Yankee Doodle." The Steward and cooks were busy all the morning preparing a sumptuous repast to which we did ample justice. The captain's intention was to have had tables arranged upon the quarter deck that the passengers fore and aft might partake of dinner together but owing to the scarcity of cooking it was found impracticable. The day passed as usual, with the exception of the fog being the same throughout the ship. Though there was neither champagne nor dessert extraordinary with the repast of ship fare for turkeys and

silence especially for the occasion
a badge most fine was sufficient, independent of
the plum duff to exhilarate ~~the minds~~ full after
sweetening upon "salt junk" ~~beef~~ We ate heartily,
the more so, knowing that ~~this would be our last meal~~
we were partaking of the last of our fresh provisions.
Most all the cabin and many of the steerage
passengers "turned in" many of them sleeping
nearly the time. It was quite agreeable
tranquil upon deck quarter-deck. Some few of our
passengers ~~[illegible]~~ ed themselves upon the main hatch playing dif-
ferent games among which were "the Shoe-
maker" and "the hunting of the Slipper" both clas-
sical and ~~[illegible]~~ ~~[illegible]~~ The "Sutton cadets"
again assembled at the ~~[illegible]~~ for a ~~[illegible]~~,
when the American flag was hauled down and the
stars given. At the close entertainment ~~[illegible]~~
the "Hammock Dance" was ~~given~~ by represented Messrs Sotha-
by and Atkinson which ~~[illegible]~~ the merriment
of the young. ~~[illegible]~~ ~~[illegible]~~ ~~[illegible]~~ the lap of the young, with his ~~[illegible]~~
behind him and commenced talking while Atkinson's hands
were so arranged as to correspond with accompanying
purport him to make ~~[illegible]~~ the appropriate gestures.
The delusion was so perfect as to cause the spectators
to believe Johnson ~~was~~ performed the motions himself, particu-
larly the wiping of his nose after taking a pinch of snuff,
brushing his whiskers, pulling up his shirt collar, and
arranging his cravat &c. When it was decided we could
no longer amuse ourselves upon deck the captain invited

TO ANNA

I

I'm fond and true, though far away
from home, sequestered spot
Where thy sweet kindness bade me stay
and choose a nearer lot,
Near the footstool of reception,
thy warm and glowing love,
that beats high at every ~~making~~ motive
while in every mediation
all was tho ghtfully done

II

Of thee I have an auburn curl
A daguerreotype too
treasures I'd not exchange for a pe rl
or a slippery wealth tis true
Hours I've beguiled from night until morn
with these, my chosen lot;
light and free they've mellowed the storm,
while on the ocean heavily born,
I'd sigh - "forget-me-not ".

III

Lo! dearest, midst thy virgen thoughts,
of tender youth and love,
they aim to wake in fal'tring hearts,
a feeling far from hope
as on the oceans billows lost,
near unto destruction,
Memry, treacherous to the last,
with it our mutual love, the past
seeks our separation.

IV

But a bright and more serene sky
dissolved the vision,
And Hallow'd back this sweetest tie
Of life's dear provision.
The moonlight shades o'er the wate s,
Where meet to this commune
Lavish'd in their palely darkness,
our primaevil love of tenderness,
To muse my solitude.

V

The orange, banana and lime
The groves of cocoa-nut,
do each their fruitful
power combine
My thoughts more lenient
To sip from the fairest
flower
As do the honeybees
The choicest juices of the
bowers
In this to test the native
powers.
To stock its homely trees.

VI

I would select one, my true
bride
The choicest of the bower
Such as might my
quakers pride
She should never lower.
Her grace and lover would
there inspire,
A heart's to its recount
Homage would kneel to such
a shrine
And each aspiring sould
would chime
The strains of good report.

VII

Then at the hymnean altar
I'd seek to pay the vow
How serious made, I'd yet
master
And most willingly bow
To the rule of an inclined
head
Able fondly to love
Tho neath the sting of a
dull dart
Espousing its dangerous
art
To force what's formed
above

TO ANNA

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I'm fond and true, though far away
from home, sequestered spot
Where thy sweet kindness bade me stay
and choose a nearer lot,
Near the footstool of reception,
thy warm and glowing love,
that beats high at every ~~[illegible]~~ motive
while in every mediation
all was thoughtfully done

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A daguerreotype too
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or a slippery wealth tis true
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I'd sigh - "forget-me-not".

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a feeling far from hope
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Espousing its dangerous art
To force what's formed above

Poem by Geo. E. Parker
July 16, 1849

"Farewell"

Farewell to the [illegible] world by me
The complacent world of the fearless
Farewell to the [illegible] soft skies for me
Farewell the [illegible] and the tempest's wild waves;
Farewell (may there be none [illegible]) forever;
Long, long may we remain earth's tides;
In peace and in gladness will rest
The third of November [illegible].

[illegible]

[illegible]

38 36

44

1.33

1.22

July 4th July 21st

Pages 27-59

the passengers ~~passed~~ off below into the cabin. It was fuller than ever I had seen it before. Those who could not seat themselves around the table found accommodation in the adjacent ~~[illegible]~~ saloon. Captain Hardie was called to the chair but declined the invitation confirming the honor upon Dr Johnston, than whom a better man could not have been selected. He made it understood that each gentleman was expected to sing a song ~~[illegible]~~ give a toast tell a story or drink a glass of cold water. ~~He~~ was ready to accede to these terms and willing to contribute their mite towards the entertainment of the evening. — All passed off well and harmoniously. — No liquor had been drunk during the day to excite the passions consequently I have no lamentable accidents or disgraceful scenes to record. Perhaps the Captain managed to keep liquor from the men. I think a little grog was given for the purpose of celebrating the toasts with a glass of water. Suffice it to say we twenty-five individuals spent together and notwithstanding being at sea I venture to say one half the number never passed a more happier or more social one. — It only remains for me to ~~say that~~ repeat some few of the most prominent toasts and then close the history of the day which I have no scandalous duty to dwell upon. —

~~The Queen. Then the Queen's health. Long may they reign. The raging canal~~

Mr Arthur T. Cooley. Navigation and the Surplus during the coming
Mr George J. Granger. ~~[illegible]~~ Rapping Cause &c.
Mr Elias J. Palmer. The women of America
Mr Edward Dayton. Say I hope I don't like to see
Mr ~~[illegible]~~ George D. Pfaffin. The day we celebrate. May we spend our years with plenty of California gold in our pockets.
Mr Bela Brown. Our sweethearts and wives left behind us.
Mr J. Forbes. Sporting Sup. "Tally ho!"
Mr Thos Whaley. The tumer, runner and leaping in defence of the great American nation. — The infant weakness in the cradle has become a giant in energy, valor and strength.
Mr ~~Wm~~ R. Wadsworth. The pride of the Hawkeyes. May it in religion, morality and literature exert the same influence in the Pacific and its islands that the city of New York has done upon the Atlantic bar of the world at large.
~~Mr [illegible]~~ a Sailor. The laboring men of America. Like a tub they stand upon their own bottom, like a ship they carry their own sails, making a calm Quaker sailor to take the helm and hoping he will prove as successful at the wheel of State as upon the field of battle, that if we are assailed by the enemy of freedom he'll cry "Boys, boys give them a little more grape."
Mr John Chatterton, alias the Grand Duke of Hawkacky. Here's to the man that sowed the seed that reared the grove that furnished the quill of which the pen was made to sign the declaration of independence.
Mr Alex. Mowry. Ship Sutton. The wooden sides of the merchant service. She never has and never can be beaten.
Mr David Brown. Here's to the Baronessa which never fails to warm the mariner of a shipwreck during danger. May it always have as faithful a upholster as myself.
Mr Jno O. Eddy. A long and loud hurra cordially given when the [illegible] as a grand finale to the entertainments of the 4th of July, [illegible] on

Sunday, July 5th 1849. Pleasant day. Course varying by compass N.N.E. & N.E. Sailing from Six to Seven knots. Employed in the morning writing, afternoon reading, sewing, & being upon deck. At one this morning between the Captain & the Doctor, originating out of a request made the latter to place his trunks in my State room for the purpose of scrubbing the cabin. He refused saying he ~~[illegible]~~ had been treated enough since having Mud Ink and that it would make no difference to them then upon a few days longer, fully on arrival at San Francisco. Upon this the captain got into a violent passion, sent forth the most horrid volley of oaths I ever heard threatening to break Johnson's head if he dared utter another word. He was reading in his berth at the time, spoke calmly and gentlemanly, did not appear the least daunted by the Captain's bragga-devicos, told him he knew the favors he had done him on board the Ship, but that he would cate him to account as soon as he arrived at San Francisco. The Captain cursed and swore still louder, charged him with insinuating, told him he had talked against him to the passengers, his officers and men and endeavored to ~~get every~~ obtain for him the ill will of every one on board. All

this may be true, if it is the Captain has brought it about himself by his own acts towards his passengers, officers and crew. This was an unexpected outbreak. Yesterday the Captain & Doctor appeared almost as bosom friends. The Captain was heard to say early in the morning that he would be damned if he would have any more church of a Sunday, that we would never get to California. The Dr then went around electioneering among the passengers stating that there would be a meeting this evening to put it to vote whether Mr Brown or Mr Wadsworth should officiate next Sunday. A short time past they have preached alternately. By rights it is Mr Wadsworth's turn. The Doctor objected to the president — Mr W, who is conducting his work during from preaching merely ~~for the object~~ to pin him down. Wadsworth had a long conversation with the Captain, complained to him of the course Johnson was pursuing and, as I suppose, completely unveiled him. Sometime ago Johnson formed an influence over the Captain which had an written-ability. This was broken by the intervention of Mr Wadsworth. The Doctor is a jovial kind of a fellow and the Captain from his companionship is easily led away. Probably the same state of things will be coming to exist again and had not the spell been broken I know not what resulted quarrel in a day.

Friday morning our course and weather upon the g ing upon the was comfor about the no encoun tain they anything not go a John die d snatched upon deck said reading he w reading rumpled the table paper." "I have not the passen

not what ~~would have~~ consequences might have resulted from it. It is not likely the quarrel will end here. More of it an other day. Lat 29.20 Long 132.56

Friday, July 6th, 1849. Calm this morning. Wind Sprung up in the forenoon varying on course during the day. Continuance of pleasant weather. Wind S.E. Mr Fogler was seated upon the quarter deck writing. The Captain was walking upon the weather side, suspecting that Johnson was composing verses he asked him if he had anything about the Billy and received in answer that it was no concern of his what he was writing about. The Captain then commenced swearing and said if he put anything in about him or the Ship he should not get ashore alive or something to that effect. Johnson did not reply. Presently the Captain snatched the paper from his hand. When I went upon deck the Captain was seated upon the taffrail reading it and Johnson was going below saying he would prepare to defend himself. After reading it he folded up a portion of it and then rumpled up the remainder and threw it upon the table down the Skylight saying "there is your paper." Some afterwards Johnson cried out "Capt Wardle you have got my paper." The Captain replied "I have not I threw it upon the table." But one of the passengers says you have put it in your pocket.

"Very well" replied the Captain, "and I intend to keep it thus until I arrive at San Francisco."

Thus ended this disgraceful and unchaneled affair on the part of the Captain. I am willing to uphold a Captain even in the wrong, but when a man goes so far as to seize the private papers of an other, I consider him no longer worthy of support. The passengers are all incensed against the Captain for his conduct and blame Johnson for not having resisted it. Yesterday Johnson was in the wrong for not complying with the Captain's request but to-day he was peaceably seated upon the quarter-deck and the Captain had no reason to suppose that he was writing about him and even if he knew he was thus occupied what more right had he to seize the paper than he would have in taking from my pocket-book which contains many of his disgraceful and ungentlemanly acts? Had he attempted the same thing upon me which he did upon Johnson I should have resisted it and made no hesitation in blowing out his brains or running him through. I have kept myself peaceable the whole of this passage and put up with many indignities, insults and gross wrongs, which but for the obligations I am under to the Captain's father and the respect for the feelings of his brother George with whom I am on terms of the closest intimacy, I should have noticed. But I am not the only one

to complain. There is not a gentleman board, fore or aft who has not been imposed upon by Captain Wardle, passengers, officers & crew. Then what does all this indicate? Thoughtlessness and inexperience. If ever I go again to sea I trust I may get in a new ship, and not with an old captain. Ours is of a singular disposition. Notwithstanding his being in such a rage yesterday morning with Johnson, ten minutes afterwards he was upon deck laughing and dancing on with several of the passengers, as if nothing had happened. But let this suffice for the present.

Latitude 50. 27 Longitude 134. 40

Saturday, July 4th, 1849. Cloudy morning, by noon clearing off. Wind still continues to the same, quite varying from W.N.W. to N.b.W. This morning our hammocks were lashed and destroyed, painful as the duty was, a few fellow passengers who are proceeding fast from one end of the cabin to the other. Occupied in recording the events of yesterday till dinner time. Engaged the whole of the afternoon writing up my journal for the 4th of July. In the evening played chess with Mr. Kidd, which is something I have not done for a long while. Had a long talk with the captain. He is indeed a quiet man at times & takes him for his simplicity. Then again it is not so in the way in which he does it sometimes. He came to

me more like a child asked me if I thought Johnson could do anything with him. I told him I did not think he could for a except he continued his taking his papers into an assault and this I thought he might be able to justify himself in from Johnson's previous conduct. The Captain said he did not refer to that. he wanted to know if he could do anything for having more passengers than there were State-rooms or for having loaded Simms & Brooks State room for the purpose of filling it with freight at Valparaiso and thereby obliging them to sleep in the Cabin outside of their State-room. I told him that I did not believe Johnson could do anything on that ground. that though he threatened a great deal it was not likely he would give him any trouble in California as he would have enough to attend to without going in to law. After this the Captain spoke about other things. Said we were getting short of supplies and that Monday he would broach casks for the butter. I told him I did not think he could do a better thing that it would have the tendency to put an end to all ill feeling which may have arisen and perhaps be the means of gaining him and the Ship a good name. yes said the Captain I will get up three kinds of butter one for the Cabin one for the steerage and one for the men. I — in reply I dont parade them for and after things asked him if he had given the seamen the money due them at Rio. that they had complained and perhaps raise a disturbance. He said that he would tell them upon arriving at San Francisco. — He —

manned to
the digging
Bear Grass
the provisions
Returned at
Sunday
We
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S. Palmer
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Stand M. E.
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Captain
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manned talking a couple of hours telling me about his going up in the diggings with part of the crew leaving the island to go to San Francisco after coal or to the Sandwich Islands after provisions. &c &c. Most of the afternoon cloudy. Lifted at 11 O'Clock. Latitude 37.54 Longitude 135.30

Sunday, July 8. 1849. Pleasant day. Course W. by W. by M varying to N.W. Nothing all the morning before and after church. Service by Mr Hadwish upon deck. In the afternoon engaged reading a piece of Poetry "To Anna" written by Chas. A. Palmer. Prayer meeting in the evening. Lifted at 10. Latitude 33.16 Longitude 137.10

Monday, July 9th 1849. In this week has passed and we are still hundreds of miles from San Francisco with very little prospect of arriving there before the end of the month. The wind blows very hard this morning at 10 O'Clock this morning when the wind having shifted the ship was put about. 1 O'Clock. No wind. Stand N. E. by E with little or no wind, so ends the morning. I have partaken of a good dinner consisting of boiled ham, corned beef, rice and bread and butter. All the passengers appear very much pleased and appreciate the good feeling and generosity of the Captain. Three firkins of butter were taken from the hold this morning for the use of the ship's company. The article was in first rate order and was a real luxury after being deprived of it so long being on two qr. salt provisions. Evening. The

fair wind we had after leaving the carry point of this afternoon lasted but a short time not longer than two o'clock then it changed slew round and we stood S. E by N. varying to E. E by S. Some little rain fell this afternoon. Evening pleasant though very dark. Employed most of the day in correcting and writing the lines to Annie with Charley Palmer. After tea S.S.M. & I turned into our berth and after talked ourselves to sleep. When I awoke it was 10½ o'clock. Went up from to his own stateroom Went upon deck. Course the same 33 42 Lat 139.16

Tuesday July 10th 1849. Cooled during day. Course S E by S the L this morning when we started Ship and stood N.W by N which we kept with some little variation during the day. How discouraging it is we were at noon only two miles from where we were Sunday! Many of the passengers complain and blame the Captain for running the way we did yesterday when we might have made a better course upon an other tack. The weather is cold and damp in this latitude for summer season I do not wonder our goods are very comfortable. Engaged in the morning talking. The subject of "general abeyance" for repairs down at Rio is being agitated and creates considerable discussion in small private circles. One of these days I expect it will break forth and create a row. Wrote up my journal in the afternoon. Playing chess with Charley Palmer in his berth talking over the past and

which I delight to view with thoughts mingled with pleasure and regret. I would give most anything to be in San Francisco. The Post Office would be the first building towards which I would ~~for~~ bend my steps. I desire much to hear from friends at home; particularly my dear Clara the chosen companion of my future life. All my thoughts and desires are centered in her. The many happy hours have I passed in her company are remembered. And fain would that the hearts united for each other's enjoyment, living in perfect unison may again be united. I left home expecting to be absent three years but it is impossible for me to be gone so long. My feelings will not permit it. I will by any means return home before the first of next January & shall do so.

Rising at 11 O'Clock Lat 33.10 Long 137.14

Wednesday July 17th, 1850. The other forenoon and during day Mr. Stillman and I have been busy at H.M.M. with pens & ink & construct of being able to make a little and few quite have already the night obliged to take in sail and double reef topsails. Moderated to a very pleasant breeze. Unwinded to keep up the log and have up to filled considerably all day. Employed in the morning. Passed the afternoon writing up journal & copying off extracts from Pacific journal for the few days I have missed. It is that I now have notes for every day since leaving New York which I intend copying off at some time. I obtain a book for the purpose. — Weather, under reefed topsails all day.

Course the same as this morning. — Just after tea Mr Thomas dubbed himself as "Big Size" and went upon deck creating considerable fun and laughter for a while. — Checkers have taken the place of cards in the cabin. The tables were crowded with different parties among whom were Mr Wadsworth & Capt W. As I could neither read nor write I stood by watching their games. I never saw a man more interested than Wadsworth was in playing. He grew very excited and said if we did not quit making our remarks he would give up. — Turned in at 8. Slept till 11 then went upon deck. Course the same, the old ship pitching as much as ever. Retired at 12. Lat 34.44 Long 38.24

Thursday, July 12th 1849. Cloudy and gloomy morning. Course the same as yesterday. At half past ten cleared off a little. I was engaged in my state room writing, when at 11 o'clock the cry of land! was heard. In a moment it was sounded through the ship, welcoming the joy which the sight afforded us after having traversed the ocean more than fifty days without the last evidence the world contained. Men in other lands than the seventy odd souls put up in the Sutlers prison. In a moment then the feelings which this occasioned sprang up. I hastened upon deck. The land was but a speck upon the horizon standing upon the same track as yesterday. The captain ordered the helmsman to "keep her off" that we might have a more favorable view of our long wished for haven. Presently we were running West.

In the meantime I continued ~~below to converse with my~~ with Tom. The afternoon was pleasant. Christ ~~and Mr Stokes~~ we were more exempt be made ~~for us to make his out to be~~ air Dennison he with his 39.39 was shaking upon our quarter. Some after we saw a man was lowered over the side. He was a stout he seemed to be a good deal of the assistance of them to make some thing upon his side with the assistance of the speaker. He proved to be the Captain Nowell at some supposed to be ~~from~~ by the red boats upon his deck. ~~the~~ one of the vessels we left at Rio Mar 12th. She reported had been forty two days from Callao and one hundred and eighty three days from Newark. She left at Callao the U S Steam Ship Freedonia ten days from Valparaiso. The Dennison had been given up lost away when George mentioned to Brother we were in want of a barrel of tar. Because the main Tack was slewed up and the two Skippers returned at their conversation maintained at a great distance with the strange Dumpty. ~~The result of which was that of~~ ~~he with~~ Captain ~~invited~~ by asking if he could ~~make some~~ tar. Receiving an affirmative the ~~he~~ boat was quickly lowered a barrel placed in it, and returned with ~~tar~~ ~~passengers~~ the Captain and three people myself and the mate Capt Sherman stood at the gangway to receive us. After a few introductions we were invited into the cabin to partake of his hospitable hospitality was drank pledging to Neptune and if we would want us favors we only and delivered in safety

to the port of San Francisco he was perfectly welcome to all on board. He had the nearly two hours smoking and exchanging information. A Digger is a Digger who if he had not experienced some hardships the pleasure was worth the sacrifice such we might have been a vessel every day a month. I made them weeks before finding in the Rio Sacramento nine from Smoking on board of the ship Sultan.

The principal matters of importance were that the California Steamers were laid up at San Francisco. Enquiring the news principally heard that a hundred persons finding it impossible to obtain passage from Panama had come by the Isthmus and were given $6.000 for a month's passage from San Francisco. Six weeks previous to the arrival of the H Newell at Calla the crew of some vessel were taken in there and shot for mutiny among the number was an American.

Those who visited Lima from Callao distinct, describing it as being a very fine old City built in the Spanish style far surpassing Rio. But the houses and public buildings of fine architecture are in a very dilapidated

and there
an report
priest
The Sultan
Gentle
Farewell
Sailing
The Sultan
and
in order
friendly
mounted
quite a
The Sultan
The infantry
picked up
quarter
date Ma
Lady
The Table
while
plied his
covered his
declaring

condition and falling fast to ruin. The quarter deck represented a very beautiful, the prettiest women of South Sea Islanders. The Admiral Newell purchased, gentle, accompanied by Sir Harry Newell Abercrombie. They are provided with hard cargoes, they [illegible] the Sultan which was some distance ahead and [illegible] in order to allow us to [illegible] the friendly action, hauled our boat along side and mounted the. The empty casks were removed and a basket half full of tea placed in it. [illegible] the Sultan. Our companions were amused to hear the information we had picked up. [illegible] picked up an old newspaper [illegible] quarter deck and read [illegible] date, March 18th, up to which it [illegible] Among [illegible] Sir [illegible] many [illegible] Sir [illegible] Newell [illegible] observing him pore over its columns. After a while Sam asked him "What's the news?" He replied "hold on I have not read all yet." Sam had discovered his mistake and came when he [illegible] and [illegible] declaring it the greatest joke yet.

had been made during an absence for hoisting aboard the unexpected barrel of tar and when we arrived ~~along side~~ without it many were evidently disappointed. The mate of the H. Prescott ~~in his disappointment~~ appeared to have thought ~~that~~ ~~it had fallen off tar~~ sufficient to tar the rigging of a ship of the size of the Sutton shall as the quantity so it will go a great way when mixed with oil. Nevertheless it would be impossible to do all the captain wishes. ~~Preparations~~ Things were made ready to paint the vessel a white color but owing to the deficiency of tar the captain said he would defer it until we arrived ~~Halifax~~ into port. So the Sutton put in port late this and nicely painted up to make a respectable appearance in port. The boats were hung on the main side, and at sunset matters begin to be cleared up.

My Madsmith busy all day cleaning out his state room and killing immense quantities of bed bugs which infest every part of the ship. He had every thing on deck. Just as he was ready to take them below some took me thing and some ~~take~~ an shun and hid them away causing him a great deal of anxiety and trying his patience pretty well. It was after eight before he succeeded in getting his things together and his room to rights again.

Tuesday
Sunday
Sailing
Sailors
Oakley
Oakley
Sailors)
Oakley
Oakley

Wind at 9 P.M. Course SW by the compass
Latitude 36.28 Longitude 139.39
Friday July 13th 1849. Cloudy day, sun shining occasionally. Mild and calm the same. The H Mewell was seen in sight this morning though some distance astern. Also a sail supposed to be a brig. Going now off the coast of San Francisco though nearly 80 miles westward we may expect to see more well day. Our pilot satisfaction in having spoken the H Mewell yesterday consists in knowing that though we have made a long passage we are not alone in the midst. There was a row forward ~~yesterday~~ this morning before breakfast. ~~Have this sailor Oakley~~ Oakley was accused of something by Hewey (the sailor) He denied it. Hewey ~~took~~ knew his lid. Oakley went below, borrowed a dirk of "Port" and then came upon deck ~~again~~. Meeting Hewey he again denied the accusation and was told he lied. Just as he was going to strike, Hewey who is a powerful man, seized his arm while this (a sailor) wrenched the weapon from his hand threw it over board cuffed his ears and sent him below. The young man manifested all he possessed I hope it will teach him a lesson never to draw a knife without sufficient reason. Oakley is a gentlemanly fellow and a person I feel some interest

in otherwise I should not have lost my assistant in getting him related from the Cabboclo while in Rio. He had a quick temper which he had shown upon more occasions than one. Engaged untoward mistake. Expect of Lat 5 Long of the voyage for the Captain. Reject entry. Lat 7.51 Long 140.18

Saturday Aug 14 1849 Delightful morning. Cloudy and warmer than usual. Engaged in obtaining water from washing out casks and preparing a line in continuance which puzzled a good many. Though it occasioned me all manner of trouble I had the satisfaction to say the first to do it. A cistern is supplied with two cocks one of which will fill it in 45 min and the other in 55 min and the lines dishonest cook why she emptied it in 30. If the three cocks in the three hours they will take to fill the cistern? Ans. 2 hours 23 25 7 seconds. About 10 o'clock the wind changed a little and continued it to vary in by E. Hunt Calm at 2 o'clock. The best of the crew were engaged in catching gonies. Their pantry their backs or tiny ribbons around their necks and letting them fly again. There are more than twenty of these birds attached

of ed to
the ca
from
Sailing
Sails in
Lat
Sunday
has
sh of the
a machine
sig. long
morning
such an
Sulkin
has over
been with
and Long
as we
hurried
making
more
like to
little wine
varying
and the
morning
sails
other.

of us sitting at ease feeling as secure upon
the water. We spoke no ship in the after-
noon. At 4 P.M. Sighted ship at 6 o'clock
standing S.S.E. Beam wind. Carried all
sails in sight. Noted at 12 Central
Latitude 39.19 Longitude [illegible]
Monday July 15th 1889. [illegible]
has rolled around and we are safe upon this bo-
som of the mighty deep with little prospect of ar-
riving at the shore of that [illegible] for
days. [illegible] go [illegible] a
journey that has no end. [illegible]
such an one and the "Old Sailor," the [illegible]
[illegible] "Dutchman" doomed [illegible] to wander the
seas over. During these [illegible] we have
been within a [illegible] miles of San Francisco
and Seven hundred appears to be as near
as we possibly can get. At 7 P.M. we thus
unveiled all sails while preventing us from
making a better course than N.N.W. and
now that the port bears E.S.E. of us we may
like to stand upon an other tack. The
little wind we have to day is constantly
varying some times coming from one quarter
and then in the contrary direction. The
running was clear with besides the two
sails in sight last night there were two
others. On a [illegible] deck in a dismantled

and then astern. There was but a light breeze stirring & we backed our main yard to allow her to come up. By the time we had finished breakfast the boat was within two miles of us but we paused so slowly on Captain determined to lower the quarter boat in which he got with six passengers. As soon as I went one of the party the boat was loaded down almost to the gunwales. In case of a sudden squall we must easily have foundered. Strange at the captain's indifference in allowing so many to go. The sea however was calm and we arrived safely on board the Victory Capt Ryan 106 days from New York and 70 from Gal Para. We passed no information of importance. On the 14th of last month, in a squall she lost her foremast and main topmast disabling her. Thus from Aug until a jury-mast could be erected. The passengers complain very much of their captain and his treatment. When with us they had a serious row during which knives were drawn. Since which time the captain Ryan has not spoken to his passengers. From his looks and manner I think he is

just such a manner ~~as we had been in~~ his inhospitable manner ~~in which he had treated us.~~ He did not write his design until after we had ~~left the ship~~ though we had been flying at least a couple of knots. ~~I understood~~ Captain Wade ~~wanted~~ did not have boarded him on the ~~account~~ only ~~for~~ the day was calm and he thought he might perhaps be by we went ~~off~~ ~~[illegible]~~ ~~the offer~~ ~~[illegible]~~ spars or something ~~else~~. The passengers were delighted to see us and ~~[illegible]~~ the news. They had been not so long without seeing a sail they ~~felt de~~ encouraged and thought they were ~~[illegible]~~ California. ~~We~~ ~~[illegible]~~ ~~hoped we spent the 4th~~ Their captain would not ~~even [illegible]~~ so much as make a flag for fear of ~~[illegible]~~ being said of wearing it out. Upon telling them that we had white sugar in our coffee, bottles 3 ~~soft tack~~ on ~~[illegible]~~ raised his hands ~~in~~ surprise and said we were ~~living~~ upon luxuries. We received no ~~[illegible]~~ entertainment whatever from Capt Ryan. The passengers showed themselves as hospitable as they could be and seemed determined we should enjoy ourselves as long as we were aboard. ~~The few of us~~ ~~[illegible]~~ wished to ~~[illegible]~~ but they could not ~~[illegible]~~ enough to make a general thing of it. Sailors entertained with a simple ~~[illegible]~~ and passed the greater part of the time ~~[illegible]~~ with ~~[illegible]~~ clothing who together with five Spaniards and passengers from

Californian ship. There were besides people of almost every other nation, English, Irish, Scotch, Russian, Dutch and Germans, but the greatest number were Americans principally from New York. Jeffries recognized Ford of his Brooklyn friends. Lucky for him, not receiving an invitation to dine. The quarter-boat was manned, then they exchanged, when we pulled a mile and anchored in view of the Gleaston pilot as the plum duff was being brought upon the table of which we ate heartily. In the afternoon very pleasantly each the morning sea which had been pleasantly was conducted by Mr Brown. In the sail in sight. In Prayer meeting I whole in the evening. In Wind at 10 P.M. Latitude 39.45 Longitude 140.52

Monday July 16th 1849. Delightful morning, Sequoia Ladies in sight. Perfectly calm. Sails flapping against the masts. At half past ten in the quarter boat was lowered into which the Captain and Newton passengers got, taking with us a compass, and two canes of water and an umbrella. We were prepared for a long voyage not expecting to return before evening. Our object was to visit a ~~bank distant~~ 10 or 12 off ~~it was impossible to make headway with the naked eye~~ the

hull could not be seen ~~and it is possible to make~~ ~~but what could be~~ This Mr Shield ~~thought~~ took to be the Eliza which left Valparaiso in company with us from having formerly been mate on board of her. He said ~~in the habit~~ his opinion strongly ~~but~~ I cannot conceive how it was possible for him to ~~be able to~~ tell her at such a great distance ~~[illegible]~~ with a glass when with the naked eye we could not say whether she was a ~~ship~~ bark or a brig. — ~~but~~ seamen from long usage have very keen perception generally. ~~We~~ ~~Having sailed three hours~~ ~~more than~~ twelve miles we came along side having passed astern of the ~~formerly our second mate knew the first mate of the~~ Eliza was the first to recognized. ~~He stood~~ upon the quarter deck greeting us with a glass. Capt Wardle ~~being~~ was acquainted with Capt Clark and several of our passengers having met the Eliza's at Rio and Valparaiso we were hail fellows well met. Dinner was expressly prepared for us the cloth being removed wine and old Brandy was drunk by way of enlivening us. Messrs Brown & "Pinch" formerly belonging to "Campbells Minstrels" entertained us with several amusing songs accompanied with the banjo. They excused themselves in not having their instruments accordingly by saying that Mr Rogers their leader was unfortunately left at Valparaiso. I have forgotten to mention in my journal that these gentlemen in company with others gave a voluntary perfor

It was somewhat a singular coincidence that two vessels leaving port at the same time should after being fifty five days at sea meet ~~before~~

Victory about midway between the Sullen & the Eliza

manner ~~at them~~ the Thus in Valparaiso in megs character but it did not give that satisfaction to the natives ~~was apparently~~ they anticipated partly because they were in~~vited~~ ~~at the~~ ~~during the~~ when they made their appearance upon the Stage for the last time ~~and blood~~ ~~in~~ of their number fell from hipshot and partly because the Chilians are dead against anything "proper". Capt Franklin superintended the Sultan pretty well and ~~gave long for long in exchange~~ ~~gave~~ Saw several times for the practice of the passengers of the Eliza.

~~The bark having left Valparaiso in company with us~~ ~~it may be what~~ We could gain no additional news except that two or three days ago they spoke the Big Otaheite bark from Talcahuano where she sailed in company with the Ship Smith Carolina. The big spirits the Hackstoff lost, but this must be a mistake. We heard at Valparaiso the Hackstoff had lost her captain and this is probably what they intended to say. We passed a very pleasant afternoon an experienced party that were expected ~~tended~~ ~~expected~~ ~~fight~~ A fresh breeze sprung up in the afternoon the Sultan bore down ~~to~~ and passed to the windward of us. At 6 o'clock the quarter boat was ~~carried~~ manned ~~all with the passengers~~ Capt Wardle his brother and my self remaining ~~behind~~ on board the three of the passengers of

the Tolua being taken out placed for the purpose of
ing the Sultan and Serena they be possessed of
Her [illegible] On Ship was at the time about
two miles ahead but the large pinnace stuck down
by the bows so she was obliged to have both
man yard to [illegible] the Tolua
was nearly abreast of her when the
party got a boat off. While they were
from a little accident occurred. A heavy
wave passing forward, [illegible] the
steerage with one of the [illegible] seamen, made
[illegible] the tiller fast and was about
place the [illegible] upon [illegible] at the
of time when [illegible] the helm
[illegible] the helm was [illegible]
[illegible] carried to starboard. The [illegible]
but pointed forward and we were [illegible] the
we were at sea he came off to board the
gig and would have done so but for the timely
interference of the Captain. The Tolua
has been at an complete wreck - [illegible]
by the mate of Murray, escaped from the
at Valparaiso. He is accompanied with [illegible]
who escaped from the Tolua
and got aboard of us. They in the
hatch together when they arrive at [illegible]
I must not forget the ladies, Mrs [illegible] and
Mrs Mary Arthur, passengers on board the gig

[illegible] who contributed to [illegible] with their [illegible] and good humour to render the afternoon particularly agreeable. I was sorry my friend G. S. W. would be [illegible] at [illegible] of them [illegible] with them [illegible] to [illegible] making good a passage to Norfolk about the Capes with them [illegible] to remain [illegible] the [illegible] unmanageable [illegible] The [illegible] Some time after tea they came to play several airs. They appeared very highly satisfied with their visit and the entertainment they received from us. We thought with their assistance of fiddles all [illegible] had not [illegible] but they [illegible] such was said afterwards [illegible] all [illegible] pleasing. [illegible] which were merely [illegible] to [illegible] without [illegible] or [illegible] be used. In the [illegible] of the [illegible] was placed a barrel of [illegible] which [illegible] of [illegible] the [illegible] in much disorder. [illegible], the several [illegible] passengers [illegible] enough reading matter to [illegible] understanding. We should have met with [illegible] Captain Moulton [illegible] five years [illegible] but they were [illegible] (to [illegible] as the greater [illegible] was [illegible] the order was given "[illegible]" Much discontent was expressed by the passengers [illegible] about the captain detaining the ship to board vessels. Yesterday

the forward passengers held an indignation meeting and commissioned one of their number to speak to Mr Wadsworth to remonstrate with the Captain upon the impropriety of it. Mr W was to have done so this morning but he neglected it. After the accident they were in danger of all being on deck in ten deck to have expressed their indignation publicly to the captain but on arriving at Victoria we learned upon inquiry that the Eliza passengers were pleased with our visit and therefore concluded not to say anything this time. ——— It is a great wonder to detain the ship so much to kind children play. We have had between thirty and forty miles in drift so to day.

At 5 P.M. we were jammed fore and aft at the rate of fast upon the Eliza which before leaving has disappeared including her number leaving Stay Sail. ——— Spent the evening in Mr Wadsworth's state room in company with Mr Smith recounting the various incidents of the day.

Lat at 11 Lat 40.44 Long 141.0

Sunday June 17th 1849. Eliza in sight astern of us during the morning but before noon she was concealed behind the haze. Cloudy day. Wind still continues, sailing East fifteen knots per hour. This is encouraging. We may hope to be in San Francisco before Thursday. Commenced the-

[illegible] The old gall is pitching [illegible] a hundred of [illegible] We have [illegible] of life [illegible] we saw yesterday. [illegible] at 8 o'clock. [illegible] passengers [illegible] gaped [illegible] purple [illegible] to state that [illegible] on board of [illegible] Eliza [illegible] has [illegible] would be the [illegible] Howard [illegible] for [illegible] his year [illegible] Captain [illegible] Lat 39 [illegible] Long 139 [illegible] day [illegible] Bean [illegible] gallant [illegible] night [illegible] clock [illegible] important [illegible] of [illegible] day [illegible] trip in [illegible] gallant [illegible] the Eliza [illegible] upon us and before midnight [illegible] [illegible] The [illegible] is a better [illegible] but it will not do [illegible] Delivery letter to day on account of the ships pitching and heavy. Her head was frequently under water. [illegible]

long conversation with G. S. M. concerning the lot of ground he promised to let me have some time before going on to Rio. He is to give me a definite decision to-morrow. I trust it will be as favorable as I have reason to anticipate. I may then realize some of my dreams and put into experimental many plans. Hundreds of ground in San Francisco is said to be worth ten thousand dollars. I am in treaty for an half of a one. I knew not how I came to neglect having the thing decided before but I was under the impression till we arrived at Valparaiso that Gump had decided it to be wrong and I was to have it in order to refuse it. Retired at 9 O'clock. Lat. 38.36 Long 135.55

Thursday, July 17th, 1849. Sailing under double reefed topsails all last night. Wind and Sea as high as ever. Many complaints of having slept restlessly. The Eliza is a head of us for want of light. What a cunning time there must be a board of her! David is in the highest of his glory! But I doubt very much whether the Eliza beats us. The wind if the wind moderates allows us to carry top-gallant sails. — Our course is pretty much the same as yesterday E.N.E. which together with the leeway and the variation of the compass makes us head directly for San Francisco. Glorious! Every moment we are getting nearer and nearer to port. The general impression is that we shall spend at least a part of the next Sabbath on shore. God grant it may.

[illegible] We shall
both with [illegible] and grant us a continuance
of favorable winds [illegible] We are a fine set of sea-sick
weather beaten mortals and [illegible] though we have been [illegible]
ing around upon the wide deep long enough. It is just
two hundred days since we left New York. What an
[illegible] I suppose we were going to be back
long. I should never have undertaken the journey
[illegible] to do much or anything during the day on account
of the motion of the vessel. Spent the evening in the saloon
and left the following on a probable date in California. Arrived
at half past two. Lat 38.0 Long 133.24
Friday July 20th 1849. This day thought
rather cool. Wind and sea [illegible]
warm and [illegible] during the day. Experienced
ing sailing under royals and studding sails. Blew
fresh [illegible] at night. Sunday Lat 38.0
[illegible] sailing all day [illegible]
Obtained a list of all the passengers on board this morning
place of birth age occupation &c. In the afternoon
painted a flag to be hoisted in place with
Just to show the Hawaiians
the country. He is willing to leave the Macedonian
[illegible] the color of the sea has changed very
perceptibly. At noon we were three hundred and
miles from San Francisco. Latitude
Latitude 38.13 Long Tude 130.36

Saturday
fishing
[illegible]
All hands
the gunwales
cabin put
with the Sk
Mountain.
[illegible]
hundred
and
to arrive
running we
seen at the
the water is
In the afternoon
our mine
coming
distance
sail that
them we
saving
at [illegible]

Saturday. July 21. 1849 — The old Sutter is pitching into it hard and heavy going at the rate of nine knots per hour. The day is pleasant All hands are busily engaged packing up — the gunnans butts are being taken down and the cabin put in order. In the morning calculated with Mr Shidday the distance run from Monday to Mountain. I have not yet summed it up — Then during the last twenty four hours, one hundred and sixty four miles being one hundred and sixty three to run. We may hope to arrive tomorrow afternoon, probably in the morning we shall see land as it can be seen at the distance of seventy five miles. The water is much fresher to day —

In the afternoon cut 9 lbs hair wife in return cut mine — Engaged in the evening in copying off Lat & Long together with the distance. — Towards night slackened sail that we may not make land some time we are in port. This is pleasant sailing with fresh weather. Lat 10 Reduced at 4 p.m. Lat 38.12 Long 126.30. —

[illegible]

[illegible]

[illegible] 22, 1849

Commenced breaking on board
Ship Sutton Sailed 1 Brig.
at one dollar per day
Left Ship Sutton Aug 15th
after Breakfast
Commenced Loading on board
Ship [illegible] Capt Aug 16th
before Breakfast

1849

Bought

July 27 Knights of Sara Dayton

" 7 Silk handkerchief @ 50 $3.50

Aug 18 1/12 cotton brush @ 300 3.00

" 1 box fine paper tobacco 4.00

" [illegible] 0.00

" [illegible] 2.00

" 1 fancy pocket knife 3.00

" 1 pr gold sleeve buttons 3.00

" 27 Bought of Mr. [illegible] Shaft

" 10 lb pickles, 2 sauce pickles, 1 [illegible] pot

" 2 [illegible], 3 [illegible], 3 [illegible], 4 [illegible] 12.50

" 7 1 can [illegible] 3 [illegible] 1 [illegible], 2 [illegible]

Sept 6 Bought of [illegible]

" 25 Doz Pa Smoking Caps @ 1.85 $7.50

" 4 Blanking Beads @ .75 3.00

$14.50

" Cr By Cash.

Paid Sept 15 $15.50

$25.00

Sept 6 1 Revolver 15.00

~~" 10 do Swift~~

~~" 10 boxes fine writing paper~~

" 1 Surgeon's 18 oz @ 1.00 1.00

" 1 Thumb latch .75

" 10 Bon bt of Thompson

" 1 pr small gambling pistols 18.00

" 12 12 tape fans. 40 & 60 pr 4.00

" 1 pr hanks 6.00

" 14 10 cast iron shirts 5.50

18 Bought of Mr. Middleton

" 10 pr men's alpaca 12 cassets

" 8 red shirts 12 flannel [illegible]

" 6 striped do 10 cotton shirts 30.00

" 6 linen pants 1 [illegible]

18 2250 percussion caps 2.00

20 Bought of Thompson

~~" 1000 cigars~~ 30.00

Sold

July 27 1 Wheelbarrow [illegible] Pd $35.00

" Cash Sold Ship Sutton 1 bladder of fully 25 pr 5.00

" 29 2 Cans lobster Ship Sutton 3.00

" 31 1 Wheelbarrow Mr. Merrill Pd 40.00

" 1 doz Lock knives Pd 2.00

" 1 " Raw " No 97 Pd 8.00

" 3 " St pickles @ 15 Pd 54.00

" 1 Can large oysters Pd 4.00

" 1 Can Salmon Mr. [illegible] Pd 2.00

" 1 Can oysters J. Dayton Pd 2.00

" Sauvage Key. Vernon Mr. [illegible]

" 1/12 doz Sardines @ 15 16.25

" 1 doz pickles 10.00

" 1 " assorted pickles @ 25 25.00

" 3 Pr Payman

" 1 Song book Pd .50

" 1 diary Pd .50

" 12 pr pebbles [illegible] Pd 4.50

" 4 3 Cans Cans lobster Pd 7.00

" 6 Mr. Kirk of Cornbrook Key of Sterling

" 11 Cans Cans of oysters @ 300 Pd 33.00

" 9 " " lobster 30 " @ 22.50

" 8 Smaller " 15 " @ 10.00

" 1/12 doz assorted syrup 15 " @ 13.75

" 1 1/12 " brandy peaches 21 " @ 22.75

" 1/12 " assorted fruits 21 " @ 19.12

" 1 1/2 " pickled onions 15 " @ 5.00

" 2 1/2 " oysters Spratt cans 12 " 3.00

" 1 pr window sash 8x10 @ 16.80 [illegible]

" 1 Smith bellows 32 in [illegible]

" 8 pr window sash 7 light 3.75 @ 30.00

" 4 pr do 7 light 4 @ 3.50 @ 14.00

" 6 do 8x10 72 @ 3.00 @ 36.00

" 1 Brass [illegible] Pd 1.75

" 1 [illegible] 8x10 [illegible] 4.00

" 16 1 Blacking brush .50

" 18 1/2 lb putty .19

Aug 18.	1 Cap lobster		1.75
"	1 bottle peaches		3.50
"	1 doz glass 10 x 12	G & Co	3.00
"	4 sashes 24 lights 8 x 10 @ 70		16.50
"	1 box 2000 paper tobacco	M.A.	6.00
20	1 Single glass	M.A	50
"	1 [illegible] work Knife	Stout Pa	1.50
"	1 brush paint No 1		1.75
"	9 Gal Salpetre oil @ 1.25		11.25
"	23 " lobster @ 1.25		28.75
21	1/2 lb pepper		13
"	1 dark tobacco No 4		1.00
"	1 Small Pad Lock	M.A	.25
22	1 dark wool No 4		.75
"	1 doz tapers	M.A.	1.88
"	1 Pickaline jar	M.A	.10
"	1 Canvas wooled [illegible]		.40
23	1 Belt	M.A.	6.00
"	1 pr pants	M.A	8.00
"	1 pr do	M.A.	8.00
"	1 pencil	Stong a/c	.66
"	1 pocket Memo		.62
"	1 pad Lock	M.A	.38
"	1 Noble crackers	~~Cambridge~~ M.A	5.00
"	2 Wooth Brushes @		.75
24	2 blank books 8 mo		.50
"	1 pr pants	[illegible]	3.00
25	[illegible]		[illegible]
"	1 [illegible]		[illegible]
"	1 [illegible]		[illegible]
"	1 [illegible]		[illegible]
"	1 [illegible]		[illegible]
27	1 [illegible]		[illegible]
"	1 [illegible]		[illegible]
"	1 [illegible]		[illegible]
"	1 [illegible] Brush	M.A	50
28	1 Ax	M.A.	1.50
"	1 [illegible]		[illegible]
"	1 [illegible]		8.00
29	1 gross Paper Bills	Stong a/c	38

Aug 29	1 Velise	M.A.	8.00
30	1 doz Clothing Brush		.75
"	1 doz Stocking & Sock worth	M.A.	4.00
31	1/2 [illegible]	M.A.	4.50
"	100 Envelopes	Palmer	11.00
"	100 do	Capen	[illegible]
"	4 sashes 10 x 12 24 lights @ 70		10.20
"	2 locks Cam & Hook Ks. a/c		10.00
"	2 do do R Ks a/c		8.00
"	1 Tin Tub	R Ks a/c	4.00
"	1 pocket Book	M.A	1.00
"	1/2 Bar Soap	M.A	.30
"	9 Gal Camp	M.A. a/c	1.25
"	1 Broom	R & Co	1.00
Sept 1	1 Carpet bag	M.A	10.00
"	5 lb Jaggery		1.25
"	1 Silk handkerchief	M.A	1.50
"	1/4 lb Silk Cord	Pollinos	.75
"	1 lb jaggery		1.25
"	1 Shaving brush	Mun. G & Ks	.25
"	1 bot Pheonix Bitters		1.50
"	1 box Morfas pills		.50
"	1 [illegible]		10.00
"	1 Cutting Brush	G & Ks Paid	.50
"	1 Ma. doz Blanket	Mun. Dorfman	4.32
4	1 [illegible]	oil Cloth G	2.00
"	1 Marking brush	Frets a/c	.62
"	1 [illegible]		.50
"	140 ft lumber	G & Co	3.00
"	1 Prem	G & Ks for Specimens	1.00
"	1 lb jaggery	G & Ks for Specimens	.38
5	6 Sashes 8 x 10 24 lights @ 70		25.00
"	3 lb jaggery	G & Ks for Specimens	1.13
"	1 clothing brush	Kelsey	.75
"	1 5 in Hoop Rim	R Ks a/c	5.00
"	1 Pickling & Packing	a/c	2.00
"	1 do 12 Dr Mixture		2.00
"	1 Paint & Marking Brush	Stout Mfgr	.75

Lent George Hardie Dr
Aug 11 Cash Paid $33.00
" " Paid 50.00
21 Paid the Patron on Aug 21 Paid 15.00
25 Cash to Gen. H. Paid 65.00

Lieut Jno. P. Thompson Dr
Aug 11 Cash $200.00
Aug 31 Add 13 mos int. 10% 6.65
Paid $206.65

Lent Capt Hardie
Aug 14 Cash Paid $2.00
15 Cash Paid 2.00
20 Spring Paid

~~Lieut Wm~~
~~Aug 14 Cash Paid .50~~
14 do do Paid .50
Sept 1. Received from Hutton Paid 50.00

Aug 14 Cash Aug 21 Paid
Lieut George E. Cooper
Aug 25 Cash Paid $5.00
Sept 4 Cash Paid 10.00
" 5 Lent Wadsworth Pd 30.00

Lieut Borrowed of George S. Hardie Dr
July 29 40 francs = and Aug 21 $8.00
Sept 5 Lent Rittenhouse 31
" " Lent Cohen Paid 7.00
" " Borrowed from Thompson Pd
" 8 Lent Hutchins 4.50
" 10 Palmer Supper Pd 3.00
11 Palmer Breakfast Pd 25

Sept 11 Received from Big Brothers
2 Cases of merchandise
C Potter
Paid advertising

Sept 14. Lent Sharpe for bed $2.00

Sept 15. Lent James Hamilton of Newark
going to the Mines $100.00
Cobas
Received this bill of exchange for
$110.00 on Washington Smith & Co
Newark payable to B. W. Hale
[illegible]
$110 c day bill for d to Mines for $110.
Sept 30 Lent Cooper postage Pd 2.50
Sept 15
Borrowed of Puffer Paid $6.00
Sept 20 Lent Hamilton 12.00
" 21 Lent Cooper Pd 2.00
" 21 Paid Thompson rifle 10.00
" 25 Comp due Whitehouse 5.00
27 Lent Moses Green postage 50. 10.00

Expenditures

July 26	Lightwood & bellows from S.C. Rd	$15.00
" 30	Postage of wagon from Lucky Rd	2.00
"	Pie cake & puffer	25
Aug 1	Postage paid on wagon & bellows	2.00
"	3 newspapers from S. Smith & R.M.	.50
" 2	Postage dues Letter by Steamer	.40
" 3	Music labor on bellows	2.50
"	Music for postage	.50
"	Music labor on which letter was	1.00
"	Freight & passage on 8 Beeves & Cow	40.00
" 5	Beeves to Baptist Church	1.00
"	Rice for dinner	25
" 8	do	38
" 9	dinner part Stop Thompson & Shaw	1.50
"	Board Mr R. Thompson dinner Sun M.H.	19.00
"	Postage 3 letters Mr TB Mr J.W. Rhoads	2.00
" 12	Beeves to Episcopal Church	.50
" 13	~~Dinner for soldiers~~	~~2.00~~
"	dinner	38
" 14	~~Force [illegible]~~	~~6.00~~
" 15	Dinner	1.50
"	Puffers	1.00
" 17	Postage of Bonnaccorsi Wire	.50
" 19	Postage on [illegible] for Mr. Rhoads	1.60
"	Pie	75
" 20	Postage R. Shaw	1.40
"	1 lb Wax for Music	3.00
"	Postage of letter [illegible]	06
" 21	Baby gap with cover	2.50
"	Tea pot	75
"	Tin candlestick	38
"	1 lb Candles	75
" 22	Postage of Wire G.M.B.	2.00
"	Working Tools for [illegible]	10.00
"	" Chu G.B.M. for catables	50
"	2 ft for gates Carolina	38

Aug 24 [illegible] 2 boxes No 335 [illegible] board 4.00
" " Tie 15 ties, 2 small wheels, 2 [illegible] 4.00
" " 1 Balls twine 38
~~[illegible]~~
~~25 [illegible]~~ 7.00
~~[illegible]~~
27 1 pr shoes T. & Co 6.00
~~[illegible]~~ 0.00
27 Freight 130 boxes tiles, 2 sacks 6.00
" Labor on tiles 2.00
28 Postage [illegible] 31
29 Advertising 2 times M.R. 12.00
" do do Brig Brothers Ver 6.00
~~30 [illegible]~~
" 3 Cards 1 Mezo 38
" [illegible] on [illegible] 225.00
" Carter due [illegible] Pd [illegible] 1.50
31 Rec of Wm Coard Commission [illegible] 5.00
" Newspaper "Costic Times" 75
" 1 pr pillets Cat 50
" 1 bottle Jesuate cognac 38
Sept 1 Sent to J R Wilson 32.00
" " " G & Lawson 32.00
" 2 letter stamps 3.00
2 Schooner Eliza & Jane 25
" Bottom with Thorpe 1.50
3 1 Bozle Henry Lowenworth 38
" 4 Load 3 Pk 1 H I Kip 30.00
" 1 Load wheels S. & Co. 4 H I Kip 2.00
" 5 lb candles 3.75
" 2 Jacks in tiles 3 [illegible] Clothing Oman 4.00
" 1 bottle Henry Lowenworth 38
" 2 Jacks board with Potter Brig Augt 27.50
" Pie with 1 Mutton [illegible] 38
5 Board in Sept for Thirteen [illegible] 16.00 Pd
" Opposite Henry [illegible] Brig Alberty 16.00
" 1 bottle Henry Lowenworth 38
" Bringing in Blakes Tiles 10.00

Elizabeth

Sept 6 Board from this morning 1 week in advance 10.00
" 2 newspapers 25
" Henry Lowenworth 38
" 1 Whisk broom 38
~~[illegible]~~ 0.40
~~[illegible]~~ 0.00
" Postage 1 Ltr. 3 Ltr. 1 Stamp Postmaster 2.00
" Postage letter Pullman .05
" 1 pr Mr Jeans 5.25
" Cigars on Sunday 4 wheel, 1 shall H I K 5.87
" do on 5 boxes 20 wheels, 2 barrels do 39.87
" Newspaper 12
" 1 Brush & part with Lowenworth 75
" Lemon with [illegible] from [illegible] 1.40
" Tea [illegible] Pd 75
" H Christopher & C. Potter 2 boxes 3 Packages Brig Bennell 3.00
" Paid Shinloff on acc. of cart & c 200.00
" Newspaper 12
12 Batting Slem & fudge 2.00
13 Board at Brown's 1 wk in advance 10.00
" Newspaper 13
" Carter & Capt Hellis baggage 2.00
14 Mending Waggon H.R.K 50
" 1 pr [illegible] 12
" Balance freight on Ale [illegible] Tiles
Paid Brig Brothers 44.48
" Brig Brothers [illegible] Tiles 2 cases 4.00
" Brig Brothers Stockings freight 34.00
" Glass to a dish stand 1.00
" 20 1 Newspaper 13
" Breakfast .13
" 1 Fish & board commencing with tea 10.00
" 22 1 Newspaper .50
" Spice Cake .13
" 1 Cam quadrant .25
" 24 Compass 1 Tbl Rice Oranges 1.00
.25

Stop Settling Co

1849. Steamer Boat
[illegible] Dea. [illegible] Pantaloons 25/ Rd 5.00
July 29. 2 Cans Oysters " 2.00
Aug 3 Mann for labouring [illegible] " 1.00
" 11 Snake bugs by Mann " 1.00
" 22 For Mesmers Boat " 20.00
" " For Hand Boat " 4.00
" " 6 Jugs Brandy
" " 2 lbs Nutty Chewing
Bailey Wolven & Ratcliffe

Receipts.

July	26.	Cash	for wheel barrow tire	$1.50
"	27	"	for 1 do R B Kiss	$1.50
"	28	"	for 2 do	$3.00
Aug	3	"	for 1 do Kiss	$1.50
"	15	"	for one Kiss dles Oct.	1.00
"	22	"	for do do 9	.50
"	26	"	for do do 6 do Oct.	.50
Sept	26	"	for wagon tire 4 days	60.00
"	32	"	for wheel barrow tire	1.50
"	24	"	for do do	1.50
"	28	"	for wagon tire 10 days	20.00

Sold on Commission
from Mr. Thompson
Aug 20. 10 Sponges & Palmer
1 bbl mess Pork 12.80
1/2 " Sugar 96 lb 220 19.20
32.00
Commission 10 % Paid Pd 3.20

from Cohen
Sept. 1 10 Sponges & Palmer
1 doz Lanterns 16.00
Paid My Comm 10 % Pd 1.60

from Thompson
Sept 3 10 1 bbl mess Pork 18.00
Cartage 2.00 20.00
Paid 16.00
My Comm

Sept 5 10 6 Butter glls 62 lbs 5.62
Paid My Commission Pd 56

Received from R H Thorp
Sept 10 1 pr Boots
Pd Sold to Pepper 8.00 Pd 75
My Commission

Sept 10 Received from Thompson
all expenses.

Sold on Commission
1 doz Letter Stamps 75
do 11.00
Paid My Commission 10 % 10.75
Pd 1.00

Sold on Comm
from R H Thorp
Sept 13 Sold to Brown, Pepper 14.00
My Comm 10 % Pd 14.00

Sold on Comm for Cohen
36. yd Squares Pd 36.00
My Comm 10 % 3.60

Sold on Commission for Pittman
Sept 14. 6 lb Coffee @ 15 cts 90
My Comm 9c

Sept. 15 Received from Thompson
all on Commission
1 pr Trowsers proof overall 20.00
My Comm 2.00

~~Sept 15 Received from Thompson~~
~~all on commission~~
~~1 bundle Lucifers~~
~~1 Bundle~~

Sold on Comm for Sexton
1 quantity of Quick Metal 12.50
do of Quicksilver 75
14.25
My Comm Paid 1.43

Contingent to Geo. Fellows 5 to Oct 2

Oct 2	Mo 1	1 engraving		8.00
	6	1 do		1.00
	7	1 do		1.00
	8	1 do		1.00
	9	1 do		1.00
	10	7 do	@ 5.00	35.00
	11	3 do	1 dozen	18.00
	12	1 do		8.00
	13	1 do		1.50
	14	1 do		2.00
	15	1 do		3.00
	16	1 do		4.00
	17	1 do		3.00
				$82.00

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Oct 2	2	engraving		9.00
" 2	3	1 do		6.00
" 4	4	1 do		2.00
" 5	5	1 do		2.00
" 6	6	2 do		2.00
" 7	7	2 do		1.00
" 8	8	2 do		1.00
" 9	9	2 do		1.00
" 11	11	1 do		2.00
" 12	12	2 do		1.00
" 13	13	2 do		3.00
" 14	14	2 do		3.00
" 15	15	2 do		4.00
" 16	16	2 do		4.00
" 17	17	2 do		3.00
" 18	18	2 do		3.00
				$47.00

Aug 7 [illegible] Filter [illegible]
[illegible]
7 Doz [illegible] Pills @ 50 — 3.00
120 [illegible] Powder Filter @ 2.00 — 2.00
3 do [illegible] Balm 50 — 3.00
Sent to Sacramento per [illegible] Mr Hewett. [illegible]

~~Aug 31 [illegible]~~
~~4 doz Rabel's Bitters Returned~~ ~~$3.00~~
~~[illegible]~~
~~3 Gum Balm~~ ~~@ 38~~ ~~1.12~~
~~3 Brewing Chest~~ ~~38~~ ~~1.10~~

Sept 6. Blasted with Dr. H. Lyman [illegible]
~~2 [illegible]~~
~~10 [illegible] sent to Dr Lyman [illegible]~~
[illegible] in [illegible] 15 lb [illegible] by the Capt of the Sacramento the 11th of the month.
7 Small Pocket flasks @ 37½ — $2.62½
10 Boxes percussion caps @ 37½ — 3.75
½ doz pocket combs @ 25 — 1.50
2 Rifles @ 20.00 — 40.00
1 pr Moccasins — 2.00
4 Stomach Bands @ $1.00 — 4.00
4 doz pal Castor oil @ 4.00 — 16.00
$69.87

Sept 29 Contingent to Dr A. Lyman 10 to
4 doz Morse's Pills — 24.00
1 " Pleasant Bitters — 24.00
2 " Rabels do — 24.00
3 Bottles Calming Balm — 2.50
$74.50

Bought

Sept 21	Bought of Puffer & Silk Soap	Ro.	55.00
"	1 Lot Brooks	Mr.	11.25
"	2 Steam Russel Engine		
"	1 do		
"	1 portable desks & fixings		17.00
"	1 [illegible]		
"	24 ½ lbs dried apples	3.50	
"	2 ½ lbs rice	3.00	
"	1 pk oats	3.00	9.50
"	Bought of Mr Pulsifer		
"	25 15 candles		1.75
"	26 Bought of Mr Cannon a safe		
	Grang Hong.		
"	1 Mouton Jacket	8.00	
"	1 Men's do	6.00	
"	2 pr Jacket pants	8.00	
"	1 Vest	4.00	
"	2 Flannel shirts & pr drawers	4.00	30.00
Nov 13	Chinese boy		2.00
"	14 1000 Chinese		6.00
Sept 26	Bought of Hong & others		2.50
"	28 1 bottle Lac		.75
"	1 lb bright borax, 1 lb potash, 1 potash		1.50
"	29 1 m's hoisan, gun cases		4.00
"	824 lbs nails from Fyler		39.58
Oct 16	Bought of Miller & unloading 4 pr [illegible]		5.50
"	1 large wafer [illegible]		50.00
"	18 1 Lex Mynell [illegible]		
"	20 33 lbs lead from Shultz		2.00
"	26 from Shultz		
"	2 tent bottles		1.00
"	1 Cart		125.00
"	1 Pelicaggo [illegible] 25.00		37.00
"	20 1 Gutta Percha belt		2.50
"	1 pump & pipe		20.00
Nov 2	1 pr boots		6.50

Sold

Sept 13	1 Coffee Mill. H.I.K. & Co		1.00
"	1 Chandler. M.A. & Co		.25
"	1 Acid iron G.J. Hyp. F. & Co		2.00
"	1 Leather Cup M.A.		.50
"	2 Candle M.A. & Co		.50
"	4 Lamp [illegible]		
"	1 Revolver Potenis & Co		10.00
"	1 [illegible]		
"	1 pick & shovel to Livingston, F. & Co & Co		3.00
"	10 lbs putty		2.50
"	1 bottle peaches		1.50
"	1 lb [illegible]		
"	1 pick [illegible] H.I.K.		3.00
"	Hunter & Co M.A.		4.00
"	8 20 lbs putty 25.00		5.00
"	[illegible]		6.00
"	25 [illegible]		25
"	5 bottles [illegible] do		10.00
"	11 boxes [illegible] do		5.50
"	12 ½ lbs [illegible]		8.19
"	1 [illegible] F. & Co		.50
"	1 pair [illegible] H.I.K.		.10
"	1 [illegible]		.62
"	5 lbs putty 27½		1.18
"	273 lbs Pitts Brass M.A.		5.10
"	4½ yards Ribbon. Madewoth [illegible]		.18
Nov 10	70 1 Mayn & chains & hoisting [illegible]		180.00
"	2 lbs putty M.A.		.75
"	1 [illegible] Brush		.62
"	½ gross fuses Hunter		3.00
"	11 Pack of California M.A.		5.00
"	1 ½ lbs Rubber Stamp & case		9.75
"	1 Coffee Mill F. & Co		3.00
"	1 [illegible] putty 25		.35
"	3 wrenches H.I.K.		2.25
"	1 Wash Basin. Thomas Hunter & Co		.82

Sept 20 1 Pine tar F & Co case $1.00
" 2 Candles M.A. .[illegible]
" 23 1 dipt wheelbarrow H I K 20.00
" 14 lbs pulley @ 25¢ M W & S 3.50
" 2 pick axes F & Co Hutchinson 7.00
" 1 Recording Hydrant M.A. 2.00
" 100 Brass shoe nails H.I.K. 1.50
" 1 door padlock M.A. .80
" 5 lbs nails @ 20¢ M.A. 1.10
" 44 ft pulley .37
" 1000 Lumber F & Co. Merrill 240 @ $27 30.00
" do M.A. Merrill 27.00
" 1 lb candles M.A. 1.00
" 15 Mi M.A. Sherman .25
" Hatchet F & Co 1.50
" 4 inch auger F & Co, Hutchinson 3.50
" 7 lbs [illegible] 2.50
" 1 Whitewash brush M & J Hutchinson 2.00
" 1 Memo Book Stationery Hunter & Co 1.00
" 1 Spring legs Clement & Co 6.25
" 1 Candle M.A. .25
" Piece of tape M.A. .25
" 1 Bottle Black Rollins Morrill & Frost 7.50
" 4 [illegible] M.A. .75
" 1 Lisle [illegible] H I K 3.00
Nov 1 1 Chest & [illegible] M & S Hutchinson & Co .50
" 1 [illegible] F & Co .50
" 1 hatchet Hutchinson F & Co 1.75
" 1 bell wagon bows F & Co 4.50
" 2 Cam pitons M.A. 4.00
" 1 book Slicker & Co .40
" 19 1 bundle picks H I K .00
" 1 [illegible] 5.00
" [illegible] M.A. 1.00
" 6 bundle spars [illegible] 2.00
" 1 plane F & Co 1.00
" 20 4 Rex flannel shirts M.A. [illegible]
" 1 pick & handle F & Co. 20 3.00
" 1 [illegible] M.A. .63

Sept 20 1 red flannel shirt M.A. Puffer 8.00
" 1 shovel pick & handle H.I.K. do 3.00
" 14 striped shirts M.A. do 4.00
" 1 [illegible] T & B
" 1 bundle spars M.A. 1.00
" 1 smith's bellows Nestor & Co 28.00
" 2 picks & handles H.I.K & Co 6.00
" 4 lbs putty M W & S 1.00
" 2 Grindstones M.A. Merrill .50
" 1 hair brush Nestor & Co .50
" 1 crow bar H.I.K. .75
" 1 pick & handle do H I K 3.00
" 1 hatchet F & Co 1.25
" 1 vest M.A. Sherman 2.00
" 1 qt varnish M W & S 2.00
" 1 M Thos. Pettingill & Co 2.00
" 1 lead pencil Pettingill & Co .12
" 1 pick & handle do H I K 3.00
" 1 Iron Ring cup M.A. .35
" 1 Shaving brush Nestor & Co .25
" 1 Mortising do do .75
" 1 sash 8x10 12 lts @ 75 9.00
" 12 lights glass 8x10 with putty @ 12½¢ 1.13
" 9 do do 1.50
" 1 Chest M.A. [illegible]
" 24 Marking brush Nestor & Co .75
" 6 lbs putty @ 25 1.50
" 1 bundle spars M.A. Pettingill 1.00
" 1 [illegible] do 6.25
Nov 8 " 1 Check Hamilton & Co Arnold & Co 100.00
Nov 5 " 1 do James [illegible] 200.00
for Cash $101. Orig. $83 Oct 24
" 1 Candle M.A. .25
" 25 1 pair pants T & B No 3 3.00
" 1 Hammer & handle F & Co 2.00
" 1 pair Concave F & Co Case Hutchinson 4.00
" 1 Brown F & Co 1.00
" 1 Gall boiled oil M W & S 3.00
" ½ dog Collar T & B 1.50

1 Pag

Sold

Sept 25 6 pr Scissors M.A 1.50
" " 1 Pocket Scissors M.A 1.00
" " 38 lbs dried apples @ 25 M.A 9.50
" " 100 Envelopes Stamps & c 1.00
" " 5 Gals Rec Brandy Packing & c
27 62 bars Lead Plumb & c
" 27 1 boring drill 3 pr lbs H L K .87
~~[illegible]~~
" " 2 " " P & Co 1.00
" " 2 axe handles P & Co 1.00
" " 1 pr overall; Mrs Hudson M.A
" " 1 gall boiled oil Mr H & S Kallam 3.00
" " 2 Flannel shirts M.A. Mrs Hudson 4.00
" 28 2 Waggon covers Page & Shaw Gandt 6.00
" " 1 gall boiled oil Kallam 3.00
" " 2 flannel shirts T & B Sorlyn 3.00
" " 1 pr drawers M.A do 2.50
" " 1 Candle M.A .25
Mar 29 1 Cask 5 hamps John Bracken 125.00
" " ~~4 bbls~~ 1 Barrel Pork 100.00
" " 4 books Thompson Sorlyn 1.75
" " 4 shirts M.A 6.00
" " 2 waggon covers Thompson & c 6.00
" " 1 coal Kettle M.A. 3.00
" " 2 Bbls Beans P & Co
John Rambler Pd 36.00
" " 5 pamphlets Pettitt & c 1.25
" " 1 atlas M.A. .50
" " 1 pistol H L K 3.00
" " 1 gall boiled oil Mr H & S Kallam 3.00
" " 1 Candle M.A .25
" " 1 shirt M.A 1.50
" " 4 shirts M.A Thompson Pd 4.50
" " 2 pr pants T & B 6.00
" " 25 Envelopes .50
" " 2 Cam Lights M.A .50
Oct 1 1 doz Marking Mushes Pettitt & c Kallam 5.00
" " 1 gall boiled oil Mr H & S & c do 3.00

Sold.

Oct 1 tin cup M.A Picked .50
" " 1 Broom P & Co 1.00
" " 1 bottle varnish Mr H & S Kallam 2.00
" " 1 pr boots M.A Mrs Hudson 4.50
" " 2 French novels & Hymn book M.A 1.50
" " 1 Bundle Segars M.A 5.00
" " 3 lbs Jelly Pk H & C 1.00
" " 2 " Maid M.A .25
" " 5 Spanish gunnies Key & Dic M.A Mr Pifford 5.00
" " 1 lb Jelly Mrs Hudson .18
" " 1 tin cup M.A .05
" " 2 book Pettingale ~~[illegible]~~ 2.00
Nov " 1 Pail without handle Mrs Hudson 20.00
" " 1 lb putty do 1.00
" " 1 Washing service & 3 boxes. Hewlett & c 6.00
" " 2 Lifflet brushes. Prestage Minell 1.50
" " 4 1 gall boiled oil Mr Kallam 3.00
" " 18 3/4 lbs putty do 3.90
" " 3 Waggon covers & Hewlett & c 12.00
" " 5 Bales hundle Sacks Hewlett & c .75
" " 1 Lamp wick M.A .75
" " 1 Candle M.A .25
" " 1 Sand needle M.A .10
" " 5 Corn P & Co .75
" " 1 Wash board H. Hewlett & c 20.00
" " 1 gall boiled oil Kallam & c 3.50
" " 2 papers tobacco H T K .06
" " ~~[illegible]~~
" " 6 1 gall boiled oil 3.00
" " 3 lbs nails M.A. .30
" " 1 blank vapl Pettitt & c 4.00
" " Factory cast breeches No 4 5.00
" " 1 pr paint do No 3 4.00
" " 1 pr do do No 6 2.00
" " 1 gall boiled oil Kallam 3.00
" " 7 3 Shirts M.A. Pettitt 3.75
" " 8 1 gall boiled oil Kallam 2.50
" " 1 Cask do 33 gals 13. out 2.50 22 gals 55.00

Boice

Oct 8	1½ lb pretty @ 25 G. Stiff & Co.	.68
Oct 8	22 lbs Spirits Kalsomine	5.50
" 9	27 " " "	6.75
" 9	1 Spice " Mrs. A	1.00
" "	1 pitch Cup Potter & Co Street	.50
" "	1 " " "	.50
" "	1 paint brush. Trest & Co	.75
" "	1 lb Marks Mr. A	.12
" "	10 2 paint brush Mr. C Trest & Co	2.00
" "	1 tin measure Mr. A	.25
" "	50 Mason Shoe nails H K	1.00
" "	1 can punch Mr. A	1.25
" "	46 Knickerbockers Mr. Trest & Co	1.15
" "	32 Blackwoods do	1.60
" "	~~1 Salmon Mess Mr. A Cancel~~	~~[illegible]~~
" "	650 Boots Shoe nails McDonough	1.00
" 10	1 Sparagus Tongs Stuff	1.00
" "	1 lb Spulash Mr. A.	.50
" 11	1 Spoon Mr. A	.15
" "	1 Set ma hasnp Government	~~[illegible]~~
" "	2 lb nails Mr. A	.40
" "	2 Cups coffee Mr. A	.15
" "	30 Candles Mr. A	.30
" 12	1 Clothes line Mr. A	.30
" 13	1 Knife Mr. A	.75
" "	1 [illegible]	.30
" 13	1 box glass Mrs. Sutton 8x10	4.00
" "	Accounts for damage done Rushton & Co	10.00
" "	1 Box Sapard Stuff Mr. Vedder	6.00
" 15	2 Drinking cups Mr. A	.25
" 15	1 lb nails. Mr. A	.20
" "	2 pick handles Mr. Thompson	[illegible]
" "	1 pick handle H. K. Hutson	[illegible]
" "	1 pick handle do	.50
" "	1 lb Marks Mr. A	.12
" "	10 yds Tarlard Muslin	1.75
" "	1 sacks salt Mr. A	1.13
" "	2 bottles Blackberry	1.00

1849	Expenses	
Sept 25	1 Newspaper	.12
" 26	Mining Part Stuff & Co	3.00
" "	Taken up note given to G. S. Th March 14 49	26.57
" "	Taken up note given to G. S. Th May 24	19.50
" 27	Pair Big Working Commission Blankets Bitters	.87
" "	1 week board commencing with tea	10.00
" 28	advertising Mr. A	4.00
" "	do General a/c	6.00
" "	Price current	.50
" "	Newspapers	2.00
" "	Postage on papers	.75
" "	1 Cooks Pen	3.00
" "	1 [illegible] paper	.50
" 30	Sent to C. & Co 20 Cent upon	37.75
" "	Sent to Rachel Mr. A cash	40.00
" "	Sent to R. H. Stricklen	10.00
" "	Postage	2.70
Oct 1	Postage from A. E. L.	.05
" "	1 slate	.15
" "	Advertising per year unknown	2.00
" 2	Postage from E. Mr. Ryan	.06
" 3	Rent of Wt based in Mr. Chapman & Stuff H. Sickles 1 month in a lower room	450.00
" 4	Newspaper	.13
" "	1 week board commencing with tea	10.00
" 6	1 Newspaper	.12
" "	Gas bill & Stuff	13.00
" "	Cancel	.05
" 9	1 Newspaper	.12
" "	Cash to Mr. Stout	6.00
" "	Grapes and Oil Mr. H. & S	.50
" 10	2 Whistles	2.00
" "	1 Newspaper Mr. Subiers	1.00

Mar 22. 1849. Sunday morning. Clear
[illegible] At ½ after 1 saw pilot. $10 per foot [illegible]
[illegible] way the Auroraima we spoke before
going into Rio. Anchored at 3 P.M. close
[illegible] harbour. Old Spanish fort [illegible]
Custom House office. [illegible]
[illegible] at San Francisco. [illegible]
[illegible] Street O'Neal. Went to Rosso's
Post office. Not open. Wilburn & [illegible]
[illegible] Smith. [illegible]
[illegible] Hunter & [illegible]
[illegible] Hotel a near [illegible]
All accounts wonderful. [illegible]
a [illegible] goods with nothing
[illegible] wagon [illegible]
[illegible] enough to save [illegible] expenses —
[illegible] Clause for
Speculation [illegible] 1850 introduced
[illegible] to the Mines

Published
July 27

Oct	Lent Thompson	Pd 540.25
"	" " for pumping	Pd 1.00
"	" From Thompson in Cash	32.50
" 12	To Thompson	15.00
" 15	From Thompson	10.00
"	" Pay for Pa 15.00	50.00
" 16	To Cotton Paid	25.00
" 20	To Thompson per Mulholland	10.00
" 22	To do dinner tickets	12.00
"	From do in gold	17.50
" 29	From Burt for [illegible]	~~[illegible]~~
"	" From Motley	187.00
"	" To Thompson for Motley	40.00
" 27	From Patterson note due Dec. 1st	400.00
"	" To Mrs Patterson note due Dec. 1st	50.00
" 28	To Thomson in full a/c to Co	30.00
" 29	To Thompson for Doctor	15.00
"	From Meacey pay Dec.	50.00
"	Cash to Meacey Brewing	3.00
"	Cash to do overpaid interest	3.00
" 20	From G. H. Stephens Note pay Dec 15th	300.00
"	" To Thompson for tickets	3.42
" 30	To Thompson for Mowing	8.00
" 31	To From Board	12.00
Nov 1	To do for Lam	1.50
" 3	From Thompson in gold	12.50
"	" To Thompson	2.50
"	" To Meacey	6.00
"	~~[illegible]~~	~~[illegible]~~

Dr. Real Estate Cr.

Oct.	1	Mm Ely Cash in advance	$450.00
Oct.	6	Drawing up Modello Masonry	5.00
"	8	Sir bond 2 men clearing	14.00
"	9	" 2 " "	14.00
"	10	" 2 " 1/4 "	3.50
"	11	" 2 " 1/4 " cash oats	3.50
"	12	" 2 " 2 days	14.00
"		" 1 hour extra digging	.75
~~"	22~~	~~Paid for pumps for~~	~~[illegible]~~
"	24	Arthur Lumber	3.00
"		Carter " " & board	9.00
"	25	Sunnyside lumber 3000 feet	$35.00
"	26	Camp on $25	20.62
"		Carter lumber	18.00
"	27	Morring lumber	.75
"	29	Mails stone 14 days	11.00
"		Morring lumber	2.00
"		Gall chg $2.50, 10 days bd.	
"		25 lbs white lead $3.50, portage .38	7.00
"		Carter nails	1.50
"	30	700 ft lumber	
"		4 lbs 17 yds 103.	45.90
"		Sawing	2.00
"	31	Carting lot	1.50
Nov.	1	15 sashes 8 x 10	36.00
"		10 do 15 x 12 60 do 50	30.00
"		1 box glass 8 x 10	
"		1 do do 10 x 12	
"		1 bbl putty	2.00
"	2	[illegible] well	39.01
"		Glazing $14.3 6.25	20.125
"	3	1 Mb shingles Stevens	450.00
"		Standish on lumber	208.00
"		2 pcs lumber for 27 frame 2	6.00
"		Quidall 3 days plastering	562.38
		Standish on [illegible]	[illegible]

Dr. Miscellaneous Cr.

Oct.	18	Clark ~~Paid~~ Rent paid up to	$320.00
"		" " for dwelling house	8.00
"	30	" 10½ feet board	3.35
Nov.	1	" 1 mo rent from Mr. Middleton	400.00
"		~~" 2 mos rent from Mr. Middleton~~	
"	6	Carter for 20 ft lumber 409	8.00

Sold.

Oct 16	1 mining picks	F & Co	3.50
"	1 do	H & K	4.00
"	1 tin bot	M. &	.19
"	1 pr 2 bottles	Blakes Bitters	Brockw 4.00
"	3 sheets	paper	M. & .10
"	1 hair	brush	M. & .75
"	18 oz Dams powder		Price & Co 2.00
"	1 do	do	Lewis & Co 2.00
"	1 Kalot		1.00
"	1 pr	trash	M. & 2.00
"	1 Bottle		F. & S. & Co .25
Nov 2	20	1 Carpet	5.00
"	2	1 bottles	Blakes Bitters 2.00
Nov 3	22	1 Carpet	Ingrick 17.50
"	1 doz	Blakes Bitters	7.50
"	24	1000 Envelopes	1.50
"	1	piece india rubber	Mr. Grant .50
"	35	1 Market basket	Mrs. Wood & Co 1.00
"	1	Mar	[illegible] .50
"	2	Brooks	Jas. McCu[illegible] .50
"	20	1 Gall	Cognac Brandy 4.00
"	1	[illegible]	[illegible]
"	20	20 Cans	powder paul 2 lb [illegible] .75
"	27	1/2 lb	Mr. Grant & Co 12
"		1000	Regal R. Price & Co 15.00
"		1/4 bbl	R. & Co 5.00
"	3	3 Cans	Brown Stout & Co .75
"	3	3 Brand	Stoves " 1.75
"		1/4	[illegible] papers M. & 2.00
"	1	gold	watch Stonebraker & Co 18.00
"	20	12	pick & bar H & K 3.00
"	1	1	dirt barrow do 6.00
"	4	4 boxes	1 case M. & 19.00
"		20 lbs	Bet @ 18¢ Packmer 3.60
"		1 Cask	[illegible] 38 @ 35 & 12¢ [illegible] .50
"	1	1 box	pills Moffatts & Co .50

Oct 30	1/2 lb	powder	M. & .50
"	31	2 pr	duck Mitten Hall & Co 1.00
"		1 boat	21 ft long Runnel & Co 300.00
"		1 Coat	M. & 7.00
"		1 pr	pants M. & Co 2.50
"		1	[illegible] & Co 1.00
"		1 brass	lock H & K & Co 5.00
"		3	[illegible] 4 lb
"		4	[illegible] 28x40 [illegible] 12
"		2	[illegible] 12 [illegible] 3.06
"		1	[illegible]
"		1	[illegible] 12.00
"	1	1	Carpet [illegible] 35 days 200.00
"			Interest .50
"		1	[illegible] 1.25
"			[illegible] do 4.00
"		1	Bottle Blakes Bitters [illegible] 1.50
"	2	1	[illegible] Rug [illegible] & Co .00
"		1	[illegible] & Co M. & 26.00
"			[illegible] & Co 1.00
"		2	do [illegible] & Co .50
"		30	do [illegible] & Co 1.50
"	3	3 Cans	powder [illegible] & Co 3.00
"		1	in Quart Powell & Co 1.50
"		1	[illegible] F. & Co .20
"	3	3 Cans	powder Powell & Co 3.00
"		2	do M. & 2.00
"		1	Revolver M. & 12.00
"		12	[illegible] on [illegible] 7.00
"		1	bundle [illegible] M. & Co 1.00
"		16	[illegible] M. & 9.00
"		4	[illegible] 12 mo [illegible] Stewart 4.50
"		15	[illegible] Gold [illegible] 40 M. H. & S. 36.00
"		10	do 60 do @ 50 do 30.00
"		1	[illegible] glass F. & Co
"		1	do [illegible] 12
"			[illegible] Putty 2.00
"		1	[illegible] 1.00
"		2	bottles [illegible]

Total.

Nov 5	2	Cans pum fruit	5 lbs @ 28		15.65
"	6	1 Mapl syrup Gal	M A Co	@3	2.40
"	6	1 Cake Lyme Juice	M A		38
"	7	1 glass bottles	do	M A	50
"	7	1 Pr Boots	M. A		10.00
"	"	1 Bottle	Castor oil	M A	.75
"	"	1 dust barrow	H. I. K R R		8.00

Cartons damaged Wells Billy & Brooks

Aug 6. 1 doz Cases Champagne ~~San Francisco~~ prices $40.00

" 4 " Sherry Cobb do price 96.00

$136.00

Cr the amount Hock

Aug 2. 1 Case Small syphons 12.00

" 6. 30 " " " 30.00

" " 12 " Cases " " 32.00

$104.00

Rebate to account

from Wells Miller & Brooks.

Things belonging to John [illegible] of Newark N.J.

1 Trunk

1 Pail

1 Bag clothing

Left San Francisco Sept 1st 1869

Delivered the above to [illegible] Oct 29.

~~Things belonging to Mrs Mason of Brooklyn~~

~~Other Brooklyn Claims of [illegible] Sept 1869~~

Things belonging to James Hornby,

Gold watch, Cylinder Escapement

Sept 10th 1869 No 12169 Left Oct 29

Things belonging to Capt Wm Sellers of Maine

Left San Francisco Sept 13th 1869

1 Valise

1 Box

1 Portmanteau

~~1 Bag~~

~~1 Bag~~ taken by Capt

1 chest

1 gun

1 rolls charts

~~1 [illegible]~~

1 spy glass

July 22, 49 Ship Sullon. Freight.

[T.W.] 20 boxes merchandise

[B.T.] 1 Box clothing.

[T.W.] 1 Box [illegible]

[T.W.] 6 ½ [illegible] Box

[T.W.S.] 1 Box Merchandise Stationery

[illegible] 1 Box Merchandise.

[illegible] 1 [illegible]

1 [illegible]

1 [illegible]

1 [illegible]

[T.W.] [illegible] boxes Pastriqs & Tarts.

[illegible] 100 Bxs Glass.

1 [illegible]

1 [illegible] 1 [illegible]

2 [illegible] 1 [illegible]

deposited with J S H & Co
9. Gold 79.00
dust 159.20
do 40.00
Silver 50.00
938.20

2249 Sent to Sacramento. Freight
8 Bellows.

Freight for case Shot Cutter

Henry J. Kip. 4 in Sacramento.

Alfred Pullman.

Met at Blue Canon Feb 60 July 25. 47
Joined to Thomas Stone and brought
Indian on arrival at Sacramento
Left Jeller and take charge of train.
James Stone & Charles Burns
witness the same.

Capt. R. Goldston Plff
Summons Attachment Plff
Letters for James Hornby Ass. of the
Mr. Hornby, Guilty & Sentenced
Schil Conzery left Feb. 4. 49 Mr. Hornby
~~Bac Porter~~ left Feb 22. Thos. Hamilton
Back Griffin left about Feb. Mr. Pickett
~~John G. Coston~~ Waggon carried off Plaintiff
Monday July 30. Pr Sell Receivers bill
Bacon $45.

George Garrett has 10 horses
Refuted Mrs. Bells.
Mr. A. McRifles.

AMERICAN ARRIVALS
RIO DE JANEIRO
1849

Rio de Janeiro March 1st 1849.

The American Arrivals in February were as follows.

4th	Lota	Madeira	Ballast	22	Nancy	Baltimore	Flour
5th	Abby Baker	Hamburg	Sundries	"	Erie	Richmond	do
"	Smyrna	Boston	do	"	Louisiana	N Orleans	do
"	Sophia	(Dan'l Rich'd	Flour	23	Poultney	Baltimore	do
8	Ellen Brooks	Patagonia	Guano	"	S. Olney	Bangor	Lumber & Spars
"	Potomac	Cadiz	Salt	"	Hannibal	Whaling	Oil
9	Rush	Bangor	Lumber	25	Sutton	New York	Put in
17	Maine	Gibralter	Ballast	"	Eclipse	Baltimore	"
19	R H Douglas	Richmond	Flour	26	Josephine	New York	"
20	Elvira	Boston	Put in	"	Anonyma	Boston	"
"	Gallego	Richmond	Flour	27	C Colon	New York	"

And the Clearances for the U States were.

1st	Cleora	N Orleans	3500 Bag Coffee	13th	Smyrna	New York	3850 Bag Coffee
"	Helen	Baltimore	2500 " "	15	Kepler	N Orleans	7000 " "
5th	Albers	N Orleans	7500 " "	"	Ariana	Boston	Hides & 96 Log Wood
"	Mauricio	N York	187 Log Wood 10400 Hides	20	Oriole	Baltimore	2866 Bag Coffee
9th	St James	Phil'a	60 " " 4000 Bag Coffee	22	Amoah	New York	900 " " 3542 Hides & 192 Log Wood

Imports from U States 12.348 Bbls Flour 150 Pack'd Domestics 139 do Tea 263 in-foot Lumber - 17 Hhds Tobacco 5.000 # Wax & Sundries.

Flour - the arrivals from 18th to 22d ult. being large & contrary to all expectations made the market towards the latter end of the month quite nominal - There was in the early part a better feeling & some sales were made @ 16/ for Haxall 16/500 Gallego 15/ Columbia Haxall & O Dance 14/ to 14.500 Baltimore 13.500 & 14/ Phil'a Total during the month about 11.000 Bbls - The Stock in first hand is now - 10500 Bbls Gallego - 16.500 Haxall. 6.500 Baltimore. 5.000 O Dance Col & Col Mill - 2.500 Country - 2.200 Phil & 2400 N Orleans - Total 45.600 Bbls & in 2 hand 25.000 Bbls equal to 5 mos Supply. The Stocks at Rio Grande are equally heavy and prices nominal - Unless import cease for 2 months or more it is impossible to say how low prices will go. To force sales to any extent is impossible - Bakers will not buy largely, even at lower prices so long as import continue to be so heavy When the consumption & export of the port are known not to exceed 12 @ 15.000 Bbls per month how is it possible to sustain a perishable article with an import nearly double for several months in succession - The exports in the U States are easily ascertained & if it is found that they exceed 15.000 Bbls per month for several months, the average shipment should cease for a time, especially when it is known that Rio Grande & River Plate are largely supplied by direct shipments, putting a stop to all export demand from this - As we have before remarked, it would be far better for Shippers to send their vessels

only ballasted instead of loaded with Flour – If the article were not perishable an excessive importation for a few months would not be so serious, as it would sooner or later cure itself & Speculators would also be ready to buy –

Domestics have continued excessively dull since the Auction Sale in Jany – Stocks are still very heavy & prices nominal @ 25c ds for Blue Drills 18c Brown do 15c – 30 inch Shirtings & other articles in proportion..

Sperm Candles are inquired for & would bring 85c @ 88c ds.–

Lumber is still very dull – 2 Cargoes are for Sale held @ 45/ & 50/ – no offer above 40/ – Sales Swedish Deals @ 16/1500.– Rosin – some retail sales have been made @ 5/000 – Teas – the continued arrivals still depress the market, good fair qls Hyson have been sold @ 113c @ 115c – fair, old @ 112c.&

Provisions – Beef & Pork are wanted & moderate lots would bring 32/000 @ 36/ Lard is also getting scarce & fresh arrivals might bring 25c @ 28c ds – Hams are also in demand, price according to quality.–

Salt abundant – last sales @ 600 @ 630 ds –

Coffee – the arrivals have been to a fair extent but generally of poor quality The demand for Europe has been brisk & large purchases would be made if the dealers would sell at more moderate prices, but having paid high rates to the planters they are not inclined to give way being also certain that the receipts will be very moderate & ordinary in quality – The reports also of the growing crop being very short are now beyond a doubt & will continue to exert an influence upon our market eventually upon all others especially as the crops of 1847 & 1848 have not realized to the planters on the average over 2 cents p lb after paying transportation & expenses here – To live they should get 50% more & with so great a falling off in 1849 as there will be, they expect & should obtain it.– The Export in February was 159.989 Bags of which 36.099 Bags went to U States, as follows.

	Last 6 mos 1848.	Jany '49	February	Total	Same period 1848
New York	95633	14.792	8.733	119.158	143.559
Baltimore	105.919	15.884	5.366	127.169	72.882
New Orleans	215.088	46.637	18.000	279.725	217.076
Philadelphia	20.315	2.555	4.000	26.870	31.451
Boston	23.105	—	—	23.105	18.598
Charleston	8.484	—	—	8.484	31.356
Mobile	2950	—	—	2.950	12100
	471.494	79.568	36.099	587.461	527.332

Increase in 8 mos 60.129 Bags.

Hides – the stocks are moderate – Sales of light & medium weights @ 140 @ 145 ds – Many parcels are held @ 150 ds in consequence of the accts from the South that they are very scarce & high Exchange gradually advanced to 25/4 & 25/6 closing very firm at the latter rate by the last packet.– Specie – Doubloons 311 @ 311/400 – Dollars 21 – @ 21/010.– Freights continue very dull @ 50c to U States for small vessels.– Europe 30/ @ 40/.–

Your Obt Servants

Coleman Hutton & Co

March 3d The arrivals since the foregoing are Express from New York Oxford from Boston both bound to California – Canton – Boston, Lumber &c – "J Partridge" Montevideo in ballast – No change whatever in the Markets for Imports or Exports.–

American Arrivals at Valparaiso

from

March 1st 1849

American arrivals at Valparaiso from

March 1st 1849

Date of arrival		Name of Ship	Captain	Days Out	Port (No.) From :
Mar. 2	U.S. Ship	Independance		20	Callas
7	Brig	Sacramento	Williams	88	N.Y.
7	"	Gen. Patterson	Coased	88	N.Y.
7	Ship	Edwin	Shieve	100	Salem
9	Brig	Patuxent	Waterman	4	Chiloe
12	Ship	Sea Queen	Manson	80	N.Y. 28 from Rio
28	Bark	San Joseph	Harvey	28	Payta
April 5	Ship	Grey Eagle	Power	72	Philadelphia, 34 passengers
5	Bark	Louisana	Williams	103	Philadelphia
5	Ship	Independance	Knight	125	Boston
5	Brig	Robert Bruce	Duckandorff	148	N.Y.
5	Bark	Hector	Kemp	62	Rio
12	Ship	Grey Hound	Claypool	91	Baltimore
14	Ship	Congress	French	79	Canton
17	Steamer	Panama	Porter	58	N.Y. 22from Rio
19	Ship	James Allen	Smith	112	New Bedford
21	Bark	Casib	Webb	111	Boston
26	Bark	I.W. Coffin	Morton	8	Talcahuano
28	Bark	H.M. Fielder	Willis	49	Rio 17 Passengers
29	Ship	Montrial	Chadwick	93	Boston 150 passengers
29	Ship	E Everett	Smith	107	Boston
"	Bark	St. Joseph	Harvey	11	Arrivada
"	Ship	Mary & Adeline	Mc Lellan	58	Rio
"	Bark	Victory	Karyn	90	N.Y. 30 passengers

American Arrivals at Valparaiso from March 1st, 1849

Date of:	Ship	Capt.	Days Out(No.)	From:
Apr. 29	Bark-Connecticut	Penhallow	1	Talcahuano
"	" - Josephine	Baitton	103	N.Y.-21 passengers
Apr. 30	Brig- D. Henshaw	Bickhom	118	" - 7 "
" "	Ship- Orpheus	Freeman	90	" 96 "
May 1	" - Architect	Gray	43	Rio 60 "
" "	Bark - Rolla	Hall	105	N.Y. 21 "
" "	Store-Ship- Freedonia	Neville	82	Rio
" 8	U.S. Ship - Dale	Rudel	55	San Francisco $220,000
" 9	Ship Tarolinta	Cane	60	Rio 124 passengers
" 9	Bark Croton	Southard	54	St. Catherine 55 pass.
" 9	Bark Mary Stuart	Tucker	52	Rio -25 passengers
" 14	Ship- Capitol	Proctor	57	Rio-220 "
" 14	Ship-Pharsalia	Allen	107	Boston - 135 pass.
" "	Brig Saltelle	Rich	130	Boston -10 "
" "	Ship Sutton	Wardle	63	Rio - 55 "
" "	U.S. Cutter Ewing	Bartello	47	Rio
" "	Bark- Paoli	Lilton	112	Baltimore 14 pass
" "	Schooner Laura Virginia	Gerene	104	N.Y. 26 Pass.
" "	" Iowa	Howes	122	N.Y. 3 pass.
" 15	Ship- DanL Webster	Pears	100	N.Y. 60 "
" "	Brig-Cordelia	Barker	58	Rio 63 "
" "	Bark - Eliza	Clark	57	Rio 40 "
" 16	Brig - Pauline	French	121	Boston 13 "
" "	" - Oniota	Keen	120	Philadelphia 18 pass
" 19	" - Walcot	Northam	70	Pernamonco " "
" "	Bark -Suliote	Simpson	56	Rio 50 Passengers
" 20	Brig - Mary W.	Baker	92	N.Y. " "
" "	Ship - Florence	Bright	2	Talcahuano 50 Pass.

Ship Albany put into Talcahuano 120 days from Boston, also Bark

Oxford from Boston which was supposed to be lost off Cape Horn.

Valparaiso May 21, 1849 Thos. Whaley

SHIPS Seen or Hailed
in PASSING NY to VALPARAISO

Source, "Queens of the Western Ocean" - Cutler - U.S. Naval Instit.
pp - 465 - 466 - 467 - 457 - 545
498, 468, 397, 404, 454, 545,

SHIPS SEEN AND/OR HAILED IN PASSING,
NEW YORK TO VALPARAISO, JANUARY 1, 1849 to
MAY 8, 1849

DATE	SHIP	TONS	AGENTS	MASTER	LINE
1/16	GRECIAN (British)				
2/5	MARIA, (Span)				
2/10	WALLACE, (Brit)				
	IN PORT AT RIO DE JANEIRO				
'25,	U.S. SHIP ST. LOUIS				
	FREDERRIA/FREDONIA(?) Brig	223	N.Y:Smith & Bailey N.O: Talcott & Bowers (one of three Brigs owned by Talcott & Bowers; others "Superb" and "Day".)		closed out 1819
"	PERRY, Brig (1837) PERRY, Brig (1839)	269 150		Charles Perry Jas. Hamilton	Tinkham & Hart
"	EWING, U.S.Rev. Cutter				
"	ANONYMA, Pilot ship				
"	FABIUS, Ship (1828)	432	Abraham Bell & Co 61 Pine St.; Stewart Lee & Co., 111 Pearl St.; Jeremiah Thompson 273 Pearl St., New York	Wm. C. Thompson	New York & Greenock
"	SO. CAROLINA(Packet)	91	A.B. Cooley, N.Y., (New York to Charleston)	Wm. Goodwin	Coastal Lines
"	TARALINTA, Ship	549	Woodhull & Minturn 87 So. St., N.Y.; Fielden Bros., Co., Liverpool, 1841		New Line
	AFTER LEAVING RIO, UP TO ARRIVAL IN VALPARAISO:				
	NEWCASTLE, Brig, 1824 (in 1844 was a New Line ship; N.Y. to N.O. run	213	Gager & Co., N.Y. 120 Wall St.;		Phila to Liverpool Packet
	CAPITOL, sloop	100	Townsend, Adams & Rathbone also John Clifford, N.Y. Agents; Jas. & Jasper Keelms, and Horace Lockwood, Albany agents	Wm. Barker	Albany & Troy Packets
	SALTILLO, Brig, 1847	162	Henry R. Sampson, N.O.Agent John H. Pearson & Co., Fosters Wharf, Boston	Gilbert F. Crocker	New Line

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of which 36.099 Bags went to U States, as follows .

	Last 6 mo. 1848	Jan'y 1849	Feb.	Total	Same Period

with Sang Froid. Popery may be Seen in the full tide of Prosperity.

RIO de JANEIRO March 1, 1849

The American Arrivals in February were as follows

4th -Lota -Madeira - Ballast

5th-Abby Baker-Hamburg- Sundries

5th-Smyrna-

GEORGE B. SUTTON: ---ESTABLISHED LINE---

In 1820, G. B. Sutton was a Master for a line called the Established Line for PHELPS& PECK; his ship was the "EMPRESS". (Oreondates Mauran also agent with Phelps prior to Peck)

In 1825, Timothy St. & Co., became Charleston Agents; GEORGE SUTTON, Capt., became New Y ork Agent in the fall of the same year; sailing schedule was one every four days til further notice. In 1828, there were six ships sailing every Monday fns; ~~xxxxxx~~ ~~xxxx~~, Street & Beinest became Charleston agents in 1830.
INSERT, SEE BOTTOM

In 1839, Sutton moved to 88 South Street;

In 1844. Barkman & Sutton became Charleston agents.

In 1845, Street & Beinest again became Charleston agents.

In May of 1845, T. Street took ~~xxxxx~~ over agency for Charleston again.

INSERT: The Ship "Sutton" , 347 tons, put to sea in 1832, on the N.Y. and Charleston line; At that time Michael Berry was master

In Jan, 1848, George Wardl e becomes N. Y . Agent

Sutton May 18 1849
Valparaiso, Chile

Valparaiso, Chile, May 18th 1849

Dear Bill,

We arrived at this port the 14th My intention was to have written you a long letter giving you a full account of the voyage, but having prepared one for my mother in a journal form with the intention of sending it by the U.S. ship Dale, which sails from here in a few days, I shall defer doing it in order to attend to other matters of greater importance, knowing that you will have an opportunity of reading hers. We are to leave here tomorrow, Sunday Sometime in the afternoon I must therefore prepare my letters to send by the Dale and Panama steamer.

Vessels are continually arriving and departing for California, most all American. The weather off Cape Horn & in the Straits from all accounts has been unusually Severe and detained vessels a longer while, notwithstanding, I have learned no accidents, excepting the report that the Oxford was seen off the Horn dismasted and is supposed to have foundered before morning in a gale of wind. Passages from New York have varied very much to this port. The Grey Eagle of Philadelphia came in. 72 days being the shortest. The Steamer Panama arrived the 17th April 58 days from New York & 22 days from Rio. A great deal of excitment prevails here. The first man who received the news was Alex Cross, he fitted out two vessels then shewed the letters which he had received to his friends, immediately everyone was ready to follow . More than three thousand persons have left this port. Ships are Scarce, Sailor in demand (turn to 1st page , read crosswise, 1pb.) and freight high. Inducements have been offered to the men of the Sutton as high as $80 per month but not one will leave . We are taking in Some little freight and a few

more passengers, the Captain agreeing to give the cabin passengers $100 for their State rooms, and the inconvenience they will Suffer. Passage from here $250, freight $25 per ton which is little above New York prices. A vessel would do well upon the coast provided She could keep her men. A great deal has been shipped from this port particularly flour of the best quality. The California Market is flooded with it at present. It is said it is being Sold as low as $10 per barrel, how true this is I cannot tell, at any rate I would not advise any of my friends to Ship until further advices. Sperm Candles are Selling for $1.87 liquors and tobacco at high prices in California. A great many desertions take place ~~in this port~~ from the vessels of war coming into this port. The U.S. Fredonia has lost 10 or 12, the U.S. Ship Dale a few- Five from H.B.M Ship Asia Smuggled on board the Capitol but they were retaken before she got out to Sea this morning. The City of Valparaiso looks American like, go where you will go you are sure to meet with countrymen, and turn which way you may in answer to Buon Dias, the Senoritas, the men all the women and children cry Americano Muchos oro in California ! and we answer Si, Si, Senorita, muchas oro. I begin to understand the lingo and have little difficulty in making myself understood. The B'hoys Spree it pretty well here and act like a parcel of Devils let loose. But this is not to be wondered at after being at Sea a hundred days or more. Rows are of frequent occurance and blood is sometimes shed (page 2, lpb., read crosswise) owing to the interference of the guards. I was out riding the other day in company with Several gentlemen. My friend Mr. Wardle Stayed Sometime to talk with Some little boys and was left behind the rest. Just as we turned in the road a man on horseback rushed upon him and endeavored to unhorse him. He gave a whistle when he turned around put Spurs to

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States to take Some other route. I was regretting having come around the Horn instead of crossing the Isthmus. The former though a long and tedious passage is the most Sure & Should you come I would advise you to take it unless you hear that the communication from Panama and San Francisco is unterrupted (uninterrupted). Why can you not induce your brother to put up a vessel and come out in her yourself ? There is no doubt but what it would pay well. Whale boats are Selling well. A boat man told me that he had Sold his for $240. The ~~Capitol~~ Daniel Webster Sold two of her for $175 the day she arrived and I have heard of their being Sold for $300 & $500. It would pay well to bring a few. They are much needed in California to go up the Sacramento and other rivers and will probably Sell for a thousand dollars a piece. Sail duck & tents Salt provisions preserved fresh meats will be in great demand and Lumber is selling at $250 per thousand But it would be better to purchase this up on this coast. "Wheat here is worth $1.00 per 100 lbs and $4.00 to $5.00 per barrel. I give you a list of American arrivals at this port Since March 1st they are with two or three exceptions all bound to California (page 16, 1pb.) I have just learned that the Oxford is ahead and that it is the Brooklyn which is believed to be lost. A french vessel reports having Seen her go down. But there are so many reports afloat concerning different vessels that it is best not to believe what you hear. I understand that we were reported lost having been Seen off the river de la Plata upon our beams ends. This news was carried to Rio, and from there has probably reached New York. It is also reported that we lost five passengers. There is some truth in this, four persons were thrown overboard by the giving away of the Stern boat, but only one was lost by the name of Angelo Schoomaker. I have given an account of this melancholy occurence in my letter to my mother. The communication is likely

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Dear Bill,

We arrived at this port the 11th My intention was to have written you a long letter giving you a full account of the voyage, but having prepared one for my mother in a journal form with the intention of sending it by the U.S. ship Dale, which sails from here in a few days, I shall defer doing it in order to attend to other matters of greater importance, knowing that you will have an opportunity of reading hers. We are to leave here tomorrow, Sunday Sometime in the afternoon I must therefore prepare my letters to send by the Dale and Panama steamer.

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A vessel would do well upon the coast provided they could keep her men. A great deal has been shipped from this port, particularly flour of the best quality. The California market is flooded with it at the present. It is said it is being sold as low as $10.00 per barrel, how true this is I cannot tell, at any rate I would not advise any of my friends to ship until further advices. Sperm candles are selling for x$1.87. Liquors and tobaccos at high prices in California. A great many desertions take place from the vessels of war coming into this port. The U.S. Fredonia has lost ten or twelve, and the U.S. ship Dale, a few. Five from H.B.M. Ship Asia smuggled themselves on board the Capitol but they were retaken before she got out to sea this morning. The city of Valparaiso looks American-like, go where you will you are sure to meet with countrymen, and turn which way you may in answer to Buon dias, the senoritas, the men, the women and children cry Americano! Muchos Oro in California! and we answer SiSi Senorita, muchos oro. I begin to understand the lingo and have little difficulty in making myself understood. THE b'hoys spree it up pretty well here and are like a bunch of devils turned loose. But this is not to be wondered at after being at sea for such a long time. Rousexmur Rows are a frequent occurrence and blood is sometimes shed xmanx owing to the influence of the guards I was out riding the other day in Company with several gentlemen--My friend Mr. Wardle stayed some time to talk with some little boys and was left behind the rest-just as we turned in the road a man on horseback rushed upon him and endeavored to unhorse him. He gave a whistle when he turned around put spurs to his horse and galloped off with four or five others in company with him. Confound these Spaniards. They pretend to be so humble and ready to serve you, but where they can find an American alone a dozen or more of them will rush upon you to knock you down and rob you. The news I have heard since reaching this port concern-

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Why can you not induce your brother to put up a vessel and come in her yourself. There is no doubt but what it would pay well. Whaleboats are selling well, a Boston man told me that he had sold his for $245.00. The Daniel Webster sold two of hers for $175 the day she arrived and I have heard of others being sold for $300 and another $500. It would pay well to bring a few x they are much needed in California to go up to Sacramento and other rivers and will probably sell for x a thousand dollars a piece. Sail duck and tents salt provisions and preserved fresh meats will be in great demand. Lumber is selling at $250 per thousand. But it would be better to purchase this upon this coast. Wheat here is worth $100 per 100 lbs. and $4.00 to $5.00 per barrel. I give you a list of American arrivals at this port since March 1st They are with two or three exceptions all bound to California. Turn to Page 16th.

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All hands ahoy! is the frequent trilling cry
as ocr yon distant leave the Faulkland isle
for yon darkening cloud the Antartic warning,
Of the quick coming storm, hideous roaring,

Up lads! the fore main and mizzen topsails furl
Spritely! by the Pipers oer the deat tones howl.
Cheerily, small hearties! a welcome to the crew,
Each xxx Sailor more cheerily to his station flew.

Fierce the rain in torrents came and hail and snow,
With mountainous, whitecap'd seas and hearty blow.
Alas! the lightening streaks, more coarsely railing
and thunder peeled its defening roar(noise)while trailing.

E'er then the storm scarcely sufficed its last
When all again is hush'd and fearful danger passed,
The welcomed sun illumines, more bright to unfold.

Letter Press Book

May 18 Valparaiso, Chile, 1849

Dear Bill:

We arrived at this port the 14th of May. My intention was to have written you a long letter giving a full account of the voyage, but having prepared one for my mother in a journal form with the intention of sending it by the U.S. ship Dale which sails from here in a few days I shall defer it in order to attend to other matters of greater importance, knowing that you will have an opportunity of reading hers. We are to leave here tomorrow, Sunday sometime in the afternoon I must therefore prepare my letters to send by the Dale and Panama steamers. Vessels are continually arriving and departing for California most all American. The weather off Cape Horn and in the Straits from all accounts has been unusually severe and detained vessels longer here, notwithstanding I have learned no accidents excepting the report that the Oxford was seen off the Horn dismasted and supposed to have foundered before morning in a gale of wind. Passages from New York have varied very much to this port. The Grey Eagle of Philadelphia came 72 days being the shortest. The steamer Panama, arrived the 17th of April 58 days from New York 22 from Rio-
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lpb May 18th (cont)

A vessel would do well upon the coast provided they could keep her men. A great deal has been shipped from this port, particularly flour of the best quality. The California market is flooded with it at the present. It is said it is being sold as low as $10.00 per barrel, how true this is I cannot tell, at any rate I would not advise any of my friends to ship until further advices. Sperm candles are selling for x$1.87. Liquors and tobaccos at high prices in California. A great many desertions take place from the vessels of war coming into this port. The U.S. Fredonia has lost ten or twelve, and the U.S. ship Dale, a few. Five from H.B.M. Ship Asia smuggled themselves on board the Capitol but they were retaken before she got out to sea this morning. The city of Valparaiso looks American-like, go where you will you are sure to meet with countrymen, and turn which way you may in answer to Buon dias, the senoritas, the men, the women and children cry Americano! Muchos Oro in California! and we answer SiSi Senorita, muchos oro. I begin to understand the lingo and have little difficulty in making myself understood. THE b'hoys spree it up pretty well here and are like a bunch of devils turned loose. But this is not to be wondered at after being at sea for such a long time. Rows are a frequent occurrence and blood is sometimes shed owing to the influence of the guards I was out riding the other day in Company with several gentlemen--My friend Mr. Wardle stayed some time to talk with some little boys and was left behind the rest-just as we turned in the road a man on horseback rushed upon him and endeavored to unhorse him. He gave a whistle when he turned around put spurs to his horse and galloped off with four or five others in company with him. Confound these Spaniards. They pretend to be so humble and ready to serve you, but where they can find an American alone a dozen or more of them will rush upon you to knock you down and rob you. The news I have heard since reaching this port concern-

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for yon darkening cloud the Antartic warning,
Of the quick coming storm, hideous roaring,

Up lads! the fore main and mizzen topsails furl
Spritely! by the Pipers oer the death tones howl.
Cheerily, small hearties! a welcome to the crew,
Each xxd Sailor more cheerily to his station flew.

Fierce the rain in torrents came and hail and snow,
With mountainous, whitecap'd seas and hearty blow.
Alas! the lightening streaks, more coarsely railing
and thunder pealed its deafening roar(noise)while trailing.

E'er then the storm scarcely sufficed its last
When all again is hush'd and fearful danger passed,
The welcomed sun illumines, more bright to unfold.

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The one Gold concerning California has had such an effect upon me that really I hardly know what I am about. It is indeed astounding. All that I have heard goes to confirm the reports in New York. I have seen several who have returned since this excitement. They all tell me wonderful stories. It would not do for me to relate one half. Among others I have been introduced to Lt. Muse of the Dale. He says men who were poor in San Francisco a short time ago have become suddenly rich as it were by magic and can count their hundreds of thousands, land which was sold for fifteen to twenty dollars a lot is now bringing ten, fifteen and even as high as thirty thousand. The crew of the ship Dale were paid off by the native metal worth $15 to the ounce. She brings over a million from California though it is reported only $220,000.00. HMS Calypso which arrived Saturday the 19 we did not on board $2,750,000.00. The English Admiral has received (word) from the Admiralty that a pirate is being fitted out in the river Thames I/do not doubt there will be a great many pirates upon the coast to intercept the gold. Most everything Lt. Muse informs me is selling well paying 2, 3, 4 hundred percent profit excepting flour and this he said was owing to the market being so overstocked. He did not tell what it was selling for. The Dale reports the California and Oregon held up in San Francisco, deserted. This for a time will prevent a regular communication across the Isthmus, so that you may not hear from me again for some time but I promise to write as soon as I can. There is much distress at the scarcity of vessels. Men, particularly those dying to get home, to the United States to make some other work. I was a greatly thinking seriously of the Nicaragua route instead of crossing the Isthmus. The former though long and tedious I assure is the most sure. Should you come I should advise you to take it unless you hear that the communication from Mio and San Francisco is interrupted.

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All hands ahoy! in the fresh and chilling cry
As over yon bright leave the Falkland isle
Far yon a rearing cloud the Antartic warning,
Of the quick coming storm, hideous roaring,

To lads! the fore main and mizzen topsails furl
Quickly! by the lift as over the deck lines hail.
Cheerily, small hearties! a welcome to the crew,
Each man sailor more cheerily do his station flow.

Fierce the rain in torrents came and hail and snow,
With mountainous, whitecapped seas the heavy blow.
Alas! the lightning stroke, and a cannonly rolling
And thunder pealed its deafening roar(noise)while trembling.

Then when the storm scarcely afflicted its last
When all nature is hushed and fearful anger passed,
The welcomed sun illumines, more bright to shine.

A.E. Lannay,	New York	S Francisco	Sept 20 Nov 8	a letter
Rachel Whaley	"	"	Oct 5 & 22	a letter
I I Eschaluz	"	"	Oct 10 & 22	a letter enclosing one for LNO
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Thongsa letter Nov 1 - Kinnaide
Nov 7 - Th - in Notebook

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P. 37 —
Insert after
Mar 2 1st Paragraph entry

South Pacific Ocean Onboard Ship Sutton May 8th, 1849 Lat 58 15'
Long 81 30' (page 4 letter press book OF Thomas Whaley)

Dear Mother,

An other favourable opportunity offers to communicate with dear friends at home and I avail myself of it with no small degree of pleasure, particularly as we have not had the good fortune of falling in with any homeward bound vessel since last putting to sea. We are now Steering direct for Valparaiso, which port we may reasonably hope to reach before the end of the week and should the wind continue favourable as it has been for three days past, Sailing at the rate of 10 knots per hour we shall come to anchor in the Bay of Valparaiso Sometime Friday morning. The original intention of Capt Wardle was to water at Juan Fernandez, but owing to the unusual length of the voyage we have scarcely any provisions left except what constitutes the actual Supplies of a Sea faring life Such as Salt fish, beef, pork, beans, molasses &c This together with the Slight damage Sustained in rounding Cape Horn has induced him to alter his determination and put into Valparaiso where we may, perhaps, be detained a week or more. But what signifies this delay? The voyage is a long one and a few days more or less can make no material difference. Besides the news which we Shall receive from New York & San Francisco will more than compensate for the loss of time, both places being within thirty days' Steam communication. Our latest dates from the former place are up to the 29th January. You may conceive how eager we are to be appraised of what has transpired in the States since then as well as to gain every information in relation to the gold excitement in California. A few hurried lines would suffice to relieve your mind

of the anxiety my absence must occasion but my intention is to present you a brief and if possible an interesting account of our voyage Since leaving Rio de Janiero notwithstanding the dryness (page 5. letter press book) of the material. I wrote you in full from Rio per Brig Fabius, under date March 7 and enclosed the letter with others to Anson, Thompson, Roberts and Washington Smith, in one to Mr. Thos Wardle, requesting him to mail all excepting the one to you, and this I wished him to retain until called for. I did this to avoid the possibility of its being lost not knowing where you might be at the time. I trust you have received it as it was a very long letter containing a description of the voyage and many enquiries, requests & c answers to which I hope to receive upon my arrival in California. Least it should have miscarried I will re - numerate what it contained of most importance. I wished you to tell Uncle Henry to send waggons suitable for Stages and to obtain for me the agency of the Graefenbourg Co. I did not see the old gentleman at the time I called and that may perhaps be the reason I did not get it. To induce Harsell to invest something in the California Speculation and to tell him to influence a consignment of guns, Swords, pistols & c from Messers Blunt & Syms. To see George Tappen about sending locks, hinges &c To send me the price of cast and wrought iron locks, the memorandum of locks you have, this- you will find in the Stand drawer. To send all letters & papers across the Isthmus. To obtain for me Freemonts report, an atlas a copybook of letters &c. This last you need not send me as you will perceive by this letter, of which I retain an exact copy without the least extra trouble. Upon arriving at San Francisco I intend writing to the gentlemen whose names I mentioned in my last and offer them whatever inducements exists to consign goods

to me. I must not leave a stone unturned. I believe I may now make a fortune, gold or no gold in California, provided I conduct myself properly and this I have resolved to do. Mr. Wadsworth is willing to lend me all the advice and assistance (page 6, l.p.b.) in his power, which owing to the position he will have with Mr. Wardle will materially help me on. I am determined to become a merchant, I believe I shall make more in that capacity than any other. But you wish me to commence the history of my voyage. Here then begins. Not quite two weeks sufficed to disgust us with the rascality of the inhabitants and the dirtiness of the streets of Rio to make us rejoice when the Captain announced that we were in readiness to Sail. Saturday March 10th all hands were aboard and three cheers were given for the good old Ship Sutton which had become to us a home. The South Carolina & Taralinta went to Sea early that morning. We were in hopes to follow on immediately, but it was impossible owing to delays of one kind or another. This was a great disappointment to us as we wished to have as even a race as possible to San Francisco. We were at anchor in the bay not only that day but all the next, distant about two miles from town. Some few of the passengers returned to take a parting look of Some beautiful Segar -girl or fair Senora they had seen in their rambles but the majority were contented to remain aboard observing the magnificent Scenery of the harbour and the manoeuvring of the Shipping. Sunday was a delightfull day. In the afternoon a party of a dozen of us went upon a rowing excursion. We landed upon a Sandy-beach opposite the plantation of a rich planter. After indulging in the luxury of a Sun bath which is absolutely necessary in Such warm climates, one of our number proposed visiting the plantation.

I led the party on to be able to address the overseer either in French, English or the little spattering of Spanish & Portuguese which I had picked up. The overseer was Seen at some distance apparently gathering his forces together with the intention of resisting any attack. When we had approached Sufficiently near I accosted the old gentleman in the name of the party. Without returning the Salutation he brandished his cane over his head and cried via, wa via, which in plain english means go away. I looked with Surprise upon my companions. They indeed presented a most motley group. I will (Pg. 7, lpb.) not say they looked quite as bad as tatterdemalions though they had the appearance of anything but gentlemen. Believing that expostulation would be quite unnecessary we bade the old fellow good day and retreated in the Same peaceful order we had advanced laughing at the idea of being taken in our Sea rig for rowdies from whom the planters are sometimes subjected to much inconvenience, particularly from English Sailors. The old gentleman appeared to appreciate our orderly disposition in sending us fruit of various kinds of which we partook with much pleasure. Our next idea was to ascend a high hill which commanded a fine view of the Bay &c after which we hurried to our boat and returned on board a little after six o'clock just as the setting Sun was gilding with its parting rays the Sugar Loaf at the Entrance of the Harbour. Early next morning we weighed anchor to the cry of "Bully in the Alley ". The men pulled cheerily with a will. The tide was running out at the time. Before we could get the head of the vessel around she drifted Stern-on first against the guard boat causing no little consternation on board and then against a Russian Frigate carrying away the end of ~~the~~ our jibboom. With other Slight damage we

Succeeded in getting out of the Harbour giving the country gun as we passed beneath the old fort of St. Cruz. The day was lovely and the scene fairy like both combined sufficient to inspire the poet or enlist the pencil of the artist. The enclosed rough sketch can give you but a faint idea of the original. Before night fall the Sugar Loaf and the distant mountains had sunk beyond the horizon leaving a vivid impression upon memory's page. We retired late that night Sighing over reminiscences of old Faroux and the many hours we had passed exchanging sly glances with the beautiful Senoritas of a neighbouring boarding school. Our dreams of course must have been pleasant ones. In less than a week we were off the River de la Plata, which is a remarkably quick run. This led most of us to believe that we would be to our journeys end in less than Sixty days. But alas for human calculation, fifty Seven days of that time have passed already and we are not yet half way. This is not the Old Ships fault for no vessel Sail better or (turn to pg. 4, read crosswise)(from the 7th page) faster, provided She has the wind from the right quarter. There is not a vessel we have met but what she has passed. I come now to a most melancholy period of our voyage Wednesday March 21st. though rough was an exceedingly pleasant day. Several of the passengers were Sitting in the stern boat engaged in fishing for Cape Horn pigeons and albertrosses, the latter is a very large bird measuring from 10 to 15 feet from tip to tip is taken by bating a hook with a piece of pork and allowing it to be Swallowed. I was either a little indisposed that day or had no particular desire to be engaged in such kind of Sport. I was reposing in my berth when I was suddenly aroused by the cry of a man over board ! The Sound sent a thrill through by bosom and made me wonder who it could possibly be. Hurrying on deck I found a crowd collected near the Stern of the Ship with anything but fear depict-

ed upon their countenances . I wondered what the meaning of all this was. I reached over the shoulders of my companions and in the center of the group beheld an albertross which they were measuring. Upon demanding why the cry of a man overboard had been raised I was informed that one of the party in his enthusiasm did it upon welcoming the first "gony" as the bird is most frequently called. This was indeed a strange reason ! The bird evincing a desire to pick and snap at us more than we felt disposed to allow him he was carried forward upon the main hatch to be examined more particularly. I was one to follow on while the fishing for more "gonies" was going on. I remarked to a gentleman, Standing near me in a rather careless manner that I had heard the cry of a man overboard and upon coming on deck found it to be only a "gony" inboard. I did not intend to treat the subject lightly though I spoke punningly. The words were scarcely out of my mouth when one of the passengers, who had more presence of mind ran forward crying to the mate, Mr. Whitwill, there are half a dozen persons over board ! Though we showed some little amazement (pg. 5, read crosswise, lpb.) we at first treated the matter lightly thinking it a joke, but when the young man reiterated it and showed plainly by his countenance that he was not jesting we made one general rush for the after part of the vessel to convince ourselves of the fact. Lo and behold there were four of our companions Struggling in the Sea ! Two had The Stern boat from the number in it had broken away from its rusty fastenings and carrying with it eight persons. Four of them saved themselves by holding fast and climbing up the boat which remained supported, by one end. At the time I arrived one was in the water holding on the gunwhale of the boat,

he succeeded in saving himself, an other had hold of a rope, no one knew that he was there though he called loud and repeatedly . He finally Succeeded in making himself heard & was hauled on board. His escape may be considered providential as he knew not how to swim. We were laying to at the time in a gale of wind and making considerable leeway. How he managed to hold on so long God only knows. The other two who were at the extreme end of the boat were precipitated someways from the Ship which prevented the possibility of their laying hold on anything. They were both expert swimmers and there was every probability of their being saved. They were now at a considerable distance. Stools, benches and every floting object near at hand had been thrown overboard, the quarter boats were being lowered realy manned and the Stern boat was out loose. The sea was raging and the wind howling. The captain with his trumpet Stood on the round house crying Hold on my lads ! Cheerily my hearties, pull for God's sake, pull ! The two boats were foul, Stem and Stern together and it seemed almost impossible to seperate them but finally it was done one steering this way and the other that. The Starboard boat was the first to pick up a man in an expiring condition, so feeble was he, it was impossible for him to prevent the water coming into the boat through the plug hole. The leeboard boat was Still pulling for the man farther off, who had not only the water element to contend with but a large albertross which he had succeeded in laying hold of to Support him a longer length of time in the water. It made repeated attacks ~~and finally~~ upon the crown of his head and finally Succeeded in obtaining his liberty ~~and~~ that ending the death struggle of the drowning man who sank to rise no more just as he was about being rescued ! Anxiety was

now felt on all hands for the safety of the quarter boat which was in imminent danger of being swamped. The Sea was running almost mountain high at the time and it was really dangerous. My friend Puffer was the only passenger enlisted in this errand of mercy. He declared to me that neither he or the men felt the least concern till they were returning and then they had their doubts whether they would be able to reach the Ship. The quarter boats were scarcely properly secured before a large Shark was seen prowling around. The sailors say this fish is always to be seen immediately before or after the death of a person on board. This event as you may well supposed was calculated to sadden our feeling for a time, but it did not produce that effect or endure So long as I expected. In less than an hour after it appeared entirely forgotten by Some who were again ~~fing~~ fishing after "gonies " as though nothing serious had happened. In the evening a party was about seating themselves at whist but upon appealing to their good sense they relinquished the idea. I shall never forget what my feelings at the time I saw that young man go down, cut off in the prime of his youth when he was hoping to reap a golden harvest, Summoned unprepared in the presence of his Maker. I trust the lesson which it teaches me will not be entirely lost. I turned to See if there ~~was-no-one~~ (page 7, crosswise,lob)were none to deplore his loss, no, not one. I could not myself refrain from adding a tear to think of the hardness of his fate. Dana in his Two Years before the Mast Says: "Death is at all times Solemn, but never so much so as at Sea.A man dies on Shore, his body remains with his ~~fra~~ friends, and the mourners go about the Streets; but when a man falls overboard at the Sea and is lost there is a suddenness in the event and a difficulty in realizing it which give to it an

air of awful Mistery. A man dies on shore- you follow his body to the Spot. There is Something always which helps you to realize it when it happens, and to recall it when it has passed." There are many on board who have been led to think seriously upon things which they never before bestowed the least attention, therefore it is to be hoped that the loss of this young man will prove the Salvation of others. I never look over the Stern of the vessel but what I think to myself. Alas ! poor Angelo Schoonmaker, here was his grave. He was the son of the painter who keeps in Chateau Square. As he was in the Second cabin I had no opportunity of becoming intimate with him and am unable to judge what kind of a man he was, but from what I saw of him and can learn, he must have been rather a reckless youth, though probably not more so than a great many young men. I have been thus particular in discribing this account as it is the principle feature of our voyage. I hope you will find it as interesting as I have endeavored to make it. From the time of being off the river de la Plata till we were off the Falkland Isle the 31st March it was a Succession of gales. The wind blew so very hard, we were either obliged to Sail under dosed double reefed topsails or laying to drifting. Sunday April 1, the weather moderated and we were able to carry all sail. About 11 o'-clock while Mr. Wadsworth was engaged in reading the (turn to 8th pg, from the 7th , read crosswise) morning Sermon when by a Sudden Squal the Ship was taken aback. This is the worst thing that can possibly happen to a ship particularly when the wind blows fresh. Every timber in her s cok and it Seemed as though the mast would be taken out of her. It was Some fifteen or twenty minutes before she was got before the wind again and then she went scudding along at the rate of ten or twelve miles per hour till the s uall had passed. All who ventured upon the deck

did so at the risk of having their heads broken by the ropes and blocks which were flying in every direction. Some few of us stood beneath the wheels - house admiring this Sublime though awful Scene at the same time crying 'Go it old girl' The Ship carried on well sustaining only the loss of a fore top Sail. The day which in the morning seemed so propitious, ended with a Storm we and continued on all the next day. It was one of the severest blows of the passage. The Sea ran as high as ever I want to see it again. A heavy Sea Struck her forward flooding the forcastle and making the old Ship quiver from Stem to Stern but she rose gallently and Shook the Spray from off her head. In the midst of the confusion the tiller broke, throwing the carpenter over the hweel, who upon getting up declared the rudder must have been carried away. This day we had fresh pork for dinner the first provision of the kind we had had for sometime. By a sudden lurch but falling upon a clean spot so that no particular damage was done to our appetites. A person after being at sea a few months learns to take things as he can get them as is prepared for California comfort. I consider it an excellent preparation School for me. We were still obliged to lay to the 3d & 4th Though the weather had moderated on account of the heavy Sea. The latter of the days early in the morning it was supposed we were under the lee of an iceberg. The mate aroused the captain. The alarm which created considerable consternation among the passengers, only caused our captain, who must be possessed of an honest conscience, to turn over and sleep the more Soundly. Several dressed themselves and went upon deck to see the wonderful phenomen. Among the rest (pg 9 lpb.) Mr. Mosely or'Old Massachusetts as he is more familiarly called. He is without exception the shrewdest man I ever saw. What a true Specimen of Yankee

ingenuity he seized the candle in one hand and the themometer in the other. Thus equipped he rus ed upon deck but was unable in the impenitrable darkness of the night to discover anything. After observing the t emometer a few minutes and perceiving no change was effected he said we may be in the vacinity of an iceberg, but we were certainly not approaching one. This Satisfied the anxious ones who returned to their bunks. There was hail during the night and considerable Snow upon deck in the morning The day was cold (date 4-5-49) with frequent falls of Snow. Two sails in sight one in the morning the other at night. The 5th was calm. Land pigeons were taken upon the yards, as white as the Snow covering the deck, this morning. They gratified our curiosity for sometime and then Served to make a pie for the mates wife the only female on board. A favourable wind Sprung up in the afternoon. The 6,7 &8th were three disagreeable days though we were making good headway. Considerable rain, hail & Snow fell. A Sail ahead this afternoon. The 9th a bark a Stern the Same we saw yesterday. The old Ship did her best last night. Another Sail ahead. At 5 o'clock the cry of Land ho ! Sounded first upon the quarter deck, was ec oed from every part of the vessel. All hands were ~~instantly upon~~ ready to witness this glorious sight. The bearings were taken, when it was declared to be Cape Horn. It was the form of a Sugar-loaf and must have been Some twenty or thirty miles distant. Part of the day we were laying-to, the remainder Sailing under closed reefed top Sails. The 10th we were laying-to, under double reefed main top Sail, Spencer & StaySail. Blew very hard at 12 in the morning took in main top-sail Drifting to the S. & S.E. Considerable rain and Snow with an occasional glimpse of the Sun. At 2 o'clock the weather moderated and the Ship was easier. The 11th the gale issued last night and blew harder than ever. We were thrown nearly upon our beams end ~~last~~ so that

(pg. 10,lpb.)

the quarter boats touched the water. The greater part of the day, the wind blew a hurricane causing the old Ship to pitch and roll tremendously. She creaked like a willow basket and must have gone to pieces had she not been built in the most substantial manner. Now and then a heavy Sea would come threatening to carry all before it but the vessel rode with ~~all~~ the grace of a swan over them without Shipping Spray enough to wet the deck. As for standing without holding on Something it was a matter impossible. Our meals were taken as we could best get them. At 2 o'clock ~~the wind blew~~ colder and louder blew the wind, a gale from the Northwest; The Snow fell hissing in the brine And the bellows frothed like yeast. The captains and mate held a consultation together. The result of which was that in the event of the Storm increasing it would be necessary for the preservation of life to throw the deck load consisting mostly of the frame of a house overboard. Happily, before Sundown the wind moderated. The 12th, laying to all day. Attempted to make Sail toward dusk. The 13th again we have Cape Horn weather, Sunshine, Sq alls, rain, hail, snow. Made Sail two or three times during the day. A Ship in Sight in Sight, South but for a Short time. The 14th this is the pleasantest day we have had for three weeks. During the night we commenced making Sail with a fine breeze which increasing obliged us to double reef. We succeeded in taking an observation for latitude this first for Some time. At 2 O'clock the unexpected cry of Landho! broke upon our ears, It proved to be Cape Horn again, our old enemy with whom we have long been combating; but we hope to conquer him at last. It was distant twenty miles. We must indeed have taken a very circuitous route to fall with the Same landscape after Sailing, nearly a week. The 15th Squally kind of a day. Exchanged Signals with the Ship Capitol of Boston and the brig Newcastle of New York. We left both these vessels at Rio.

The swelling of the Sea (pg. 11, lpb.,)was higher than we have yet Seen it. This being Sunday Brother Wadsworth offered fervent prayer for a favourable wind to deliver us from this place which our comical friend the doctor Sayd, is no place at all. According to his arguement we are neither in the Atlantic nor Pacific, nor yet in the Southern Ocean ! Where the devil are we then ? I wish the Captain would have the rent in the crotch of his breaches sewed up and hang them at the royal mast head we might then hope with a cup full of wind to bid adieu to Cape Horn before tomorrow morning. We find the Cabin about these times the most comfortable place, though we have nothing but our great coats to keep us warm. Several are complaining of chill blains so I have taken the precaution to encase my feet in boots. The 16th Capitol and Newcastle Still in view a long ways astern. Calm most all day Late in the afternoon Spoke ~~and passed~~ the Brig Mary Wilder 105 days from Boston , bound to California. Her decks were crowded with emigrants who gave us Yankee doodle with variations as we passed by. Lar(ge) numbers of porpoises in sight at the time. The 17th running along finely all night. Rolled considerably. My chum said it was a shame to allow the Ship to carry on so preventing all hands from Sleeping. I was not in the least inconvenienced, tough annoyed by the water pouring into my berth like through a sieve. Over hauled another Sail before 10 o'clock the Ship Mentor of Boston. Soon after another Ship and a brig hove in sight. We were standing N.W. at the time, gaining ground fast. The order was given to tack preventing the possibility of sending news even though they should have been homeward bound as they were believed to be. The old Sutton is a Screemer (screamer) and no mistake- She reminds me of an experienced trotter on the 3d Avenue , hanging back till nearly at the end of the course

waiting for the 8'hoys to come up and then starting off beating everything. The 18th this is a cold and disaggreable day. Few of the passengers are disposed to remain upon deck for any length of time together. Sailing along nicely. Squalls are becoming less frequent the further west we go. A whale was seen from the quarter deck this morning. They will soon be as thick as whortle berries. The 19th blew hard all day much rain and snow. (turn to 8th page, read crosswise)Split our main sail. The 20th Laying to all day in a violent Snow Squall. The 21st. The wind Subsided towards midnight and this morning it was perfectly calm, the sails flopping against the masts. It is astonishing how very soon Neptune can get up a Storm in these latitudes and quell it almost immediately. The decks of the old ship were once more even and we were allowed a few hours enjoyment in the delightful SunShine of the morning. But this State of things did not long exist before night fall, we were sailing under double reefed topsails. We are Still South of Cape Horn and only 250 miles to the westward of it likely to be driven back any moment. The 22nd, Sunday Laying to most all day. While we were at prayers, passed an English bark, near enough to make out her name the Kenmare, supposed to be a Sidney packet bound to London. I am reading the Bible through in course, finished this day the book of Deuteronomy. The 23d, ~~Still laying-to~~ Sailing under double reefed topsails. Ship's head under water most all day, pitching into the Sea at a tremendous rate. Towards night breeze increased blew almost a hurricane. We are now in longitude 80 16' which is a far west as we wish to go. The 24th, Sun Shining till 9 o'clock, Sail-under close reefed top sails. Indulged in the luxury of icecream all very exceping the cream . Beautiful Starlight night affording us a fine view of the Magellan Clouds and Souther(n) Cross. The

Magellan clouds consist of three small nebula two bright, like the milky way, and one dark. They are first seen above the horizon soon after crossing the Southern Tronic. When off Cape Horn they are nearly over head. The cross is composed of four Stars in that form and is said to be the brightest constellation in the heavens.

"This Spacious firmament on high,
With all the blue etherial Sky,
And Spangled heavens, a Shining frame
Their great Original Proclaim."

(page 9, read crosswise, 1pb.) The 25th rained violently the past night. Good breeze this morning. Tacked Ship at eight bells. An unusual quantity of birds following in the wake of the vessel all day. Several were caught and prepared either to be stuffed or eaten. The 26th disagreeable drizzling rain with thick fog. Standing well upon our course. The 27th, Squally kind of a day, Shower late in the afternoon, after which a remarkable phenomen, a rainbow, of the most distinct color, forming a complete circle, two thirds of which was to be seen above the horizon and the remainder below by going a little way up the rigging. ~~At seen~~ It was a beautiful sight. At sundown there was a fine breeze which carried us along seven knots during the night. The 28th, rainy and squally day made little headway. The 29th Sunday the same as yesterday. Methodist Sermon performed by Mr. Brown in the morning , and a prayer meeting in the evening at which there was a general attendance of the officers and crew. One of the Sailors named Jenning offered up a beautiful prayer. The 30th, calm all night and a Strong wind during the day which abated towards evening. All complain of having Spent a restless night. The things in the cabin and the Steward's pantry were ~~rolling~~- going from one side. They were preparing to move one day too soon. We were litterally Speaking rolled in the cradle of the

mighty deep. May the 1st. we are moving as well as some of friends in New York. The operation, no doubt is as agreeable to one as to the other. The pleasantness of the weather is all that has prevented the day from being dreary. Pitching about in every direction all night and all day. Blew so hard as to Split our Stay-Sail and obliged us to carry only Spencer and closely reefed fore & main top Sails. The Sea was white capped. Swelling high, long & heavy. Part of the figure head drifted a Stern, We are 120 days out, the time Some of us anticipated going from New York to San Francisco. Fifty days or more will be necessary to ~~complete~~- take us there. I shall be glad when we touch at some port be it either Juan Fernandez or Valparaiso. (pg. 10 crosswise) We are out of provisions of most every kind. This morning's meal consisted of coffee with brown sugar, cold Salt beef, sliced, boiled rice, Softtack and molasses. I partook only of a cup of coffee, a couple Slices of soft-tack which I ate with molasses. This is indeed frugal fare, Not with Standing we all look fat and feel pretty Saucy. Were my friend to see me they would scarcely be able to recognize me with my round face covered with whiskers and long mustaches of three months growth! But I was Speaking of this morning's breakfast. Of rice I am very fond but it is an article I can't eat without butter & Sugar which are things we are out of a long time ago. As for ~~pork~~ Salt beef I am ~~tired of it~~- Sick and tired of it. I always think of these lines, once repeated by the mate as we were sitting down to dine one day, enough to disgust anyone with eating meat at Sea :

'Old horse! old horse ! what brought you here ?
-From Sacarap ' to Portland pier
I've carted Stone this many a year;
Till killed by blows and Sore abuse,

They salted me down for Sailors use.
The Sailors they do me dispise:
They turn me over and damn my eyes;
Cut off my meat and pick my bones,
And pitch the rest to Davy Jones.'

There is very little variety in our dishes, one day we get pork and beans, and the next beans and pork. Salt beef and pilot bread can always be depended upon. But I am contented and this they say is a continual feast. We have every reason to feel thankful. Neither sickness nor death has visited us and should we arrive safely at San Francisco ~~therewill-be-great~~ it will be owing to a kind Providence than to the Superior Skill of our Commander who has been at loggerheads with the mate pretty much ever since we left New York. (pg11, read crosswise 1pb.) The 2nd Nice cool and refreshing day. Sun shining Sailing upon our course N by E. The weather is growing perceptably warmer. Soon we shall get up our top hamper and be running under royals, sky-sails and Studing Sails. The 3d, Another delightful morning. Going a W by N course. Afternoon cloudy & rainy. Wind died away before night. The 4th, dull, foggy and muggy day. Calm most of the time. The 5th glorious day. Wind abaft, the first we have had of the kind since leaving the trades on the other side. In the morning we were going at the rate of a knot, knot and a half or two knots but before night fall a gentle breeze wafted us along in gallant style with the Studding -Sails Set. Good, I shall sleep well tonight. The 6th Sunday, The fair wind Still continues. Rather fresh this morning carried away a Studding Sail boom. Obliged to take the rest in. This is without exception the finest day in

every respect we have had since leaving Rio, which port we left 55 days ago, the Same length of time we were going or rather coming from New York. Though there has been much less to interest us none of us consider the passage so long. The reason of this I attribute to our becoming enured to the Sea-life and the pleasing associations of the old Ship. Mr. Dunham, a forward passenger, assisted by Mr. Brown conducted the services of the day after the rites of the Universalist Church. He took his text from James 1st 27th verse. Pure religion and undefiled before God and the father is this, to visit the fatherless and the widows in their affliction , and to keep himself from the world. Commenced the book of Daniel of which I read a considerable portion. Methodist prayer meeting in the evening. Moon shining brightly. Should this wind continue we may hope to Spend the next Sabbath at Valparaiso. Latitude 54 40'. The 7th The wind changed a little during the night, but we are still going along Steadily upon our course 6 to 7 knots though close hauled. The sun lends his rays to cheer us on. There was not the least perceptible motion last night, upon awakening I imagined myself reposing in bed at home. Made in the past 24 hours 215 miles. We are off the Southern coast of Chille (Chili) in the same latitude as New York.(continued on page 12, From the 11th page)
This is another glorious day, Similar in every respect to yesterday . The word this morning was that we were going to Juan Fernandez. We were heading N. at 2 o'clock the command was given to put the vessel before the wind. We are now going N. by E. which with the variation will take us to Valparaiso. The Captain is a queer gigger, he says one thing and does another, consequently there is no believing him. The passengers are in suspense to know whether to commence writing to their friends or not. The general impression is that he

will ultimately determine upon Valparaiso. I trust So. We shall there be within 30 days communication with New York and San Francisco from both of which places we may hope to receive important news, besides we affording us an opportunity of communicating with friends at home. What an unexpected pleasure it will be to them to receive news from us in this quarter of the globe. 4 o'clock P.M. The Captain has just seated himself with his writing materials. The presumption is, he is going to Valparaiso. I may ~~then~~ now with propriety get out mine with a reasonable hope of Sending my letters after writing them. Got up royals today. Carried away for Studding Sail. The captain was about taking it in, when "Old Massachusetts" told him that in case that stick broke he would promise to cut two more just like it upon landing at Juan Fernandez. It is doubtful whether he will be able to fulfil his promise. A distinct lunar rainbow, reminding me of a similar magnificent Spectacle I witnessed about this time four years ago on my way home from Rome to Curta becchia. Three of the crew upon the Sick list. Several of the passengers volunteered to stand watch. The 9th We continue to go along in fine style before the wind, though not quiteSo fast. FrequentSqualls during the day and at times raining very hard. We are now in trim for fine weather and gentle breezes of the Pacific. Engaged pretty much the whole day drawing maps and ~~the~~ plans of our route from Rio. Evening,writting. The 10th we were sailing during the night and all day 6 or 7 knots before the wind. The passengers composing the watch used themselves playing cards and checkers upon the sky- light till nearly 4 o'clock this morning, when a sudden Squall coming up accompanied with much rain and Snow, deprived them of the beautiful moonlight and obliged them to quit. Rather a squally day.

In the afternoon a brig hove in sight hoisted english colors, which were hauled down the instant we showed the grid iron, as the Sailors term the American ensign, and put off. We could not account for this singular manoeuvre, without Johnny Bull got testy and thought we kept him waiting rather long. Spent this day in finishing maps and writing letters. The 11th , Wind almost dead ahead Steering E. by S. at 12 o'clock ~~passed~~- spoke the brig Saltillo of Boston, Standing upon the opposite tack, we passed each other almost in a moment which gave us but little opportunity of exchanging words. She is bound to California ~~and~~- Three sheers were given on both sides, The captain, in answer to our enquiry , as to how long he had been out, replied, O! my God, tis so long Since I don't know. The brig, judging from her appearance, no doubt has Seen rough weather as well as ourselves. We shall have more of her history when arriving at Valparaiso, where She is going to stop. Pleasant the same as yesterday Magnificent Sunset. Lat 34 10'. Long. 74 10'. The 12th Fine weather Wind Still ahead. Very little gained and that by tacking. The captain at one time in the afternoon thought he would be obliged to put into Conception but the wind changing a point or two he gave up the idea Engaged till midnight writing. Lat. 34 13'. Long 74 54'. The 13th Sunday, Made land at day break, By noon the Snow upon the lofty Andes was discernable , extending for miles along the edge of the horizon, which but for a thin vapoury mist, must have presented a Sublime Sun. All day Standing off and on, beating up along the coast. In the morning exchanged Signals with a French vessel of war carrying thirty two guns and immediately after with an English brig bot continuing in company with us during the remainder of the day. At one time this afternoon there were nine vessels in Sight, all Standing in towards land. Just before dusk the Frenchman went through the different evolutions of furling

double reef. (crosswise , page 12) Nastyand drizzling kind of day. Lat 34 15' Long 74. 54. Monday May 14th. The Valparaiso light was seen about 10 o'clock. Frenchman of war Still in Sight in the morning. Beating up along the coast towards the town. Rounded the point about noon. Came to anchor Soon after. Boarded by Custom House boats and others to obtain news. Learned enough in four minutes to convince us that all that had been said California was true. The Dale was laying in the harbour with $250,000 on board. Report Says a million. At one o'clock most of the quarter boats were lowered into which I got with the Captain, his brother Charley Palmer and George D. Puffer. Landed at twenty minutes past one. The town contains about fourty thousand inhabitants, and extends more than Six miles, ~~along the~~ consisting principally of two Streets, running parallel beneath the foot of Steep mountains. he houses mostly of one and two stories are generally well built, the city having been destroyed by an earthquake in 1822 and partially by a fire in 1842. My first impression of the place is more favourable than of Rio, the people being better disposed and more hospitable. The government is the best in South America, being the most liberal. They date their independance from 1810. A large amount of Shipping is in the harbour at the present time consisting mostly of vessels bound to California. Among them are the ~~H.H. Fielder~~ the Taralinta, the Groton, the Capital, the Cutter Ewing and the Store Ship Fredonia. Mr. Morhead, the American Consul is much liked for his gentlemanly attention to this (his many Countrymen touching at this port at the present time. At his office I saw $4,000 worth of gold brought by the Dale. Walked through the markets regaled myself with fruit, grapes, peaches, apples, pairs &c, fine vegetables, onions 6 or 8 inches in diameter, radishes 3 or 4 in. and a foot long.

Town & hotels crowded with Americans. Compelled to go three miles out of town to get a dinner which was served up in fine Style about six o'clock. In the evening saw as much carousing and dissipating at the Star Hotel as at Rio de Janeiro (read crosswise on pg 13.) Not beingable to get accomodations ashore we were obliged to return aboard the Ship at 8 o'clock.

Valparaiso Chile, May 18th, 1849

Dear Mother - Imust now conclude this long letter written in a Journal form which will give you a fair impression of a voyage around Cape Horn, I should like to write a few pages more but I must condense things as much as possible. We shall probably get to Sea tomorrow morning. I have seen everything worth seeing in and about this City and shall be glad when I leave it, not but what the place and its inhabitants please me particularly the Senoritas many of whom are very pretty and fascinating in their manners. The news that I have heard Since arriving at this port is ~~such as~~ So astonding and has produced Such an effect upon my mind, as to intoxicate me with joy and long to be at Sea once more on my way to California. I have seen Several from the gold diggings and they things the Same as published in the New York papers. More than three thousand persons have left this place since the commencement of the gold excitment. Returns have been made for goods Sold amounting to more than a million & a half. H.B. M. Ship Calypso arrived the Same day that we did with $2,750,000 in gold for Europe. The Carpenter of the Dale says that building lots in the town of San Francisco which two years ago were bought for $15 or $20 are now being sold for $5 to $10,000! Provisions and goods of all kinds were selling when he left for three & four hundred per cent excepting flour which can be bought for $10 per bbl. Much has been shipped from this port. The government it is said has prohibited

the further export of this article for the fear of there being a scarcity. Those who have shipped from New York will lose upon this article. I think t is however only a rumor to prevent the Shipment from other countries than Chile. This is a great grain country. I should not think this article would at any rate pay as well as many others from the States, Sperm candles were selling at $1.87¢ per lb. The Dale reports the California and Oregon are laid up at San Francisco deserted. There is much distress at the Isthmus owing to the Scarci(ty)(page 14 lpb) of vessels. Many persons are dying or returning to the United States to go by Some other route. Much excitment exists here. Vessels are in great demand Sailors Scarce & freight high. Inducements have been offered to he Sutton men as high as $80 per month but not one is willing to leave. We are taking in Some little freight and a few more passengers , the Captain agreeing to pay the Cabin passengers one hundred dollars a piece for their State rooms and the inconvenience they will be put to. Passage from here $250, and freight $25 per ton, which is a little above New York prices. There are many deserters from the vessels of war. Twelve men have left the U.S. Fredonia, Some from the U.S. Ship Dale and from H.B. M. Ship Asia five Smuggled themselves aboard the Capitol but were were retaken before she got out of the port. Small boats are very scarce and being Sold enomously (enormously high. A boatman told me he had Sold his whole boat for $245. The Daniel Webster Sold two of her boats for $175 each the day She arrived and others are being sold as high as $300 & $500 a piece. This morning I was introduced to the Lieutenant Muse of the Dale by Mr. Wardle. He says t at lots are being sold for $5. $10 & 15,000 a piece. Mr. W owned four lots in California . On the passage he sold one for $50 to Mr. Suffer and agreed to sell me one $100 provided a forward passenger refused to take it. He fail-

ed to do So and now Mr. W is unwilling to let me have it because I did not make arrangements before he heard of their being so valuable. I trust his honour will be sufficient to make the bargain binding otherwise I have lost a Great Speculation. Lieutenant Muse told Mr. Wardle of many persons in San Francisco, who had become immensely rich Since he left. Old Sutter will probably become the richest man in the world. Lieutenant Muse further confirms the various reports in relation to gold in California. Things are very dear in San Francisco but prices are falling as the Supply increases. There is much misery and dissipation, but a young man who keeps steady is sure to succeed. He told (page15, 1pb) me of a young man knocking arround doing a little who always found himself at the end of the week $3 to $400 better off. The crew of the Dale were paid off in gold at $15 per ounce. There is an Alcalde or Judge at San Francisco but Judge Lynch holds power Supreme in and around the gold diggings and manages to keep very good order. No man thinks of robbing an other of his gold as it lies exposed upon rags before his tent while perhaps he is gone half a mile for his dinner. He says they dare not do it because they would be hung up on the first tree or Shot upon the Spot. For minor offenses they are given a certain number of leagues and allowed ~~and~~ twenty four hours to get so many miles and in case they are found within those limits they are Shot. Since being here I have seen passed Midshipman Renshaw of the U S Ship Fredonia. You will recollect that he and I were Schoolmates at Benians. I have seen him but once in ten years. He left day before yesterday for San Francisco. I was introduced by Mr. Puffer to a friend of his by the name of Barre passenger from the ship Taralinta. He is cousin to the young gent Miss Devieux gave me a letter of introduction to. He was last at San Francisco and is now returned to the U States per the Isthmus

for the purpose of bringing on a large amount of Specie So that I shall not see him for Some time to come. The Ship South Carolina was spoken off the Sound Juan Fernandez So that it is supposed that She must have put in there for water about the Same time that we arrived at this port. The Tarelinta came into Valparaiso two days before us. These two vessels Sailed from Rio about the same time we did. The Steamer Panama arrived here the 17th April 58 days from New York and sailed the 19 for San Francisco. She passed many vessels in the Straits detained by head winds among them was the Anonyma the Schooner which was to report us at San Francisco. Both the passage of the Horn and through the Straits have been both long and severe, not withstand (read across 14th page, 1pb) ing which I have heard of but one accident and this is merely a rumor The Oxford Brooklyn is reported to have been Seen dismasted off the Horn. The wind was blowing a gale at the time. The vessel that saw her lay to till morning in order to render her assistance but there was nothing to be seen of her and therfore it is supposed She foundered with 63 passengers. Vessels are constantly coming in and going out of this port all bound for California. And this is not the only place that is visited. Many Stop at Juan Fernandez and others at Conception. The City of Valparaiso looks American like. Go where you will you are sure to meet with countrymen and turn which way you may in answer to Buon Dias , the Senoritas, the man, the women and childre cry Americano, Mucha oro in California! And we answer Si, Si, Sipa Senorita muchos oro. I begin to understand the lingo very well and have no difficulty in making myself understood. I find my french and italian of great use to me. The bohoys Spree it well here and act like devils let loose. I don't wonder, tis hard to be confined 75,100 or more days on board of a ship. Rows are of frequent occurence and blood is Sometime shed

by the interference of the vielantes or guards. We were out riding the other day. George Wardle was left some distance behind. Just as we made a turn in the road he-w- a man on horseback rushed upon him and endeavored to unhorse him. My friend gave a whistle when he wheeled around put Spurs to his horse and put off in company with those with him. That is the way with these confounded Spaniards. They are very good as long as they think there is the possibility of getting anything out of you but when they can catch an American alone a dozen of them will knock him down and rob him. I could write for hours about the immense quantities of gold in California, but why waste the time. You receive news from California as direct as we do here and can (read across page 15,lpb) judge of the excitment which must prevail here and in Californnia. Now let me come to a finish. Saturday May 19 We shall positively Sail tommorrow. Our water and provisions are on board. We are to live upon fresh meat the remainder of the way, Salt provisions being worth the most. I am not sorry to this and bid a hearty welcome to "Old Horse". I intended to Send this by the Steamer across the Isthmus but finding that the postage would be four or five dollars I have determined to Send with the government dispatches by the Dale, and Send an other containing news of the greatest importance by the Steamer which leaves here for Panama the 1st of the month So that you will hear from me about the middle of July. The Dale will dail about the same time. John & Henry no doubt by this time feel very anxious to be on their way to California. I would by all means recommend him to them to do So leaving their wives till they can prepare things comfortable for them. It would perhaps be best to wait until they hear from me in California when I could supply them with means So that they could come comfortably but this would cause a delay of some months. They had better arrange their affairs

and come as Soon as possible the quicker the better, those who arrive first and Succeed in establishing themselves cannot help succeeding. They had better bring a few tools and implements So that they may turn their hand to Something else beside digging gold. How lonesome you will feel to have us all away! But it will be but for a short time. I expect myself to be home on a visit in less than a year from this time. Be of good cheer. Providence will guide and protect me. I have carried out the resolution I made so far not with standing the many temptations I have been exposed to I must now close wishing you to remember me to all kind friends and present my love to Sister John Henry and their wives. I think of you long and often Thos Whaley Receive this from your affectionate son -

to here

I enclose to Harriet the following Stanzas, written by my friend Charles S. Palmer.

Off Cape Horn April 9, 1849

All hands ahoy ! is the frequent thrilling cry
As e'er you distant leave the Faulkland isle,
For yon darkening cloud the antartic warning,
Of the quick coming Storm, hidious roaring.
Up lads! the fore, main and mizzentop sails furl.
Sprightly! by the pipers, o'er the death tones howl.
Cheer'ly, hearties ! a welcome to the crew,
Each Sailor, more cheerily to his station flew.
Fierce the rain in torrents came and hail and Snow
With mountaineous, white cap'd Seas and hearty blow.
Alas ! the lightnings Streaks, more coarsely railing
And thunder peals its deafning noise while trailing.
E'er then, the Storm Scarcely, Sufficed to last,
When all again is hushed, and fearful danger past,

The welcome Sun allumes, more bright to unfold
Its rays as a beacon, to a Sinful world.
Land ho! land ho! in truth, 'twas at eight bells born
Before us, as a blue cloud appeared Cape Horn.
Like a hay-mound, stayed o'er the trackless ocean,
Loomed to our view, this "vestage of creation."
Cheer up lads ! our course o'er the wide Pacific,
With far more genial winds than our Atlantic,
And hearts so light and free as the forest bird,
Who in his wild racy haunts ne'er disturbed
(page 17, read crosswise lpb.)
When by our homesides we can fairly relate
Of our Ships wairy cruise and hair breadth escapes,
While hovering around us was craving death,
Whos' pinions could we have had no record left.
The fate of the voyage is detailed with pains:-
At Rio, acrazed, poor Valentine blew out his brains
And Angelo Schoonmaker called to his grave
Lies beneath the uproarous Atlantic wave.

(Valparaiso)

Sent from Rio May 21, 1849

Thos. Whaley

South Pacific Ocean Onboard Ship Sutton May 8th, 1849 Lat 58 15'
Long 81 30' (page 4 letter press book OF Thomas Whaley)

Dear Mother,

An other favourable opportunity offers to communicate with dear friends at home and I avail myself of it with no small degree of pleasure, particularly as we have not had the good fortune of falling in with any homeward bound vessel since last putting to sea. We are now Steering direct for Valparaiso, which port we may reasonably hope to reach before the end of the week and should the wind continue favourable as it has been for three days past, Sailing at the rate of 10 knots per hour we shall come to anchor in the Bay of Valparaiso Sometime Friday morning. The original intention of Capt Wardle was to water at Juan Fernandez, but owing to the unusual length of the voyage we have scarcely any provisions left except what constitutes the actual Supplies of a Sea faring life Such as Salt fish, beef, pork, beans, molasses &c This together with the Slight damage Sustained in rounding Cape Horn has induced him to alter his determination and put into Valparaiso where we may, perhaps, be detained a week or more. But what signifies this delay? The voyage is a long one and a few days more or less can make no material difference. Besides the news which we Shall receive from New York & San Francisco will more than compensate for the loss of time, both places being within thirty days' Steam communication. Our latest dates from the former place are up to the 29th January. You may conceive how eager we are to be appraised of what has transpired in the States since then as well as to gain every information in relation to the gold excitement in California. A few hurried lines would suffice to relieve your mind

of the anxiety my absence must occasion but my intention is to present you a brief and if possible an interesting account of our voyage Since leaving Rio de Janiero notwithstanding the dryness (page 5. letter press book) of the material. I wrote you in full from Rio per Brig Fabius, under date March 7 and enclosed the letter with others to Anson, Thompson, Roberts and Washington Smith, in one to Mr. Thos Wardle, requesting him to mail all excepting the one to you, and this I wished him to retain until called for. I did this to avoid the possibility of its being lost not knowing where you might be at the time. I trust you have received it as it was a very long letter containing a description of the voyage and many enquiries, requests & c answers to which I hope to receive upon my arrival in California. Least it should have miscarried I will re - numerate what it contained of most importance. I wished you to tell Uncle Henry to send waggons suitable for Stages and to obtain for me the agency of the Graefenbourg Co. I did not see the old gentleman at the time I called and that may perhaps be the reason I did not get it. To induce Harsell to invest something in the California Speculation and to tell him to influence a consignment of guns, Swords, pistols & c from Messers Blunt & Syms. To see George Tappen about sending locks, hinges &c To send me the price of cast and wrought iron locks, the memorandum of locks you have, this- you will find in the Stand drawer. To send all letters & papers across the Isthmus. To obtain for me Freemonts report, an atlas a copybook of letters &c. This last you need not send me as you will perceive by this letter, of which I retain an exact copy without the least extra trouble. Upon arriving at San Francisco I intend writing to the gentlemen whose names I mentioned in my last and offer them whatever inducements exists to consign goods

to me. I must not leave a stone unturned. I believe I may now make a fortune, gold or no gold in California, provided I conduct myself properly and this I have resolved to do. Mr. Wadsworth is willing to lend me all the advice and assistance (page 6, l.p.b.) in his power, which owing to the position he will have with Mr. Wardle will materially help me on. I am determined to become a merchant, I believe I shall make more in that capacity than any other. But you wish me to commence the history of my voyage. Here then begins. Not quite two weeks sufficed to disgust us with the rascality of the inhabitants and the dirtiness of the streets of Rio to make us rejoice when the Captain announced that we were in readiness to Sail. Saturday March 10th all hands were aboard and three cheers were given for the good old Ship Sutton which had become to us a home. The South Carolina & Taralinta went to Sea early that morning. We were in hopes to follow on immediately, but it was impossible owing to delays of one kind or another. This was a great disappointment to us as we wished to have as even a race as possible to San Francisco. We were at anchor in the bay not only that day but all the next, distant about two miles from town. Some few of the passengers returned to take a parting look of Some beautiful Segar -girl or fair Senora they had seen in their rambles but the majority were contented to remain aboard observing the magnificent Scenery of the harbour and the manoeuvring of the Shipping. Sunday was a delightfull day. In the afternoon a party of a dozen of us went upon a rowing excursion. We landed upon a Sandy-beach opposite the plantation of a rich planter. After indulging in the luxury of a Sun bath which is absolutely necessary in Such warm climates, one of our number proposed visiting the plantation.

I led the party on to be able to address the overseer either in French, English or the little spattering of Spanish & Portuguese which I had picked up. The overseer was Seen at some distance apparently gathering his forces together with the intention of resisting any attack. When we had approached Sufficiently near I accosted the old gentleman in the name of the party. Without returning the Salutation he brandished his cane over his head and cried via, wk via, which in plain english means go away. I looked with Surprise upon my companions. They indeed presented a most motley group. I will (Pg. 7, lpb.) not say they looked quite as bad as tatterdemalions though they had the appearance of anything but gentlemen. Believing that expostulation would be quite unnecessary we bade the old fellow good day and retreated in the Same peaceful order we had advanced laughing at the idea of being taken in our Sea rig for rowdies from whom the planters are sometimes subjected to much inconvenience, particularly from English Sailors. The old gentleman appeared to appreciate our orderly disposition in sending us fruit of various kinds of which we partook with much pleasure. Our next idea was to ascend a high hill which commanded a fine view of the Bay &c after which we hurried to our boat and returned on board a little after six o'clock just as the setting Sun was gilding with its parting rays the Sugar Loaf at the Entrance of the Harbour. Early next morning we weighed anchor to the cry of "Bully in the Alley ". The men pulled cheerily with a will. The tide was running out at the time. Before we could get the head of the vessel around she drifted Stern-on first against the guard boat causing no little consternation on board and then against a Russian Frigate carrying away the end of the- our jibboon. With other Slight damage we

Succeeded in getting out of the Harbour giving the country gun as we passed beneath the old fort of St. Cruz. The day was lovely and the scene fairy like both combined sufficient to inspire the poet or enlist the pencil of the artist. The enclosed rough sketch can give you but a faint idea of the original. Before night fall the Sugar Loaf and the distant mountains had sunk beyond the horizon leaving a vivid impression upon memory's page. We retired late that night Sighing over reminiscences of old Faroux and the many hours we had passed exchanging sly glances with the beautiful Senoritas of a neighbouring boarding school. Our dreams of course must have been pleasant ones. In less than a week we were off the River de la Plata, which is a remarkably quick run. This led most of us to believe that we would be to our journeys end in less than Sixty days. But alas for human calculation, fifty Seven days of that time have passed already and we are not yet half way. This is not the Old Ships fault for no vessel Sail better or (turn to pg. 4, read crosswise)(from the 7th page) faster, provided She has the wind from the right quarter. There is not a vessel we have met but what she has passed. I come now to a most melancholy period of our voyage Wednesday March 21st. though rough was an exceedingly pleasant day. Several of the passengers were Sitting in the stern boat engaged in fishing for Cape Horn pigeons and albertrosses, the latter is a very large bird measuring from 10 to 15 feet from tip to tip is taken by bating a hook with a piece of pork and allowing it to be Swallowed. I was either a little indisposed that day or had no particular desire to be engaged in such kind of Sport. I was reposing in my berth when I was suddenly aroused by the cry of a man over board ! The Sound sent a thrill through by bosom and made me wonder who it could possibly be. Hurrying on deck I found a crowd collected near the Stern of the Ship with anything but fear depict-

ed upon their countenances . I wondered what the meaning of all this was. I reached over the shoulders of my companions and in the center of the group beheld an albertross which they were measuring. Upon demanding why the cry of a man overboard had been raised I was informed that one of the party in his enthusiasm did it upon welcoming the first "gony" as the bird is most frequently called. This was indeed a strange reason ! The bird evincing a desire to pick and snap at us more than we felt disposed to allow him he was carried forward upon the main hatch to be examined more particularly. I was one to follow on while the fishing for more "gonies" was going on. I remarked to a gentleman, Standing near me in a rather careless manner that I had heard the cry of a man overboard and upon coming on deck found it to be only a "gony" inboard. I did not intend to treat the subject lightly though I spoke punningly. The words were scarcely out of my mouth when one of the passengers, who had more presence of mind ran forward crying to the mate, Mr. Whitwill, there are half a dozen persons over board ! Though we showed some little amazement (pg. 5, read crosswise, lpb.) we at first treated the matter lightly thinking it a joke, but when the young man reiterated it and showed plainly by his countenance that he was not jesting we made one general rush for the after part of the vessel to convince ourselves of the fact. Lo and behold there were four of our companions Struggling in the Sea ! Two-had The Stern boat from the number in it had broken away from its rusty fastenings and carrying with it eight persons. Four of them saved themselves by holding fast and climbing up the boat which remained supported, by one end. At the time I arrived one was in the water holding on the gunwhale of the boat,

he succeeded in saving himself, an other had hold of a rope, no one knew that he was there though he called loud and repeatedly . He finally Succeeded in making himself heard & was hauled on board. His escape may be considered providential as he knew not how to swim. We were laying to at the time in a gale of wind and making considerable leeway. How he managed to hold on so long God only knows. The other two who were at the extreme end of the boat were precipitated someways from the Ship which prevented the possibility of their laying hold on anything. They were both expert swimmers and there was every probability of their being saved. They were now at a considerable distance. Stools, benches and every floting object near at hand had been thrown overboard, the quarter boats were being lowered ready manned and the Stern boat was out loose. The sea was raging and the wind howling. The captain with his trumpet Stood on the round house crying Hold on my lads ! Cheerily my hearties, pull for God's sake, pull ! The two boats were foul, Stem and Stern together and it seemed almost impossible to seperate them but finally it was done one steering this way and the other that. The Starboard boat was the first to pick up a man in an expiring condition, so feeble was he, it was impossible for him to prevent the water coming into the boat through the plug hole. The leeboard boat was Still pulling for the man farther off, who had not only the water element to contend with but a large albertross which he had succeeded in laying hold of to Support him a longer length of time in the water. It made repeated attacks ~~and finally~~ upon the crown of his head and finally Succeeded in obtaining his liberty ~~and~~ that ending the death struggle of the drowning man who sank to rise no more just as he was about being rescued ! Anxiety was

now felt on all hands for the safety of the quarter boat which was in imminent danger of being swamped. The Sea was running almost mountain high at the time and it was really dangerous. My friend Puffer was the only passenger enlisted in this errand of mercy. He declared to me that neither he or the men felt the least concern till they were returning and then they had their doubts whether they would be able to reach the Ship. The quarter boats were scarcely properly secured before a large Shark was seen prowling around. The sailors say this fish is always to be seen immediately before or after the death of a person on board. This event as you may well supposed was calculated to sadden our feeling for a time, but it did not produce that effect or endure So long as I expected. In less than an hour after it appeared entirely forgotten by Some who were again ~~fing~~ fishing after "gonies " as though nothing serious had happened. In the evening a party was about seating themselves at whist but upon appealing to their good sense they relinquished the idea. I shall never forget what my feelings at the time I saw that young man go down, cut off in the prime of his youth when he was hoping to reap a golden harvest, Summoned unprepared in the presence of his Maker. I trust the lesson which it teaches me will not be entirely lost. I turned to See if there ~~was-no-one~~ (page 7, crosswise,lpb)were none to deplore his loss, no, not one. I could not myself refrain from shedding a tear to think of the hardness of his fate. Dana in his Two Years before the Mast Says: "Death is at all times Solemn, but never so much So as at Sea.A man dies on Shore, his body remains with his ~~fra~~ friends, and the mourners go about the Streets; but when a man falls overboard at the Sea and is lost there is a suddenness in the event and a difficulty in realizing it which give to it an

air of awful Mistery. A man dies on shore- you follow his body to the Spot. There is Something always which helps you to realize it when it happens, and to recall it when it has passed." There are many on board who have been led to think seriously upon things which they never before bestowed the least attention, therefore it is to be hoped that the loss of this young man will prove the Salvation of others. I never look over the Stern of the vessel but what I think to myself. Alas ! poor Angelo Schoonmaker, here was his grave. He was the son of the painter who keeps in Chateau Square. As he was in the Second cabin I had no opportunity of becoming intimate with him and am unable to judge what kind of a man he was, but from what I saw of him and can learn, he must have been rather a reckless youth, though probably not more so than a great many young men. I have been thus particular in discribing this account as it is the principle feature of our voyage. I hope you will find it as interesting as I have endeavored to make it. From the time of being off the river de la Plata till we were off the Falkland Isle the 31st March it was a Succession of gales. The wind blew so very hard, we were either obliged to Sail under dosed double reefed topsails or laying to drifting. Sunday April 1, the weather moderated and we were able to carry all sail. About 11 o'-clock while Mr. Wadsworth was engaged in reading the (turn to 8th pg, from the 7th , read crosswise) morning Sermon when by a Sudden Squal the Ship was taken aback. This is the worst thing that can possibly happen to a ship particularly when the wind blows fresh. Every timber in her shook and it Seemed as though the mast would be taken out of her. It was Some fifteen or twenty minutes before she was got before the wind again and then she went scudding along at the rate of ten or twelve miles per hour till the squall had passed. All who ventured upon the deck

did so at the risk of having their heads broken by the ropes and blocks which were flying in every direction. Some few of us stood beneath the wheele - house admiring this Sublime though awful Scene at the same time crying 'Go it old girl' The Ship carried on well sustaining only the loss of a fore top Sail. The day which in the morning seemed so propitious, ended with a Storm we and continued on all the next day. It was one of the severest blows of the passage. The Sea ran as high as ever I want to see it again. A heavy Sea Struck her forward flooding the forcastle and making the old Ship quiver from Stem to Stern but she rose gallently and Shook the Spray from off her head. In the midst of the confusion the tiller broke, throwing the carpenter over the hweel, who upon getting up declared the rudder must have been carried away. This day we had fresh pork for dinner the first provision of the kind we had had for sometime. By a sudden lurch but falling upon a clean spot so that no particular damage was done to our appetites. A person after being at sea a few months learns to take things as he can get them as is prepared for California comfort. I consider it an excellent preparation School for me. We were still obliged to lay to the 3d & 4th Though the weather had moderated on account of the heavy Sea. The latter of the days early in the morning it was supposed we were under the lee of an iceberg. The mate aroused the captain. The alarm which created considerable consternation among the passengers, only caused our captain, who must be possessed of an honest conscience, to turn over and sleep the more Soundly. Several dressed themselves and went upon deck to see the wonderful phenomen. Among the rest (pg 9 lpb.) Mr. Mosely or 'Old Massachusetts as he is more familiarly called. He is without exception the shrewdest man I ever saw. What a true Specimen of Yankee

ingenuity he seized the candle in one hand and the themometer in the other. Thus equipped he rushed upon deck but was unable in the impenitrable darkness of the night to discover anything. After observing the themometer a few minutes and perceiving no change was effected he said we may be in the vacinity of an iceberg, but we were certainly not approaching one. This Satisfied the anxious ones who returned to their bunks. There was hail during the night and considerable Snow upon deck in the morning The day was cold (date 4-5-49) with frequent falls of Snow. Two sails in sight one in the morning the other at night. The 5th was calm. Land pigeons were taken upon the yards, as white as the Snow covering the deck, this morning. They gratified our curiosity for sometime and then Served to make a pie for the mates wife the only female on board. A favourable wind Sprung up in the afternoon. The 6,7 &8th were three disagreeable days though we were making good headway. Considerable rain, hail & Snow fell. A Sail ahead this afternoon. The 9th a bark a Stern the Same we saw yesterday. The old Ship did her best last night. Another Sail ahead. At 5 o'clock the cry of Land ho ! Sounded first upon the quarter deck, was echoed from every part of the vessel. All hands were ~~instantly upon~~ ready to witness this glorious sight. The bearings were taken, when it was declared to be Cape Horn. It was the form of a Sugar-loaf and must have been Some twenty or thirty miles distant. Part of the day we were laying-to, the remainder Sailing under closed reefed top Sails. The 10th we were laying-to, under double reefed main top Sail, Spencer & StaySail. Blew very hard at 10 in the morning took in main top-sail Drifting to the S. & S.E. Considerable rain and Snow with an occasional glimpse of the Sun. At 2 o'clock the weather moderated and the Ship was easier. The 11th the gale issued last night and blew harder than ever. We were thrown nearly upon our (pg. 10, lpb.) beams end ~~last~~ so that

the quarter boats touched the water. The greater part of the day, the wind blew a hurricane causing the old Ship to pitch and roll tremendously. She creaked like a willow basket and must have gone to pieces had she not been built in the most substantial manner. Now and then a heavy Sea would come threatening to carry all before it but the vessel rode with ~~all~~ the grace of a swan over them without Shipping Spray enough to wet the deck. As for standing without holding on Something it was a matter impossible. Our meals were taken as we could best get them. At 2 o'clock ~~the wind blew~~ colder and louder blew the wind, a gale from the Northwest; The Snow fell hissing in the brine And the bellows frothed like yeast. The captains and mate held a consultation together. The result of which was that in the event of the Storm increasing it would be necessary for the preservation of life to throw the deck load consisting mostly of the frame of a house overboard. Happily, before Sundown the wind moderated. The 12th, laying to all day. Attempted to make Sail toward dusk. The 13th again we have Cape Horn weather, Sunshine, Squalls, rain, hail, snow. Made Sail two or three times during the day. A Ship in Sight in Sight, South but for a Short time. The 14th this is the pleasantest day we have had for three weeks. During the night we commenced making Sail with a fine breeze which increasing obliged us to double reef. We succeeded in taking an observation for latitude this first for Some time. At 2 O'clock the unexpected cry of Landho! broke upon our ears, It proved to be Cape Horn again, our old enemy with whom we have long been combating; but we hope to conquer him at last. It was distant twenty miles. We must indeed have taken a very circuitous route to in with the Same landscape after Sailing. nearly a week. The 15th Squally kind of a day. Exchanged Signals with the Ship Capitol of Boston and the brig Newcastle of New York. We left both these vessels at Rio.

The swelling of the Sea (pg. 11, lpb.,)was higher than we have yet Seen it. This being Sunday Brother Wadsworth offered fervent prayer for a favourable wind to deliver us from this place which our comical friend the doctor Sayd, is no place at all. According to his arguement we are neither in the Atlantic nor Pacific, nor yet in the Southern Ocean ! Where the devil are we then ? I wish the Captain would have the rent in the crotch of his breaches sewed up and hang them at the royal mast head we might then hope with a cup full of wind to bid adieu to Cape Horn before tomorrow morning. We find the Cabin about these times the most comfortable place, though we have nothing but our great coats to keep us warm. Several are complaining of chill blains so I have taken the precaution to encase my feet in boots. The 16th Capitol and Newcastle Still in view a long ways astern. Calm most all day Late in the afternoon Spoke ~~and passed~~ the Brig Mary Wilder 105 days from Boston , bound to California. Her decks were crowded with emigrants who gave us Yankee doodle with variations as we passed by. Lar(ge) numbers of porpoises in sight at the time. The 17th running along finely all night. Rolled considerably. My chum said it was a shame to allow the Ship to carry on so preventing all hands from Sleeping. I was not in the least inconvenienced, trough annoyed by the water pouring into my berth like through a sieve. Over hauled another Sail before 10 o'clock the Ship Mentor of Boston. Soon after another Ship and a brig hove in sight. We were standing N.W. at the time, gaining ground fast. The order was given to tack preventing the possibility of sending news even though they should have been homeward bound as they were believed to be. The old Sutton is a Screemer (screamer) and no mistake- She reminds me of an experienced trotter on the 3d Avenue , hanging back till nearly at the end of the course

waiting for the o'hoys to come up and then starting off beating everything. The 18th this is a cold and disaggreable day. Few of the passengers are disposed to remain upon deck for any length of time together. Sailing along nicely. Squalls are becoming less frequent the further west we go. A whale was seen from the quarter deck this morning. They will soon be as thick as whortle berries. The 19th blew hard all day much rain and snow. (turn to 8th page, read crosswise)Split our main sail. The 20th Laying to all day in a violent Snow Squall. The 21st. The wind Subsided towards midnight and this morning it was perfectly calm, the sails flopping against the masts. It is astonishing how very soon Neptune can get up a Storm in these latitudes and quell it almost immediately. The decks of the old ship were once more even and we were allowed a few hours enjoyment in the delightful SunShine of the morning. But this State of things did not long exist before night fall, we were sailing under double reefed topsails. We are Still South of Cape Horn and only 250 miles to the westward of it likely to be driven back any moment. The 22nd, Sunday Laying to most all day. While we were at prayers, passed an English bark, near enough to make out her name the Kenmare, supposed to be a Sidney packet bound to London. I am reading the Bible through in course, finished this day the book of Deuteronomy. The 23d, ~~Still laying-to~~ Sailing under double reefed topsails. Ship's head under water most all day, pitching into the Sea at a tremendous rate. Towards night breeze increased blew almost a hurricane. We are now in longitude 80 16' which is a far west as we wish to go. The 24th, Sun Shining till 9 o'clock, Sail-under close reefed top sails. Indulged in the luxury of icecream all very exceping the cream . Beautiful Starlight night affording us a fine view of the Magellan Clouds and Souther(n) Cross. The

Magellan clouds consist of three small nebula two bright, like the milky way, and one dark. They are first seen above the horizon soon after crossing the Southern Tropic. When off Cape Horn they are nearly over head. The cross is composed of four Stars in that form and is said to be the brightest constellation in the heavens.

"This Spacious firmament on high,
With all the blue etherial Sky,
And Spangled heavens, a Shining frame
Their great Original Proclaim."

(page 9, read crosswise, lpb.) The 25th rained violently the past night. Good breeze this morning. Tacked Ship at eight bells. An unusual quantity of birds following in the wake of the vessel all day. Several were caught and prepared either to be stuffed or eaten. The 26th disagreeable drizzling rain with thick fog. Standing well upon our course. The 27th, Squally kind of a day. Shower late in the afternoon, after which a remarkable phenomen, a rainbow, of the most distinct color, forming a complete circle, two thirds of which was to be seen above the horizon and the remainder below by going a little way up the rigging. ~~At-seen~~ It was a beautiful sight. At sundown there was a fine breeze which carried us along seven knots during the night. The 28th, rainy and squally day made little headway. The 29th Sunday the same as yesterday. Methodist Sermon performed by Mr. Brown in the morning , and a prayer meeting in the evening at which there was a general attendance of the officers and crew. One of the Sailors named Jenning offered up a beautiful prayer. The 30th, calm all night and a Strong wind during the day which abated towards evening. All complain of having Spent a restless night. The things in the cabin and the Steward's pantry were ~~rolling~~- going from one side. They were preparing to move one day too soon. We were litterally Speaking rolled in the cradle of the

mighty deep. May the 1st. we are moving as well as some of friends in New York. The operation, no doubt is as agreeable to one as to the other. The pleasantness of the weather is all that has prevented the day from being dreary. Pitching about in every direction all night and all day. Blew so hard as to Split our Stay-Sail and obliged us to carry only Spencer and closely reefed fore & main top Sails. The Sea was white capped. Swelling high, long & heavy. Part of the figure head drifted a Stern, We are 120 days out, the time Some of us anticipated going from New York to San Francisco. Fifty days or more will be necessary to ~~complete~~- take us there. I shall be glad when we touch at some port be it either Juan Fernandez or Valparaiso. (pg. 10 crosswise) We are out of provisions of most every kind. This morning's meal consisted of coffee with brown sugar, cold Salt beef, sliced, boiled rice, Softtack and molasses. I partook only of a cup of coffee, a couple Slices of soft-tack which I ate with molasses. This is indeed frugal fare, Not with Standing we all look fat and feel pretty Saucy. Were my friend to see me they would scarcely be able to recognize me with my round face covered with whiskers and long mustaches of three months growth! But I was Speaking of this morning's breakfast. Of rice I am very fond but it is an article I can't eat without butter & Sugar which are things we are out of a long time ago. As for ~~pork~~ Salt beef I am ~~tired-of-it~~- Sick and tired of it. I always think of these lines, once repeated by the mate as we were sitting down to dine one day, enough to disgust anyone with eating meat at Sea :

'Old horse! old horse ! what brought you here ?
-From Sacarap ' to Portland pier
I've carted Stone this many a year;
Till killed by blows and Sore abuse,

They salted me down for Sailors use.
The Sailors they do me dispise:
They turn me over and damn my eyes;
Cut off my meat and pick my bones,
And pitch the rest to Davy Jones.'

There is very little variety in our dishes, one day we get pork and beans, and the next beans and pork. Salt beef and pilot bread can always be depended upon. But I am contented and this they say is a continual feast. We have every reason to feel thankful. Neither sickness nor death has visited us and should we arrive safely at San Francisco ~~therewill-be-great~~ it will be owing to a kind Providence than to the Superior Skill of our Commander who has been at loggerheads with the mate pretty much ever since we left New York. (pg11, read crosswise 1pb.) The 2nd Nice cool and refreshing day. Sun shining Sailing upon our course N by E. The weather is growing perceptably warmer. Soon we shall get up our top hamper and be running under royals, sky-sails and Studing Sails. The 3d, Another delightful morning. Going a W by N course. Afternoon cloudy & rainy. Wind died away before night. The 4th, dull, foggy and muggy day. Calm most of the time. The 5th glorious day. Wind abaft, the first we have had of the kind since leaving the trades on the other side. In the morning we were going at the rate of a knot, knot and a half or two knots but before night fall a gentle breeze wafted us along in gallant style with the Studding -Sails Set. Good, I shall sleep well tonight. The 6th Sunday, The fair wind Still continues. Rather fresh this morning carried away a Studding Sail boom. Obliged to take the rest in. This is without exception the finest day in

every respect we have had since leaving Rio, which port we left 55 days ago, the Same length of time we were going or rather coming from New York. Though there has been much less to interest us none of us consider the passage so long. The reason of this I attribute to our becoming enured to the Sea-life and the pleasing associations of the old Ship. Mr. Dunham, a forward passenger, assisted by Mr. Brown conducted the services of the day after the rites of the Universalist Church. He took his text from James 1st 27th verse. Pure religion and undefiled before God and the father is this, to visit the fatherless and the widows in their affliction , and to keep himself from the world. Commenced the book of Daniel of which I read a considerable portion. Methodist prayer meeting in the evening. Moon shining brightly. Should this wind continue we may hope to Spend the next Sabbath at Valparaiso. Latitude 54 40'. The 7th The wind changed a little during the night, but we are still going along Steadily upon our course 6 to 7 knots though close hauled. The sun lends his rays to cheer us on. There was not the least perceptible motion last night, upon awakening I imagined myself reposing in bed at home. Made in the past 24 hours 215 miles. We are off the Southern coast of Chille (Chili) in the same latitude as New York.(continued on page 12, From the 11th page)
This is another glorious day, Similar in every respect to yesterday . The word this morning was that we were going to Juan Fernandez. We were heading N. at 2 o'clock the command was given to put the vessel before the wind. We are now going N. by E. which with the variation will take us to Valparaiso. The Captain is a queer gigger, he says one thing and does another, consequently there is no believing him. The passengers are in suspense to know whether to commence writing to their friends or not. The general impression is that he

will ultimately determine upon Valparaiso. I trust So. We shall there be within 30 days communication with New York and San Francisco from both of which places we may hope to receive important news, besides we affording us an opportunity of communicating with friends at home. What an unexpected pleasure it will be to them to receive news from us in this quarter of the globe. 4 o'clock P.M. The Captain has just seated himself with his writing materials. The presumption is, he is going to Valparaiso. I may ~~then~~ now with propriety get out mine with a reasonable hope of Sending my letters after writing them. Got up royals today. Carried away for Studding Sail. The captain was about taking it in, when "Old Massachusetts" told him that in case that stick broke he would promise to cut two more just like it upon landing at Juan Fernandez. It is doubtful whether he will be able to fulfil his promise. A distinct lunar rainbow, reminding me of a similar magnificent Spectacle I witnessed about this time four years ago on my way home from Rome to Curt-a becchia. Three of the crew upon the Sick list. Several of the passengers volunteered to stand watch. The 9th We continue to go along in fine style before the wind, though not quiteSo fast. FrequentSqualls during the day and at times raining very hard. We are now in trim for fine weather and gentle breezes of the Pacific. Engaged pretty much the whole day drawing maps and ~~the~~ plans of our route from Rio. Evening,writting. The 10th we were sailing during the night and all day 6 or 7 knots before the wind. The passengers composing the watch amused themselves playing cards and checkers upon the sky- light till nearly 4 o'clock this morning, when a sudden Squall coming up accompanied with much rain and Snow, deprived them of the beautiful moonlight and obliged them to quit. Rather a squally day.

In the afternoon a brig hove in sight hoisted english colors, which were hauled down the instant we showed the grid iron, as the Sailors term the American ensign, and put off. We could not account for this singular manoeuvre, without Johnny Bull got testy and thought we kept him waiting rather long. Spent this day in finishing maps and writing letters. The 11th , Wind almost dead ahead Steering E. by S. at 12 o'clock passed- spoke the brig Saltillo of Boston, Standing upon the opposite tack, we passed each other almost in a moment which gave us but little opportunity of exchanging words. She is bound to California and- Three sheers were given on both sides, The captain, in answer to our enquiry , as to how long he had been out, replied, O! my God, tis so long Since I don't know. The brig, judging from her appearance, no doubt has Seen rough weather as well as ourselves. We shall have more of her history when arriving at Valparaiso, where She is going to stop. Pleasant the same as yesterday Magnificent Sunset. Lat 34 10'. Long. 74 10'. The 12th Fine weather Wind Still ahead. Very little gained and that by tacking. The captain at one time in the afternoon thought he would be obliged to put into Conception but the wind changing a point or two he gave up the idea Engaged till midnight writing. Lat. 34 13'. Long 74 54'. The 13th Sunday, Made land at day break, By noon the Snow upon the lofty Andes was discernable , extending for miles along the edge of the horizon, which but for a thin vapoury mist, must have presented a Sublime Sun. All day Standing off and on, beating up along the coast. In the morning exchanged Signals with a French vessel of war carrying thirty two guns and immediately after with an English brig both continuing in company with us during the remainder of the day. At one time this afternoon there were nine vessels in Sight, all Stanidng in towards land. Just before dusk the Frenchman went through the different evolutions of furling

double reef. (crosswise , page 12) Nastyand drizzling kind of day. Lat 34 15' Long 74. 54. Monday May 14th. The Valparaiso light was seen about 10 o'clock. Frenchman of war Still in Sight in the morning. Beating up along the coast towards the town. Rounded the point about noon. Came to anchor Soon after. Boarded by Custom House boats and others to obtain news. Learned enough in four minutes to convince us that all that had been said California was true. The Dale was laying in the harbour with $250,000 on board. Report Says a million. At one o'clock most of the quarter boats were lowered into which I got with the Captain, his brother Charley Palmer and George D. Puffer. Landed at twenty minutes past one. The town contains about fourty thousand inhabitants, and extends more than Six miles, ~~along the~~ consisting principally of two Streets, running parallel beneath the foot of Steep mountains. The houses mostly of one and two stories are generally well built, the city having been destroyed by an earthquake in 1822 and partially by a fire in 1842. My first impression of the place is more favourable than of Rio, the people being better disposed and more hospitable. The government is the best in South America, being the most liberal. They date their independance from 1810. A large amount of Shipping is in the harbour at the present time consisting mostly of vessels bound to California. Among them are the ~~H.M. Fielder~~ the Taralinta, the Croton, the Capital, the Cutter Ewing and the Store Ship Fredonia. Mr. Morehead, the American Consul is much liked for his gentlemanly attention to this (his many Countrymen touching at this port at the present time. At his office I saw $4,000 worth of gold brought by the Dale. Walked through the markets regaled myself with fruit, grapes, peaches, apples,pairs &c, fine vegetables,onions 6 or 8 inches in diameter, radishes 3 & 4 in. and a foot long.

Town & hotels crowded with Americans. Compelled to go three miles out of town to get a dinner which was served up in fine Style about six o'clock. In the evening saw as much carousing and dissipating at the Star Hotel as at Rio de Janeiro (read crosswise on pg 13.) Not beingable to get accomodations ashore we were obliged to return aboard the Ship at 8 o'clock.

Valparaiso Chile, May 18th, 1849

Dear Mother - Imust now conclude this long letter written in a Journal form which will give you a fair impression of a voyage around Cape Horn, I should like to write a few pages more but I must condense things as much as possible. We shall probably get to Sea tomorrow morning. I have seen everything worth seeing in and about this City and shall be glad when I leave it, not but what the place and its inhabitants please me particularly the Senoritas many of whom are very pretty and fascinating in their manners. The news that I have heard Since arriving at this port is ~~such as~~ So astonding and has produced Such an effect upon my mind, as to intoxicate me with joy and long to be at Sea once more on my way to California. I have seen Several from the gold diggings and they things the Same as published in the New York papers. More than three thousand persons have left this place since the commencement of the gold excitment. Returns have been made for goods Sold amounting to more than a million & a half. H.B. M. Ship Calypso arrived the Same day that we did with $2,750,000 in gold for Europe. The Carpenter of the Dale says that building lots in the town of San Francisco which two years ago were bought for $15 or $20 are now being sold for $5 to $10,000! Provisions and goods of all kinds were selling when he left for three & four hundred per cent excepting flour which can be bought for $10 per bbl. Much has been shipped from this port. The government it is said has prohibited

the further export of this article for the fear of there being a scarcity. Those who have shipped from New York will lose upon this article. I think this however only a rumor to prevent the Shipment from other countries than Chile. This is a great grain country. I should not think this article would at any rate pay as well as many others from the States, Sperm candles were selling at $1.87¢ per lb. The Dale reports the California and Oregon are laid up at San Francisco deserted. There is much distress at the Isthmus owing to the Scarci(ty)(page 14 lpb) of vessels. Many persons are dying or returning to the United States to go by Some other route. Much excitment exists here. Vessels are in great demand Sailors Scarce & freight high. Inducements have been offered to the Sutton men as high as $80 per month but not one is willing to leave. We are taking in Some little freight and a few more passengers , the Captain agreeing to pay the Cabin passengers one hundred dollars a piece for their State rooms and the inconvenience they will be put to. Passage from here $250, and freight $25 per ton, which is a little above New York prices. There are many deserters from the vessels of war. Twelve men have left the U.S. Fredonia, Some from the U.S. Ship Dale and from H.B. M. Ship Asia five Smuggled themselves aboard the Capitol but were were retaken before she got out of the port. Small boats are very scarce and being Sold enomously (enormously high. A boatman told me he had Sold his whale boat for $245. The Daniel Webster Sold two of her boats for $175 each the day She arrived and others are being sold as high as $300 & $500 a piece. This morning I was introduced to the Lieutenant Muse of the Dale by Mr. Wardle. He says that lots are being sold for $5. $10 & 15,000 a piece. Mr. W owned four lots in California . On the passage he sold one for $50 to Mr. Puffer and agreed to sell me one $100 provided a forward passenger refused to take it. He fail-

ed to do So and now Mr. W is unwilling to let me have it because I did not make arrangements before he heard of their being so valuable. I trust his honour will be sufficient to make the bargain binding otherwise I have lost a Great Speculation. Lieutenant Muse told Mr. Wardle of many persons in San Francisco, who had become immensely rich Since he left. Old Sutter will probably become the richest man in the world. Lieutenant Muse further confirms the various reports in relation to gold in California. Things are very dear in San Francisco but prices are falling as the Supply increases. There is much misery and dissipation, but a young man who keeps steady is sure to succeed. He told (page15, lpb) me of a young man knocking arround doing a little who always found himself at the end of the week $3 to $400 better off. The crew of the Dale were paid off in gold at $15 per ounce. There is an Alcalde or Judge at San Francisco but Judge Lynch holds power Supreme in and around the gold diggings and manages to keep very good order. No man thinks of robbing an other of his gold as it lies exposed upon rags before his tent while perhaps he is gone half a mile for his dinner. He says they dare not do it because they would be hung up on the first tree or Shot upon the Spot. For minor offenses they are given a certain number of lashes and allowed and- twenty four hours to get so many miles and in case they are found within those limits they are Shot. Since being here I have seen passed Midshipman Renshaw of the U S Ship Fredonia. You will recollect that he and I were Schoolmates at Benians. I have seen him but once in ten years. He left day before yesterday for San Francisco . I was introduced by Mr. Puffer to a friend of his by the name of Barre passenger from the ship Taralinta. He is cousin to the young gent Miss Devieux gave me a letter of introduction to. He was last at San Francisco and is now returned to the U States per the Isthmus

for the purpose of bringing on a large amount of Specie So that I shall not see him for Some time to come. The Ship South Carolina was spoken off ~~the-Sound~~Juan Fernandez So that it is supposed that She must have put in ther for water about the Same time that we arrived at this port. The Taralinta came into Valparaiso two days before us. These two vessels Sailed from Rio about the same time we did. The Steamer Panama arrived here the 17th April 58 days from New York and sailed the 19 for San Francisco. She passed many vessels in the Straits detained by head winds among them was the Anonyma the Schooner which was to report us at San Francisco. Both the passage of the Horn and through the Straits have been both long and severe, not withstand (read across 14th page, lpb) ing which I have heard of but one accident and this is merely a rumor The ~~Oxford~~ Brooklyn is reported to have been Seen dismasted off the Horn. The wind was blowing a gale at the time. The vessel that saw her lay to till morning in order to render her assistance but there was nothing to be seen of her and therfore it is supposed She foundered with 63 passengers. Vessels are constantly coming in and going out of this port all bound for California. And this is not the only place that is visited. Many Stop at Juan Fernandez and others at Conception. The City of Valparaiso looks American like. Go where you will you are sure to meet with countrymen and turn which way you may in answer to Buon Dias , the Senoritas, the man, the women and childre cry Americano, Muchas oro in California! And we answer Si, Si, ~~Sign~~ Senorita muchos oro. I begin to understand the lingo very well and have no difficulty in making myself understood. I find my french and italian of great use to me. The bohoys Spree it well here and act like devils let loose. I don't wonder, tis hard to be confined 75,100 or more days on board of a ship. Rows are of frequent occurence and blood is Sometime shed

by the interference of the vialantes or guards. We were out riding the other day. George Wardle was left some distance behind. Just as we made a turn in the road he-w- a man on horseback rushed upon him and endeavored to unhorse him. My friend gave a whistle when he wheeled around put Spurs to his horse and put off in company with those with him. That is the way with these confounded Spaniards. They are very good as long as they think there is the possibility of getting anything out of you but when they can catch an American alone a dozen of them will knock him down and rob him. I could write for hours about the immense quantities of gold in California, but why waste the time. You receive news from California as direct as we do here and can (read across page 15,1pb) judge of the excitment which must prevail here and in California. Now let me come to a finish. Saturday May 19 We shall positively Sail tommorrow. Our water and provisions are on board. We are to live upon fresh meat the remainder of the way, Salt provisions being worth the most. I am not sorry to this and bid a hearty welcome to "Old Horse". I intended to Send this by the Steamer across the Isthmus but finding that the postage would be four or five dollars I have determined to Send with the government dispatches by the Dale, and Send an other containing news of the greatest importance by the Steamer which leaves here for Panama the 1st of the month So that you will hear from me about the middle of July. The Dale will sail about the same time. John & Henry no doubt by this time feel very anxious to be on their way to California. I would by all means recommend him to them to do So leaving their wives till they can prepare things comfortable for them. It would perhaps be best to wait until they hear from me in California when I could supply them with means So that they could come comfortably but this would cause a delay of some months. They had better arrange their affairs

and come as Soon as possible the quicker the better, those who arrive first and Succeed in establishing themselves cannot help succeeding. They had better bring a few tools and implements So that they may turn their hand to Something else beside digging gold. How lonesome you will feel to have us all away! But it will be but for a short time. I expect myself to be home on a visit in less than a year from this time. Be of good cheer. Providence will guide and protect me. I have carried out the resolution I made so far not with standing the many temptations I have been exposed to I must now close wishing you to remember me to all kind friends and present my love to Sister John Henry and their wives. I think of you long and often Thos Whaley Receive this from your affectionate son -

I enclose to Harriet the following Stanzas, written by my friend Charles S. Palmer.

Off Cape Horn April 9, 1849

All hands ahoy ! is the frequent thrilling cry
As e'er you distant leave the Faulkland isle,
For yon darkening cloud the antartic warning,
Of the quick coming Storm, hid'ous roaring.
Up lads! the fore, main and mizzentop sails furl.
Sprightly! by the pipers, o'er the death tones howl.
Cheer'ly, hearties ! a welcome to the crew,
Each Sailor, more cheerily to his station flew.
Fierce the rain in torrents came and hail and Snow
With mountaineous, white cap'd Seas and hearty blow.
Alas ! the lightnings Streaks, more coarsely railing
And thunder peals its deafning noise while trailing.
E'er then, the Storm Scarcely, Sufficsed to last,
When all again is hushed, and fearful danger past,

The welcome Sun allumes, more bright to unfold
Its rays as a beacon, to a Sinful world.
Land ho! land ho! in truth, 'twas at eight bells born
Before us, as a blue cloud appeared Cape Horn.
Like a hay-mound, stayed o'er the trackless ocean,
Loomed to our view, this "vestage of creation."
Cheer up lads ! our course o'er the wide Pacific,
With far more genial winds than our Atlantic,
And hearts so light and free as the forest bird,
Who in his wild racy haunts ne'er disturbed
(page 17, read crosswise lpb.)
When by our homesides we can fairly relate
Of our Ships wairy cruise and hair breadth escapes,
While hovering around us was craving death,
Whos' pinions could we have had no record left.
The fate of the voyage is detailed with pains:-
At Rio, acrazed, poor Valentine blew out his brains
And Angelo Schoonmaker called to his grave
Lies beneath the uproarous Atlantic wave.

(Valparaiso)

Sent from Rio May 21, 1849

Thos. Whaley

Spent
after
Mar in Notes

Mar 7,
May 8, 1849

Mr. P. Thompson Esq.,

Dear Sir,

The voyage upon which I am embarked appears almost endless but a fair wind is towards Valparaiso at which port we shall stop to water and provision & c I avail myself of the opportunity thus afforded of communicating with my friends who must believe me in San Francisco by this time.

I wrote you last from Rio de Janeiro, per Brig Fabius under date of March 7 advising you that I had considered and thought favourably of the proposition of entering into co- partnership with you as contained in the letter placed into my hand previous to leaving New York. As I stated then I will hear repeat my arrangements with Geo. S. Wardle & Co. will be so made as to effect this any day you so desire. It is quite unnecessary for me to write all that letter contained, believing that you must have received it directed to the care of Thos Wardle and enclosing one to Miss A. E. Launay.- Our captains original intention was to water at Juan Fernandez but owing to the unusual length of the voyage we have scarcely any provisions left except what constitutes the actual supplies of sea-faring life such as salt fish, beef, pork, pilot bread molasses. This, together with the necessity of repairing Some Slight damage Sustained during the heavy weather off Cape Horn, has induced him to alter his determination and put into Valparaiso where we may perhaps be detained a week or more. But what Signifies this delay? The voyage is a long one and a few days more or less ...(will make no material difference. The news which we shall probably receive(from..) New York and San Francisco will more than compensate for the loss of money both places being within thirty days

Steamer communication. Our latest dates from the former place are of the 29th January. You may conceive the (page 2, lpb.,) anxiety we feel to be appraised of what has transpired in the States Since then as well as to gain positive information in relation to the gold excitment in California. We are now heading N.E. direct for Valparaiso where we may reasonably hope to be before the end of the week and should the wind continue as favourable as it has been for three days past, sailing at the rate of ten knots per hour we shall come to anchor Sometime Friday morning. But let me give you a short account of my voyage. Here begins then-We weighed anchor in the beautiful bay of Rio de Janeiro March 12th . The morning was a lovely one and as we passed beneath the forts and the blue mountains Sank in the distance we thought of the many happy hours we had passed at the old Hotel Faroux. Our run to River de la Plata was a fine one performed in less than eight days. This led many to believe that we would be to our journey's end in fifty or sixty days. March 31St we were off the Faulkland Isles. Here in a severe squall we were taken aback and it was nearly half an hour before the wind again Scudding away at the rate of ten knots. From the time of making the La Plata till the 25th April when we considered ourselves fairly around the Horn, it was a continual succession of gales. Double reefed topsails were all we dared to carry and occasionally we ran under bare poles. Many times we were near being thrown upon our beams ends the lee gun whale being under water for hours together but the Sutton has never Shipped any very heavy seas. She is a most beautiful and easy riding vessel. Every plunge She made seemed her last, She would rise, Shake her head and then be ready to meet the next wave. If She were not a strong built vessel She could never have passed through what She has with no loss whatever excepting it be the occasional Splitting of a Sail. Our mate

has made Seven voyages around the Horn and he says none of them were to be compared to this last.(page 3, 1pb.)

Pork and prunes I am sick and tired of and shall never care to eat any more after leaving the vessel. I am glad we are putting into port that we may obtain some fresh meat and vegetables.

May 8, 1849

Mr. P. Thompson Esq.,

Dear Sir,

The voyage upon which I am embarked appears almost endless but a fair wind is towards Valparaiso at which port we shall stop to water and provision & c I avail myself of the opportunity thus afforded of communicating with my friends who must believe me in San Francisco by this time.

I wrote you last from Rio de Janeiro, per Brig Fabius under date of March 7 advising you that I had considered and thought favourably of the proposition of entering into co- partnership with you as contained in the letter placed into my hand previous to leaving New York. As I stated then I will hear repeat my arrangements with Geo. S. Wardle & Co. will be so made as to effect this any day you so desire. It is quite unnecessary for me to write all that letter contained, believing that you must have received it directed to the care of Thos Wardle and enclosing one to Miss A. E. Launay.- Our captains original intention was to water at Juan Fernandez but owing to the unusual length of the voyage we have scarcely any provisions left except what constitutes the actual supplies of sea-faring life such as salt fish, beef, pork, pilot bread molasses. This, together with the necessity of repairing Some Slight damage sustained during the heavy weather off Cape Horn, has induced him to alter his destination and put into Valparaiso where we may perhaps be detained a week or more. But what Signifies this delay? The voyage is a long one and a few days more or less ...(will make no material difference. The news which we shall probably receive(from..) New York and San Francisco will more than compensate for the loss of money both places being within thirty days

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Pork and prunes I am sick and tired of and shall never care to eat any more after leaving the vessel. I am glad we are putting into port that we may obtain some fresh meat and vegetables.

May 3, 1849

Mr. P. Thompson Esq.,

Dear Sir,

The voyage upon which I am embarked appears almost endless but a fair wind is towards Valparaiso at which port we shall stop to water and provision &c I avail myself of the opportunity thus afforded of communicating with my friends who must believe me in San Francisco by this time.

I wrote you last from Rio de Janeiro, per Brig Fabius under date of March 7 advising you that I had considered and thought favourably of the proposition of entering into co- partnership with you as contained in the letter placed into my hand previous to leaving New York. As I stated then I will hear repeat my arrangements with Geo. S. Wardle & Co. will be so made as to effect this any day you so desire. It is quite unnecessary for me to write all that letter contained, believing that you must have received it directed to the care of Thos Wardle and enclosing one to Miss A. E. Launay.- Our captains original intention was to water at Juan Fernandez but owing to the unusual length of the voyage we have scarcely any provisions left except what constitutes the actual supplies of sea-faring life such as salt fish, beef, pork, pilot bread molasses. This, together with the necessity of repairing some slight damage sustained during the heavy weather off Cape Horn, has induced him to alter his determination and put into Valparaiso where we may perhaps be detained a week or more. But what signifies this delay? the voyage is a long one and a few days more or less ...(will make no material difference. The news which we shall probably receive(from..) New York and San Francisco will more than compensate for the loss of money both places being within thirty days

Steamer communication. Our latest dates from the former place are of the 29th January. You may conceive the (page 2, lpb.,) anxiety we feel to be appraised of what has transpired in the States Since then as well as to gain positive information in relation to the gold excitment in California. We are now heading N.E. direct for Valparaiso where we may reasonably hope to be before the end of the week and should the wind continue as favourable as it has been for three days past, sailing at the rate of ten knots per hour we shall come to anchor Sometime Friday morning. But let me give you a short account of my voyage. Here begins then-We weighed anchor in the beautiful bay of Rio de Jansiro March 12th . The morning was a lovely one and as we passed beneath the forts and the blue mountains Sank in the distance we thought of the many happy hours we had passed at the old Hotel Faroux. Our run to River de la Plata was a fine one performed in less than eight days. This led many to believe that we would be to our journey's end in fifty or sixty days. March 31St we were off the Faulkland Isles. Here in a severe squall we were taken aback and it was nearly half an hour before the wind again Scudding away at the rate of ten knots. From the time of making the La Plata till the 25th April when we considered ourselves fairly around the Horn, it was a continual succession of gales. Double reefed topsails were all we dared to carry and occasionally we ran under bare poles. Many times we were near being thrown upon our beams ends the lee gun whale being under water for hours together but the Dutton has never Shipped any very heavy seas. She is a most beautiful and easy riding vessel. Every plunge She made seemed her last, She would rise, Shake her head and then be ready to meet the next wave. If She were not a strong built vessel She could never have passed through what She has with no loss whatever excepting it be the occasional Splitting of a Sail. Our mate

has made Seven voyages around the Horn and he says none of them were to be compared to this last.(page 3, lpb.)

Pork and prunes I am sick and tired of and shall never care to eat any more after leaving the vessel. I am glad we are putting into port that we may obtain some fresh meat and vegetables.

South Pacific Ocean Onboard Ship Sutton May 8th, 1849 Lat 58 15' Long 81 30' (page 4 letter press book OF Thomas Whaley)

Dear Mother,

An other favourable opportunity offers to communicate with dear friends at home and I avail myself of it with no small degree of pleasure, particularly as we have not had the good fortune of falling in with any homeward bound vessel since last putting to sea. We are now Steering direct for Valparaiso, which port we may reasonably hope to reach before the end of the week and s ould the wind continue favourable as it has been for three days past, Sailing at the rate of 10 knots per hour we shall come to anchor in t e Bay of Valparaiso Sometime Friday morning. The original intention of Capt Wardle was to water at Juan Fernandez, but owing to the unusual length of the voyage we have scarcely any provisions left except what constitutes the actual Supplies of a Sea faring life Such as Salt fish, beef, pork, beans, molasses &c This together with the Slight damage Sustained in rounding Cape Horn has induced him to alter his determination and put into Valparaiso where we may, perhaps, be detained a week or more. But what signifies this delay? The voyage is a long one and a few days more or less can make no material difference. Besides the news which we Shall receive from New York & San Francisco will more than compensate for t e loss of time, both places being within thirty days' Steam communication. Our latest dates from the former place are up to the 29th January. You may conceive how eager we are to be appraised of what has transpired in the States since then as well as to gain every information in relation to the gold excitement in California. A few hurried lines would suffice to relieve your mind

of the anxiety my absence must occasion but my intention is to present you a brief and if possible an interesting account of our voyage Since leaving Rio de Janiero notwithstanding the dryness (page 5. letter press book) of the material. I wrote you in full from Rio per Brig Fabius, under date March 7 and enclosed the letter with others to Anson, Thompson, Roberts and Washington Smith, in one to Mr. Thos Wardle, requesting him to mail all excepting the one to you, and this I wished him to retain until called for. I did this to avoid the possibility of its being lost not knowing where you might be at the time. I trust you have received it as it was a very long letter containing a description of the voyage and many enquiries, requests & c answers to which I hope to receive upon my arrival in California. Least it should have miscarried I will re - numerate what it contained of most importance. I wished you to tell Uncle Henry to send waggons suitable for Stages and to obtain for me the agency of the Graefenbourg Co. I did not see the old gentleman at the time I called and that may perhaps be the reason I did not get it. To induce Harsell to invest something in the California Speculation and to tell him to influence a consignment of guns, Swords, pistols & c from Messers Blunt & Syms. To see George Tappen about sending locks, hinges &c To send me the price of cast and wrought iron locks, the memorandum of locks you have, this you will find in the Stand drawer. To send all letters & papers across the Isthmus. To obtain for me Freemonts report, an atlas a copybook of letters &c. This last you need not send me as you will perceive by this letter, of which I retain an exact copy without the least extra trouble. Upon arriving at San Francisco I intend writing to the gentlemen whose names I mentioned in my last and offer them whatever inducements exists to consign goods

to me. I must not leave a stone unturned. I believe I may now make a fortune, gold or no gold in California, provided I conduct myself properly and this I have resolved to do. Mr. Wadsworth is willing to lend me all the advice and assistance (page 6, l.p.b.) in his power, which owing to the position he will have with Mr. Wardle will materially help me on. I am determined to become a merchant, I believe I shall make more in that capacity than any other. But you wish me to commence the history of my voyage. Here then begins. Not quite two weeks sufficed to disgust us with the rascality of the inhabitants and the dirtiness of the streets of Rio to make us rejoice when the Captain announced that we were in readiness to Sail. Saturday March 10th all hands were aboard and three cheers were given for the good old Ship Sutton which had become to us a home. The South Carolina & Taralinta went to Sea early that morning. We were in hopes to follow on immediately, but it was impossible owing to delays of one kind or another. This was a great disappointment to us as we wished to have as even a race as possible to San Francisco. We were at anchor in the bay not only that day but all the next, distant about two miles from town. Some few of the passengers returned to take a parting look of some beautiful Segar -girl or fair Senora they had seen in their rambles but the majority were contented to remain aboard observing the magnificent Scenery of the harbour and the manoeuvring of the Shipping. Sunday was a delightfull day. In the afternoon a party of a dozen of us went upon a rowing excursion. We landed upon a Sandy-beach opposite the plantation of a rich planter. After indulging in the luxury of a Sun bath which is absolutely necessary in Such warm climates, one of our number proposed visiting the plantation.

I led the party on to be able to address the overseer either in French, English or the little spattering of Spanish & Portuguese which I had picked up. The overseer was seen at some distance apparently gathering his forces together with the intention of resisting any attack. When we had approached sufficiently near I accosted the old gentleman in the name of the party. Without returning the salutation he brandished his cane over his head and cried via, via, which in plain english means go away. I looked with surprise upon my companions. They indeed presented a most motley group. I will (Pg. 7, lpb.) not say they looked quite as bad as tatterdemalions though they had the appearance of anything but gentlemen. Believing that expostulation would be quite unnecessary we bade the old fellow good day and retreated in the same peaceful order we had advanced laughing at the idea of being taken in our sea rig for rowdies from whom the planters are sometimes subjected to much inconvenience, particularly from English sailors. The old gentleman appeared to appreciate our orderly disposition in sending us fruit of various kinds of which we partook with much pleasure. Our next idea was to ascend a high hill which commanded a fine view of the Bay &c after which we hurried to our boat and returned on board a little after six o'clock just as the setting sun was gilding with its parting rays the Sugar Loaf at the entrance of the Harbour. Early next morning we weighed anchor to the cry of "Bully in the Alley ". The men pulled cheerily with a will. The tide was running out at the time. Before we could get the head of the vessel around we drifted stern-on first against the guard boat causing no little consternation on board and then against a Russian Frigate carrying away the end of ~~the~~ our jibboom. Mit other slight damage we

Succeeded in getting out of the Harbour giving the country gun as we passed beneath the old fort of St. Cruz. The day was lovely and the scene fairy like both combined sufficient to inspire the poet or enlist the pencil of the artist. The enclosed rough sketch can give you but a faint idea of the original. Before night fall the Sugar Loaf and the distant mountains had sunk beyond the horizon leaving a vivid impression upon memory's page. We retired late that night Sighing over reminiscences of old Faroux and the many hours we had passed exchanging sly glances with the beautiful Senoritas of a neighbouring boarding school. Our dreams of course must have been pleasant ones. In less than a week we were off the River de la Plata, which is a remarkably quick run. This led most of us to believe that we would be to our journeys end in less than Sixty days. But alas for human calculation, fifty Seven days of that time have passed already and we are not yet half way. This is not the Old Ships fault for no vessel Sail better or (turn to pg. 4, read crosswise) (from the 7th page) faster, provided She has the wind from the right quarter. There is not a vessel we have met but what she has passed. I come now to a most melancholy period of our voyage Wednesday March 21st. though rough was an exceedingly pleasant day. Several of the passengers were Sitting in the stern boat engaged in fishing for Cape Horn pigeons and albertrosses, the latter is a very large bird measuring from 10 to 15 feet from tip to tip is taken by bating a hook with a piece of pork and allowing it to be Swallowed. I was either a little indisposed that day or had no particular desire to be engaged in such kind of Sport. I was reposing in my berth when I was suddenly aroused by the cry of a man over board ! The Sound sent a thrill through by bosom and made me wonder who it could possibly be. Hurrying on deck I found a crowd collected near the Stern of the Ship with anything but fear depict-

ed upon their countenances . I wondered what the meaning of all this was. I reached over the shoulders of my companions and in the center of the group behell an albertross which they were measuring. Upon demanding why the cry of a man overboard had been raised I was informed that one of the party in his enthusiasm did it upon welcoming the first "gony" as the bird is most frequently called. This was indeed a strange reason ! The bird evincing a desire to pick and snap at us more than we felt disposed to allow him he was carried forward upon the main hatch to be examined more particularly. I was one to follow on while the fishing for more "gonies" was going on. I remarked to a gentleman, Standing near me in a rather careless manner that I had heard the cry of a man overboard and upon coming on deck found it to be only a "gony" inboard. I did not intend to treat the subject lightly though I spoke punningly. The words were scarcely out of my mouth when one of the passengers, who had more presence of mind ran forward crying to the mate, Mr. Whitwill, there are half a dozen persons over board ! Though we showed some little amazement (pg. 5, read crosswise, lpb.) we at first treated the matter lightly thinking it a joke, but when the young man reiterated it and showed plainly by his countenance that he was not jesting we made one general rush for the after part of the vessel to convince ourselves of the fact. Lo and behold there were four of our companions Struggling in the Sea ! ~~Two had~~ The Stern boat from the number in it had broken away from its rusty fastenings and carrying with it eight persons. Four of them saved themselves by holding fast and climbing up the boat which remained supported, by one end. At the time I arrived one was in the water holding on the gunwhale of the boat,

he succeeded in saving himself, an ot er had hold of a rope, no one knew that he was there though he called loud and repeatedly . He finally Succeeded in making himself heard & was hauled on board. His escape may be considered providential as he knew not how to swim. We were laying to at the time in a gale of wind and making considerable leeway. How he managed to hold on so long God only knows. The other two who were at t e extreme end of the boat were precipitated someways from the Ship which prevented the possibility of their laying hold on anyt ing. They were both expert swimmers and there was every probability of their being saved. They were now at a considerable distance. Stools, benches and every floting object near at hand had been thrown overboard, the quarter boats were being lowered ready manned and the Stern boat was out loose. The sea was raging and the wind howling. The captain with his trumpet Stood on the round house crying Hold on my lads ! Cheerily my hearties, pull for God's sake, pull ! The two boats were foul, Stem and Stern together and it seemed almost impossible to seperate them but finally it was done one steering this way and the other that. The Starboard boat was the first to pick up a man in an expiring condition, so feeble was he, it was impossible for him to prevent the water coming into the boat through the plug hole. The leeboard boat was Still pulling for the man farther off, who had not only the water element to contend with but a large albertross which he had succeeded in laying hold of to Support him a longer length of time in the water. It made repeated attacks ~~and finally~~ upon the crown of his head and finally Succeeded in obtaining his liberty ~~and~~ that ending the death struggle of the drowning man who sank to rise no more just as he was about being rescued ! Anxiety was

now felt on all hands for the safety of the quarter boat which was in imminent danger of being swamped. The Sea was running almost mountain high at the time and it was really dangerous. My friend Puffer was the only passenger enlisted in this errand of mercy. He declared to me that neither he or the men felt the least concern till they were returning and then they had their doubts whether they would be able to reach the Ship. The quarter boats were scarcely properly secured before a large Shark was seen prowling around. The sailors say this fish is always to be seen immediately before or after the death of a person on board. This event as you may well supposed was calculated to sadden our feeling for a time, but it did not produce that effect or endure So long as I expected. In less than an hour after it appeared entirely forgotten by Some who were again ~~fing~~ fishing after "gonies " as though nothing serious had happened. In the evening a party was about seating themselves at whist but upon appealing to their good sense they relinquished the idea. I shall never forget what my feelings at the time I saw that young man go down, cut off in the prime of his youth when he was hoping to reap a golden harvest, Summoned unprepared in the presence of his Maker. I trust the lesson which it teaches me will not be entirely lost. I turned to See if there ~~was-no-one~~ (page 7, crosswise,lpb)were none to deplore his loss, no, not one. I could not myself refrain from shedding a tear to think of the hardness of his fate. Dana in his Two Years before the Mast Says: "Death is at all times Solemn, but never so much So as at Sea.A man dies on Shore, his body remains with his ~~fea~~ friends, and the mourners go about the Streets; but when a man falls overboard at the Sea and is lost there is a suddenness in the event and a difficulty in realizing it which give to it an

air of awful Mistery. A man dies on shore- you follow his body to the Spot. There is Something always which helps you to realize it when it happens, and to recall it when it has passed." There are many on board who have been led to think seriously upon things which they never before bestowed the least attention, therefore it is to be hoped that the loss of this young man will prove the Salvation of others. I never look over the Stern of the vessel but what I think to myself. Alas ! poor Angelo Schoonmaker, here was his grave. He was the son of the painter who keeps in Chateau Square. As he was in the Second cabin I had no opportunity of becoming intimate with him and am unable to judge what kind of a man he was, but from what I saw of him and can learn, he must have been rather a reckless youth, though probably not more so than a great many young men. I have been thus particular in discribing this account as it is the principle feature of our voyage. I hope you will find it as interesting as I have endeavored to make it. From the time of being off the river de la Plata till we were off the Falkland Isle the 31st March it was a Succession of gales. The wind blew so very hard, we were either obliged to Sail under dosed double reefed topsails or laying to drifting. Sunday April 1, the weather moderated and we were able to carry all sail. About 11 o'-clock while Mr. Wadsworth was engaged in reading the (turn to 8th pg, from the 7th , read crosswise) morning Sermon when by a Sudden Squal the Ship was taken aback. This is the worst thing that can possibly happen to a ship particularly when the wind blows fresh. Every timber in her s cok and it Seemed as though the mast would be taken out of her. It was Some fifteen or twenty minutes before she was got before the wind again and then she went scudding along at the rate of ten or twelve miles per hour till the s uall had passed. All who ventured upon the deck

did so at the risk of having their heads broken by the ropes and blocks w ich were flying in every direction. Some few of us stood beneath the wheele - house admiring this Sublime though awful Scene at the same time crying 'Go it old girl' The Ship carried on well sustaining only t e loss of a fore top Sail. The day which in the morning seemed so propitious, ended with a Storm we and continued on all the next day. It was one of the severest blows of the passage. The Sea ran as high as ever I want to see it again. A heavy Sea Struck her forward flooding the forcastle and making the old Ship quiver from Stem to Stern but she rose gallently and Shook the Spray from off her head. In t e midst of the confusion the tiller broke, throwing the carpenter over the hweel, who upon getting up declared the rudder must have been carried away. This day we had fresh pork for dinner t e first provision of the kind we had had for sometime. By a sudden lurch but falling upon a clean spot so that no particular damage was done to our appetites. A person after eing at sea a few months learns to take things as he can get them as is prepared for California comfort. I consider it an excellent preparation School for me. We were still obliged to lay to the 3d & 4th Though the weather had moderated on account of the heavy Sea. The latter of the days early in the morning it was supposed we were under the lee of an iceberg. The mate aroused the captain. The alarm which created considerable consternation among the passengers, only caused our captain, who must be possessed of an honest conscience, to turn over and sleep the more Soundly. Several dressed themselves and went upon deck to see the wonderful phenomen. Among the rest (pg 9 lpb.) Mr. Mosely or 'Old Massachusetts as he is more familiarly called. He is without exception the shrewdest man I ever saw. What a true Specimen of Yankee

ingenuity he seized the candle in one hand and the themometer in the other. Thus equipped he rus ed upon deck but was unable in the impenitrable darkness of the night to discover anything. After observing the t emometer a few minutes and perceiving no change was effected he said we may be in the vacinity of an iceberg, but we were certainly not approaching one. This Satisfied the anxious ones who returned to their bunks. There was hail during the night and considerable Snow upon deck in the morning The day was cold (date 4-5-49) with frequent falls of Snow. Two sails in sight one in the morning the other at night. The 5th was calm. Land pigeons were taken upon the yards, as white as the Snow covering the deck, this morning. They gratified our curiosity for sometime and then Served to make a pie for t e mates wife the only female on board. A favourable wind Sprung up in t e afternoon. The 6,7 &8th were three disagreeable days though we were making good headway. Considerable rain, hail & Snow fell. A Sail ahead this afternoon. The 9th a bark a Stern the Same we saw yesterday. The old Ship did her best last night. Another Sail ahead. At 5 o'clock the cry of Land ho ! Sounded first upon he quarter deck, was ec oed from every part of t e vessel. All hands were ~~instantly upon~~ ready to witness this glorious sight. The bearings were taken, when it was declared to be Cape Horn. It was the form of a Sugar-loaf and must have been Some twenty or thirty miles distant. Part of the day we were laying-to, the remainder Sailing under closed reefed top Sails. The 10th we were laying-to, under double reefed main top Sail, Spencer & StaySail. Blew very hard at 12 in the morning took in main top-sail Drifting to the S. & S.E. Considerable rain and Snow with an occasional glimpse of the Sun. At 2 o'clock the weather moderated and the Ship was easier. The 11th the gale issued last night and blew harder than ever. We were thrown nearly upon our beams end ~~last~~ so that

(pg.10,1pb.)

the quarter boats touched the water. The greater part of the day, the wind blew a hurricane causing the old Ship to pitch and roll tremendously. She creaked like a willow basket and must have gone to pieces had she not been built in t e most substantial manner. Now and then a heavy Sea would come threatening to carry all before it but the vessel rode with ~~all~~ the grace of a swan over them without Shipping Spray enough to wet the deck. As for standing without holding on Something it was a matter impossible. Our meals were taken as we could best get them. At 2 o'clock ~~the wind blew~~ colder and louder blew the wind, a gale from the Northwest; The Snow fell hissing in the brine And the bellows frothed like yeast. The captains and mate held a consultation together. The result of which was that in the event of t e Storm increasing it would be necessary for the preservation of life to throw the deck load consisting mostly of the frame of a house overboard. Happily, before Sundown the wind moderated. The 12th, laying to all day. Attempted to make Sail toward dusk. The 13th again we have Cape Horn weather, Sunshine, Squalls, rain, hail, snow. Made Sail two or three times during the day. A Ship in Sight in Sight, South but for a Short time. The 14th this is the pleasantest day we have had for three weeks. During the night we commenced making Sail with a fine breeze which increasing obliged us to double reef. We succeeded in taking an observation for latitude this first for Some time. At 2 O'clock the unexpected cry of Landho! broke upon our ears, It proved to be Cape Horn again, our old enemy with whom we have long been combating; but we hope to conquer him at last. It was distant twenty miles. We must indeed have taken a very circuitous route to in with the Same landscape after Sailing. nearly a week. The 15th Squally kind of a day. Exchanged Signals with the Ship Capitol of Boston and the brig Newcastle of New York. We left both these vessels at Rio.

The swelling of the Sea (pg. 11, lpb.,)was higher than we have yet Seen it. This being Sunday Brother Wadsworth offered fervent prayer for a favourable wind to deliver us from this place which our comical friend the doctor Sayd, is no place at all. According to his arguement we are neither in the Atlantic nor Pacific, nor yet in the Southern Ocean ! Where the devil are we then ? I wish the Captain would have the rent in the crotch of his breaches sewed up and hang them at the royal mast head we might then hope with a cup full of wind to bid adieu to Cape Horn before tomorrow morning. We find the Cabin about these times the most comfortable place, though we have nothing but our great coats to keep us warm. Several are complaining of chill blains so I have taken the precaution to encase my feet in boots. The 16th Capitol and Newcastle Still in view a long ways astern. Calm most all day Late in the afternoon Spoke ~~and passed~~ the Brig Mary Wilder 105 days from Boston , bound to California. Her decks were crowded with emigrants who gave us Yankee doodle with variations as we passed by. Lar(ge) numbers of porpoises in sight at the time. The 17th running along finely all night. Rolled considerably. My chum said it was a shame to allow the Ship to carry on so preventing all hands from Sleeping. I was not in the least inconvenienced, though annoyed by the water pouring into my berth like through a sieve. Over hauled another Sail before 10 o'clock the Ship Mentor of Boston. Soon after another Ship and a brig hove in sight. We were standing N.W. at the time, gaining ground fast. The order was given to tack preventing the possibility of sending news even though they should have been homeward bound as they were believed to be. The old Sutton is a Screemer (screamer) and no mistake- She reminds me of an experienced trotter on the 3d Avenue , hanging back till nearly at the end of the course

waiting for the o'hoys to come up and then starting off beating everything. The 18th this is a cold and disaggreable day. Few of the passengers are disposed to remain upon deck for any length of time together. Sailing along nicely. Squalls are becoming less frequent the further west we go. A whale was seen from the quarter deck this morning. They will soon be as thick as whortle berries. The 19th blew hard all day much rain and snow. (turn to 8th page, read crosswise)Split our main sail. The 20th Laying to all day in a violent Snow Squall. The 21st. The wind Subsided towards midnight and this morning it was perfectly calm, the sails flopping against the masts. It is astonishing how very soon Neptune can get up a Storm in these latitudes and quell it almost immediately. The decks of the old ship were once more even and we were allowed a few hours enjoyment in the delightful SunShine of the morning. But this State of things did not long exist before night fall, we were sailing under double reefed topsails. We are Still South of Cape Horn and only 250 miles to the westward of it likely to be driven back any moment. The 22nd, Sunday Laying to most all day. While we were at prayers, passed an English bark, near enough to make out her name the Kenmare, supposed to be a Sidney packet bound to London. I am reading the Bible through in course, finished this day the book of Deuteronomy. The 23d, ~~Still laying-to~~ Sailing under double reefed topsails. Ship's head under water most all day, pitching into the Sea at a tremendous rate. Towards night breeze increased blew almost a hurricane. We are now in longitude 80 16' which is a far west as we wish to go. The 24th, Sun Shining till 9 o'clock, Sail-under close reefed top sails. Indulged in the luxury of icecream all very exceping the cream . Beautiful Starlight night affording us a fine view of the Magellan Clouds and Souther(n) Cross. The

Magellan clouds consist of three small nebula two bright, like the milky way, and one dark. They are first seen above the horizon soon after crossing the Southern Tropic. When off Cape Horn they are nearly over head. The cross is composed of four Stars in that form and is said to be the brightest constellation in the heavens.

"This Spacious firmament on high,
With all the blue etherial Sky,
And Spangled heavens, a Shining frame
Their great Original Proclaim."

(page 9, read crosswise, lpb.) The 25th rained violently the past night. Good breeze this morning. Tacked Ship at eight bells. An unusual quantity of birds following in the wake of the vessel all day. Several were caught and prepared either to be stuffed or eaten. The 26th disagreeable drizzling rain with thick fog. Standing well upon our course. The 27th, Squally kind of a day. Shower late in the afternoon, after which a remarkable phenomen, a rainbow, of the most distinct color, forming a complete circle, two thirds of which was to be seen above the horizon and the remainder below by going a little way up the rigging. ~~At seen~~ It was a beautiful sight. At sundown there was a fine breeze which carried us along seven knots during the night. The 28th, rainy and squally day made little headway. The 29th Sunday the same as yesterday. Methodist Sermon performed by Mr. Brown in the morning , and a prayer meeting in the evening at which there was a general attendance of the officers and crew. One of the Sailors named Jenning offered up a beautiful prayer. The 30th, calm all night and a Strong wind during the day which abated towards evening. All complain of having Spent a restless night. The things in the cabin and the Steward's pantry were ~~rolling~~- going from one side. They were preparing to move one day too soon. We were litterally ~~breaking~~ rolled in the cradle of the

mighty deep. May the 1st. we are moving as well as some of friends in New York. The operation, no doubt is as agreeable to one as to the other. The pleasantness of the weather is all that has prevented the day from being dreary. Pitching about in every direction all night and all day. Blew so hard as to Split our Stay-Sail and obliged us to carry only Spencer and closely reefed fore & main top Sails. The Sea was white capped. Swelling high, long & heavy. Part of the figure head drifted a Stern, We are 120 days out, the time Some of us anticipated going from New York to San Francisco. Fifty days or more will be necessary to ~~complete~~- take us there. I shall be glad when we touch at some port be it either Juan Fernandez or Valparaiso. (pg. 10 crosswise) We are out of provisions of most every kind. This morning's meal consisted of coffee with brown sugar, cold Salt beef, sliced, boiled rice, Softtack and molasses. I partook only of a cup of coffee, a couple Slices of soft-tack which I ate with molasses. This is indeed frugal fare, Not with Standing we all look fat and feel pretty Saucy. Were my friend to see me they would scarcely be able to recognize me with my round face covered with whiskers and long mustaches of three months growth! But I was Speaking of this morning's breakfast. Of rice I am very fond but it is an article I can't eat without butter & Sugar which are things we are out of a long time ago. As for ~~pork~~ Salt beef I am ~~tired of it~~- Sick and tired of it. I always think of those lines, once repeated by the mate as we were sitting down to dine one day, enough to disgust anyone with eating meat at Sea !

'Old horse! old horse ! what brought you here ?

-From Sacarap ' to Portland pier

I've carted Stone this many a year;

Till killed by blows and Sore abuse,

They salted me down for Sailors use.
The Sailors they do me dispise:
They turn me over and damn my eyes;
Cut off my meat and pick my bones,
And pitch the rest to Davy Jones.'

There is very little variety in our dishes, one day we get pork and beans, and the next beans and pork. Salt beef and pilot bread can always be depended upon. But I am contented and this they say is a continual feast. We have every reason to feel thankful. Neither sickness nor death has visited us and should we arrive safely at San Francisco ~~therewill-be-great~~ it will be owing to a kind Providence than to the Superior Skill of our Commander who has been at loggerheads with the mate pretty much ever since we left New York. (pg11, read crosswise 1pb.) The 2nd Nice cool and refreshing day. Sun shining Sailing upon our course N by E. The weather is growing perceptably warmer. Soon we shall get up our top hamper and be running under royals, sky-sails and Studing Sails. The 3d, Another delightful morning. Going a W by N course. Afternoon cloudy & rainy. Wind died away before night. The 4th, dull, foggy and muggy day. Calm most of the time. The 5th glorious day. Wind abaft, the first we have had of the kind since leaving the trades on the other side. In the morning we were going at the rate of a knot, knot and a half or two knots but before night fall a gentle breeze wafted us along in gallant style with the Studding -Sails Set. Good, I shall sleep well tonight. The 6th Sunday, the fair wind Still continues. Rather fresh this morning carried away a Studding Sail boom. Obliged to take the rest in. This is without exception the finest day in

every respect we have had since leaving Rio, which port we left 55 days ago, the Same length of time we were going or rather coming from New York. Though there has been much less to interest us none of us consider the passage so long. The reason of this I attribute to our becoming enured to the Sea-life and the pleasing associations of the old Ship. Mr. Dunham, a forward passenger, assisted by Mr. Brown conducted the services of the day after the rites of the Universalist Church. He took his text from James 1st 27th verse. Pure religion and undefiled before God and the father is this, to visit the fatherless and the widows in their affliction, and to keep himself from the world. Commenced the book of Daniel of which I read a considerable portion. Methodist prayer meeting in the evening. Moon shining brightly. Should this wind continue we may hope to Spend the next Sabbath at Valparaiso. Latitude 54 40'. The 7th The wind changed a little during the night, but we are still going along Steadily upon our course 6 to 7 knots though close hauled. The sun lends his rays to cheer us on. There was not the least perceptible motion last night, upon awakening I imagined myself reposing in bed at home. Made in the past 24 hours 215 miles. We are off the Southern coast of Chille (Chili) in the same latitude as New York.(continued on page 12, From the 11th page)
This is another glorious day, Similar in every respect to yesterday. The word this morning was that we were going to Juan Fernandez. We were heading N. at 2 o'clock the command was given to put the vessel before the wind. We are now going N. by E. which with the variation will take us to Valparaiso. The Captain is a queer gigger, he says one thing and does another, consequently there is no believing him. The passengers are in suspense to know whether to commence Writing to their friends or not. The general impression is that he

will ultimately determine upon Valparaiso. I trust so. We shall there be within 30 days communication with New York and San Francisco from both of which places we may hope to receive important news, besides we affording us an opportunity of communicating with friends at home. What an unexpected pleasure it will be to them to receive news from us in this quarter of the globe. 4 o'clock P.M. The Captain has just seated himself with his writing materials. The presumption is, he is going to Valparaiso. I may ~~then~~ now with propriety get out mine with a reasonable hope of Sending my letters after writing them. Got up royals today. Carried away for Studding Sail. The captain was about taking it in, when "Old Massachusetts" told him that in case that stick broke he would promise to cut two more just like it upon landing at Juan Fernandez. It is doubtful whether he will be able to fulfil his promise. A distinct lunar rainbow, reminding me of a similar magnificent Spectacle I witnessed about this time four years ago on my way home from Rome to Curta becchia. Three of the crew upon the Sick list. Several of the passengers volunteered to stand watch. The 9th We continue to go along in fine style before the wind, though not quiteSo fast. FrequentSqualls during the day and at times raining very hard. We are now in trim for fine weather and gentle breezes of the Pacific. Engaged pretty much the whole day drawing maps and ~~the~~ plans of our route from Rio. Evening,writing. The 10th we were sailing during the night and all day 6 or 7 knots before the wind. The passengers composing the watch amused themselves playing cards and checkers upon the sky- light till nearly 4 o'clock this morning, when a sudden Squall coming up accompanied with much rain and Snow, deprived them of the beautiful moonlight and obliged them to quit. Rather a squally day.

In the afternoon a brig hove in sight hoisted english colors, which were hauled down the instant we showed the grid iron, as the Sailors term the American ensign, and put off. We could not account for this singular manoeuvre, without Johnny Bull got testy and thought we kept him waiting rather long. Spent this day in finishing maps and writing letters. The 11th , Wind almost dead ahead Steering E. by S. at 12 o'clock ~~passed~~- spoke the brig Saltillo of Boston, Standing upon the opposite tack, we passed each other almost in a moment which gave us but little opportunity of exchanging words. She is bound to California ~~and~~- Three sheers were given on both sides, The captain, in answer to our enquiry , as to how long he had been out, replied, O! my God, tis so long Since I don't know. The brig, judging from her appearance, no doubt has Seen rough weather as well as ourselves. We shall have more of her history when arriving at Valparaiso, where She is going to stop. Pleasant the same as yesterday Magnificent Sunset. Lat 34 10'. Long. 74 10'. The 12th Fine weather Wind Still ahead. Very little gained and that by tacking. The captain at one time in the afternoon thought he would be obliged to put into Conception but the wind changing a point or two he gave up the idea Engaged till midnight writing. Lat. 34 13'. Long 74 54'. The 13th Sunday, Made land at day break, By noon the Snow upon the lofty Andes was discernable , extending for miles along the edge of the horizon, which but for a thin vapoury mist, must have presented a Sublime Sun. All day Standing off and on, beating up along the coast. In the morning exchanged Signals with a French vessel of war carrying thirty two guns and immediately after with an English brig both continuing in company with us during the remainder of the day. At one time this afternoon there were nine vessels in Sight, all Staniding in towards land. Just before dusk the Frenchman went through the different evolutions of furling

double reef. (crosswise , page 12) Nasty and drizzling kind of day. Lat 34 15' Long 74. 54. Monday May 14th. The Valparaiso light was seen about 10 o'clock. Frenchman of war Still in Sight in the morning. Beating up along the coast towards the town. Rounded the point about noon. Came to anchor Soon after. Boarded by Custom House boats and others to obtain news. Learned enough in four minutes to convince us that all that had been said California was true. The Dale was laying in the harbour with $250,000 on board. Report Says a million. At one o'clock most of the quarter boats were lowered into which I got with the Captain, his brother Charley Palmer and George D. Puffer. Landed at twenty minutes past one. The town contains about fourty thousand inhabitants, and extends more than Six miles, ~~along the~~ consisting principally of two Streets, running parallel beneath the foot of Steep mountains. The houses mostly of one and two stories are generally well built, the city having been destroyed by an earthquake in 1822 and partially by a fire in 1842. My first impression of the place is more favourable than of Rio, the people being better disposed and more hospitable. The government is the best in South America, being the most liberal. They date their independance from 1810. A large amount of Shipping is in the harbour at the present time consisting mostly of vessels bound to California. Among them are the ~~H.H. Fielder~~ the Taralinta, the Groton, the Capital, the Cutter Ewing and the Store Ship Fredonia. Mr. Morehead, the American Consul is much liked for his gentlemanly attention to this (his many Countrymen touching at this port at the present time. At his office I saw $4,000 worth of gold brought by the Dale. Walked through the markets regaled myself with fruit, grapes, peaches, apples, pairs &c, fine vegetables, onions 6 or 8 inches in diameter, radishes 3 & 4 in. and a foot long.

Town & hotels crowded with Americans. Compelled to go three miles out of town to get a dinner which was served up in fine Style about six o'clock. In the evening saw as much carousing and dissipating at the Star Hotel as at Rio de Janeiro (read crosswise on pg 13.) Not beingable to get accomodations ashore we were obliged to return aboard the Ship at 8 o'clock.

Valparaiso Chile, May 16th, 1849

Dear Mother - Imust now conclude this long letter written in a Journal form which will give you a fair impression of a voyage around Cape Horn, I should like to write a few pages more but I must condense things as much as possible. We shall probably get to Sea tomorrow morning. I have seen everything worth seeing in and about this City and shall be glad when I leave it, not but what the place and its inhabitants please me particularly the Senoritas many of whom are very pretty and fascinating in their manners. The news that I have heard Since arriving at this port is ~~such as~~ So astonding and has produced Such an effect upon my mind, as to intoxicate me with joy and long to be at Sea once more on my way to California. I have seen Several from the gold diggings and they things the Same as published in the New York papers. More than three thousand persons have left this place since the commencement of the gold excitment. Returns have been made for goods Sold amounting to more than a million and half. H.B.M. Ship Calypso arrived the Same day that we did with $2,750,000 in gold for Europe. The Carpenter of the Dale says that building lots in the town of San Francisco which two years ago were bought for $15 or $20 are now being sold for $5 to $10,000! Provisions and goods of all kinds were selling when we left for three & four hundred per cent excepting flour which can be bought for $10 per bbl. Much has been shipped from this port. The government here is said has prohibited

the further export of this article for the fear of there being a scarcity. Those who have shipped from New York will lose upon this article. I think t is however only a rumor to prevent the Shipment from other countries than Chile. This is a great grain country. I should not think this article would at any rate pay as well as many others from the States, Sperm candles were selling at $1.87¢ per lb. The Dale reports the California and Oregon are laid up at San Francisco deserted. There is much distress at the Isthmus owing to the Scarci(ty)(page 14 lpb) of vessels. Many persons are dying or returning to the United States to go by Some other route. Much excitment exists here. Vessels are in great demand Sailors Scarce & freight high. Inducements have been offered to the Sutton men as high as $80 per month but not one is willing to leave. We are taking in Some little freight and a few more passengers , the Captain agreeing to pay the Cabin passengers one hundred dollars a piece for their State rooms and the inconvenience they will be put to. Passage from here $250, and freight $25 per ton, which is a little above New York prices. There are many deserters from the vessels of war. Twelve men have left the U.S. Fredonia, Some from the U.S. Ship Dale and from H.B. M. Ship Asia five Smuggled themselves aboard the Capitol but were were retaken before she got out of the port. Small boats are very scarce and being Sold enomously (enormously high. A boatman told me he had Sold his whole boat for $245. The Daniel Webster Sold two of her boats for $175 each the day She arrived and others are being sold as high as $300 & $500 a piece. This morning I was introduced to the Lieutenant Muse of the Dale by Mr. Wardle. He says t at lots are being sold for $5. $10 & 15,000 a piece. Mr. W owned four lots in California . On the passage he sold one for $50 to Mr. Puffer and agreed to sell me one $100 provided a forward passenger refused to take it. He fail-

ed to do So and now Mr. W is unwilling to let me have it because I did not make arrangements before he heard of their being so valuable. I trust his honour will be sufficient to make the bargain binding otherwise I have lost a Great Speculation. Lieutenant Muse told Mr. Wardle of many persons in San Francisco, who had become immensely rich Since he left. Old Sutter will probably become the richest man in the world. Lieutenant Muse further confirms the various reports in relation to gold in California. Things are very dear in San Francisco but prices are falling as the Supply increases. There is much misery and dissipation, but a young man who keeps steady is sure to succeed. He told (page15, 1pb) me of a young man knocking arround doing a little who always found himself at the end of the week $3 to $400 better off. The crew of the Dale were paid off in gold at $15 per ounce. There is an Alcalde or Judge at San Francisco but Judge Lynch holds power Supreme in and around the gold diggings and manages to keep very good order. No man thinks of robbing an other of his gold as it lies exposed upon rags before his tent while perhaps he is gone half a mile for his dinner. He says they dare not do it because they would be hung up on the first tree or Shot upon the Spot. For minor offenses they are given a certain number of lashes and allowed ~~and~~ twenty four hours to get so many miles and in case they are found within those limits they are Shot. Since being here I have seen passed Midshipman Renshaw of the U S Ship Predonia. You will recollect that he and I were Schoolmates at Benians. I have seen him but once in ten years. He left day before yesterday for San Francisco. I was introduced by Mr. Puffer to a friend of his by the name of Carre passenger from the ship Taralinta. He is cousin to the young gent Miss Devieux gave me a letter of introduction to. He was last at San Francisco and is now returned to the U States per the Isthmus

for the purpose of bringing on a large amount of Specie So that I shall not see him for Some time to come. The Ship North Carolina was spoken off the-IsleandJuan Fernandez So that it is supposed that She must have put in there for water about the Same time that we arrived at this port. The Carolinta came into Valparaiso two days before us. These two vessels Sailed from Rio about the same time we did. The Steamer Panama arrived here the 17th April 58 days from New York and sailed the 19 for San Francisco. She passed many vessels in the Straits detained by head winds among them was the Anonyma the Schooner which was to report us at San Francisco. Both the passage of the Horn and through the Straits have been both long and severe, not withstand (read across 14th page, lpb) ing which I have heard of but one accident and this is merely a rumor The ~~Oxford~~ Brooklyn is reported to have been Seen dismasted off the Horn. The wind was blowing a gale at the time. The vessel that saw her lay to till morning in order to render her assistance but there was nothing to be seen of her and therfore it is supposed She foundered with 63 passengers. Vessels are constantly coming in and going out of this port all bound for California. And this is not the only place that is visited. Many Stop at Juan Fernandez and others at Conception. The City of Valparaiso looks American like. Go where you will you are sure to meet with countrymen and turn which way you may in answer to Buon Dias , the Senoritas, the man, the women and childre cry Americano, Muchas ore in California! And we answer Si, Si, ~~Sign~~ Senorita muchas ore. I begin to understand the lingo very well and have no difficulty in making myself understood. I find my french and italian of great use to me. The boboys Spree it well here and act like devils let loose. I don't wonder, tis hard to be confined 75,100 or more days on board of a ship. Rows are of frequent occurence and blood is Sometime shed

by the interference of the vialantes or guards. We were out riding the other day. George Wardle was left some distance behind. Just as we made a turn in the road he-w- a man on horseback rushed upon him and endeavored to unhorse him. My friend gave a whistle when he wheeled around put Spurs to his horse and put off in company with those with him. That is the way with these confounded Spaniards. They are very good as long as they think there is the possibility of getting anything out of you but when they can catch an American alone a dozen of them will knock him down and rob him. I could write for hours about the immense quantities of gold in California, but why waste the time. You receive news from California as direct as we do here and can (read across page 15,lpb) judge of the excitment which must prevail here and in California. Now let me come to a finish. Saturday May 19 We shall positively Sail tommorrow. Our water and provisions are on board. We are to live upon fresh meat the remainder of the way, Salt provisions being worth the most. I am not sorry to this and bid a hearty welcome to "Old Horse". I intended to Send this by the Steamer across the Isthmus but finding that the postage would be four or five dollars I have determined to Send with the government dispatches by the Dale, and Send an other containing news of the greatest importance by the Steamer which leaves here for Panama the 1st of the month So that you will hear from me about the middle of July. The Dale will sail about the same time. John & Henry no doubt by this time feel very anxious to be on their way to California. I would by all means recommend him to them to do so leaving their wives till they can prepare things comfortable for them. It would perhaps be best to wait until they hear from me in California when I could supply them with means So that they could come comfortably but this would cause a delay of some months. They had better arrange their affairs

and come as Soon as possible the quicker the better, those who arrive first and Succeed in establishing themselves cannot help succeeding. They had better bring a few tools and implements So that they may turn their hand to something else beside digging gold. How lonesome you will feel to have us all away! But it will be but for a short time. I expect myself to be home on a visit in less than a year from this time. Be of good cheer. Providence will guide and protect me. I have carried out the resolution I made so far not with standing the many temptations I have been exposed to I must now close wishing you to remember me to all kind friends and present my love to Sister John Henry and their wives. I think of you long and often Thos Wheley Receive this from your affectionate son -

I enclose to Harriet the following Stanzas, written by my friend Charles S. Palmer.

Off Cape Horn April 9, 1849

All hands ahoy ! is the frequent thrilling cry
As e'er you distant leave the Faulkland isle,
For yon darkening cloud the antartic warning,
Of the quick coming Storm, hidious roaring.
Up lads! the fore, main and mizzentop sails furl.
Sprightly! by the pipers, o'er the death tones howl.
Cheer'ly, hearties ! a welcome to the crew,
Each Sailor, more cheerily to his station flew.
Fierce the rain in torrents came and hail and Snow
With mountainous, white cap'd Seas and hearty blow.
Alas ! the lightnings streaks, more coarsely railing
And thunder peals its deafning noise while trailing.
E'er t en, the Storm Scarcely, Sufficed to last,
When all again is hushed, and fearful danger past,

The welcome Sun allumes, more bright to unfold
Its rays as a beacon, to a Sinful world.
Land ho! land ho! in truth, 'twas at eight bells born
Before us, as a blue cloud appeared Cape Horn.
Like a hay-mound, stayed o'er the trackless ocean,
Loomed to our view, this "vestage of creation."
Cheer up lads ! our course o'er the wide Pacific,
With far more genial winds than our Atlantic,
And hearts so light and free as the forest bird,
Who in his wild racy haunts ne'er disturbed
(page 17, read crosswise lpb.)
When by our homesides we can fairly relate
Of our Ships wairy cruise and hair breadth escapes,
While hovering around us was craving death,
Whose' pinions could we have had no record left.
The fate of the voyage is detailed with pains:-
At Rio, acrazed, poor Valentine blew out his brains
And Angelo Schoemaker called to his grave
Lies beneath the uproarous Atlantic wave.

(Valparaiso)

Sent from Rio May 21, 1849

Thos. Whaley