

CATESBY ap R. JONES

U.S. Navy

U.S. Brig *Perry*

Nov. 29th, 1843

Private Journal

Dec. 18th, 1843.

I am determined to keep a journal and have always intended to do so, but have have constantly neglected it heretofore. I now regret it extremely, and will make amends by recording occurrences as they happen.

1836. I am a Passed Midshipman in the Navy of the U.S., having entered the Navy on the 18th of June, 1836, as an Acting Midshipman.

On the 16th of Nov. following I was ordered by Mr. Dickerson (Sec'y of Navy) to report to Com. Warrington at Norfolk for duty on board the U.S. Frigate *Macedonian*, destined for the Exploring Expedition. My uncle, Com. T. ap Catesby Jones, had command of the expedition. It was thought by my father that my naval education would be best attended to by him. I reported in obedience to that order on the 23rd Dec.

The *Macedonian* not being ready, I was directed to attend the Naval School (to) 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 S. Jones, then Postmaster. I became much attached to his family. believe they were fond of me.

I continued in this way until the 4th 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. Dornin, Lt. S. C. Rowan, Act. Master R. F. Pinckney, Passed Midsh. W. L. Maury, James North, Mid. C. ap R. Jones, Dan Ammen.

On the 6th of May we left Norfolk in company with all the small vessels of the Ex. Cx. 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 as Ammen.

On our return I obtained a week's leave from Com. Jones for the purpose of visiting my relatives in Washington. Leaving the *Relief* in Hampton Roads, 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 Father who was absent on a short excursion in the country. I joined the *Relief* in the road.

1837.

June 2nd. Ordered to the *Macedonian* and joined her. She was then receiving her crew. She anchored between the forts the same evening. After remaining about 6 weeks at Norfolk, during which time we were employed in receiving sea stores, we dropped down to the anchorage off Cranz Island.

September. Whilst there I obtained a short leave, went to Washington and was taken sick there. After recovering I went at Uncle Catesby'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 Alexandria 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 Harper Ferry. Returned that evening to Winchester, and took the stage for Washington the next morning by way of Alexandria.

Oct. I left Washington to join the *Macedonian* in company with Uncle Catesby. Oct. 12th sailed from Hampton Roads for New York. Arrived there Oct. 15th. Experienced a gale going around.

The following is a list of her officers.

Com. James Armstrong, Lts. G.A. Magruder, A.K. Long, Sam Lockwood, Athur Sinclair, T. Turner, Acts. Mast. H.G. Harstene, Passed Mid. W. S. Swama, George Emmons, Ely Stull, Addison Taliafero, Jos. Underwood, Mdsm. Jos. Sandford, Nathan Barnes, Sam Smith, Charles Smith, James L. Blair, C. ap R. Jones, Dan Ammen, G.K. Fuer, J. Wait, Foxall Parker, David Williamson, Arch McRae, Seam. Weed, H.H. Harrison, Surgeon B. Ticknor, Purser E. T. Funs, W. Edelin, Capt. Mar. T. Fox Abernethy, Ap. Surgeon.

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

Dec. 21st. Detached from *Macedonian* and ordered to Frigate *Columbia* in Norfolk, destined for the East Indies. On my way to report I stayed a few days in Washington, reporting in Norfolk on the 29th. The *Columbia* not being in commission, I obtained a week's leave from Com. Warrington, subsequently extended by the department. On returning to Washington I found a new brother at home (Thomas). At the solicitation of my father I had my portrait taken by King.

1838.

Feb. I joined the *Columbia* about the 1st of February. She was then at the yard, undergoing repairs.

Shortly after joining I caught a severe cold, in consequence of which I was sent to the hospital. I remained there about three weeks.

I was made Com. Aid before sailing. A few weeks before the sailing of the *Columbia* my father, mother, sisters Mary, Edmonia, and brothers paid me a visit.

The following is a list of the *Columbia's* officers.

Com. Geo. E. Read, Lts. G.A. Magruder, W. E. Whittle, J. W. Turk, T. Turner, J. C. Palmer, Act. Mast. Pennock, Ps. Mst. C. Jenkins, R. Pegram, F.R. Crawford, T. McxCormick, Mid. C. St G. Noland, I. J. Guthrie, T.N. Barny, C.L. Donaldson, C. Smith, C. Sindler, W. Green, T.D. Read, W. Henry, J. C. Wilkinson, T.M. Duncan, W. B. Fitzgerald, H. Miles, C. M. Fauntleroy. Surgeon Haslett, Apd. W. Cosle, R.M. Harrison, Purser, McCauley, Lt. Marines D. D. Baker, Chaplain Fritz W. Taylor, Prop. J. H. Belcher, Bret-Mills, Gunner Martin, Captain T. Johnson, Sail. J. Crow.

May 6th. The *Columbia* sailed from Hampton Roads, boring to the Island of Madeira, on the way to Rio de Janeiro. The *Columbia* sailed in company with the *John Adams*; the two comprised the East India Squadron, under the command of Com. George E. Read. During the cruise of the *Columbia*, I had a fine opportunity of seeing everything, being aide to Commander Read.

An Abstract of places and passages in the cruise of the Colombo
 Commodore J. S. Read.

Day of sailing	From	Arrived at	Days at sea	Distance by log	Days in port
1838 May 6 th	Hampton Roads	Madeira May 27 th	21	3.316	7
June 3 rd	Madeira	Rio de Janeiro July 10 th	37	4.310	19
July 29 th	Rio de Janeiro	Muscat Oct 17 th	90	10.338	8
Oct 25 th	Muscat	Bombay Nov 1 st	6	804	10
Nov 11 th	Bombay	Goa Nov 14	3	297	1
Nov 15 th	Goa	Colombo Nov 25	10	673	6
Dec 1 st	Colombo	Quallah Batton	20	1.424	8
29 1839	Quallah Batton	Muckie			
Jan 3 rd	Muckie	Sorsos			
14 th	Sorsos	Pulo Pinang Jan 15 th	11	1.056	1
26 th	Pulo Pinang	Singapore Feb 3 rd	8	536	53
March 28	Singapore	Macao April 27 th	30	2.121	49
June 15	Macao	Tongkoo Bay June 15 th			52
August 6 th	Tongkoo Bay	Bahru Oct 10 th	66	7.250	26
Nov 2 nd	Bahru	Tahiti Dec 6 th	32	3.942	16
Dec 22 nd 1840	Tahiti	Valparaiso Jan 22 nd	31	3.362	25
Feb 17 th	Valparaiso	Collas Feb 28 th	11	1274	
				42.765	

An Abstract of places and passages in the cruise of the Columbia Commodore Geo C Read

Day of Departure	From	Arrived at	Days at Sea	Distance by log-	Days in port
1838					
May 6 th	Hampton Roads	Madeira May 27 th	21	3.316*	7
June 3 rd	Madeira	Rio de Janeiro July 10 th	37	4.310	19
July 29 th	Rio de Janeiro	Mus-cat Oct 17 th	30	10.388	8
Oct 25 th	Mus-cat	Bombay Nov 1 st	6	804	10
Nov 11 th	Bombay	Goa Nov- 14	3	297	1
Nov 15 th	Goa	Colombo Nov- 25	10	673	6
Dec 1 st	Colombo	Quallah Battoo	20	1.424	8
Dec 29	Quallah Battoo	Muckie			
1839					
Jan 3 rd	Muckie	Soosoo			
Jan 14 th	Soosoo	Pulo Pinang Jan 25 th	11	1.056	1
Jan 26	Pulo Pinang	Singapore Feb- 3 rd	8	536	53
March 28	Singapore	Macao April 27 th	30	2.121	49
June 15	Macao	Tougkoo Bay [?] June 15 th			52
August 6 th	Tougkoo [?] Bay	Oahu Oct- 10 th	66	7.250	25
Nov- 4 th	Oahu	Tahiti Dec- 6 th	32	3.942	16
1840					
Dec- 22 nd	Tahiti	Valparaiso Jan- 22 nd	31	5.362	25
1840					
Feb-17 th	Valparaiso	Collas Feb- 28 th	11	1.274	
				42.765**	

* A period indicates thousands rather than a comma in the distance column for nautical miles.

** Total number of nautical miles sailed on the Columbia by Catesby ap R. Jones, May 6, 1838-Feb. 17, 1840

1840.

March 1. At Callao I was transferred to the Schooner *Shark*. The following is a list of the *Columbia* officers when I left her.

Com. George C. Read, Lt. Magruder, Turk, Palmer, Revere. Actg. Pennock, Betz, Master Jenkins, P.M. McCormick, Crawford, Mids. Baring, Doneldson, Smith, Sinkler, Kinlock, Green, Toomer, Henry, Read, Duncan, Fitzgerald, H.Miles, Fauntleroy, Surgeon Haslett, Apt. Coale, Harrison, Purser, McCauley, Lt. Marines Baker, Chaplain T.Taylor.

March 12. Mid. Kinloch was ordered to the *Shark* from the *Columbia* at the same time that I was. The following is a list of her officers. Lt. Com. A. Bigalow, Lts. Wurts, Act. Darlington, Mast. Barry, Pass.Mids. Hunt, Murphy.

Whilst in the *Shark* I visited Aucon, Callao, Talcahuana, Valparaiso, Callao, Truxillo, Lambique, Paita, 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.

Sept. 30th. Transferred to the Frigate *Constitution*. The following is a list of her officers. Com. A. Claxton, Capt. D. Turner, Lts. Carpenter, Graham, Shaw, Wm. Smith, P. Turner, Gibson, Mart. Brown, Pass. Mid. Brasher, Sarton, H. Gran-
novoort, Haggerty, Mids. C.B.S. Porter, C. ap R. Jones, Bent, Cooper, H. H. Harrison, McFarland, Renshaw, Hays, Hughes, Maury, Roberts, Speary, Day, Arnold. Surgeon Dillon, Apt. W. Maxwell, S. Jackson, Purser Buchanan, Lt. M. Rich., Cons. Shear. Glover, Bret. O'Niel, Gun. Newman, Corp, Cahill, Sail, Reed.

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 ^{not} ~~not~~ ^{not} ~~not~~ well. I was frequently surprised by him (accidentally, that I was to pass No. 1. the only probable reason if I think, that they did not know me. But I have no doubt but that it was 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 nd	7 $\frac{1}{2}$	Payta	1840 Oct-9 th	308	2
Payta	" 12 th	19	Callao	" 31 st	1990	31
Callao	Dec-2 nd	29	Valparaiso	Dec-31 st	2739	28
Valparaiso	1841 Jan-28	7	Talcahuana	1841 Feb-4 th	489	31
Talcahuana	March 8 th	2 $\frac{1}{2}$	Valparaiso	March 11 th	270	5
Valparaiso	" 16 th	10	Callao	" 26 th	1430	106
Callao	July 11 th	48	Rio de Janeiro	Aug-28 th	6696	16 $\frac{1}{2}$
Rio de Janeiro	Sept-15 th	46 $\frac{1}{2}$	Hampton Roads	Oct-31	5743	
					18665	
					2765	
					62430	

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 pass well. I was frequently surprised by hearing (accidentally) that I was to pass N^o 1. The only probable reason is 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 Claxton

Ports sailed From	Day of Month	Days at Sea	Ports arrived at	Day of Month	Distance sailed	Days in port
1840				1840		
Puma	October 2 nd	7½	Payta	Oct 9 th	308	2
Payta	October 12 th	19	Callao	Oct 31 st	1990	31
Callao	Dec 2 nd	29	Valparaiso	Dec 31 st	2739	28
1841				1841		
Valparaiso	Jan 28 th	7	Talcahuana	Feb 4 th	489	31
Talcahuana	March 8 th	2½	Valparaiso	March 11 th	270	5
Valparaiso	March 16 th	10	Callao	March 26 th	1430	106
Callao	July 11 th	48	Rio de Janeiro	Aug 28 th	6696	16½
Rio de Janeiro	Sept 15 th	46½	Hampton Roads	Oct 31	5743	
					19665*	
					42765**	
					62430***	

*Total nautical miles sailed on the Constitution **Total number of nautical miles sailed on the Columbia

***Total number of nautical miles sailed by Catesby ap R Jones between Feb. 1, 1838 - Oct. 31, 1841.

While in this ship I first began to realize that my examination was fast approaching. On the passage home, I commenced studying seamanship. I found myself very deficient. Notwithstanding 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 pass well. I was frequently surprised, hearing (accidentally) that I was to pass high. The only probable reason was, 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 and indirectly with the board of examiners.

1841.

Nov. 1st. 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 Brazils, that my uncle, Com. Jones, was in Norfolk, preparatory to his taking command of the *F. 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) and prepared myself to leave by the first opportunity that offered. I happened to be on deck looking at the *Cyene* coming down from Norfolk. I observed a boat leave her and pull for the *Cons.* There was a citizen and two mids. in the boat. I thought it strange that the citizen steered; however, I thought no more of it. I 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 attention. I observed him attentively. I was astonished in finding the citizen was my uncle, Lt. R. L. Page of the Navy, and that the Mids. were my cousins, Mr. P. and W. Jones. I went up to him and spoke to him, telling him who I was. I, of course, was very glad to see them. I learned that all my relatives were well. Patterson, one of the two mids. who came on board, had been appointed since I had heard from home. He, as well as Walter, was attached to the *Cyene*, then going to sea, bound for the Pacific. He informed me that his father, Com. Jones, was on board the *Cyene* and was going as far as Old Point. When the boat returned I went with them to the *Cyene*. Whilst in the boat I observed crape on Uncle R.'s hat. I asked Pat who it was for, but he said he did not know. I went with Uncle Catesby and Richard and 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. 10th in Baltimore. This shocked me very much, more than I had ever been before. In consequence of it I obtained a few days leave and endeavored 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 the opinion

that at home they believe that I was not much affected at his loss. I spent this time at Norfolk.

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 was a great favorite of everyone. I heard of Cousin Walter's death in Rio. 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 and very interesting. I have the same affection for her 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 anyone 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. Saturday evening. Uncle William and Sister Laetitia were in Balt., expecting the bridal party.

1842.

(Page evidently omitted) father, New York, he was ordered there on duty. In returning we stayed a night at Lawrenceville to see Eusebius, who was going to school there to Miss Hamill. 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 passing and of whom the board would be composed. There were a number of ballotings, but no decision as to who ought to be No. 1. I have been informed by a number of those who voted that No. 1 rested between Copen, Stevens, and myself. In voting the lowest number that anyone assigned me was No. 4. There were 37 preparing for examination.

Com. Barron had relieved Com. Biddle as governor of the Naval Asylum.

I studied principally with Ammen and Bent, sometimes with Sinkler. The two former were better prepared in seamanship than I was.

June 2nd. Notified that my examination was to take place. The board was composed of Com. Barron, President, Com. Biddle, Read, Capts. Turner & McKeever.

I was examined June 17th. I was the fourth that day examined. When I went in I took with me my journal of all my cruises and 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. I gave satisfactory answers. He then began on seamanship, rigging ship, anchors, making and taking in sail under all circumstances, getting underway and coming to an anchor, together with various evolutions at sea and numerous questions relating to the constructing of vessels and purchases. He then informed 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, Mr. Chauvenet. I demonstrated some nautical problems spherically, solved some problems algebraically, and was questioned in Euclid, adjusted the sextant, etc., when he informed the board that he was satisfied. I expected to have been much agitated, but I was perfectly composed. I could scarcely realize that I was undergoing the dreaded ordeal of examination. There was a teaser with which I illustrated the various maneuvers at sea, bracing the yards as I gave the orders. The questions in mathematics were worked out on the blackboard. 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 and gave me a letter to that effect.

July 15. I received my warrant as Passed Midshipman.

July 19th. Received orders to the Depot of Charts, Lt. McJ. Maury, Superintendent. The duty was light, every third or fourth day attending to magnetical and metereological 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 employment, with the enjoyments of home. As long as Congress was in session I attended the debates. 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 vessel 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 determined 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 practical knowledge of marine surveying. I was offered a situation on the Coast Survey by my relative, Lt. S.P. Lee, shortly after my examination, but it was not convenient to avail myself of the offer, and Ammen

was ordered in my place.

Sept. 4th. Ordered to Schr. *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, and thus had an opportunity of bidding them goodbye 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, Passed Mid. T.H. Stevens, C. ap R. Jones, E. Higgins, Mids. C. M. Fauntleroy, Purser J. B. Rittenhouse, Apt. Sur. W. G. William.

The *Flirt* sailed about the 25th of Oct. I was appointed by Capt. Powell the day that we left Hampton Roads as Acting Master. The *Flirt* was bound for Havana. The day after we sailed we had a gale which lasted nearly a fortnight and was of great violence. We lost a boat, topsail yards and sails, bulwarks, stores, and leaked badly. We lost a man overboard, and altogether it was the most disagreeable fortnight that I ever spent. Part of the time we were in considerable danger and contemplated cutting away the mainmast, when fortunately it lulled. We put in distress to the nearest port, Savannah; remained there about a week undergoing some slight repairs.

There were several companies of the 3rd Artillery, the officers of which were well acquainted with my brother.

Left Cockspur Roads in the evening and arrived in Charleston (S.C.) the next day. The *Flirt* was to remain in Charleston until the Brig *Oregon* came round from New York to relieve her, Captain Howell having gone to New York for that purpose. The *Flirt* had suffered severely in the late gale. I had confined quarters for the men, for which reasons she was unfitted for surveying.

Charleston is famed for the hospitality of its inhabitants, and I found it had not been overrated for that virtue. There were parties given to the officers, Capt. R. Pinckney, U.S.N., Mr. Barksdale, Mdsh. Payne, Mr. Legare. I dined with Lt. North U.S.N. at his father's, Dr. North; with Dr. Sinkler, a brother of Passed Midshp. Sinkler, USN, several times. I was invited out a number of times to spend the evening.

1842. I met with an old shipmate, P.L. Toorner, formerly of the Navy, now married and has a plantation near Charleston. I went frequently to see him and several times when I happened to be late on shore after parties stayed at his house in town. Mr. and Mrs. Post I had known in Washington; the latter is a distant relation. I also met with two old school-

mates, sons of General Hayne, formerly in the Senate. I made a great many agreeable acquaintances, both ladies and 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 and with the row in the boat race which we gave them after.

The *Oregon* came from New York. She is a roomy and comfortable merchant brig. The two vessels were hauled alongside, and crew and provisions shifted.

1842. Dec. 23. It was with great regret that we left Charleston. I shall never forget the kindness and hospitality we met there and would willingly encounter another terrific gale of a fortnight duration to visit it again. I received several pressing invitations to spend Christmas in the country, which the sailing of the *Oregon* prevented.

Arrived in Havana a week after leaving Charleston. We steered inside the Gulf Stream until abreast of Cape Canaveral, then crossed it and kept on the banks. We found the charts much out of the way, putting the east coast of Florida too far to the east and the west coast too far to the west, making the peninsula much broader than it really is.

1843. Our object in visiting Havana was to rate our chronometer (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 Gulf of Mexico. The longitude of Havana has been accurately determined by numbers of astronomical observations. Remained here a week. The harbor is an excellent one of easy access to the sea and well fortified. Indeed, if properly defended, is impregnable.

Visited the shore frequently, made incursions in the country on horseback, etc. Went to the theatre, said to be the second in the world in point of size, though crowded the night that I was there. Spent my time very pleasantly.

Key West. Arrived at Key West in the evening after leaving Havana, remained there a day. Took observation for longitude, engaged a pilot for Tampa Bay.

Tampa Bay. The *Oregon* was four or five days going to Tampa Bay. Had something of a blow in Chatham Bay. The day after we got in commenced operations. I ran the shore line around several islands and part of the bay, assisted in clearing away the base line and in running lines of sounding, taking angles on vessel ashore with Theodolite. Became well acquainted with the practice of surveying and now think myself competent to survey a bay. We were assisted in survey by

Steamer *Poinsett*, Lt. Com. W. Blair. During a part of the time the officers were shifted, Capt. Powell's working party going to the *Poinsett*.

May. 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 time pleasantly. Next was St. Joseph's, a deserted town, though formerly (about 5 years ago) a flourishing place. Appalachicola, having more capital, has taken the business though St. Joseph has the best harbour and vessels can load at the wharf, but in the other cannot 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 13 feet and under. Our next destination was the Balize, the NE 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 levies, from overflowing. Went down in a tow boat, to the SW pass and pulled around to the Balize in the Revenue boat, Mr. Bowditch kindly lending a boat to accompany us. Left the Balize and in two days were at Pensacola.

July. Stripped ship, rigged shears, took out lower masts, put in a new mainmast, 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 Pensacola. Sailed next morning for Norfolk, via the Tortugas and 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 and confined to my bed for a fortnight. At one time was in a dangerous state.

Arrived in Norfolk on the 25th, went on shore, saw my cousins. Lucyh was just from Washington, told me of my family. She has been engaged since I last saw her to Doct. Sinclair, USN. 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 and ague consequent upon exposure to damp before I had recovered from congestive fever.

1843. August. I received a month's leave of absence, went to Washington, found all well at home. My sisters, Laetitia and 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 and 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.

September. I obtained leave for another month and left Washington on a fine spirited horse of my father's, taking my clothes in a pair of saddle bags. I stayed the first night at Sharon, with Uncle Catesby's family. Left next morning and stopped at Mr. Calbert Steven's and dined there. Would liked to have remained there longer, as he has a very interesting family, his daughter, Harriet, particularly so. Mr. Root 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 and supping, I went up to Mr. Berkeley's to see his sons, Wm. and Edmund, old school mates of mine, and also to see Pass. Mids. Noland, an old shipmate. They were very glad to see me, but did not know me at first. Insisted upon my remaining all night and pressed me to spend some time with them, but I ate 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 to feed my horse, inquired for them, and saw Lt. Sinclair and T. Johnson. I forded the Shenandoah, but, not knowing the ford, had to swim part of the way, getting my logs and saddle bags wet. Church was in at Millwood when I got there. I intended to have gone in, but was too muddy. I inquired the way to Mr. George Burrell's, Carter Hall, having heard that my sisters were there. It is quite near Millwood. Found all the family out at church. My sisters were at Saratoga. I made myself at home, washed and waited for the arrival of the family from church. On their return, Miss Burrell, a very pretty and 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, Mr. Nat Burrell's. Saw my sisters. Mrs. Burrell is a cousin, and a very kind old lady she is too.

Next morning I accompanied my sisters most of the way to Mr. Allison's. I turned off to go to my Uncle Mann's. He and his family were well, found Uncle Richard and family there, his daughter was quite sick. Went to Mr. Allen's; he has two very pretty daughters but did not much fancy them. Arthur was my favorite 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 them next day to dine at Mr. Opre's to meet Mr. Tyler. Accompanied the ladies to Shanandoah Springs, a ball given to Mr. Tyler. (I went to) Pagebrook to see Mrs. Hopkins, remained there a couple of days, stayed a couple of days at Saratoga. Uncle Richard and family were there.

1843 I made my Uncle Mann's my headquarters and from there would make these visits after a day or two interval. Stayed a few days at Mr. Allison's with Papa, raining hard all the time. There has been a great deal of rain up here this month. Went with Uncle Richard to Gerardstown to see Uncle Thomas, Dr. Page. Stayed there two days, was lost on the way, a hard ride of it. Returned by way of Sulphur Springs to see my father, who was there with Mr. Tyler. I surprised P. very much by dancing. Made a jack of myself, by engaging, at the solicitation of Mistress Allison, in taking part in some ill-contrived *tableaux vivants*, acted at a party given at their home. 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 home and saw his wife and daughter. Detained in Winchester a day by the rain, went next day to Uncle Mann's and Mr. Allison's. The day after left the valley for Washington, dined at Leesburgh and slept at Gunnell. Left after breakfast, paid a visit to Aunt Ball, and dined at Sharon, arriving the same evening in Washington. It would have taken months to have complied with all the invitations I received in the four weeks I was absent. I did not visit any place or person but what I was pressed to remain longer, nor did I meet with anyone who was acquainted with my father or mother without receiving an invitation to visit them, not as a matter of politeness, but of genuine hospitality and kindness. All the family excepting Laetitia and Mary were at home.

October 6th. Uncle Richard and family were there also, on their way 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 metereological observations. I

was otherwise employed in constructing charts. I stayed some days at Uncle William's whilst there were painting, etc., at home. Laetitia and Mary came home after three months absence. About that time I heard that there were to be two Actg. Lieuts. to be ordered to the Brig *Perry*. Blair had been order, and if I could be ordered I would be 2nd Lt. of her. Uncle R. heard of it, and spoke to Capt. Dupont about me. I applied to the Secry. for orders to her, as did Capt. Dupont for me.

October 24th. Received orders to the Brig *Perry*, destined to the East Indies. I was considered very fortunate in obtaining orders to her, as I would be 2nd Lt. of her, tho but a young passed Midshipman. 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. Dupont. The master of the union, Harrell, 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 Catesby's to take leave of his and Aunt Bell's family, and at my father's request accompanied him to a cattle show at Montgomery. I met Mr. Charles Carter, a first cousin of my mother's, went to his home to dinner about 5 miles distant. Major John Mercer accompanied us there, remained there all night and returned next morning to Washington. There were two Misses Morris, niece of Mrs. Carter. The younger of the two I was much pleased with. She is quite pretty and very interesting.

1843. Nov. 4th. 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 snowstorm, anchored all night in Cone River, blowing a gale of wind. Next morning went out in heavy sea.

Blair and myself were much amused at an old gentleman, Mr. Ashton, who had never been from home before. He was quite sea sick.

Reported on the 6th to Com. Wilkinson at the Navy Yard. I found the *Perry* in dry dock and went on board and took a look at her. Her accommodations are small, tho large for her size. The ward room is about 12 feet long and 5 ft. 3 in. between decks, not between beams, which are 8 ins. lower. There are two bunks of a side. I have the starboard after one. The 3rd Lt. and the 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. Com. Samuel F. Dupont, Lt. Wm. R. Taylor, P.Mds. C. ap R. Jones, Jas. L. Blair, Act Mds. R.H. Wyman, Mid. R. Milligan, G.W. Harrison, W. Queen, E. Stone, Passed apd. surgeon I.F.

Miller, Acting purser C.A. Belin, Cap. Clerk I. Monthalon.

I was acquainted with most of the officers before, with Lt. Taylor in the *Oregon*. He is a very correct officer and pleasant shipmate. Blair and 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 and Pacific with the latter. Everybody speaks in terms of Capt. Dupont. Indeed, I think we have a fine set of officers and anticipate a pleasant cruise.

1843. Nov. 7th. Joined the *Perry* bag and baggage, commenced sleeping 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 Laetitia. I received a number of invitations but did not accept them. Our mess was in much want to servants. I wrote to Washington and two were sent down for the mess. Whilst in Norfolk I completed my outfit. Amongst other things I purchased by order of Capt. 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.

Dec. 1st. Dropped down to Hampton Roads preparatory to going to sea. Detained there until the 3rd by a N.E. gale. Sailed with a N.W. wind, the brig promised well. Mr. Rhodes, naval constructor, who was aboard to see how she performed was much pleased with her. My appointment as lieutenant was given me by Capt. Dupont, hearing date, the day of our sailing. Blair received his at the same time.

I never shall forget the first time I wore my uniform in obedience to order. It 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 that stormy night when I turned in. I was aroused by a midshipman Milligan rushing in the ward room and crying out, "Gentlemen, Mr. Taylor, she is sinking. She is settling, gentlemen. She is going down. She shipped a heavy sea a few minutes ago. She has been like a log ever since. I feel her settling." To be aroused 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 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, consoled myself by thinking that I had to die; did not regret it as much as I should have for one who was so unprepared, because

I thought it inevitable and did not think much of it. I even thought of the various speculations our loss would give rise to. It appeared to me that I thought of everything, and in such a surprising short 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 lull. This was sufficient to assure 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 forecastle, found the brig being too under the F.S. Staysail set shaft the M Mast. I remained on deck 6 hours, from 10 until 4. This was the first time that I had ever worn a lieutenant's uniform, and it was well soaked on the occasion. Carried away the lark. quarter and stern boats.

For a fortnight after leaving the U.S. we had nothing but a succession of gales, two of them were very heavy. We were very uncomfortable in the wardroom, everything 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 decks being awash all the time. Our only light below is as from a candle.

1843-44. 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., etc. We had a great deal of disagreeable weather on our passage to Rio, the decks were wet most of the time, even in the trades.

Dec. 26th. We did not meet with the N.C. trades before getting in 17 degree north and 33 degrees west.

1844. Jan. 2nd. We had no calms between the trades, running into the S.E. trade in 3 degrees north and 24 degrees west. We found the latter quite fresh, a reefed topsail breeze part of the time.

3rd. We crossed the line with a fine breeze in 26 degrees west. Neptune paid us a visit and initiated the greenhorns, 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 *Perry* is a good sailer in light breezes and on a wind, but she is cranky and uncomfortable. Her battery, 1032 lb. cannonades, is too heavy for her. Nothing of interest occurred. Our mess agrees very well, not a cross word passing between any of the members.

12th. Made Cape Frio in my morning watch, but on account of calms and light winds did not get in until two days after.

14th. Found the U.S.F. *Columbia* at anchor in Rio de Janeiro.

1844. January. This is my third visit to Rio. The harbor is certainly a beautiful one and one of the finest and largest in the world. I was doing the duty of the 1st Lt. in consequence of the indisposition of Mr. Taylor during the greater part of our stay here. Everything went on well. The Captain and officers assuring me she was in better order than she ever had been before. Indeed, the Captain paid me frequent compliments upon my success in putting her in order and in firing salutes which were always failures before. I exerted myself to get her in order, but had it not been for the zealous cooperation 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.N. Harrison of the *Columbia*. Blair at his own request is ordered as Acting Mid. 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 Psd. Midsh. Howell, Acting Mds. of *Columbia*. Acting Com. E. G. Tilton has been ordered here to take command. I am not much disposed to like him. His brother, I. Tilton, takes the place of actg. Purser C.A. Belin. The doctor was surveyed, but not condemned.

1844. The *Columbus* and Frigate *Congress* have arrived as 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, Murrau and Howell. Mid. R. Mason was a schoolmate. I dined on board the *Congress* (drank too much wine). She is in fine order. Mid. Wm. Mercer was on board, also MIDs. McCorkle, a schoolmate. Beale of my date was Master of the *Columbia*.

January. 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 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 and myself were in a carriage hired for the occasion. I 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 meantime Mr. Profitt had ar-

rived at the Palace and in spite of our fast driving had been there a half an hour before we arrived. Blair and myself were in Lts. 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 anteroom until the Emperor 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 gray-headed man, informed us that the Emperor was waiting. We followed him through a crowd of guards and officers of the Palace, amongst the latter was a jolly friar, 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 at the door we bowed, then advanced about halfway to the throne, bowed again, and a third time at the foot of the throne. The Emperor rising and acknowledging our salutations remained standing during the audience. He is but 19 years old, has rather a heavy look, is quite fat. He was dressed 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, we 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 were doing so. We managed very well, keeping abreast 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 10th. Whilst in Rio the crew were employed in overhauling the rigging, etc. The brig was caulked inside and out. Sailed on the 10th for Cape Town. Nothing of interest occurred during the passage, which was a long one, owing to calms for the first 5 days and headwinds not far from Cape Town. We were 34 days making the passage. We should have kept more to the south when we had W winds crossing the meridian of Greenwich in 36 degrees, in which case a SE wind, which is the prevailing wind near the Cape, and which we experienced, would have been a fair one.

17th. 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 18 or 20 degrees, of a reddish hue and gradually increasing in size and brilliancy as it moved on a S by E course, until it was apparently 18 in. in diameter when it burst and fell in three parts of unequal sizes towards the horizon for about 5 degrees, when it suddenly disappeared in an ESE direction. The vessel was illuminated by its glare.

1844. March. Came to an anchor off Cape Town after dark. We learned on our arrival that the *St. Louis* had only left a fortnight before for the East Indies. She left the US in May, but has been idling her time at Soldanka Bay and this place. Her commander, Capt. Cocke, is onshore in ill health.

This harbor is unsafe. In the summer months the SE winds are violent, vessels frequently loosing their anchors, and are driven to sea; whilst the NW winds blow in winter, vessels sometimes being blown ashore and crews lost. It is open to the NW. The English navy have their headquarters 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 Capetown, in a crescent form. The highest is a table mountain, so-called from its shape, being flat on top. It is 2400 feet high, the Devil's Peak 1900 and Lion's Rump 1400. The Table Mountain performs some 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 SE wind the clouds appear to be rushing headlong over the mountain, and tumbling into the town below, but they never reach it as they are rapidly dissipated by the time they get one-third down.

This colony is highly prized by the English. It is the 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 a few varieties of trees, which are indiginous, but every kind appear to thrive. I saw the oak, chesnut, 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 tree, and the different species of ferns.

I visited the Consul, Mr. Chase, and family. His daughters are

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 roads and coach and four made it one of the pleasantest rides that I ever had.

There is a celebrated wine made here, called Constantia. It is a sweet wine of a very delicate flavor; the genuine wine is only made at these farms. I visited the two principal ones, the largest, called "Great Constantia," is owned by Mr. Rhite. 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 pressing. 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. The acorns are used as food for the mules and 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 daughters, who entertained us by singing. We took lunch, consisting of fruit, wine, etc. Mr. Klute is a very hospitable Dutchman; speaks English and French very well. He took some trouble in showing me over his beautiful place. The officers of the *St. Louis* had been there several times.

On our return we stopped at Van Renen. It is a beautiful spot, but not so large as the other.

1844. Cape Town. I saw there a singular tree, an oak, the branches of which were trained in such a manner that you could not trace them. They ran into 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. Mids. 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 1st 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 Ambassador, his family and suite, which we left at Rio, arrive at the Cape. We were honored by a visit from the ladies of the consulate.

1844. March. Cape Town. A Dutch brig of war arrived. She saluted us. I returned it immediately, the Captain being absent. I sent on board to apologise for not having a Dutch flag. The Capt. of the brig afterwards called. He spoke English very well, was much pleased with the *Perry*, going over and examining everything. Amongst other things he observed the quartermasters 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 and four you paid \$12.10 to \$12.50, the same for an hour or a day, but they were large comfortable coaches, with four fine horses.

March 27th. Sailed from Cape Town. Had light winds for a few days.

April 1st. It soon freshened, so that we doubled the Cape with reefed topsails, wind from the W. For a month after, we had rough boisterous weather, a succession of gales. We kept about the parallel of 38 degrees so that we might take advantage of the fresh westerly winds.

April 18th. Passed the island of St. Paul's in the forenoon. It was my watch. I think we furled the topsails twice and clewed them up as often, the squalls being very violent.

April 22nd. 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 foresail, then under the balance reefed Foretopsail, with the wind from S and E, but gradually hawling to the E, then to N E, increasing all the while so that a 6 p.m. we were under bare poles and continued so for 15 hours. It was my first watch, there was a very heavy sea running, and we were going at the

rate of 9 knots. The Captain turned in shortly after, telling me to keep a lookout for her. I had the men stationed to windward at their quarters, with orders to rush to leeward and 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 and the compass both. By this time it was blowing a hurricane, almost, with light rain, very dark, the only lights being from the crest of the sea and occasional flashes of lightning. Latitude 34 degree, 25 minutes, Long. 90 degrees 18 minutes. I thought we were in great danger as there was no headsail 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 guard. The men rushing over to leeward and 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 bark's quarter boats davits parted. We lost the boat. The next day it had moderated very much, but looked very threatening. Hove overboard the two forward guns and the ship's quarter boat.

May 10th. We had no bad weather afterwards, taking the SE trades up to the Straights of Scanda, anchoring at Prinzen Straight on the 10th and the next morning at Mew Isle. Remained a week, wooded and watered, overhauled rigging, etc. A very good place for the purpose. Went on shore every day to bathe. There is a delightful bath, under a cascade, where we watered.

1844. May. Straights of Scanda. It was very tedious getting up to Anguar. The winds were very light and variable. We anchored every night whilst in the straits. There were a number of very verdant islands always in sight, behind the island of Sumatra in the distance to the north and Java close aboard to the Sth.

19th. Anchored off Anguar. Saluted the Dutch flag. The place has a pretty appearance from the anchorage. We were surrounded with boats, from which we obtained a plentiful supply of fowls, fruits, and vegetables, at a reasonable rate. Left the same evening at 3 p.m., anchoring every night in the Java sea and Straits of Bangka. We would pass a number of vessels in the day, which would come up to us in the night, but we entered the China Sea ahead of them. I would recommend vessels to go through the Straits of Macassar. We had a very tedious time in those of Bangka.

Captain Tilton was very much annoyed. Indeed he was quite nervous and made himself very disagreeable.

Lt. Harrison did not agree with the Captain and requested to be relieved from the duties of 1st Lt. The Captain relieved him and ordered me to perform the duty, which I did as long

as Capt. Tilton remained onboard, I believe to his satisfaction, for he was extravagant in his praises.

June. We were all very much shocked at the death of the Gunner Mr. Tabor, who died on the 2nd of 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 *Oregon* and knew him well. He was a fine fellow and good officer. If he had lived he would have been an ornament to the Navy. The Doct. gave him up several days before his death and read to him, at his request, prayers, etc. He was perfectly composed and resigned to his fate. He sent for me and I told him goodbye. I asked him if I could do anything for him at home, any message that I could take to his father. He said, no. Upon asking again he said he owed \$15 to A. Mc. of St. John's whilst in the *Poinsett*. I assured him I would attend to it. Shortly after I moved away, being much affected. He observed it, held out his hand and bid me goodbye. 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.

6th. 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 and coming into port, all hands on deck. Harrison being still off duty, I had the deck. We made a very pretty come too, chewing up the top-sails, tog-sails and royals together, and ranging close alongside of the *Brandywine*, rounded to under her stern, and came to an anchor between her and the *St. Louis*. The *Brandywine* arrived in China in February. She came by the Eastern passage from Bombay via Ceylon. With the exception of a short trip to Manila she has been in China, dividing her time between Hong Kong, Macao, and Whampoa. The *St. Louis* arrived the day before the *Perry* where she had been for ten days before she touched at Singapore on her way out.

7th. Mr. Harrison died the day after. We got underway in the evening and came nearer to Macao. The next day he was buried. I 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, and 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 Pekin, 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 and Japan. I understood that the brig did not belong to the East India Squadron. Mr. Cushing was on shore at Macao, where he had been since his arrival in

China. Keying, the 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* and Keith to the *Perry*.

15th. There being great danger to vessels in Macao Roads from typhoons, which prevail in the summertime, the *Brandywine* and *St. Louis* went up to the Bogue, 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 and the Frigate.

The day after we arrived at the Bogue, we got underway with the commodore and a number of the officers on board. They were to be present at the meeting between Mr. Cushing and 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, and 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, etc. Keying was attended to by a large train. He had his soldiers, executioners, who remained outside. 4 Mandarins of less rank were present at the interviews. All the officers were introduced.

July 3. Mr. Cushing completed his treaty in about a fortnight. The day after got underway and took the officers to the *Brandywine* at the Bogue.

July 20th. A party of the officers of the Frigate 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. I dined there at the Consul's, Mr. Forbes, with Mr. Bull and Mr. Wetmore. I received an invitation from the last to remain with him.

July 10th. Before visiting Canton, the *Perry* went to Hong Kong. I went to see the Governor on shore and on board the Admiral's ship to arrange about the salutes. After remaining a few days at Hong Kong to take in stores, went to Macao. It was there rumored that Mr. Cushing would take passage in the *Perry* to Mazatlan on his way home. On returning to the Bogue, it was then 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. Crossan was an Act. Lt. on board the *B*. We agreed to exchange.

Shortly after my return from Canton we again went to Hong Kong to survey some stores. I was a little unwell and did go on shore. Touched at Macao on our way to the Bogue, where the squadron then were, having had more than half of their crews sick. It was then arranged that the *Perry* was to go to Mazatlan with Mr. Cushing.

August 1st. As this would be the last chance, a number of the officers went to Canton, leaving me in command. It looked threatening and having been ordered to reeve top mast ropes, I housed topmasts and lower yards.

1844. August 5th. Ordered to the *Brandywine* in place of Crossan. The *Perry* ordered to prepare for sea. The following is a list of the officers of the *Brandywine*. Com. F.A. Parker, Lts. T.A. Hunt, J. B. Marchand, W. T. Muse, A. L. Case, R. B. Pegram, Act. C. ap R. Jones., Act. W. E. Bondinot, Act Master R.H. Wyman, Purser F. Mc.Thornton, G. Blackwall Surgeon, A.H. Gillespie, Lt. Marines, G. Jones, Chaplain A. R. Bogardus, Com. Sec. A. Lasser and R. JEffrey, Ap. Surgeon, P. Webb, P. Clerk, Leroy Parker, Com. Clerk. Mids. Hugenin, De Koven, Heron, Coepland Jones, I.P. Jones, Murdagh, Mitchell, McLane, Powell, Somerville, Weaver, Young, Laurens, Master Mates Oliver and Harris. Boats. T.G.Bill, Gun. Penning, 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, etc. She is an easy ship, but deficient in discipline.

We were in six watches. I was stationed in the 4th division. There were two long and ten 32 lb. cannonades, manned by 60 men. The mess is a fine one--all clever fellows, very sober, the most moral mess I ever saw.

August 10th. We were much surprised at the arrival of Capt McKeever and Com. Paine, the former to command the *St. Louis* and the latter the *Perry*. They made a very short passage in the Montauk, Capt. McMichael, 88 days from New York. Tilton and 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 Montauk dated May 10th.

I also heard from home by Capt. McK.

Oct. 3rd. The *Brandywine* remained at the Bogue until the 3rd of October when she went down to Macao. the French Squadron anchored there (Bogue) also. We experienced one blow, but not very heavy. The *Perry* sailed about the 1st of September for Mazatlan, with Mr. Cushing, and the *St. Louis* for the northern ports of China-Chusan.

Oct. 13th. *St. Louis* arrived from Chusan. Shortly after (22nd) we went up the river to caulk ship. Anchored off Wongtong (25th). After caulking, returned to Macao (Nov. 5th).

It was very tedious remaining so long in China. I only went on shore when in Macao, when I generally remained two days. I was glad to return to the ship, as I only visited the young men with whom I occasionally dined, Mr. Fessenden, King, Moses, etc.

Nov. 9th. *St. Louis* sailed for Manilla. She is to visit Bataan, Sydney, and to meet us at the Society Islands.

Nov. 21st. The Commodore gave a ball; I, with most of the officers, was there. There were but few ladies. It was a dull affair. I retired early, not well.

1844. Dec. The 1st 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.

Dec. 2nd. Commenced beating out of the Lontan passage; anchored and got underway at daylight (3rd) next morning. We had to contend against 2 fresh NE monsoons and current also. Fortunately for us the wind was not directly ahead, but we had a hard time of it, squally, rainy and rough weather.

10th. Made the Bashi 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.

12th. Passed through the Bashi Islands into the Pacific Ocean. It is now our object to get to the NNE that we may get the westerly winds, which will be fair for the Sandwich Islands.

24th. Madagascar Islands in sight.

30th. Passed Ormsby's Rock, a solitary rock in the middle of the Pacific.

1845. Jan. 11th. Crossed the 180 degree of longitude in 35 N. Gained a day.

January 26th. 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 a 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 the *Constitution*. She is not weatherly and only sails well in fresh winds; does not work well.

January and February. I was much mortified the first time that I attempted to tack, knowing 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 or 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 1st lieutenant, but the present is the most inefficient one I ever saw. It may be readily imagined from the above that she is not in good discipline. In fact, she is no man-of-war and the most inefficient ship that I ever was attached to.

We found on our arrival that Mr. 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 are 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 everywhere treated with a great deal of attention. Parties were given by the French and American consuls, Mr. Brown, the Commissioner, Mr. Kicker and Grimes.

1845. I dined out frequently and saw a great deal of the missionaries. Everyone united in praise of Uncle Catesby. The government here are making themselves ridiculous by assuming all the ceremonies and etiquette of the courts of Europe. The King is well enough disposed, but he is ruled and kept restrained by Dr. Judd and Mr. Ricord, two Americans who have sworn allegiance and entered into his service. All the chiefs and officers have European uniforms. They made quite a show at the King's levee. The people are indolent tho amiable. There is a school for the young chiefs, under Mr. charge. I visited it fequently and examined them on one occasion, when I was astonished at their proficiency, particularly in geography. An agent of a Belgian company ar-

rived. The company has the contract for a number (100) of years for all the uncultivated arable lands in the Islands and other privileges. They intend cultivating sugar, coffee, and silk, etc. for which it is particularly adapted. A great number of whalers visit these islands annually.

March. 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 day 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 and most of the others to be married. As I am one of the exceptions to the latter, I am not so anxious, for I am pleasantly situated in the mess, have a fine opportunity 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 braced a fresh breeze blowing offshore. She got underway and stood off and on for five days. I was on shore when she sailed and remained until she came back.

March 8th. Sailed for the Society Islands, leaving orders for the *Perry* to follow.

25th. Crossed the line in 144 W. Light winds and pleasant weather.

April 7th. 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 forts and and building houses. They will make a fine place of it.

The *Perry* arrived. She carried Mr. Cushing to Mazatlan, then went to Oahu, then to the Society Islands, back to Oahu, where she arrived two days after we sailed.

16th. Sailed in company with the *Perry* for Valparaiso. Much to my surprise the *Perry* could not keep us with us. We parted company. We went as far south as 40 degrees. We were disappointed in not getting the westerly winds.

May 13th and 15th. We had a great deal of wet weather on the passage. Passed in sight of Juan Fernandez Masafuero. Discovered land, but did not anchor in Valparaiso until the 18th. 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. The rain prevented us from enjoying the place. It was very muddy.

Lady Seymour, 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 shipmates were not so fortunate. Wyman heard of his mother's death, Pegram of a brother's, and of several other near relations. Mr. and Mrs. Abell arrived here on their way to the Sandwich Islands where he has been appointed Consul. Mrs. Abell is from Georgetown. 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 Commander determined to proceed direct to Rio.

June 1st. USS *Portsmouth* arrived. She is one of the new sloops, very large and fast.

June 2nd. 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 remarkably smooth sea. We did not head her course but went 11, 12, and even 13 knots. I never saw such sailing before.

July 2nd. We were about 50 degrees when we passed the Cape. The thermometer was not lower at any time than 31 degrees. The barometer range was 2 inches. 28.74 was the lowest. It did not indicate the changes as is usual in lower latitudes.

July 22nd. We were becalmed for three days off Rio and at last ran in after dark. We had the mortification to find the *St. Louis* and the *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, Mr. Wise. I was on shore whenever my duty permitted and saw (more) of the place that I had before.

July 30th. I went to the Cor-Corvado. It is the highest peak in the vicinity of the city. Bondinot, Dove, Dr. Laurason, and Montalon from the *St. Louis* were of the party. You have on the ride up a rapid and 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 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 seen before. We were feet above the level of the sea. The hill toward 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*, Com. biddle. We remained about an hour, enjoying the scene, which is impossible to be described when we returned.

I should not have mentioned this trip had it not been for an occurrence which I am about to related. On our return Dr. Laurason and myself were behind riding together.

Capt. Catesby ap R. Jones
Gen. Roger Jones
Major Walter Jones
Dr. E. Lee Jones
Wm. P. Jones
C. Lucian Jones
T. Skelton Jones
Winfield Scott Jones