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Catesby A. R. Jones.  
U. S. Navy

S. B. Perry

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Nov-29<sup>th</sup> 1843

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*Private Journal*





# Private Journal

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Dec-18<sup>th</sup> 1843- I am determined to keep a journal, and have always intended doing so but have constantly neglected it heretofore. I now regret it extremely, and will make amends by recording occurrences as they happen.

I am a Passed Midshipman in the Navy of the U.S. having entered the Navy on the 18<sup>th</sup> of June 1836 as an Acting Midshipman. On the 16<sup>th</sup> of Nov- following I was ordered by Mr. Dickenson (Secy. of Navy), to report to Gen. Warrington, at Norfolk, for duty on board the U.S. Frigate Macedonian, destined for the Exploring Expedition. My Uncle, Com-Dr. Catesby Jones, had command of the Expedition. It was thought by my father that my Naval Career education, would be <sup>best</sup> attended to by him. I reported in obedience to that order on the 23<sup>rd</sup> Dec. The Macedonian not being ready, I was directed to attend the Naval School, Prof. Rodriguez. At that time the Midshipmen of '31' were studying for their examination. I attended the school coming over to the yard from Norfolk, for that purpose. - but did not study.

1837  
Whilst in Norfolk, I stayed at my Cousin's, Walter  
F. Jones then Postmaster. I became much attached  
to his family & I believe they were fond of me.  
I continued in this way until the 4<sup>th</sup> of May, when I  
was ordered by Com. Jones to the Relief. I reported  
and went on board the next day. The following is a  
list of her officers. — Lt-Com-Thos A Jernin Lt  
S. C. Rowan, Act-Master R F Pinckney, <sup>C, P. R. Jones</sup> Pas<sup>t</sup>-Mid<sup>l</sup>  
W. L. Mawry, James North, Mid Jan Ammen  
On the 6<sup>th</sup> of May we left Norfolk in company with  
all the small vessels of the Ex Co in order to test  
their qualities, we were a fortnight outside  
the capes, most of the time in the Gulf Stream  
The report was unfavorable. It was my first  
cruise at sea, I was quite sick, but not as much  
so as Ammen. On our return, I obtained a weeks  
leave from Com. Jones for the purpose of visiting  
my relations in Washington, I leaving the Relief in  
Hampton Road, I accompanied him to Washington  
via Baltimore. I left Washington in time to arrive  
in Norfolk at the expiration of my leave, much  
to the regret of my mother, who was anxious that  
I should remain longer, that I might see my

1837 Father who was then absent on a short ex-  
-sion in the country. I joined the Relief in the road  
June 2<sup>d</sup> ordered to the Macedonian & joined her, she was then  
receiving her crew, she anchored between the forts the  
same evening. After remaining about 6 weeks at No-  
-folk, during which time, we were employed in recei-  
-ving sea stores, &c; we dropped down to the anchorage  
off Craney Island. - Whilst there I obtained a short  
September leave, went to Washington, was taken sick there, after re-  
-covering, I went at Uncle Cateby's request, over the Ridge  
in Virginia, to bring his son Patterson home from school.  
I went as far as Winchester, hearing whilst there that  
Pat had left that morning for Sharon, in the Alex-  
-andria stage - I left next morning for Washington  
in the Railroad. About 20 miles from Winchester the car  
flew the track; no serious injury, but arrived too late  
for the cars at Harpers ferry, returned that evening  
to Winchester, took the stage for Washington the next mor-  
-ning, by way of Alexandria. - I left Washington to  
join the Macedonian in company with Uncle Cateby,  
Oct 12<sup>th</sup> sailed from Hampton Roads for New York, ar-  
-rived there Oct 15<sup>th</sup> Experienced a gale going around.  
The following is a list of her Officers -



1837 - Com James Armstrong: St. G. R. Magruder,  
 A. K. Long, Sam Lockwood, Nathan Sinclair, T Turner,  
 Actg. Mast - H. J. Harstone, Pop. Mid. W. S. Swann, George  
 Emmons, Ch. Hull, Admiral Taliaferro, Por Underwood,  
Master Sandford, Nathan Barnes, Sam Smith,  
 Charles Smith, Jos. L. Blair, <sup>C. Dr. R. Jones</sup> Sam Ammen, J. K. Suer  
J. Wait, Foxall Parker, David Williamson, Arch. McRae  
Seam. Weed, H. H. Harrison. Surgeon B. Tietna, Purser  
E. T. Hunt, W. Edelin, Capt. Mar. J. Fox, Debernethy, Asst. Surgeon

Whilst in New York, I visited my Brother William  
 at West Point, it was the last time I ever saw him.

Dec- 21<sup>st</sup> Detached from Macedonian & ordered to Frigate  
 Columbia, in Norfolk, destined for the East Indies.  
 In my way to report, I stayed a few days in ~~Norfolk~~  
 Washington, reporting in Norfolk on the 29<sup>th</sup>. The  
 Columbia not being in commission, I obtained a  
 week's leave from Com. Washington, subsequently  
 extended by the Department, In returning to Wash-  
 ington, I found a new brother at home (Thomas) - While  
 in Washington, at the solicitation of my father, I  
 had my portrait taken by King. I joined the  
 Columbia about the 1<sup>st</sup> of Feb, she was then at the  
 yard, undergoing repairs. ~~On~~ Shortly after joining

1839  
 Feb-



Feb-1838 I caught a severe cold, in consequence of which, I was sent to the Hospital, & remained there about three weeks, I was made Com-Aid before sailing, a few weeks before the sailing of the Columbia, my Father, Mother, Sister, Mary, Edmonia & Brother paid me a visit.

The following is a list of the Columbia's officers  
Com-Geo C Reed, Lt's G A Magruder, W C Whittle  
J W Turk, J Turner, J B Palmer, Act-Mast-Pennock  
P<sup>l</sup> M<sup>l</sup> C<sup>l</sup> Jenkins, R Pegram, J R Crawford, J M<sup>c</sup>  
Cormick, Mid-C F G, Roland, J J Guthrie, J M  
Barry, C<sup>l</sup> Donaldson, C Smith, C Simbler, W Green,  
J F Reed, W Henry, J C Wilkinson, J M Duncan,  
W B Fitzgerald, H Miles, C M Taunton,  
Surgeon. Harlett, Ap de W<sup>c</sup> Coale, R M Harrison, Purser,  
M<sup>c</sup> Cauley, Lt<sup>s</sup> Marins, J B Baker, Chaplain, Fitz W Taylor, Prof  
J H Belcher, Brot-Mills, Gunner, Martin, Corp. J Johnson,  
Sail-J Brown.

May 6<sup>th</sup> The Columbia sailed from Hampton Roads, bound to the Island of Madeira, on her way to Rio de Janeiro. The Columbia sailed in company with the John Adams; the two composed the East India Squadron, under the command of Com-Geo C Reed.

An Abstract of places and passages in the cruise of the Columbian  
Commodore Jes. B. Read.

Year	From	Arrived at	Days at the	Distance by log-	Days in port
1838	Hampton Roads	Madira Aug 27	21	3.316	7
July 6 <sup>th</sup>	Madira	Rio de Janeiro July 10 <sup>th</sup>	37	4.310	19
July 31 <sup>st</sup>	Rio de Janeiro	Muscate Oct 19 <sup>th</sup>	90	10.398	8
July 29 <sup>th</sup>	Muscate	Bombay Nov 1 <sup>st</sup>	6	804	10
Oct 25 <sup>th</sup>	Bombay	Goa Nov-14	3	297	1
Nov 11 <sup>th</sup>	Goa	Colombo Nov-25	10	673	6
Nov 15 <sup>th</sup>	Colombo	Quallah Battoo	20	1.424	8
Dec-1 <sup>st</sup>	Quallah Battoo	Muckie			
29	Muckie	Soosoo			
1839	Soosoo	Pulo Pinang Jan 1 <sup>st</sup>	11	1.056	1
Jan-3 <sup>rd</sup>	Pulo Pinang	Singapore Feb 3 <sup>rd</sup>	8	536	53
14 <sup>th</sup>	Singapore	Macao April 27 <sup>th</sup>	30	2.121	49
26 <sup>th</sup>	Macao	Tongkoo Bay June 15 <sup>th</sup>			52
March 28	Tongkoo Bay	Dahu Oct-10 <sup>th</sup>	66	7.250	26
June 15	Dahu	Tahiti Dec-6 <sup>th</sup>	32	3.942	16
August 6 <sup>th</sup>	Tahiti	Valparaiso Jan-22 <sup>nd</sup>	31	3.362	25
Nov-6 <sup>th</sup>	Valparaiso	Callao Feb-28 <sup>th</sup>	11	1274	
Dec-22 <sup>nd</sup>	Callao			42.765	
1840					
Feb-17 <sup>th</sup>					

During the cruise of the Columbia, I had a fine opportunity of seeing everything - being aid to Com-  
1840  
mand Read. At Callao I was transferred to the Schooner Shark

The following is a list of the Columbia officers when I left her. Com - Geo C Read, Lt. Magruder, Turk, Palmer, Revere, Aets, Pennock, Aets, - Martin Jenkins, P<sup>l</sup> M<sup>t</sup> M<sup>e</sup> Cornick Crawford, Midr. Baray, Donaldson, Smith, Sinkler, Kinlock, Green, Tomer, Henry, Read, Duncan, Fitzgerald, H. Nils, Frankroy, Surgeon - Haskett, Apt Cook, Harrison, Purser, M<sup>e</sup> Canby, Lt. Marines Baker, Chaplain - F Taylor.

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1840 Mid<sup>l</sup> Killock was ordered to the ~~Shark~~ from the *Coluntia*  
 March 15<sup>th</sup> at the same time that I was. The following is a list  
 of her officers. Lt. Com - A. Bigelow, Lts. Murt, Actg -  
 Farlington, Mast - Barry - ~~Physic~~ Med<sup>l</sup> Hunt, Murphy,  
 Mid - Jay.

Whilst in the *Shark*, I visited Ancon, Callao,  
 Talcahuana, Valparaiso, Callao, Truxillo, Lamby-  
 eque, Payta, Puna, Guayaquil. During the latter  
 part of the time, I had the deck in the day time at  
 sea; it was of much service to me. I

<sup>1840</sup> Sept-30<sup>th</sup> Transferred to the *Frigate Constitution*, the following  
 is a list of her officers - Com - R. Blexton, Capt & Turner  
 Lt. Carpenter, Graham, Shaw<sup>2<sup>d</sup></sup>, Smith, P. Turner, Gibson,  
 Mast. J. Brown, P<sup>l</sup> M<sup>l</sup> Breker, Sartou, Gannswort, Hag-  
 gerty. Midn<sup>l</sup> W. C. S. Porter, Bent, Cooper, H. H. Harrison, M<sup>2<sup>d</sup></sup>  
 Farland, Renshaw, Hays, Hughes, Maury, Roberts, Sperry,  
 Jay, Arnold - Surgeon. J. Llan, Ap - W. Marshall, S. Jackson,  
 Purser, Buchanan, Lt. M. Rich. Com - Sec, Glover -  
 Boat - M<sup>l</sup>, Gun - Newman, Corp - Cahill. Sail - Sec. -

While in this ship, I first began to realize  
 that my examination was fast approaching.  
 On the passage home, I commenced studying sea-  
 manship, & found myself very deficient. Not



1841 - withstanding this I could not get over the idea that I would pass high, nor could I understand why it was that my shipmates thought I would <sup>pass</sup> well. I was frequently surprised by hearing (accidentally) that I was to pass No. 1. the only probably reason if I think, that they did not know me. But I have no doubt but that it was of great service in giving me a high standing with my date, & indirectly with the board of examiners.

An Abstract of the Constitution's cruise, Commodore A. Clayton

Ports sailed from	Day of Month	Days at sea	Ports arrived at	Day of Month	Distance sailed	Days in port
Puna	1840 October 2 <sup>nd</sup>	7 $\frac{1}{2}$	Payta	1840 Oct-9 <sup>th</sup>	308	2
Payta	" 12 <sup>th</sup>	19	Callao	" 31 <sup>st</sup>	1990	31
Callao	Dec-2 <sup>nd</sup>	29	Valparaiso	Dec-31 <sup>st</sup>	2739	28
Valparaiso	1841 Jan-28	7	Talcahuana	1841 Feb-4 <sup>th</sup>	489	31
Talcahuana	March 9 <sup>th</sup>	2 $\frac{1}{2}$	Valparaiso	March 11 <sup>th</sup>	270	5
Valparaiso	" 16 <sup>th</sup>	10	Callao	" 26 <sup>th</sup>	1430	106
Callao	July 11 <sup>th</sup>	48	Rio de Janeiro	Aug-28 <sup>th</sup>	6696	16 $\frac{1}{2}$
Rio de Janeiro	Sept-15 <sup>th</sup>	46 $\frac{1}{2}$	Hampton Roads	Oct-31	5743	
					19665	
					42765	
					62430	

1841

I had been absent from the United States about  
 three years and a half when I returned in the  
 Constitution. I had heard from some of the officers  
 of the Delaware, then about to sail for the Brazil, that  
 my uncle Com Jones was in Norfolk, preparatory  
 to his taking command of the United States  
 destined to bear his broad pennant in the Pacific.  
 I obtained leave from Capt Turner to visit Norfolk  
 (the Constitution being in Hampton Roads) & prepared  
 myself to leave by the first opportunity that offered.  
 I happened to be on deck looking at the Cyane coming  
 down from Norfolk, I observed a boat leave her  
 pull for the Cons - there was a citizen & two Mid<sup>s</sup>  
 in the boat, I thought it strange that the cit-  
 izen steered, however I thought no more of it & was  
 walking the deck when they came on board, the  
 citizen spoke to the officer of the deck, I fancied he  
 mentioned my name, this attracted my atten-  
 tion, I observed him attentively, & was astonished  
 in finding the ~~stranger~~<sup>citizen</sup> was my uncle Lt R  
 L Page of the Navy & that the Mid<sup>s</sup> were my  
 cousins M P & W Jones. I went up to him & spoke  
 to him, telling him who I was. I of course was

1841 very glad to see them. I learned that all my relations were well. Father on one of the two Mids who came on board had been appointed since I heard from home, (as well as Walter) was attached to the Cyane, then going to sea, bound to the Pacific. He informed me that his father, Con Jones, was on board the Cyane & was going as far as Old Point. When the boat returned I went back & with them to the Cyane, whilst in the boat I observed crape on Uncle R. Pat & asked Pat, who it was for, but he said he did not know. I went with Uncle Catesby, Richard, & little Walter and Mark to Old Point. - After dinner Uncle R. asked me to take a walk with him, he then told me of the death of my Brother Wm P Jones who had been killed by a fall of his horse on Sept 10<sup>th</sup> in Baltimore. This shocked me very much, more than I had ever been before. In consequence of it I obtained a few days leave & endeavoured to become reconciled to his loss; but this was too hard a task for me, I could scarcely believe that he was dead; yet I am of opinion that at home they believe that I was not much affected at his loss. - I spent this time at Norfolk. - Page 15



1841

Nov-

My Uncle Richard was in Norfolk awaiting his marriage which was to take place on the next Thursday, the lady was Miss Alexine Taylor a sister of Cousin Mary, the wife of Cousin Walter; I saw a great deal of her while staying at Cousin Walter's when I first entered the service, she is a great favourite of every one, - I heard of Cousin Walter's death in Nov, I called to see his family, they were as glad to see me as if I had been one of them. The children had grown very much, Lucy was just entering society, she is quite pretty & very interesting, I have the same affection for her as that I have for a sister. I also at the request of Uncle R, called upon his intended, I found her as pretty as ever. - I must have altered very much in appearance, for on speaking to any one, with whom I was well acquainted before I went to sea, I had invariably to inform them who I was. - I remained in Norfolk a day after Uncle R's marriage, when I obtained leave from Capt Turner, and went to Washington via Baltimore arriving in B on Saturday ~~morning~~ <sup>evening</sup>. Uncle William & Sister Sactis were in Balt, expecting the bridal party.



1842 father, New York, he was ordered there on duty.  
On returning we stayed a night at Lawrenceville  
to see Cuselius, who was going to school them to the  
Mess-Hamell. - I dined in company with my father  
with Com-Biddle at the Asylum.

A short time previous to the examination, the  
Midshipmen were in a great state of excitement  
with regard to their own pecking & of whom the  
board would be composed. There were a num-  
ber of balloting, but no decision as to who  
ought to be N<sup>o</sup>. 1. I have been informed by a  
number of those who voted, that N<sup>o</sup>. 1 rested  
between Cropan, Stevens & myself. In voting the  
lowest number, that any one assigned me, was  
N<sup>o</sup>. 4. There were 37 preparing for examination. -  
Com-Barron had received Com-Biddle as governor  
of the Naval Asylum.

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I studied principally with Ammen & Bent some-  
times with Simpler. The two former were better  
prepared in Seamanship than I was.

June 2<sup>nd</sup> Notified that my examination was to take place.  
The board was composed of Com-Barron, President  
Com-Biddle, Read, Capt. Turner & M<sup>o</sup>. Keever

1842 - I was examined June 17<sup>th</sup> was the fourth  
that day examined. When I went in I took  
with me, my journals of all my cruises & the  
letters from all my commanders. I handed  
these to the president, who informed me  
that Com-Biddle would examine me, He  
commenced by asking me my age, what  
sea service I had seen &c. I gave satisfactory an-  
swers, he then began on seamanship, rigging  
ship, anchors, making & taking in sail under  
all circumstances, getting underway & coming  
to an anchor, together with various evolutions  
at sea & numerous questions relating to the  
constructing of vessels, & purchases. He then in-  
formed the board that he had finished with  
me, the president inquired if any of the board  
desired to ask me any questions, Com-Read put  
a few to me, I was handed over to the Professor  
of Mathematics M<sup>r</sup> Chaumont, I demonstrated  
some Nautical Problems spherically, solved  
some problems algebraically, & was questioned  
in Euclid, adjusted the sextant &c. when  
he informed the board that he was satisfied.

1842

I expected to have been much agitated, but I was perfectly composed, & could scarcely realize that I was undergoing the dreaded ordeal of examination. There was a teacher with which I illustrated the various manoeuvres at sea bracing the yards as I gave the orders. The questions in Mathematics were worked out on the black board. After the Professor had finished I was directed to retire, a short interval elapsed when I was sent for, the president informed me that I had passed a very creditable examination & gave me a letter to that effect.

I left the next day for Washington, arriving there that evening. I was impatient to hear my number, but did not for a fortnight. I passed N<sup>o</sup> 4. I was satisfied with it, but my date & friends appeared to think that I should have passed better. Simkler passed N<sup>o</sup> 3, I think I should have passed above him, but I have no doubt that I passed above several, who should have passed above me.

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July 1<sup>st</sup> I received my warrant as Passed Midshipman



1842

July 19<sup>th</sup> Received orders to the Depot of Charts,  
 Lt. M<sup>r</sup> J. Maury Superintendent. The duty  
 was light, every third or fourth day attending  
 to magnetical & meteorological observations.  
 During my duty here, I became familiarized  
 with a number of astronomical instruments.  
 Such duty in Washington was more acceptable  
 to me than a leave of absence, as it gave me em-  
 ployment, with the enjoyments of home. As  
 long as Congress was in session I attended the de-  
 -bates. Notwithstanding the endearments of  
 home, I longed for shipboard. From the time  
I first went on board ship, to the time that I  
left the Constitution was four years and a  
half, and in that time, I was ordered from one ves-  
sel to another, without a leave of absence.  
It was not strange then I should feel at home  
only on board ship, this being the case I deter-  
mined to avail myself of the first opportunity  
that offered for sea service. I had not  
 long to wait, I had long wished to have a prac-  
 tical knowledge of marine surveying. I was  
 offered a situation on the Coast Survey by my relative



1842 Lt Sp Lee, shortly after my examination, but it was not convenient to avail myself of the offer, & Spomen was ordered in my place.

Sept 4<sup>th</sup> Ordered to Ach<sup>ty</sup> Flirt, under the command of Lt-Com L M Powell, destined to survey Tampa Bay in Florida. I reported in Norfolk to Com- Shubrick. The steamer Poinsett was also attached to the survey. I was ordered for purpose of taking the President (Tyler) to Washington, & thus had an opportunity of bidding them good by at home. On the return of the Poinsett I joined the Flirt. The following is a list of her officers: Lt-Com L M Powell, Lt C W Morris, P<sup>st</sup> M<sup>st</sup> J. H. Stevens, C. W. R. Jones, C Higgins, Mid, C M Fautberg, Purser J B Littleton, Aft-Cm - W G Wilton. - The Flirt sailed about the

1842

25<sup>th</sup> of Oct. - I was appointed by Capt-Powell the day that we left Hampton Roads an Acting Master. The Flirt was bound to Havana the day after we sailed we had a gale which sailed lasted nearly a fortnight & was of great violence. We lost a boat, topmasts, bulwarks stove & leaked badly, lost a man overboard &c. Altogether it was the most disagreeable fortnight that I ever spent & part of the time we

1862 we were in considerable danger, & contemplated cutting away the Mainmast, when fortunately it lulled. We put in dispatch to the nearest ~~Anchor~~ port, Savannah, remained there about a week undergoing some slight repairs. There were several companies of the 3<sup>rd</sup> Artillery, the officers of which were well acquainted with my brother. Left Coxsack roads in the evening & arrived in Charleston (S.C.) next day. The Flirt was to remain in Charleston until the Brig Oregon came round from New York to relieve her, Capt Powell having gone to New York for that purpose. The Flirt suffered severely in the late year, & had confined quarters for the men, for which reasons, she was unfitted for overhauling. Charleston is famed for the hospitality of its inhabitants, but I found that it had not been overrated for that virtue. There were parties given to the officers, by Capt R. Pinckney, U.S.M. Mr. Barbdale, Miss Payne, Mr. Legare. I dined with Lt. North U.S.M. at his father's, Dr. Math; with Dr. Snodden a brother of P. M. Simble, U.S.M., several times, I was invited out a number of times to spend the evening

1842

I met with an old shipmate, J. L. Toomer, formerly of the Navy, now married, & has a plantation near Charleston. I went frequently to see him, & several times when I happened to be late on shore after parties, slept at his house in town. Mr. & Mrs. Post I had known in Washington, the latter is a distant relation. I also met with two old school boys of Gen. Hayne, formerly in the Senate. I made a great many agreeable acquaintances both ladies & gentlemen. In fact, I was better pleased with this place than any other I had ever been to. We had frequent visits from the ladies, who appeared to be pleased with the Schooner & with the rowing in the boat, <sup>race</sup> which we gave them often. — The Oregon came from New York, she is a roomy & comfortable merchant brig; the two vessels were hauled alongside, crew & provisions &c. shifted. It was with great regret that we left Charleston, I shall never forget the kindness & hospitality we met with there, & would willingly encounter an other terrific gale of a fortnight duration, to visit

sec

1842  
Dec 23<sup>rd</sup>



1842. I again received several pressing invitations to spend Christmas in the country, which the sailing of the Oregon prevented.

Havanna Arrived at Charleston Havanna a week after leaving Charleston, we steered inside the gulph stream until abreast Cape Carnaveral then crossed it and kept on the banks. We found the Chart much out of the way, putting the East coast of Florida too far to the E<sup>rd</sup>; & the West coast too far to the W<sup>rd</sup>: making the Peninsula much broader than it really is. Our object in visiting Havanna was to rate our Chronometers, (we had six fine ones), and to obtain the correct error, that we might determine as accurately as possible the Longitude of the various ports that we were to visit in the Gulph of Mexico.

The Longitude of Havanna has been accurately determined by number of Astronomical Observations. - Remained here a week the harbor is an excellent one, easy access to the sea, and well fortified, indeed, if properly defended, is impregnable. Visited the shore frequently, made incursions in the country on horse back &c. Went to the

1843 ~~opera~~ Theatre, said to be the second in the world  
in point of size, tho' crowded the night that I  
was there. Spent my time very pleasantly.

Key West Arrived at Key West on the evening after leaving  
Havanna, remained there a day, took observations  
for longitude, engaged a pilot for Tampa Bay.

The Oregon was four or five days going to Tampa Bay,  
Tampa Bay had something of a blow in ~~Tampa Bay~~ <sup>Chatter</sup> Bay. - The day  
after we got in commenced operations, from the  
shore line around several Islands & part of the  
bay, assisted in clearing away the base line, & in  
running lines of sounding, taking angles on vessel  
ashore with theodolite &c. Became well acquainted  
with the practice of surveying, and now think  
myself competent to survey a bay &c. We were  
assisted in survey by Steamer Poinsett, Lt Com. W. B. Blair  
During a part of the time, the officers were shifted  
Capt. Powell & a working party going to the Point  
Left Tampa Bay for the purpose of visiting  
different ports to determine their longitude.  
The Poinsett remained to complete the survey.  
Appalachicola was the first port visited, remained  
there a few days, a party given to the officers, passed the

May

time pleasantly. Next was St. Josephs, a de-  
serted town, though formerly about 5 years ago) a  
flourishing place. Appalachicola having more  
capital has taken the business, though St. Josephs  
has the best harbour and vessels can load at the  
wharf, but in the other can not by four miles.

June. Remained in Pensacola about a week, the brig laid  
off the Navy Yard. Anchored in Mobile Bay the  
day after leaving Pensacola, remained there long  
enough to take observations, one day, then went to Ship  
Island, remained here a week, most of the time it was  
raining and blowing, a good harbour for vessels  
drawing 15<sup>to</sup> and under. <sup>our</sup> Next destination  
was the Belize, the R. C. Pass at the mouth of the  
Mississippi. A number of the officers, I was one,  
visited the city, going up in a tow boat. The engines  
of the tow boats are of great power, the one that I went  
up in towed up three ships and a schooner. New Orleans  
has the appearance of a foreign city, the hotels there  
are uncommonly fine, the Exchange, St. Charles is  
a palace. The city is below the level of the river, but  
prevented by embankments, called levees, from over-  
flowing. Went down in a Tow boat, to the SW pass.



1843

July

and pulled around to the Balize in the Revenue boat, Mr. Bonditch kindly lending <sup>boat</sup> ~~is~~ accompanying us. Left the Balize and in two days went Pensa-  
cola. Striped ship, rigged sheers, took out lower masts, put in a new main mast and cut three feet off the foremast. The Poinsett arrived from Tampa Bay, having completed the survey, with the exception of Old Tampa, which is deferred until next season. Went to a fourth of July ball in Pensa-  
cola. Sailed next morning for Norfolk, via Key Tortugas, & Key West; touching only long enough at each to take observations. I had a severe attack of Congestive fever, was part of the time delirious, confined to my bed for a fortnight, at one time was in a dangerous state. Arrived in Norfolk on the 28<sup>th</sup>. went on shore, saw my cousins, Lucy was just from Washington, told me of my family; she has been engaged since I last saw her, to Doct. Sinclair M.M. she is one of the finest girls I ever knew. I love her as a sister. Her sister Mary is very pretty. A few days after arriving in Norfolk I had an attack of fever & ague, consequent upon exposure to damp before I had recovered from Congestive fever.

August

1843

August I received a month's leave of absence, went to Washington, found all well at home, my sister Leticia & Mary were on a visit to their relations and friends over the ridge in Virginia. It was about a fortnight before I had entirely recovered from the fever and ague. I visited my relations near & in Washington, found no change in them that I could perceive. My Father accompanied President Tyler to the springs near Winchester, Va. I had intended to go up there to visit my relations, as I had not seen them since. I entered the Navy. I obtained leave for another month, & left Washington ~~and~~ on a fine spirited horse of my father, taking my clothes in a pair of saddle bags. I stayed the first night at Sharon, with Uncle Cateby's family, left next morning and stopped at Mr. Colbert Steward and dined there, would liked to have remained there longer, as he has a very interesting family, his daughter Harriet particularly so, Mrs. Post was there from Charleston S.C. Arrived at Aldie after sunset, passed Sully, where I used to go to school to Mr. Brent, on the road.



1843

Put up at a miserable shanty of an inn, after cooling myself supping. I went up to Mr Berkeley to see his sons, Mr & Edmund, old school mates of mine, and also to see P<sup>r</sup> Mr. Noland an old shipmate. They were very glad to see me, but did not know me at first, insisted upon my remaining all night & pressed me to spend some time with them, but I eat an early breakfast, and left before sunrise. Noland had just been married, I saw his wife, she appeared to be a very sweet girl. I had heard from Cousin Lucy in Norfolk, that some of her fair friends, who had married Naval Officers were in Paris, which I had to pass through in going over the Blue Ridge. I stopped there & fed my horse, inquired for them, & saw Mr Sinclair & J Johnson. I forded the Shenandoah, but not knowing the ford, had to swim part of the way, getting my legs & saddle bags wet. Church was in at Millwood when I got there, I intended to have gone in, but was too muddy. Inquired the way to Mr Geo Burrell's Carter Hall, having heard that my sisters were there. It is quite near Millwood, found all the family out pt church, my sisters were at Mr



1843 Saratoga. I made myself at home, washed & <sup>29</sup>  
September waited for the arrival of the family from Church.  
On their return, Miss Burrell, a very pretty & interesting  
girl, came in, I introduced myself; she entertained me  
until her father came. I dined there, but could  
not avail myself of their very pressing invitation  
of passing a week there, which I regretted exceedingly.  
There were several young ladies there, my cousins.  
After dinner, went to Saratoga, M<sup>rs</sup>. Met Burrell, saw  
my sisters. M<sup>rs</sup>. Burrell is a cousin, and a very kind  
old lady she is too. Next Morning I accompanied  
my sisters most of the way to M<sup>rs</sup>. Allen's, I turned  
off to go to my Uncle Mann. He and family were  
well, found Uncle Richard and family there, his daughter  
was quite sick. Went to M<sup>rs</sup>. Allen's, has two very  
pretty daughters, but did not much fancy them, Arthur  
was my favourite of the Sons. Saw my father he  
was as glad to see me, as if I had just returned from  
a three years cruise; went with him next day to  
dine at M<sup>rs</sup>. Ope's, to meet M<sup>rs</sup>. Tyler. Accompanied  
the ladies to Shannondale Springs, a ball given to  
him M<sup>rs</sup>. Tyler. Pagehook to see M<sup>rs</sup>. Hopkins, remained  
there a couple of days, stayed a couple of days at

-1843- Saratoga, Uncle Richard and family were there. I made my  
September Uncle Mann's my head quarters and from there  
would make these visits after a day or two intervals.  
Stayed a few days at Mr<sup>s</sup> Allen with Papa, raining hard  
all the time; there has been a great fall of rain up here  
this month. Went with Uncle Richard to Gerardstown  
to see Uncle Thomas, Sr Page, stayed there two days; returns  
were lost on the way, a hard ride of it. returned by way  
of the Sulphur Spring to see my father, who was there  
with Mr<sup>s</sup> Tyler. I surprised & very much by dancing.  
Made a jack of myself, by engaging at the solicitations  
of the Misses Allen, in taking part in some ill combined  
tableaux vivants, acted at a party given at their house  
Stayed in Winchester, on my way to Woodstock, to see Uncle  
Philip, he was not there, saw his wife and daughter,  
John hearing I was there, came to see me. On my way  
back, I dined with him at his house, saw his wife and  
daughter. - Detained in Winchester a day by the rain, went  
next day to Uncle Mann and Mr<sup>s</sup> Allen, the day after left the  
valley for Washington, dined at Leesburgh & slept at Gunned.  
Left after breakfast, paid to visit to Great Falls & dined at  
Sharon, arriving the same evening in Washington.  
It would have taken months to have complied with

1843

all the invitations I received in the four weeks I was absent. I did not visit any place or person, but what I was prepped to remain longer, nor did I meet with any one, who was acquainted with my father or mother, without received an invitation to visit them, not as a matter of politeness, but of genuine hospitality and kindness. All the family, excepting Lactitia & Mary were at home. Uncle Richard and family were there also, on their way, October 8<sup>th</sup> to Norfolk. Received orders to the Hydrographical Office, when it was my day duty, every third or fourth day, I had to take magnetical and meteorological observations. I was otherwise employed in constructing charts &c. - I stayed some days at Uncle William's, whilst there were painting &c. at home. Lactitia and Mary came home after three months absence. About this time I heard that there were to be two Actg Lieuts to be ordered to the Brig Perry. Blair had been ordered, and if I could be ordered I would be 2<sup>nd</sup> Lt. of her. Uncle R. heard of it, and spoke to Capt. Dupont about me. I applied to the Secy for orders to her, as did Capt. Dupont for me. 24<sup>th</sup> Received orders to the Brig Perry, destined to the



Perry

-1843-

East Indies. I was considered very fortunate in obtaining orders to her, as I would be 2<sup>d</sup> Lt of her tho - but a young P<sup>t</sup> M<sup>t</sup>. There were a number senior to myself, who would have been glad to have received orders in my place, I should not have been ordered, but at the request of Capt<sup>t</sup> Dupont. The master of the Union, Herrell, was anxious to exchange. - The short time that elapsed before leaving in obedience to my orders, was occupied preparing for sea, and taking leave of my relations. I went out to Uncle Caterby's to take leave of his and Aunt Bell's family, and at my father's

request, accompanied him to a cattle show at Mont gomery. I met M<sup>r</sup> Charles Carter, a 1<sup>st</sup> cousin of my mother; went to his house to dinner, about 4 miles distant, Major John Mercer accompanied us there, re- mained there all night and returned next morning to Washington. There were two Miss Morris' nieces of

Mrs Carter. The younger of the two I was much pleased with, she is quite pretty and very interesting.

married to my friend - Frank Morris

1844  
Nov-4<sup>th</sup>

Left Washington on Saturday. Uncle R went down with me on leave, for Norfolk, from the Yorktown; Blair also went down. We left in a snow storm, and here all night in Cone River, blowing a gale of wind, next morning went

1843 out heavy sea. Blain and myself were much amused  
November at an old gentleman, Mr Polton, who had never been  
from home before, he was quite sea sick. - Reported  
on the 6<sup>th</sup> to Com- Wilkinson at the Navy Yard, I found  
the Perry in Dry Dock, went on board and took a look at  
her. Her accommodations are small, tho large for  
her size, the ward room is about 12 ft long and 5 ft on  
between decks, not between beams, which are 3 ins lower,  
there are two bunks of a side, There the St<sup>l</sup> after one,  
the 3<sup>d</sup> Lt- and Purser sleep on the lockers, which are rigged  
as bunks in the night time. There has been no regular  
mess formed as yet. The following is a list of her  
officers. Comd- Saml. F Dupont, Lt W. R. Taylor, V<sup>c</sup>  
Mr C. M. R. Jones Gas. L Blain, Act-Mr R. H. Wyman,  
Mid- R Milligan, G W Harrison, W Queen, C Stone,  
V<sup>c</sup> Mr Surgeon J. J. Muller. Acty Purser, C A Belin, Cap- Clerk  
J Monthalon. I was acquainted with most of the of-  
ficers before, with Lt Taylor in the Oregon, he is a very  
correct officer and pleasant ~~officer~~ messmate, Blain &  
myself are old schoolmates, and shipmates in the  
Macedonian, with Wyman and Milligan, I have sailed  
in the same squadron, in the East Indies with the former,  
& Pacific with the latter. Every body speaks in the

1843 Terms of Capt. Dupont, indeed I think we have a  
November - fine set of officers, and anticipate a pleasant cruise.

7<sup>th</sup> Joined the Perry bag and baggage, commenced unpacking on board  
I as usual when in Norfolk, visited my cousins and Aunt  
Alex. quite often as they are great favorites, I only made a  
few other visits, amongst them, to Miss Ludlow, a schoolmate  
of Sættia. I received a number of invitations, but did not  
accept them. - Our mess was in much want of servants.  
I wrote to Washington, and two were sent down for the mess.

While in Norfolk, I completed my outfit, amongst  
other things, I purchased by order of Cap<sup>t</sup>. Dupont, a  
full dress suit of Lieutenant's uniform. - I had  
intended when leaving Washington to return to bid  
them farewell, but I had not time. Just before sailing  
I heard from home, of the birth of another brother.

Sec - , Dropped down to Hampton roads, preparatory to going  
to sea, detained there until the 3<sup>rd</sup> by a N E gale.

Sailed with a N W Wind, the brig promised well, M<sup>rs</sup>  
Rhodes, Naval Constructor, who was aboard to see how  
she performed, was much pleased with her. - My appointment  
as Lieutenant was given me by Cap<sup>t</sup>. Dupont,  
bearing date, the day of our sailing, Blair received his  
at the same time. I never shall forget the first  
time



1843 time I wore my uniform in obedience to orders. It  
December was in the night time in a gale of wind. I had had  
the last dog watch, we were in four watches, I was  
congratulating myself upon having no watch  
9<sup>th</sup> that stormy night, when I turned in. I was aroused  
by a midshipman, Mulligan, rushing in the ward room  
and crying out, gentlemen, M<sup>rs</sup> Taylor, she is sinking  
she is settling, gentlemen she is going down, she  
shiped a heavy sea a few minutes ago, she has been  
like a log ever since, I feel her settling. To be aroused  
up in this manner is not pleasant, I confess if ever  
I was frightened it was then, I thought my time certainly  
had come, my first impulse was to rush on deck, but  
it immediately occurred to me, that if we were sinking,  
I had as well remain below, as I could only prolong  
life a few seconds at the best, for we must all perish.  
I thought of a thousand things at once, of the Grampus  
going down, but I thought most of the grief of my  
parents and friends when they heard of my loss; con-  
soled myself by thinking that I had to die; did  
not regret it as much as I should have, <sup>for one who was</sup> being so  
unprepared, because I thought ~~I thought~~ it inevitable,  
and did not think much of it. I even thought of the

1843 various speculations our ~~log~~ would give rise to. It appeared  
December to me that I thought of every thing, and in such <sup>short</sup> ~~short~~ <sup>space</sup>  
9<sup>th</sup> space of time, for at the utmost it could not be more  
than a minute, before Lt Taylor and the Doctor answered  
by saying, that he was mistaken, they had been awake, it  
was nothing more than a bull; this was sufficient to as-  
sure me that Milligan's fears were groundless, for I had  
more confidence in them, than in Milligan, I was therefore  
at ease, as regards present danger. But it was blowing  
a hurricane; a few minutes after, all hands were called.  
I hurried on deck to my station on the fore-castle, found  
the brig being too under the J. S. Steynal set abaft the  
M Mast. I remained on deck 6 hours, from 10 until 4 this  
was the first time that I had ever worn ~~my~~ <sup>my</sup> uniform  
and it was well soaked on the occasion. Carried away the  
Cabin's quarter and stern seats. — For a fortnight after leaving  
the U.S. we had for nothing but a succession of gales, two  
of them were very heavy; we were very uncomfortable in  
the wardroom, every thing wet. As soon as my watch  
was over, I turned in my bunk, and remained there till  
it was my watch again. All the hatches were battened  
down, the deck, being a smooth all the time. our only light  
below was from candles.

1843-4 The abstract, which I have taken from the Log Book  
in the back part of this journal, will show on each  
day the state of the weather, wind, distance run, lat, and  
Long-<sup>d</sup>. - We had a great deal of disagreeable weath.  
on our passage to Rio, the decks were wet most of the  
time, even in the trades. We did not meet with  
Dec-26<sup>th</sup> the N<sup>e</sup> trade before getting in 17.<sup>h</sup> & 33.<sup>m</sup> We had no  
calms between the trades, running into the N<sup>e</sup> trade  
of 1844  
Jan 2<sup>nd</sup> in 3.<sup>h</sup> M & 24.<sup>h</sup> W. we found the latter quite fresh, a raged  
top sail breeze part of the time. We crossed the line  
3.<sup>h</sup> with a fine breeze in 26.<sup>h</sup> W. Neptune paid us a visit  
and initiated the green horns, by shaving them with  
an iron hoop, lathering them with a composition of  
tar and slush, and ducking them; after which they  
were proclaimed true sons of Neptune. The Plover, is  
a good sailer in light breezes and on a wind, but she  
is crank and uncomfortable, her battery 10-32<sup>th</sup> is too  
heavy for her. Nothing of interest occurred, our  
mess agree very well, not a cross word passing be-  
-tween any of the members. - Made Cape Frio in  
12<sup>th</sup> my morning watch, but on account of calms and  
14<sup>th</sup> light winds did not get in until two days after  
Found the U.S.F. Columbia at anchor in Rio de Janeiro.



1854

January

This is my third visit to Rio - the harbour is certainly a beautiful one, and one of the finest and largest in the world. - I was doing the duty of Lt in consequence of the indisposition of Mr Taylor, during the greater part of our stay here. Every thing went on well, The Captain and officers asuring me that she was in better order than she had ever been before, indeed the Captain paid me frequent compliments upon my success in putting her in order, and in forcing salutes, which were allways failure before. I wanted myself to get her in order, but had it, not been for the zealous cooperations of the watch officers would hardly have succeeded, for the crew is a very indifferent one. Capt Dupont much to my regret leaves the brig, his health will not permit him to make the cruise.

Lt Taylor exchanges with Lt H. M. Harrison - of the Columbian Blain at his own request, is ordered in Acty. Most of the Congress I regret that he has left, we have known each other a long time, he is a fine fellow, though rough: his place is filled by P. M. Howell, acty. Most of Columbus. Acty. Com - C. G. Tilton has been ordered here to take command, I am not much disposed to like him; his brother T. Tilton takes the place of Acty. Com - C. A. Belin the Docta was surgeon, but not condemned

1844

The Columbus and Frigate Congress, have arrived since we came in. Com Turner appeared glad to see me, as did a number of the officers with whom I was acquainted, Lt Turner, Kilty, Page, Sands, Maynor, Cadwallader; two of my date were her masters, Murray and Howell. Mid R Mason was a schoolmate. I dined on board the Congress (drank too much wine) she is in fine order. Mid W Mercer was on board, see Mid M<sup>r</sup> Carble a schoolmate. Beale of my date was Master of the Columbia. — Mr Profitt our minister at this court, visited the brig. I was introduced to him by Capt Dupont, he told me that he had a letter to deliver to the Emperor from the President and he would be glad if I would accompany him, he said he would inform me when the it took place. Blair was also subsequently invited. We met at Mr Profitt's house at the appointed time, leaving there at about 5 p.m for the palace at St. Christoval about 5 miles from town. Blair & myself were in a carriage hired for the occasion, & directed our driver to follow Mr Profitt's carriage, when about halfway, our horses gave out, we drove to the stable, and hired fresh ones, in the mean time Mr Profitt had arrived at the Palace

1844 and in spite of our fast driving had been there a half  
of an hour before we arrived. Blair & my self were in  
Lieutenants-full dress uniform. Mr Profitt was in his  
state dress. We were received as we drove up to  
the Palace, by a guard of soldiers, joined Mr Profitt,  
and remained in the ante room, until the Em-  
peror was ready to receive us, it was handsomely  
furnished, on the ceiling were emblematic  
devices of some of the most prominent events  
in the royal family. The prime minister came  
and conversed with us for some time, when he  
left preparatory to the audience. Shortly after  
the master of ceremonies, a grey headed old man,  
informed us that the Emperor was waiting, we  
followed him, through a crowd of guards and  
officers of the Palace, amongst the <sup>the</sup> last was  
a jolly ficer, to the door of the audience chamber.  
It had been arranged that I was to be on the  
minister's right and Blair on his left. We found  
the Emperor on his throne, and his court consisting  
of the grand dignitaries of the Empire, on either  
side, drawn up in lines from the throne to the  
door, through which we had to pass. In arriving



1844  
January

at the door, we bowed, then advanced about half way to the throne, bowed again, and a third time at the foot of the throne; the Emperor rising and acknowledging our salutations, he remained standing during the audience. He is but 19 years old, has rather a heavy look, is quite fat, he was draped splendidly, in some kind of uniform, Mr Profitt after making him a speech, handed him the President's letter, congratulating him upon the marriage of his sister, he replied in English, "I thank the President very much," after which commenced backing out towards the door; it being contrary to Etiquette to show your back to the Emperor, or to look behind for the door, bowing several times as we <sup>were</sup> doing so, we managed very well, keeping a breast of each other, and hitting the door without turning around. After leaving the Palace, we accompanied Mr Profitt to his house; and took wine with him, returning on board the same night. The audience did not impress me with solemnity, so far from it, that I was disposed to laugh during the ceremony, however, my curiosity was gratified by the show.

1844  
February 10<sup>th</sup>

Whilst in Rio. the crew were employed in overhauling the rigging &c. The brig was caulked inside and out. Sailed on the 10<sup>th</sup> for Cape Town. Nothing of interest occurred during the passage, which was a long one, owing to calms for the first 5 days, and head winds not far from Cape Town; we were 34 days making the passage. We should have kept more to the N when we had N<sup>W</sup> winds, crossing the meridian of Greenwich in 36°, in which case a N<sup>W</sup> wind, which is the prevailing wind near the Cape, and which we experienced, would have been a fair one.

17<sup>th</sup> It was my first watch, about 2 past 11, I saw a beautiful meteor, it first appeared in the NE part of the heavens, at an altitude of 15 or 20°, of a reddish hue and gradually increasing in size and brilliancy, as it moved on a S<sup>W</sup> course, until it was apparently 18 in diameter, when it burst and fell in three parts of unequal size, which towards the horizon, for about 5°, when it suddenly disappeared in a E<sup>S</sup> direction: The vessel was illuminated by its glare.

1844

March

Came to an anchor off Cape Town after dark. We learnt on our arrival that the ~~John Adams~~ *John Adams* Frigate had only left a fortnight before for the East Indies. She left the U.S. in May, but has been idling her time at Saldanha Bay and this place. Her commander Cap. Cocke, is on shore in ill health. - This harbour is unsafe; in the summer months the S.E. winds are violent, vessels frequently losing their anchors, and are driven to sea; whilst the N.W. winds blow in winter, vessels sometimes being blown ashore and crews lost. It is open to the N.W. - The English navy have their head quarters at Simon's Bay, it being a better harbour than the other, they have a Navy Yard there. - Several high peaks rise in the rear of Cape town, in a crescent form, the highest is a table mountain, so called from its shape, being flat on top, it is 2400 ft high, the Devils peak 1900 & Lion's Rump 1400. The Table mountain performs one of the duties of a barometer to the inhabitants for they are enabled to foretell the weather, by the appearance of the clouds on its summit. In a S.E. wind, the clouds appear to be rubbing head-



1844 long over the mountain, and tumbling into  
the town below, but they never reach it as they  
are dissipated by the time they get one third down.  
This colony is highly prized by the English, it  
is their key to their East India possessions.  
There is no legislative assembly in the colony,  
it is governed entirely by the Governor, who  
is appointed by the crown, and only responsible  
to it, he is appointed for 5 or 6 years. —

Judging from the fine climate, and generous  
soil, I should say that the colony will be  
a prosperous one. It is particularly suited  
for agricultural purposes. I was astonished  
at the rapid growth of everything, the forest  
trees maturing in an incredible short time.

There are but <sup>few</sup> varieties of trees, which are  
indigenous, but every kind appear to thrive.  
I saw the oak, chestnut, and other foreign trees,  
which appear to thrive as well and mature  
quicker than in their native clime, but some  
of the trees are beautiful. the silver trees, and the  
different species of ferns.

I visited the Consul's family, his daughter is

1844

very agreeable young ladies, Miss Taylor their  
aunt is pretty and intelligent - Whilst here I  
took several rides to see the adjoining country,  
The country houses are pretty, the grounds laid  
out with a great deal of taste: long walks  
thickly shaded, and lanes either straight  
or winding leading to the houses, gardens  
studded with beautiful flowers fine road  
and coach and four made it one of the pleasur-  
est rides that I ever had. - There is a celebrated  
wine made here, called Constantia, it is a sweet  
wine of a very delicate flavour, the genuine  
wine is only made at these farms. I visited  
the <sup>two</sup> principal ones, the largest called Great  
Constantia, is owned by Mr. White, he welcomed  
us to Constantia and after resting ourselves,  
he showed us around his grounds, which  
are in a high state of cultivation, he has  
all kinds of fruit, both of the temperate and  
torrid zones. We went into his wine house,  
he had about 60 immense vats of his wine  
he made 4 kinds. we tasted the different kinds  
He showed his vineyard, the grapes were

ripe, but not sufficiently so for the vintage,  
for the grape is shrivelled before preparation, the vines  
then were in their prime, they were about 60 years  
old, there were some over 100, but they were too  
old, others were to be planted in their place.  
The vines were not suffered to grow higher than  
3 feet, on account of the strong winds, which  
otherwise would blow them down. - The oak  
here grows very rapidly, they make hedges  
of it &c. the acorns are used as food for the  
mules & cattle, they are very fond of it, and  
very little fattens them. - On returning to the  
house, which is a large one built in the Dutch  
style, with a thatched roof, we were introduced  
by Mr Klute to his daughter, who ~~was introduced~~  
entertained us by singing &c. we took lunch con-  
sisting of fruit, wine &c. Mr Klute is a very  
hospitable Dutchman, speaks English & French  
very well. He took some trouble in showing  
me over his beautiful place. - The officer of  
the St Louis had been there several times.

On our return we stopped at Van Nemen, it is a  
beautiful spot, but not so large as the other



Cape Town

1844-

I saw there a singularly tree, an oak, the branches of which were trained in such a manner that you could not trace them, they ran in to each other, seats were placed there, to which you mounted by a balustrade, altogether it was a very romantic place.

I visited Constantia in a fine large English coach and four, Mr. Milligan and Mr. Montalant accompanied me. I went with Keene to see some English ladies, I was not pleased with them, they were female cockneys.

In consequence of the indisposition of Lt Harrison, I had in addition to my ordinary duties those of the 1<sup>st</sup> Lt, this prevented me from making as many acquaintances as I otherwise should on shore. Mr. Keene a resident of the Cape, was particularly attentive to the officers - The boat club visited us several times, they will not forget their first visit for a long time. The French squadron, having the French Captain Lapador, his family & suite, which we left at St. Louis, arrived at the Cape. - We were honored by a visit from ladies of the consulate.

Cape Town

-1844- A Dutch Brig of war arrived, she saluted us  
March I returned it immediately, the Captain being  
absent, & sent on board to apologise, not having  
a Dutch Flag. The Capt<sup>t</sup> of the Brig afterward  
called, he spoke English very well, was much  
pleased with the Perry, going over & examining  
everything, among other things he observed  
the quarter-masters at work on a Dutch Ensign.

The men were given liberty, they behaved  
badly, some of them did not return, we shipped  
some excellent men in their places. I have  
been better pleased with this place than  
any other foreign place that I have ever  
visited. - I found it very expensive, for  
a coach & four, you paid  $\$10$  -  $\$25$ , the same for  
an hour as for a day; but they were large com-  
fortable coaches, with four fine horses.

-March 27<sup>th</sup> sailed from Cape Town, had light winds for  
a few days, but it soon freshened, so that we dou-  
April 1<sup>st</sup> bled the cape with reefed topsails, wind from  
the W<sup>st</sup>. For a month after, we had rough boi-  
sterous weather, a succession of gales. -

We kept about the parallel of  $38^{\circ}$  that we might

1844 take advantage of the fresh westerly winds.  
April 18<sup>th</sup> Roped the Island of St. Paul in the forenoon, it  
was my watch. I think we furl'd the topsails  
twice, & clewed them up as often, the squalls  
-22- being very violent. I will mention one of the  
numerous gales which we had. As the wind  
increased we shortened sail, we were for some  
hours scudding under the goose winged fore-  
sail, then under the balance reefed Fore Tryptail,  
with the wind from S<sup>W</sup> E<sup>W</sup> but gradually pan-  
ling to the E<sup>W</sup>; then to NE, increasing all the  
while ~~to~~ so that at 6 p.m. we were under bare poles  
& continued so for 15 hours. It was my first  
watch, there was a very heavy sea running, we  
were going at the rate of 9 knots. The Captain  
turned in shortly after, telling me to keep a look-  
out for her. I had the men stationed to wind-  
ward at their quarters, with orders to rush to  
leeward & knock out the ports in case a sea  
should be shipped. - I secured myself to the  
Main Boom, in such a position that I might  
see the sea & compass both. By this time  
it was blowing a hurricane almost,



1844 with light rain, very dark, the only light  
being from the crest of the seas & occasional  
flashes of lightning. - I thought we were in  
great danger, as there was no head sail set,  
to prevent her broaching too, or to pay her off when  
brought by the lee. - We shipped but one sea,  
which covered the lee guns, the men rushing  
over to leeward & knocking out the ports soon  
cleared the deck of the water. - I was relieved  
at 12 by Wyman; a few minutes after, one  
of the larboard quarter boats devils parted  
lost the boat. The next day it had mod-  
erated very much, but looked very threat-  
ening, hove overboard the two forward guns  
& the starboard quarter boat. - We had no bad  
weather afterwards, taking the N trade up  
to the straits of Sunda, anchoring at Pinak  
- May 10<sup>th</sup> strait, on the 10<sup>th</sup> <sup>H. May</sup> next morning at New  
Ile - remained a week, wooded & watered,  
overhauled rigging &c. A very good place  
for the purpose. Went on shore every day  
to Lethe, There is a delightful bath, under a  
cascade, where we watered.

1844 It was very tedious getting up to Anjer, the  
May winds were very light & variable, we an-  
chored every night whilst in the straits.

of Banda There were a number of very verdant islands  
always in sight, beside the Island of Su-  
matra in the distance to the N<sup>o</sup> & Java  
close aboard to the S<sup>o</sup>.

19<sup>th</sup> Anchored off Anjer, saluted the Dutch flag  
Anjer. the place has a pretty appearance from the  
anchorage. We were surrounded with  
boats, from which we obtained a plentiful  
supply of fowls, fruits & vegetables, at a  
reasonable rate. Left the same evening  
at 3 1/2 m. anchoring every night in the  
Straits Java sea & Straits of Banca. We would  
see a number of vessels in the day time,  
Banca which would come up to <sup>at</sup> in the night, but  
we preferred the China sea ahead of them.

I would recommend vessels to go through  
the straits of Gaspar; we had a very tedious  
time in those of Banca, Capt. Tilton was  
very much annoyed, indeed he was quite  
nervous. I made himself very disagreeable.

1844

L<sup>td</sup> Harrison did not agree with the Captain, & requested to be relieved from the duties of 1<sup>st</sup> L<sup>td</sup>, the Capt relieved him, & ordered me to perform the duty: which I did as long as Cap<sup>tn</sup> Tilton remained on board, I believe to his satisfaction, for he was extravagant in his praises &c. -

We were all very much shocked at the death of the Gunner, M<sup>r</sup> Tabor, who died on the 2<sup>d</sup> June, of the Java fever, he was a very worthy man. Mid-G W Harrison was very ill, with the same fever, and died shortly after our arrival at Macao. I had sailed with him in the Dagon, & knew him well, he was fine fellow & good officer, if he had lived would have been an ornament to the Navy. The Doct gave him up several days before his death, and read to him, ~~and~~ <sup>at</sup> his request; prayers &c, he was perfectly composed & resigned to his fate, he sent for me, and told him good-bye, I asked him if I could do any thing for him at home, any message that I could take to his father, he said, no, on asking again



1844

June

he said that he owed \$15 to a Mr<sup>r</sup>  
of St<sup>t</sup> Augustine, for his share of mess bill  
whilst in the Pinnett, I assured him I  
would attend to it, shortly after, I moved  
away, being much affected, he observed it,  
held out his hand & bid me good bye; we  
then thought he would not live until  
next morning - he died two days after:  
and was buried in Macao, the Officers erected  
a monument over him.

6<sup>th</sup> Anchored at Macao at 1 P.M. - Boarded by  
a Pilot outside, who informed us that  
there was an American Frigate at Macao.  
Made all preparations for anchoring  
& coming into port, all hands on deck,  
Harrison being still off duty, I had the  
deck, we made a very pretty come too,  
clewing up the topsails, top-sails & royals  
together, and ranging close alongside of  
the Brandywine, rounded too under her  
stern, and came to an anchor between  
her, and the St<sup>t</sup> Louis. The Brandywine  
arrived in China in February, she came by

1844 the Eastern passage from Bombay to Ceylon.  
Paine With the exception of a short trip to Manilla  
she has been in China, dividing her time between  
Hongkong, Macao, & Whampoa. - The St. Louis  
arrived the day before the Perry, where she had  
been for ten days before, she touched at Amoy  
7<sup>th</sup> on her way out. Mid<sup>l</sup> Harrison died the day  
after, we got underway in the evening, and came  
nearer to Macao, the next day he was buried, &  
remained on board, all the officers who could be  
spared went to the funeral, the marines and  
some of the men, also, the Governor of Macao  
furnished a guard, all the American citizens  
on shore joined the procession. -

We were much disappointed on our arrival  
by hearing that Mr. Cushing, our minister  
would not go to Peking, the Chinese objecting  
to it, and also that the Perry was attached to  
the squadron. We expected on leaving the  
U.S. - to visit all the ports of China & Japan  
& understood that the brig did not belong  
to the East India Squadron. Mr. Cushing  
was on shore at Macao, where he had been  
since

1844 since his arrival in China, Keying the  
June Chinese Imperial minister was in Canton  
and expected in Macao shortly to commence  
negotiations. Lt. Keith being junior to Lt.  
Tilton, they exchanged vessels, Tilton going  
to the St. Louis & Keith to the Perry.

15<sup>th</sup> There being great danger to vessels in  
Macao Roads from Typhoons, which  
prevail in the summer time, the Brandy-  
wine & St. Louis went up to the Boque, the  
mouth of Canton River, the Perry was to  
follow them in a few days, she had  
been getting underway every day almost  
running between Macao & the Frigate.

The day after our arrival at the Boque,  
we got underway with the Commodore &  
a number of the Officers on board, they  
were to be present at the meeting be-  
tween Mr. Cushing & Keying. - A few days  
after the meeting took place, the officers were  
requested to be present in full dress. The  
meeting was very formal, our Officers  
were on one side & the Chinese on the other



The Chinese are in the habit of assuming a superiority on all occasions of official ceremony, but our embassy guarded against it - even in trifles - for instance, we were to keep our cocked hats on, as long as they kept their hats on - &c. Keying was attended by a large train, he had his soldiers, executioners who remained outside, & 4 Mandarins of 1st rank were present at the interview. All the officers were introduced &c.

July 3<sup>d</sup> Mr. Cushing completed his treaty in about  
4 a fortnight - The day after got underway  
and took the officers to the Brandywine, at  
the Boque. A party of the officers of the Frigate  
20<sup>th</sup> and sloop, was made for Canton, I joined  
them, and was absent about a week. I enjoyed  
the trip very much. I was a guest of my  
old friend Fred King. I was much pleased  
with Banker in the house. I would willingly  
have prolonged my stay in their hospitable  
house, but I could not stay longer. Since  
there at the Consul - Mr. Forbes, Mr. Bull &  
Mr. Wetmore, received an invitation from  
the

1844  
June

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there at the Consul - Mr. Forbes Mr. Bull &  
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1844

July  
10<sup>th</sup>

lest to remain with him. Before visiting Canton, the Perry went to Hongkong, I went there to see the Governor on shore & on board the Admiral's ship to arrange about the salutes. After remaining a few days at Hongkong to take in stores, went to Macao. It was there rumoured that Mr. Cushing would take passage in the Perry to Mazatlan on his way home. On returning to the Bogue, it was that I went to Canton as mentioned above.

During my absence, the squadron went up to the first bar below Whampoa, where I found them on my return. I had always intended to leave the Perry, if I could be exchanged into a larger vessel. When the Commodore was in Macao, I mentioned to him my desire of going on board his ship in case there should be an opportunity, he said he would be glad to have me on board.

Cropan was an Act Lt on board the Bogue we agreed to exchange. Shortly after my return from Canton, we again went to

1844 Hongkong to survey some stores, I was a little  
unwell & did go on shore, touched at Macao  
on our way to the Bogue, where the squadron  
they were, they having had more than half  
of their crews sick. It was then arranged  
that the Perry was to go to Mazatlan with  
Mr Cushing. As this would be the last  
August chance, a number of the officers went to Cuta  
1<sup>st</sup> leaving me in command. It look threatening  
& having been ordered to reef top mast ropes,  
I housed topmasts, & lower yards. -

5<sup>th</sup> Ordered to the Brandywine in place of Cropan.  
The Perry ordered to prepare for sea. - The following

is a list of the officers of the Brandywine. -

Com- F. A. Parker, Lt. J. B. Hunt, J. B. Marchand,  
W. B. Muse, A. L. Case, R. B. Piquem, Actg. C. W. N. Jones.

Act- W. C. Bondinot; Act Master R. H. Wyman.

Purser, J. M. Thorton, G. Blackwell Surgeon, A. H.  
Gillispie Lt. Marine, G. Jones, Chaplain, A. R.  
Bogardus Com. Sec., A. Sawyer & R. Coffey Ap. Surg.  
P. Webb. P. Clark, Leroy Parker Com. Clerk.

Mids. Huguenin, De Koven, Heron, Copeland Jones,

J. P. Jones, Munday, Mitchell, M. Chant, Powell

1844-  
August Somerville, Weaver, Young, <sup>Laurens</sup> Master, Mate  
Oliver & Jarvis. Boats - J. G. Bell, Gun - Pennington  
Corp - Lee, Sail - Parker. -

The contrast was very great from the diminutive Perry to the roomy Brandywine. I had a room, but a very indifferent one, however to me it was very acceptable. I had a better opportunity of reading & she is an easy ship, but deficient in discipline.

We were in six watches, I was stationed in the 4<sup>th</sup> Division, there were two long & ten 32<sup>lb</sup> carronades, manned by 60 men.

The mess is a fine, all clever fellows, very sober, the most moral mess I ever saw.

10<sup>th</sup> We were much surprised at the arrival of Capt. M<sup>r</sup> Keever & Com. Paine, the former to command the St. Louis, the latter the Perry; they made a very short passage in the Montank Capt. M<sup>r</sup> Michael, 30 days, from New York.

Tilton & Keith subsequently returned home, the latter on a sick ticket, the former received some plate from the merchants at Canton. I received letters by the Montank dated



1844 - May 10<sup>th</sup>, I also heard from home by Capt. M<sup>r</sup> V<sup>r</sup>

Oct - The Brandywine remained at the Boque until  
3<sup>rd</sup> when she went down to Macao.

The French Squadron anchored there, <sup>Boque</sup> also.  
We experienced one blow, but not very heavy.

The Perry sailed about the 1<sup>st</sup> of September, for  
Mazatlan, with M<sup>r</sup> Cushing, & the St. Louis for  
the Northern ports of China - Chusan.

Oct 13<sup>th</sup> St. Louis arrived from Chusan shortly after

22<sup>nd</sup> we went up the river to caulk ship, anchored

23<sup>rd</sup> off Wongtong, after caulking, returned to

Nov. 5<sup>th</sup> Macao.

It was very tedious remaining so long in China.  
I only went on shore when in Macao, when  
I generally remained two days, & was glad  
to return to the ship, as I only visited the  
young men, with whom I occasionally  
dined, in M<sup>r</sup> Fependen, King, Moses, &c.

9<sup>th</sup>  
20 St. Louis sailed for Manilla, she is to visit Batavia  
Sydney & to meet us at the Society Islands.

21<sup>st</sup> The Commadore gave a ball, with most of  
the Officers were there, there were but few ladies.  
It was a dull affair. I retired early, not well.

1844 Dec- The 5<sup>th</sup> was the day fixed for leaving the Celestial empire; but we were detained by a robbery, committed by the Chinese, of an American vessel, we might have sailed for any good that we did.

2<sup>d</sup> Commenced beating out of the Lantau passage; anchored. & got underway at daylight next morning. We had to contend against a fresh N E monsoon & current also.

3<sup>d</sup> Fortunately for us the wind was not directly ahead, but we had a hard time of it, squally & rough weather. Made the Bashee Islands, but stood off so far in the night, that we did not get up to them until late the next evening, when the same thing was repeated.

10<sup>th</sup> 12<sup>th</sup> Piped through the Bashee Islands, into the Pacific Ocean. It is now our object to get to the N<sup>W</sup> E<sup>ly</sup> that we may get the Westerly winds, which will be fair for the Sandwich Islands. Madjosemah Islands in sight.

Page 64

24<sup>th</sup> 30<sup>th</sup> Piped Ormsby Rock, a solitary rock in the middle of the Pacific. - Crossed the 180 degree of Longitude, in 35<sup>th</sup> N - gained a day.

Jan-11<sup>th</sup> 1845

1845-

Jan-26<sup>th</sup>

After a passage of 55 days arrived at the Sandwich Islands. We have had a very disagreeable passage. In the China sea we carried sail very hard, this ship is very stiff, at first I was at loss to know when to shorten sail, having been accustomed to the Perry, she feeling the slightest breeze, but this ship is very different. I do not think this ship as fine a one as either the Columbia or Constitution, she is not weatherly, & only sails well in fresh winds, does not work well. I was much mortified the first time that I attempted to tack, <sup>knowing</sup> nothing of her qualities, I hauled the yards as I would the Perry; this together with the winds shifting, caused her to miss stays, it was very provoking, particularly as it was the first time that I attempted it. - The Officer of the deck is allowed to make & take in sail more than is usual. I was much disappointed with Com. Parker he is no sailor, but a peevish old man, about trifles, such as making a noise over his head he would do very well if he had an energetic



1845  
January  
February  
1<sup>st</sup> Lieutenant. But the present is  
the most inefficient one that I ever  
saw. It may be readily imagined from  
the above that she is not in good disci-  
-pline; in fact she is no man of war & the  
most inefficient ship that I ever was  
attached to. - We found on our arrival  
that M<sup>r</sup> Brown, our Commissioner, had  
quarreled with the government, they  
having requested his recall. He is a  
very hospitable man, and good enough  
in his way, but totally unfit for his place.  
If a man of respectable talents, and  
force of character were here, so much as  
the United States respected, that he  
might almost govern the islands. but  
as it is, they are injured. - The Missionaries  
have done a great deal of good, but it will  
take another generation before they become  
Christians. We were every where treated  
with a great deal of attention, Parties were  
given by the French & American Consuls, M<sup>r</sup>  
Brown the commissioner, M<sup>r</sup> Kicker & Grimes.

1845 I dined out frequently, & saw a great deal  
of the Missionaries. Every one united in praising  
Uncle Catesby. - The government here  
are making themselves ridiculous by  
the assuming all the ceremonies & eti-  
quette of the courts of Europe. The King  
is well enough disposed, but he is  
ruled & kept restrained by Dr Tudd &  
Mr Ricord, two Americans who have sworn  
allegiance & entered in his service. All the  
Chiefs & Officers have European uniforms.  
They made quite a show at the King's  
levee. The people are indeed the amiable.  
There is a school for the young chiefs, under  
Mr's charge. I visited it frequently, and  
examined them on one occasion, when I  
was astonished at their proficiency, par-  
ticularly in geography. - An agent of a  
Belgian company arrived, the company  
has the contract for a number of <sup>100</sup> years, for  
all the uncultivated arable lands in the Island  
& other privileges, they intend cultivating sugar  
coffee, silk &c. for which it is particularly

1845

March

adapted. A great number of Whalers  
visit these Islands annually,

I had hoped to have had an opportunity of  
visiting the Island of Hawaii, the largest  
crater in the world is there. But although  
we remained there six weeks we expected  
to sail every during the last month.

The Commodore is evidently desirous of  
making the cruise as long as possible.

I am on shore frequently, which is the best  
evidence of being pleased with the place.

Most of the Officers are anxious to return  
home, those who are married to see their  
families, & most of the others to be married,

As I am one of the exceptions to the latter,

I am not so anxious. I am pleasantly  
situated in the mess, have a fine oppor-  
tunity of reading & and on my return to  
the U.S. I would be a Passed Midshipman.

I should dislike very much to go to sea  
except as a Lieutenant after having gone  
around the world as one. - The ship dragged  
a fresh breeze blowing off shore, she got under



1845 - way and stood off & on for five days. I was on shore when she sailed, & remained until she came back.

March 8<sup>th</sup>. Sailed for the Society Islands, leaving orders for the Perry to follow.

25<sup>th</sup> Crossed the line in 144<sup>th</sup> Light winds &

April 7<sup>th</sup> pleasant weather. Had a passage of thirty days, nothing of importance occurred, I was a little unwell for a few days before getting in a slight attack on the kidneys. The French have now possession of these islands, the natives being instigated by the English, have not submitted. The French have erected fort<sup>s</sup> & building houses, they will make a fine place of it. The Perry arrived, she carried Mr Cushing to Mazatlan, then went to Wahu, then to the Society Islands, back to Oahu, where she arrived two days after we sailed.

16<sup>th</sup> Sailed in company with the Perry for Valparaiso, much to my surprise the Perry could not keep up with us, we parted company.

We went as far south as 40. we were disappointed in not getting the Westerly winds

1845 We had a great deal of wet weather on the  
May 12<sup>th</sup> passage. Passed in sight of Juan Fernandez  
15<sup>th</sup> & Masafuers. Discovered land, but did not  
anchor in Valparaiso until the 18<sup>th</sup>. Fell  
in with the St. Louis off the harbour, the  
day before we got in, she was last from New  
Zealand, having visited Manilla, Batavia &  
New Holland previously. Valparaiso has  
much improved since I was here in 41<sup>st</sup>.

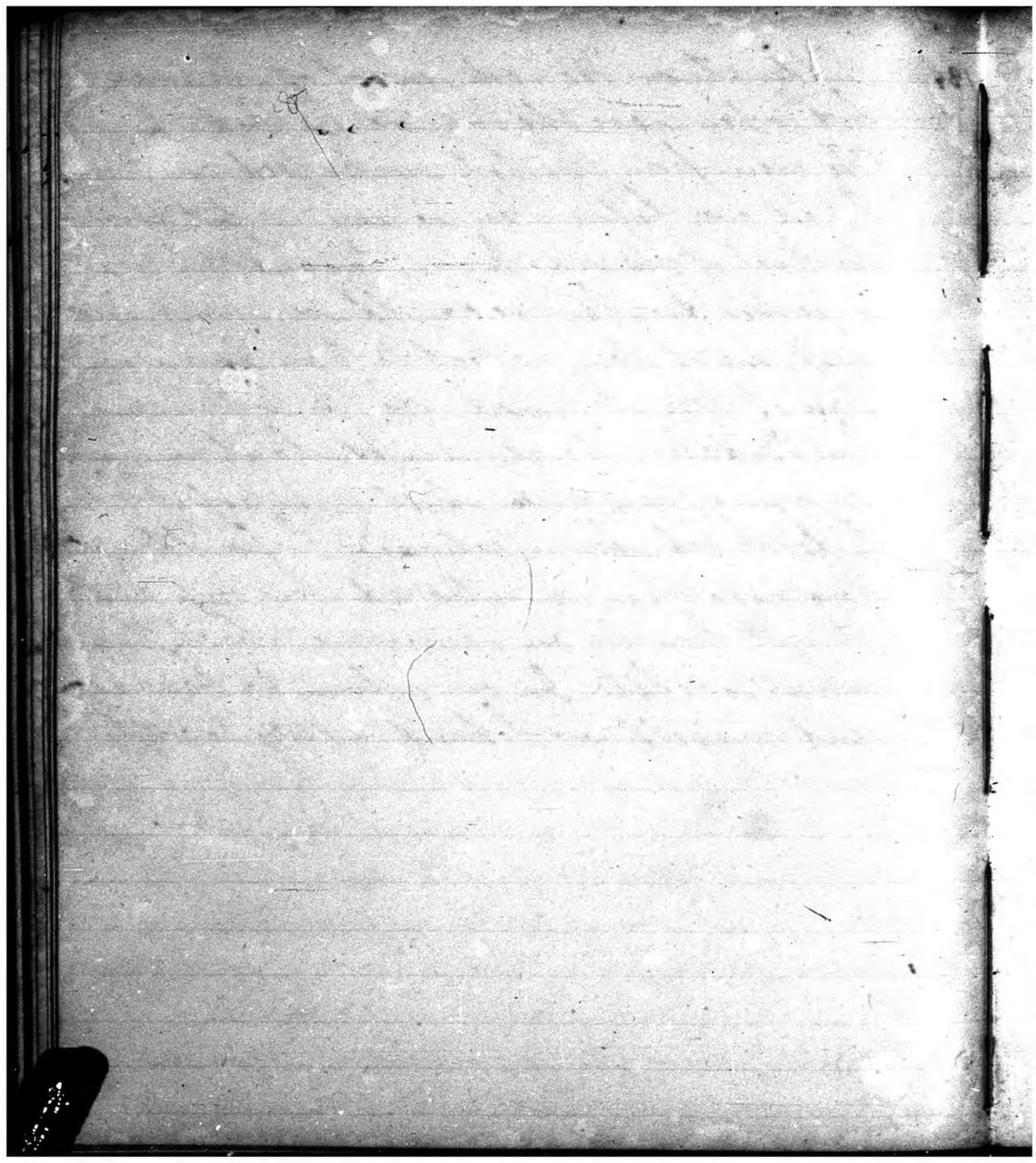
The rain prevented us from enjoying the  
place, it was very muddy. Lady Blymore  
the wife of the English Admiral, was at  
home, I with several of the officers went to  
ascertain if it was so, we were glad to leave  
for it was a dull evening. - I received a  
number of letters from home, which gave  
me good news some of my mesmates were  
not so fortunate, Wijman heard of his  
Mother's death, Pegram of a Brother's and  
of several other near relations. - Mr.  
& Mrs. Abell arrived here on their way to  
the Sandwich Islands where he has been  
appointed Consul. Mr. Abell is from George-

1845 town, she is quite pretty and agreeable, I promised her that I would see her mother and sister, and took letters to them. - The Perry arrived the day after us. - We found that there were no provisions on this station, the Commadore determined to proceed direct to  
June 1<sup>st</sup> Rio. U. S. S. Portsmouth arrived, she is one of the new sloops, very large and fast.  
2<sup>nd</sup> Got underway, with a light air Perry in company, the St. Louis was to have followed, but it became calm with a thick fog, lost sight of the Perry. Light airs and thick misty weather for a week after. We had a very rough passage, but off the Cape Horn, we had a stiff Northerly wind with a remarkable smooth sea, we did not head her course but went 11, 12 and even 13 knots, I never saw such sailing before. We were about 56<sup>o</sup>  
July 2<sup>nd</sup> when we passed the Cape. The Thermometer was not lower at any time than 31. The Barometer range was 2 inches, 28.74. was the lowest, it did not indicate the changes as is usual in lower latitudes.

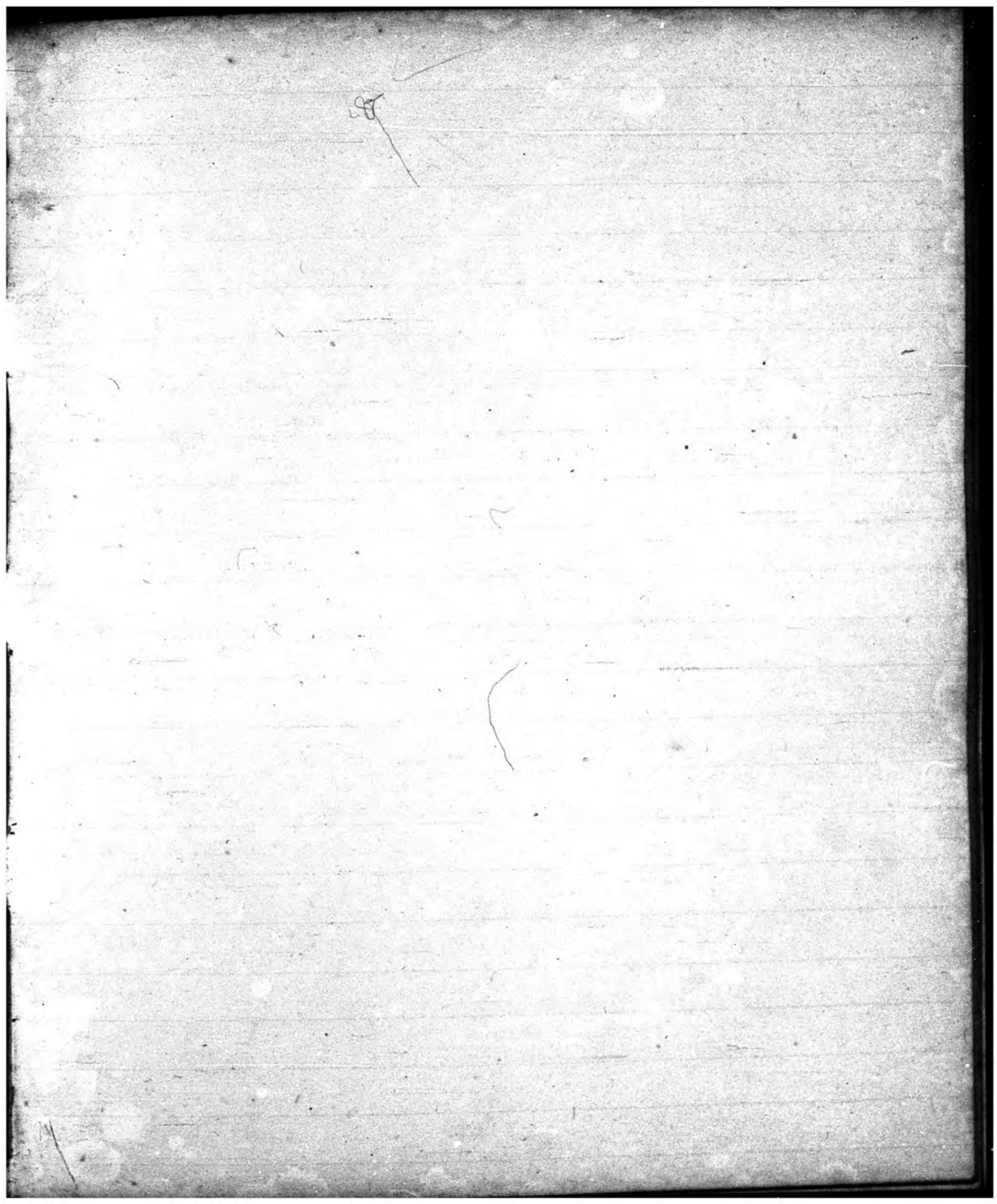


1845 We were becalmed for three days off Rio,  
July 22<sup>nd</sup> and at last ran in after dark, we had the  
mortification to find the St. Louis and  
Perry at anchor, the former left Valparaiso  
the day after us, and arrived a week before us,  
the Perry arrived the day before us. - I  
received letters from home, good news. -  
I called upon our Minister, M<sup>r</sup> Wise,  
I was on shore whenever my duty permitted  
and saw of the place that I had before.  
30<sup>th</sup> I went to the Cerro-Corvado, it is the highest  
peak in the vicinity of the city. Bondant  
and Dove, Dr Lawson, & Montalou from the  
St. Louis, were of the party. You have on  
the side up a rapid & varied succession  
of splendid views of the city, harbour, sea,  
and adjoining country. The road follows  
the aqueduct which supplies the city  
with water, on the one side for most of the  
way is a steep hill, on the other a precipice  
the road is shaded most of the way, on  
either side you see tropical fruits in  
abundance, and coffee with scarcely any

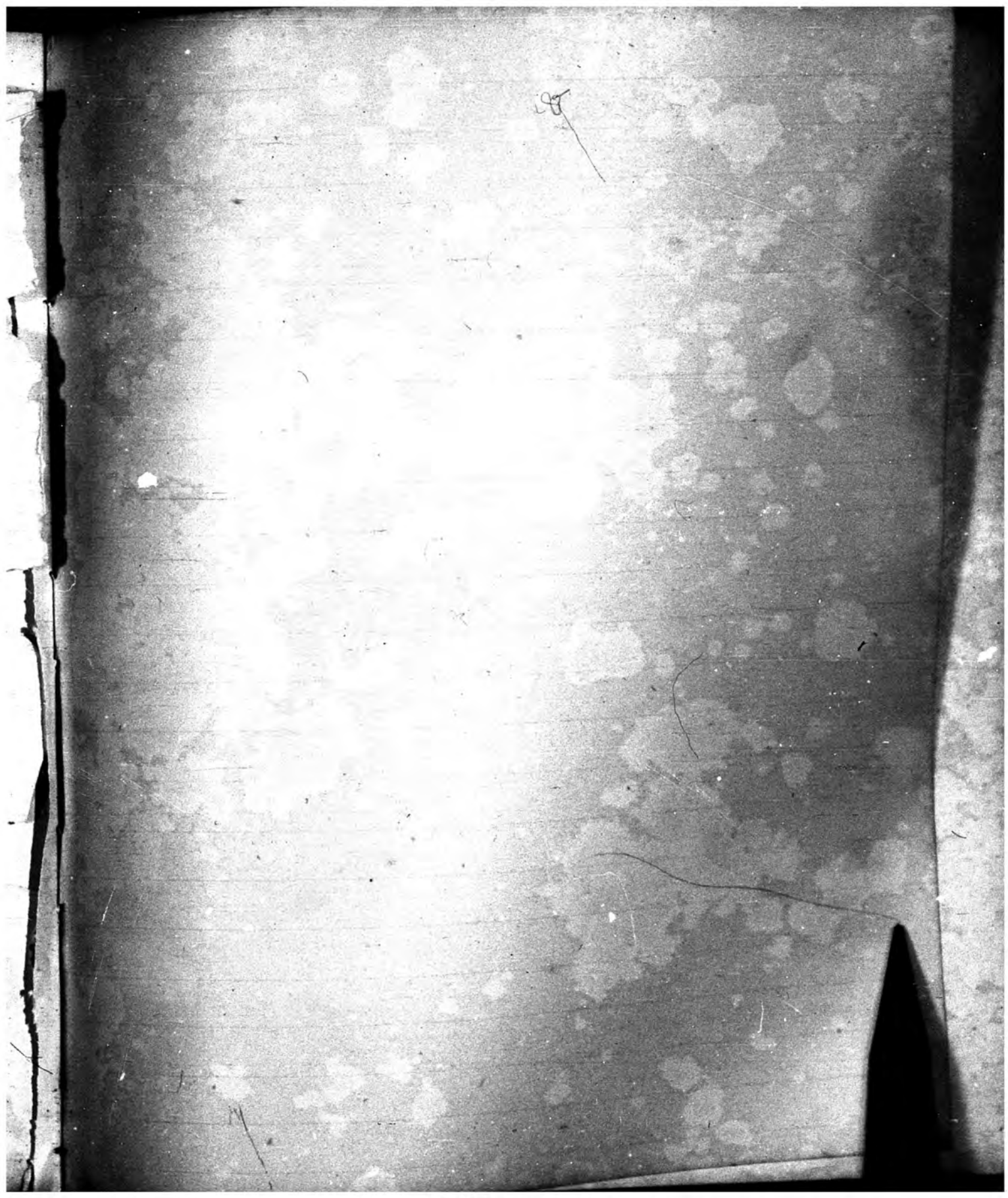
1845, cultivation. We rode most of the way,  
but when near the top we walked up,  
The view from the top surpassed anything  
I had ever before seen. we were far above  
the level of the sea, the hill towards the sea  
is perpendicular, we could see numerous  
sail, one of them we took to be an American  
Man of War, it proved to be the Columbus  
Con-Biddle. We remained about an hour  
enjoying the scene which is impossible to  
be described, when we returned, I should not  
have more than mentioned this trip had  
it not been for an occurrence which I am  
about to relate. In our return Dr Lawason  
and myself were behind riding together.







Capt Cateby of R. Jones  
Genl Roger Jones  
Major Walter Jones  
M<sup>r</sup> E. Lee. Jones  
Wm P. Jones.  
L. Lucian Jones  
J. Skelton Jones  
Winfield Scott Jones.





Private



**END**

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