THIS BOOK WAS GIVEN TO THE UNIVERSITY OF DELAWARE AS A MEMORIAL TO ALBERT N. RAUB PRESIDENT OF DELAWARE COLLEGE 1888 1896
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S. S. Merrick.
May 17th, 1866
Private journal of James P. Moran
Engineer of Steam Ship St. Matthew.

May 17th, Thursday 1866. Morninagh left
New York at 9 o'clock P. M. bound to Bremen,
Germany. We have on board one hundred and four
first cabin passengers, and fifteen or twenty
second. The day is gloomy and wet. With
quite a heavy sea at sea. We discharged the
first off Sandy Hook at 7:10 a.m. 100 tons
and started on our way. Things in the engine
are not working very satisfactorily. The engine
work heavy and dull. The sailors steam poorly,
and a good many of the firemen and
crew are always drunk, and fighting
and quarrelling among each other.
I don't leave alone in the best of spirits, for
things did not go pleasantly here, on my
last visit.

Friday 18th. Wind ahead. Weather cold and foggy. Ship
grounding about five knots an hour. In the afternoon
spilling frequently to sound. An unusual thing it seems
to me on a voyage across the Atlantic. Still as
This was my first experience on this work, I don't profess to be capable of judging as to whether it is right or wrong, engines & boilers are working some better than they were yet a day or two men getting interested down.

We had the misfortune to get a hot blank in the afternoon, but I happened to be in the engine room myself, and had them before any damage was done. I think. Hot journals are a bad thing to have on these engines and they make one nervous.

Saturday 17th. The sun rose bright & cheerful this morning, but the fog soon set in again and hid them. Wind was ahead strong nearly all night and to day moderately so took to noon. It began to heel about that time, noted at noon at 3 1/2 P.M. a fine breeze on N.W. quarter with all square sails set. And making good time. Engines made 1004.5 revolutions yesterday. coal. 4 tons coal & 9 galls. oil. We were disposed of 53 tons. yesterday nothing to do but feed. 8 1/2 minutes.
With thanks for a forward inquiry which got
rat on Mr. Bergman's watch. I've looked into
but I happened to be in the engine room
personally and stopped the engines before any
material damage was done.

We have just witnessed a sad sight: a
burial at sea. A lady died on board last
morning, a second cabin passenger, going to
France for treatment for some undisclosed
illness. Poor lady she is beyond it now. She
leaves three children on board a daughter about
eight years of age, one for about thirteen and
another about ten. Poor children. What a sad
thing it must be for them to be the remains
of their poor mother launched into this
desolate waste of waters. God grant that
whom I turn looks (as it lucky must) that I may
die at home with friends and kindred.

Captain Van Cott read prayers, and all on board
attended the ceremony, and conducted
themselves in a respectful and becoming
manner.
Sunday May 20th. Weather continues unsettled and still. Wind variable, but mainly from the low SW. The fore and aft sails are set, and drawing pretty well. Last night square sails were put in a short time. But the wind didn't last long. Engines are working pretty well. We don't hear all as they thought it being to me. The register was out of order last of the last voyage. We estimated the number of revolutions at 6138. Steam averaged 16 lbs. for 20 inches coal 40 tons. At 7 PM Capt. Van Tien read Church Service to day to a small audience of the ship's folks. All well on board. Time passing slowly as there are so few passengers.

This a week ago I was at Beith with my wife and child. To day up towards the banks of Pascouch Island. Great changes take place in a week, and how impossible to see into the future. We sent an English letters to come to day before west. All still set and going along. Beside I do hope the wind will lend a hand as in our favor, it is a great help to this ship. She made fast
Twenty four hours, 238 miles. Lodged too
all up toKearny Run. Makes 655 from
New York.

Monday May 21st. Fine days lately on another
day passed and gone. Wind still helps ahead
for nearly a week. Nothing disagreeable rolling sea. Waters
damp to the verge. Number Readings 100 96 92, Md.
62.989, Head line. 11 11 15. Average current from
11 12 to 2 a C, o 1 40 10 inches, average Readings 13.0. P1.
14 18. Distance run by Wheel. counting 200 Rev. per
mile 3.3 miles. Did. made by observation 233.

As from 1750 to 1850 miles. Nothing of note
happening on board ship. Captain had Square
Sails all hauled during the day. but the storm
began to shake and fell aback. and do more
hurricanes keeping ship back than to help her along
do he had to take them in again. So Man
is doing it all. I am somewhat disappointed in my
experience of a Transatlantic voyage. as I always thought
my went right all into the blue water. But instead of that
we are still in green water. Better in soundings or
not. I don't know.
Tuesday May 22nd 1866.

Weather continues cold foggy and disagreeable.
Wind moderate from Southward and Eastward.
With heavy rolling swell. Have made pretty fair headway West 24 1/2. Square tack 21 at about 11h. hours. 10 40 aft into all the time. Revolutions made 66 200. Log 204.

Rev. per min 16 1/4. Distance by Wheel 310 Indes.
By log 25 1/2. Total Indes. 11 14 1/2 miles.
Things on board going on about as usual but much different between the days.
My time occupied principally in keeping engine, fire room, reading, writing and thinking about home and the folks there. That is not much comfort in a life at sea, especially when you are in a continual jog.
Wednesday 23rd: Fog continued very dense up; I almost could not check this morning when it cleared up. Strong head wind with considerable sea all night. Wind is now light but ahead with moderate sea. Engines yesterday made 8442.5t. Average per horse 4310.5. Steam 1871.4t. Lbs. sea 21,722. Max. total consumed 4.27 Tds. Lbs. of fuel 32539.46t. Miles observed 2470. Total from 11 July (1842)

Nothing unusual or strange transpiring on board. Hipped engines 27 mins. to dry by huy. Mr. B and S. have been to run a straight jet and it seems longer than what is to me. If one could write home occasionally and get a letter in return, it would be so dull. Passed no sailing vessels at a distance to day bound to the Westward. Going I suppose to that great county of land on the water called the United States. The farther from home the more I love my country.
Thursday May 21st. Heads west and kept continuing. We have the luck of bad weather this time. Engines made yesterday. 64. 15 Rev. 4572 per. Min. Sm. Average 15. lbs. pac. 21.8 miles. Coal consumed. 11.6 tons. Distance by wheel. 904.24 miles. By observation. 124. Total from New York. 1821 miles. I noted 27 miles. Later yesterday but I should be taken out of the daily work, as it after 12. Mr. when we stopped. We also stopped 20 minutes this morning to leave the forward cut off accostic, which had worked loose. Total detention from. Stopping of engines. 17. Mins. Stopped in time. 20 mins. I'll think that of a full day. 6 hours. We are at last in much blue water, so I conclude we are now fairly out on the great Atlantic Ocean. We's quite calm. A moderate 30 m. and since I have no curiosity to see him otherwise, sincerely hope he may keep so fine passing as usual. Nothing transpiring but the regular routine of duty. We now and then stop fast as we are right in the track of American commerce.
Friday May 15th. Blowing half a gale from North East. Main Top Sail 251° had been reefed. They have just taken fire off Gallant. It looks as though they apprehended worse weather. Considerable Rain coming, but Ship making good weather.

Average WInd East 44°. 6166°. Per M. 6166°. Am. 14°. 0.0. 20° in. Load 12%; Str. 48 by Wheel, 32°; by observation. 215. Total from 20° Fri. 366. More detained to day by hot

Blaze since 21 Mins. Difference in wind 31°. I feel much news about had not journal. It should not have happened. But it was not my fault. So why waste

regrets.

Saturday 16th. Strong head wind with heavy

Sea at Port. Since last night shifting a pitching but not going much. Revolutions.

23°; Per M. 14°; Am. 14°; Bb. 22°; by Wheel 32°; by observation 22°;

Total from 20° Fri. 366. This so far has been a disagreeable Passage. Weather has been cold, damp.
and wait. Spring none of the time flying nearly as high as the smoke stack. Everything that has the best chance at all to get there travels about on its own hooker. Our ships Dr. who by the way is a German, has taken this opportunity to go home to the father land and the first folks has been most or lessSea Sick ever since we have been out. I says that, das, will never do, and he gets back to New York and stays there. Well it must be worked to suffer so long with this illness, for it is a most disagreeable complaint. Difference in time 10 Mins.

Sunday May 27th. Another Sabbath has rolled round. And we are still at sea. Wind blowing half a gale right from ahead; with heavy seas making the pitching jumpy and sitting like a small horse. Engines racing like the old Anti. have to keep them throttled off to prevent doing damage. Darning just as much coal as we do in calms weather and not going any at that.
1st observ. 141/2 Difference in Time 16 miles. Total 16 from 17. 55 Knots. 2246 Miles. Passed a large Packet ship this morning bound to the Westward. She had everything set and was going along beautifully. There are few finer sights than a large ship at sea, with all sail set, exchanging signals with her. I envied her the fair wind but I suppose she is as much entitled to it as we are. We are over ten days out now, and I am beginning to wonder if we shall meet again. We have had no religious service today. Capt'n says he was going to have one at night when he went round to inspect the ship this morning. Some of the seamen, he says, with some petty complaints about the water coming in and wetting their beds. So he says that he would all the religion out of him for this day. So I guess there is not much in committed to watching it.
Monday May 18th. Weather has moderated down swiftly; but we have not a fair wind again. These breezes on Port Royal all day. Yet since 6 P.M. Clock this morning. Wind has backed round against the Sun again though always a bad sign.

Five made yesterday, 59376, 12° 94' 51.7, 12° 94' 51.4, 12° 94' 51.2, 12° 94' 51.0 W, 12° 94' 50.8 W. By observation 162. Total plan 1648. Difference in time 20 minutes. Captain. Pay there must be a strong current against us as we could have made more distance.

At 12 0.7 W, 16 1/4 West, one day ahead of us. So we are not the lowest of them all yet. She is bound to Queenstown & Liverpool.

Our sails are hanging miserably, on account of being choked up with ashes in the legs of the furnaces. I suppose as I can account for it in no other way. Nothing unusual or important going on. In good health. Stay calm and go easy much alike.
Tuesday May 24th. Have had a fresh wind all of this day. So light towards the latter part of it, that the sail wouldn't draw as the sea away from the wind.

Air: Marc. 63 65. Per. Min. 44 34. Steam. 14 64.

Car. 20 41. In. 41 11. Line. 44. Made by Wind

32 1/4 Miles, by Observation 24. Total

from H. 28. 28 48. Difference in Line

1 13 mins. Slied Engs 4 mins. To Key an after blank pin. Nothing new or strange

Transferring. I manage to keep busy, though

Eating. Sleeping. Reading & attending the general

duty. I feel particularly dull and low

John to day though some how. I must

take more exercise. I think that is one

cause of it. I wrote a letter to Aunt last

night to send home from these

England. The ship is getting very light and

hills and hums about greatly in the

heat provocations.
Wednesday May 30th. Last night & this morning we had a neat fair wind, with all Hall set, and going along thankful. but by sun to day it increased to half a gale from South East, and so the hall to feel all Square Sails. None but fore and aft Sails set at present.

The yesterday, 65/185. per Min. 1678. Sm. 1374. Yes.

Vac. 160. Mean. Coal 37 Tons. Measured out by the Screw full. This burning looks large, but it is measured. Sir. B. W. 325 Mts. American.

217. Total from New York, 2918. 27 in Time 20 Min. Distilled water for half an hour during the day, which operation takes a good deal of time, and from the burning of the jib boiler much considerably. We certainly have the luck of thick and rainy weather. It is now dark and rainy with strong wind from a bad weather quarter. But we must take it as it comes and thankful that it do no worse.
Thursday May 10th At 6 Am great guns yesterday afternoon and last night the wind was so strong that it would not go up against the forward end of a house and hold you there like a binder. Weather cleared up about midnight and this morning was clear & bright with a fair wind that lasted till about 9 Am. We saw yesterday 635 7/6 per Min. 46 1/3, Dem 17 1/4, Dec 20 Feet, local 13 1/4, D. By Wheel 130 Miles, E. By Time 25 1/4, River. Taking Pilot stopping to send off 1/2 Min. Took a Pilot about 9. This morning ran up the channel against a strong tide & wind. Arrived off loves about 6 1/4 O’clock. Steamboat came alongside & took off passengers and a few bundles of freight. At 120 got underway again after dinner. Sent letters in shore at loves for home. We passed in plain sight of Queen Victoria’s palace Osborne House. It is a large building but not handsome so far as I could see. Bones is a little place stuck into a hook along the channel nearly out of sight. I have always had a great idea of English.
West Seneca, and what hay I saw of it so far fully comes up to my expectations. It is beautiful indeed. Everything looks so trim and well placed. The trees and grounds so artistically arranged. The far green and tough looking. At the entrance to what is called the needles is a great thick cliff, very high and nearly perpendicular. The face of which is nearly as white as snow. At the foot of it stands the light house, in front of a great piece of the rock which stands detached from the main one. This is the extreme western end of the Isle of Night.

So to day I have had my first sight of Merrie England. I wish I was able to see more of her. The Queen St. New York arrived at times just behind us. The left New York on Saturday two days behind us, so we are pretty badly beaten. Our time to lower is about 16 1/2 hours. Which is pretty well considering the weather we have had. The Germania Hamburg was here this morning. We left on Saturday.
Friday June 13th 1866.

It is dark and rainy, and cold for the first of June. But is reasonable weather. The sun and as the usually had a little here in the North Sea. Was came through the tracks of Seer this morning about 9 o'clock. So I had a sight of the English Y. French shaker with a coal, new silver guila plain, and had a good view of the south cliffs.

Revolutions yesterday, 111.47. Pr. Min. 114. Steam. 13.2 lbs. Dec 29. P. by 12. 13.45. 45.7.4 miles. Detention at Course 53.5 Mins.

Dif. in time 5 mins. dear Drivers are straining very hard, as they are getting much choked with ashes and dirt. And it takes a strong breeze of mind to make them do what they should. The New York hastened us last night in her way to Bremen and will think us there. Mitchell is a great man and is, as Captain Vander. Inc. for he-thinks this ought not to be beaten by anything at least.
Saturday June 2, in the North Sea going towards Denmark not too fast as no Forces are Streaming Marshall. Weather fine only very cold for June at least July in winter. But the day it is all right in this country.

Sunday June 19. A nice clear day. Stopped went into docks about 9:30 A.M. Tide firm at high water. The docks here are constructed with gates like those on a canal on account of the high tides. Jesse Land came off to see us this morning. He was well. He tells us of having lost their last packet rugs on their passage over. He died the day they reached New London and they left the remains at New London in charge of Mr. Mathews. Mr. Martin (he that was his name) leaves a wife and child in New York. They will receive sad news indeed. Went on shore and saw Harbour haven in the evening, along with Mr. Platt our P.H. officer and Mr. Lass. It is a nice little place this. Everything is as neat and clean as a pin. It is nearly all made land and the place is all cut up with docks. There is about 6000 inhabitants here.
Monday June 7th It gets quite warm here for a place so far north. The nights are very short, daylight Affairs in the morning at 4 O’clock and the sun is not altogether out by 9 Light before 7 or 8 in the evening. That is it is not dark until that time. This is the greatest place for drinking beer and gin I ever was in because it is so cheap I suppose is the reason. But the people all look in good health. So I judge the native seldom drink to excess.

Everything in the dyspids line is very cheap here or at least seems so to us Yankees as they are to their GAWA at times.
Tuesday 5th. Weather very warm. Hot in the day time, but it gets hot towards night.

Wednesday 6th. The Mississippi left for New York to-day, or went out of the lock into the river. She had over 100 German immigrants on board. Which seems pretty dense. I sent letters home by her. May she have a safe and speedy passage. I feel only a little bit the better. I miss Captain Hurter with his kindly cheerful ways. He is a fine man.
Thursday, 1st Mississippi left the River Park this morning. Nothing of much importance transpiring with us.

Friday 7th. Weather quite warm and clear. We are helping on coal which is a dirty job.

When we go in that there our time is spent principally in drinking, sleeper bar and rigging to Falk Light.

Saturday 9th. Nothing of note transpiring.
Sunday, June 10th, 1844. A very clear day but very warm. Mr. Waltz, Pearson & I went over the Water to Shean to dine to visit the old Church in which Martin Luther once preached. It was built some time in the 16th century and is a quaint old structure. The doors have high straight rails and seats without cushions. I never saw such a profusion of pictures and images in any church. Shean is in Oldenburg, and is governed by The Duchess of Oldenburg. Such a combination of Small governments as there is about here Seems Strange to an American.

In the afternoon I went to the Summer Theatre in Bremerhaven. Not very creditable amusement for Sundays. But I was no great harm in it. The performance was of course in German. So I was neither amused nor edified much. The people here are good for music and there is more of it here about Town on Sunday and Sunday evening than any other time.
Monday June 11th. Weather pleasant and cool. We had the ship photographed to day. So her picture will be something to carry from here to remember Denver. Haven't got everything is to check here that it seems a pity not to send more. Still things that one does not want are dear at any price.

Tuesday 12th. Nothing of particular importance transpiring. Weather fine. Started on hard and all day. We went over to Denver then on the Yukon and as usual got back on hard. Remember about 9 or 10 midnight after spending a pleasant but unprofitable time.
Wednesday 12th. Weather quite led with
thunders wind. Visiting Roller Haven
for the last time. I am not sorry
that we are going soon, for my health
is about all bent. And this place
is no exception to all others that
I was ever in. Amusement costs
money. A little money goes farther though
in this place than with any other that
I ever saw.

Thursday 13th. Left the dock at 4 a.m.,
about noon. Fairly underway at 10 a.m.,
Clyde &. I am in New York. I am
just good bye toinner Coast. Just sailinell and
all these places. I have enjoyed myself here
very much, indeed. We have about 220
passengers I believe all told.

The list (James J. tackling & John Moriss) are
two men who belong to the engine delight of this ship her
in person as they are confined for drunkenness yesterday
conduct. of ashore. It seems hard to have them
in a foreign county about 9 in them. But it cant be helped.
Friday June 15th 11 A.M. In the North Sea between Dresden & Boves, with a strong head wind and considerable sea. It seems to be our inevitable luck to have bad weather. We are making out poorly so far with the German coal as we cannot average over 12 lbs. of steam with it. It requires hard labor and close attention to use it to advantage.

Saturday 16th. We have had a strong head wind nearly all of this day, and now as we are in the Channel near Boves it is blowing a gale from the North West. Passed Beachy Head this morning about nine o'clock. And if nothing happens I will be at Graves by four P.M. Everything working pretty well. Our men are getting into burning the soft coal better than they were. Everything going along quietly on board ship. Passengers behaving well but getting pretty sea sick.
Sunday, June 17th, 1866. Laying at anchor off South Hampton taking our cargo. I took in about 55 fine wool 9 350 or 400 tons cargo. I have much desire to go on shore if it is only for an hour or so that I might say that I had had my foot upon the old island. But no proper opportunity has offered so I will have to forego the pleasure this time. The country looks very pleasant about here, so green and thriving. We are anchored nearly abreast of Netley Abbey, one of the oldest churches in England. Its old gray walls are all overgrown with ivy green, and speak plainly of age. We are not near enough to South Hampton to form an idea of what sort of looking place it is. These Englishmen are all sturdy looking fellows. I, seem to have an eye always open for number one.
Monday June 17th Left South Hampton this morning at 2.30 a.m. and started on our way to New York at 4.25. Passed out at the Needles with strong head wind and considerable sea. Passed the Lizards lights at 10 a.m. P.M. have had strong head wind all day and if it continues so we will be a long time getting to New York. We took in 35 lms. and at St. Houghton so I feel pretty safe on that score. May we have a speedy and passage home and find things flourishing when we get there.

Tuesday 19th Wind & Sea still ahead but not so strong as it was this morning. Made 216 miles yesterday which was pretty well for the weather we had. Nothing unusual Transpiring. We are well at sea. Now steering S.W. by W. Captain says he going to make a high northern passage ice bergs or not. Hope we wont run short of any such customers.
Wednesday June 20th. Have had some
fair winds to day. but it didn't last
long and is dead ahead again now.
Made 241 miles. by observation and
303 by wheel. Shoving about 241 per cut
ship. Things working tolerably well
in our district. Our only trouble is
to get steam. The coal we are burning
is nearly as fine as powder and nearly
smothers the fires out when first put
on. Weather clear and cool. Health of
Passengers good.

Thursday 21st. Head winds, nothing but
head winds. Only made 205 miles yesterday.
25/6 by the wheel. 28/6 cent ship. Weather
is now cold damp and disagreeable. Boiles
steaming poorly. Ship going slow. But
whatever is is for the best and it bad
policy to complain of the weather. Our
after boiler is leaking considerably, but causes
no inconvenience as yet. excuting water in
the full room.
Friday June 22d Strong wind with considerable head sea. This ship is a perfect snare for head wind. Only made 960 miles yesterday. \( Y = \frac{2}{3} \) by the wheel. 37 per cent ship.

This is slow work, but patience and perseverance must wear it out some day. We are having considerable trouble with the leak in the after deck. I am afraid we will soon have to haul the pipe out of it to blow the water out to fix it. One of our sailors fell this morning and hurt himself so that he is unable to work. Mr. King Second Mate is sick with inflammation of the bladder. There is no sickness of a general nature on board.
Saturday June 23rd 1864

Head wind still continues, with heavy sea. We areaney distance off Ntw.

Ntw. Only marked 170 miles yesterday. 275

by Ntw. 377.7 per cent. cryptocurrency.

Yesterday we injected a lot of water into the boiler, and it has

marked stopped the leak. It gives very

little trouble now at least.

We have had one other bad leak today, bursted feed pipe on one boiler, and

air chamber on spike of the other.

Both are repaired now though and we

are going along as usual. This steam

very hard. Everybody does their best to

get steam but it don't come.

I am afraid we will have to stop before

we get over and clean the boiler out.

This is going to be a long tedious passage.

I wish we were at New York now.
Sunday, June 24th. We have had a little fair wind to-day, but only for a short time, and it is ahead again now, pretty strong with, heavy head sea, ship jumping, rolling like a horse, but going none. We are having hard luck in the way of weather, but if our coal holds out I add yet we silenced on board we shouldn't complain. Made 210 miles yesterday.

Tuesday, June 25th. We have been favored with some fair wind to-day. Square kites have been set since 10 clock this morning. Wind NEast–East weather cold damp and disagreeable. But it's better that way than having a gale from ahead. Made 230 miles yesterday. 275° 10 x 16 1/2 per cent lift. Everything working extremely well but the boilers and try do steam awful hard. The men work hard and well. So I can't blame them for it.
Tuesday June 21st. We have had nearly a whole day with a light fair wind for a wonder, weather cold and foggy. Made 250 miles yesterday. 24° 50' 58' W. Md. 14° 44' F. Lent Ship. Md are near on the eastern edge of the Banks of Newfoundland, something working tolerably well. Health of passengers & ships company good. Passed Newbury P. Ship deserted this morning at 1012. Oillock flying still as though there was something wrong with her Machinery.

Wednesday 21st. Strong head wind all day. Made 219 Miles by Observation. 31° 13' W. Md. 31° 0' F. Lent Ship. Weather nearly freezing cold, and part of the day very foggy. Had a Thunder Storm last night though, still it is clear to day. We have been in that company with the Batteria ever since yesterday soon. She passed us in the night last night and is now off to the westward about two lengths ahead. We are very near of an equal Speed.
Thursday June 28th 1866. Wind N.W. ahead.

With considerable sea. Weather to stay very foggy, but not so cold as we had it yesterday. Lost sight of the Bavaria about midnight as it shut in thick at that time. She was then a little forward of the Port Drum about 1/4 miles off. We made 221 miles to day by Patent Log, as the weather is too thick to get an observation. 122 Bbls. Whelk. 207 Pr. bent ship. Health of passengers and ship fine. Good.

There is a quarrel between the Captain and Dr. Doctor about some trifling matter. The doctor is trying to arrange for a duel I believe, but I guess it won't amount to much. The Cap. is a regular fidgety dandy man and wants to bust considerably to say about one things that he have alone, and that is why he has trouble. The Captain don't use him, as he himself like to be used by any means.
Friday 29th. Weather foggy & cold with
head wind. Made 28 Mts. Eestward to
Salant 109. 114/2 Dr. Well. 24/2 in last h.2.
We have lost sight of the Banan in
the fog and don't know whether she is dead
or castaway. Things go on pretty comfortably
on board. No sickness.

Saturday 30th. We have had the wind on
cat helm most of this day. Moderate Strong.
Square sails on foremast set.
End 5 0. Clock yesterday afternoon. Cloe
Ace and aft sails set. Made 246 miles
by patent. loa 28 1/2 Dr. Well. with perfect
Sail. There is a long wave. Sea lashing
more and it is raining heavily.
And the wind is hauling ahead. They
have just taken in the sails.
Sunday July 11th 1876, Weather sunligy all night but last night and this morning quite clear. I went out to anchor when it cleared up.

Made 230 miles by Patent log. 27 47' 13"


Monday 2 P.M. a bright and beautiful day came in to Sandy Hook this morning about 10 A.M. Stopped at Upper Quarantine at N.Y. Health Office boarded the ship and found all well, passed up the river and came to anchor off for the North River. Reede. Two letters from mother, all pretty well at home. Was much disappointed at receiving no letters from my wife.

Went on shore and saw Mr. Davis of the Mississippi.
Tuesday July 10. Went to the dock to inspect the ships. Traveled by ferry. The voyage is long. Weather warm.

July 11th Wednesday. A warm day for the People to celebrate the Birth of the Nation. But a good May all blowing it with a with a wind. Some are thinking of old fashions and guns and fire works. Others going on excursions. Everything else is being done as there is at least one big parade for Taste. We had a shower in the morning which prevented a portion of the intended display of fire works. I公元d about the city without any particular aim or object and can’t say that I enjoyed myself much. I am homesick and want to go and see the folks. Now I wish my wife and child were living here so that I might be with them when I am here.
Thursday, July 5th. Nothing of much importance.

Friday, July 6th. Went over to Bristol on the evening train. What a blessing it is to get home and see the folks again after being so far and so long away. Found them all well. With this hot weather it is partly owing to the warm weather as I am a great sufferer. This has been one of the very hottest days of the season. Mercury has stood at 98° in the shade.

Sat. July 7th. Staid at home all day as the weather is too hot to go out much. We went into the River to bathe in the evening.
Sunday, Oct. Weather still very hot. Had a little rain towards night which cooled it off somewhat. Staid at home all day.


'Monday, Oct. Wednesday.' Thursday, Oct. Nothing of note to transcribe. Getting the ship ready to go to New Orleans. Weather very warm, but not so hot as last week. Picked a letter from Mother, all well at home.
Wednesday July 18th

Weather very hot. One the hottest days of the season the sky. Mercury stands at 91 Degs. in the shade. Went down to the Scientific American Office in the morning about nine minutes for Jesse Davis regarding taking out a patent on his arrangement for elevating freight cars. Paid $15.75 towards getting the patent. Then went with Mr. Dart to see one of his patent rotary pumps not. Shipped the crew after dinner. G. then went to Bergen to see Mrs. Davis. She had come to New York. Left two letters with the next door neighbor for Mr. Davis. Replied a letter from Annie. She says neither she nor Miller are not well. I hope they will be better when we come back.
Saturday, July 14th, 1866.
A note of letters to Burn this morning. Weather still very warm. One of our Farmers, John Flaherty, fell down the main hatch this morning and was hurt pretty badly, sent the poor fellow to the hospital.
Left the dock at 3:27. P.M. for New Orleans with 274 soldiers, about 300 cabin passengers. I hear a full freight. Came out the 5th at about 5:20. P.M. on the smooth sea and nearly calm. Passed Dangat Light house at 9:30. Passed Mr. San. Schuster and in the night the Leaker City.

Sunday, 15th. Weather pleasant. The air is better here than in New York.
A lot to do today, 18 miles from departure of Highlands. Everything working pretty well.
July 17th,

Monday 16th. Weather very warm. Went nearly to Mr. J. Sea Mitchell. Another one of our farmers was hurt this morning, John Green. A piece of coal fell down the ventilator and cut an artery in the neck. Fortunately there is an army surgeon on board who tied off the artery and dressed the wound or it would have bled to death. Passed Cape Hatteras light this morning at 2:35. Made from yesterday noon to 1 o'clock noon 245 miles. Everything working pretty well.

Tuesday 17th. Saw fairer, more beautiful weather, the sea smooth as still pond. Air as soft as zephyr. Made 245 miles again to day. Nothing unusual transpiring on board.
July 18th.

Wednesday 18th. Weather continues fine.
Head square close; 9 ft. 4 in. ast salt set at all
day. Made 241 miles by observation. 26 th.
Over the ground by variation of compass 2474.
by which I must have encountered considerable
southeast current, or the ship could have made one
distance as this the last day with the
engines have done, having averaged 4647
distances per. Min. all day. Nothing unusual
Transferring on board.

Thursday 19th. Weather fine but very warm to
day. Wind North light. Sea perfectly smooth.
Passed 24th St. Island Light last evening at
Made 24 1/2. Miles by Observation.

Every thing nothing well. So far the brig 9.

Kerchief are gone hot but the men seem
To stand heat very well.
Passed Bx West. On Land to Night yesterday at 3 10 Min. Sth. Sailed up around Tortugas last night at 4 40.
Distance fired yesterday by Observation 243 miles. Distance from Lydia West now to day at Noon. 290 miles.
Everything working very well. Very hot down below but the cabin is cool at well so far.

Saturday 21st. Weather continues perfectly calm & the Sea as smooth as glass. Very warm. Sun of Sun born 139 Dg. Engine born 162 Dg. Brails last 24 hours 216 Miles. 335 Bly. Weather beat up. Nothing of note occurring on board. Only yesterday the passengers signed a Resolution of thanks to the Captain & his Officers for good treatment on board. Such things don't count much though & are hardly worth noticing.
July 1866,
Saturday 21st. Arrived at the bar at about 11:30 p.m. Such fast in attempting her cross. So had to lay there until morning. Stopped for Long Star waslaunch in the evening by Mr. Hughes near the bar while on her way to pull us off. She was drowned on that. We trusted.

Sunday 22nd. We crossed this morning about 10 A.M. & met Mr. Mississippi just going out. We arrived at Quarantine Station about 9:10 A.M. V. was stopped there by the health authorities on account of reports about Cholera in Biskay. We laid in the river there under a burning sun until 1 0'clock in the evening. When we were allowed to pass up.
Monday 22nd. Arrived at the 6:45 train this morning. about 5:30 after waiting several hours. Basing the soldiers. Nothing new here. Weather very warm. But city healthy the day.

From Tuesday 23rd to Friday 27th.
Weather hot & sultry. Have slept on shore very night. Private being here on account of the mosquitoes which are very troublesome. Read a letter from home on Thursday. All well at home.

On Wednesda I went out to the large house I and bought four mosquito tickets for Mr. Rouse to send to California. Paid $2.00 for them. Bought a riding hat & cash for Mr. Truax for which I paid $50. There was a lot here this week between blacks & whites if this keeps a war of races in this country we will be lucked.
Saturday, 28th. Left New Orleans for New York this evening, at 9 o'clock, with the bulk of L.M. Bales of Cotton on board the ship and about 100 cabin & steerage Passengers.

Sunday 29th. Ran down the River Slow last night so as to be at the bar at High Water this morning. Stuck on the bar nearly two hours. At 8 A.M. over all right though. All on our way with a Fine Breeze on St. Lawrence. Everything working very well. 177 Miles from the Bar at noon.

Monday 30th. A Light Breeze on St. Lawrence all day with Smooth Sea. All well. All well. Made 258 Miles by Observation. Everything working well and Holding fair to make a good passage.
July 18th

Thursday 31st. Very light southerly winds with fresh trade winds. Passed Tortugas last night at 11.30. Which makes us inside of forty hours from the bank. Sound HEL at 6. This morning. L.Smoke at 10. 25. To large port Reif. at 3.17 this afternoon. Distance made by observation 232 Miles. By Wheel 248. 57/100 per cent 1/2%. Weather very warm today. Nothing worthy noted.

Wednesday August 1st. Weather continues remarkably fine. Light head winds with smooth sea. Distance made by observation 133 Miles. By Wheel 133. Showing that owing to the current the ship over the wheel 14 miles. Passed Cape Florida Light house last evening at 5.10 P.M.
August 1866.

Thursday 23rd. Weather fair. 9. very warm. Distance by observation 2244 miles.

Ship cannot have run well in the Gulf Stream this day or she would have made more distance.

Friday 24th. Weather very warm until last night when we had a thunder shower & a shift of wind. Quite pleasant to day; with a moderate N'ly head wind & a Sou'east trade. Cape Batters light but west last night at 12.00 a.m.

Distance made 255 miles. Everything running well.

Sat. 25th. Arrived at New York at 1.00 a.m. A.M. Whaline from 11.00 to 12.00. Running time 6 1/2 hours. Found letters from home. All well. Annie & Mabel are at Williamsburg. We hear there has been serious riot in New Orleans since we left. Between whites and blacks. The great Atlantic telegraph cable is laid and in successful operation. What a thing to think of. Read news from London dated Saturday in this morning
August 1st.

Sunday 6th. I stood with Jesse Davis last night. He is in Georgia. I forget to say in yesterday’s letter that I went from the sink on Saturday night. The weather was fine to day having had a heavy shower yesterday. Came over to the ship in the morning. I wrote two letters home and finished writing up the log. Went over to James again in the afternoon along with Messrs. Blackburn and Pitt. spent the evening with Mr. and Mrs. Davis and stayed so late that the cars all left us so that all night. Monday 7th. Came over to the ship early this morning. Weather very fine. I have felt miserable all day.
August 1866.

Tuesday 7th. Read a telegram from my wife at Dubuque last evening, saying she had returned there, and that our child was sick. Wrote a letter to her this morning, & one to the Secretary of Moral Lodge No. 61. I. O. of O. T. at Phila. with $5.00 enclosed for payment of dues. Paid Mr. Doulass (Inspector of Steamers) $10.00 for renewal of Ingersol’s license.

At 12 M. Left New York for Portsmouth arrived there a little after 4 O’Clock P.M. Found Willie better than I expected; and Annie McDowell well.

Wed. 6th. Left Portsmouth at noon to-day 9. Returned to New York. Left the ladies only tolerably well. Don’t hope they will soon be feeling so. Wrote and mailed a letter this evening to my Parents. There is a good deal of talk about the Cholera. That thing it is not very bad yet. The weather is very fine.

Thursday of last week. Have been hard at work and shivery all day. There is nothing of much importance transpiring. Need a letter from Whitman to-day. All will but Gather and he is under the weather with Denver, the prevailing complaint this summer.

Friday. A beautiful day so fine and cold. They tried the engine of the New Stotum this Rising Star to-day. Nothing of much importance transpiring. Shipped a crew for voyage No. 3 to New Orleans. They have made an application in my name of their part in engineering. Whether I believe they called string of doing it.
August 11th 1862

Saturday, 11th. Weather continues very fine.
Left New York for New Orleans again at 2:15 P.M. with only a few passengers about one third of a freight. Received a letter from Aunt this morning. She and Millie are pretty well.

Sunday, 12th. We are having delightful weather. Daylight begins with us this day. Passed Burningt Light House at 4:15 last night. To day at noon was 2117 miles from departure off the highlands. By chart reckoning. Sky too much overcast at get an observation.

Monday, 13th. Weather continues fine. Cape Morris Light of last last night at 11:51. Everything working well for us. Made by observation yesterday 257 miles. Of the last days work with the engines that we have ever made.
AUGUST 15th


Wednesday 15th. Weather continues undecided. Light head winds with nothing more than a ripple in the water most of the time. Made 236 miles by observation yesterday.

Thursday 16th. No change in the weather. Passed the Isaac Light yesterday at 105 P.M. Sounded this morning at 1035. Land Key at 19.25. Made by observation only 210 miles, on account of current of Gulf Stream.
AUGUST 1866.

Friday 17th. Weather very warm. We are sailing a wind of very account, and sea very smooth. The days time & so on are much like the other. Passed Long Island House last evening about 10 o'clock.

Made by observation 250 Miles. Which leaves us about that from the Bar.

Saturday 18th. Have been in port since yesterday. Started with quite a strong fair wind. Arrived at the bar 9th day at 11 o'clock. And it is now 4 o'clock & here we are yet hard & fast against a fine prospect of leaving here before tomorrow morning. It is rather pleasant after breakers.

We have been the Mr. Washington this far strong as she has not arrived yet. She is considered the fastest screw in the route.
AUGUST 19th.

Sunday 19th. We crossed the Bar this morning at 10 A.M. We had a hard set to with the Washington coming up the River, but passed her about thirty miles below the City & beat her off considerably. Running time up the River from the Pilot Station 8:30 A.M. arrived at the Wharf at 11:30. The Cholera is quite bad here.

Monday 20th. Weather very warm, nothing of any importance Transpiring.

Tuesday 21st. I have discovered to day that the better part of a forward log is in bad condition & used to go on with again unless something is done with it. Want & show Mr. Godley of the Steely Arm World about it.

Concluded to go on with it. Are going to take it apart & chip the logs through the deck & fit logs in to force the broken parts.
AUGUST 1861.

Wednesday, 27th. Worked all night last night at taking things apart, getting ready to cut the key seats in the blanch. They will be 3/4 inches wide, 2 1/2 inchs long, and an inconvenient place to work. A long job to get done by Saturday. Got fairly to work at it on the afternoon of Thursday. Worked hard at it until Friday afternoon when I finished it. Ship's sailing time had to be postponed on account of it until Sunday evening. By Sunday morning we had the work together again & the keys fitted. Then went to work & filed the hand to expand it, flattened it over an eighth of an inch, then put on and spur the key in & drive them up hard. I let the hand think down on to them. If it has stood a little yet I think we had five machinists at work hard night and day until it was done.
AUGUST 1864

Sunday 26th. Finished mending our linen this afternoon. Off at 7 o'clock P.M., left New Orleans for New York, with about two thirds of a freight and about thirty passengers. Read letters from home yesterday all well there.

Monday 27th. Crossed the Bar this morning at 6.15. Passed N. of Mississippi, then land & fast aground. At 10 o'clock we were 59 miles from the Bar. Weather Squally, with wind from the Southward.

Tuesday 28th. Weather fine. Wind N. NW. Made 24 1/2 Miles last 24 hours. Everything working very well.

Wednesday 29th. Weather pleasant, passed Torugas last night at 11.45. Land by this morning at 9:30. Sankers at 8:35. Cresent Point Reef at 2:30. Made 25 1/2 Miles by Elevation.
August 28th,

Thursday 21st. Wind Variable & Moderate N. Mostly ahead. Passed Frigate Ruf. S. home at 2.30 P.M. yesterday. Cape Florida at 11.55. Cape Jupiter at 4.31. Distance made by wheel 145 Miles. Dg Observation 237.72. Having a gain by the current over the wheel of 74.75 Miles. Everything working to literally well.

Friday 21st. Weather continues very fine. Distance made yesterday 210. Dg Observation 305 Dg wheel. Showing that there has been a powerful current in the Gulf Stream this time.

September 1st. Weather continues very fine. Cape Hatteras Light has cast last evening at 5.15. Distance by observation to day 2683 Miles. We have some two or three people on board sick with diarrhea. But there does not seem to be anything of serious about it. General health of the ship is good.
September 1866.

Sunday 2nd. Arrived at Quantico Station this morning at 12:45. 1/2 at the lock at 12:30. Having made the passage from the Miss. Ark. in 5. No. 1742 Rounds, among the best on board.

Received letters from home, all well there, Mr. Vanderbilt 1st Assst. Eng. of this ship. Leaves her this morning on account of disagreement with myself. I am sorry it is so, but can't see that it would be any benefit to him or myself or the ship for me to submit to nonsense for good nature sake.

From 2nd to 7th. This vessel has had its pleasures & its pains. I have heard among other things that George Vanderbilt, my 2nd 1st Assst. Eng. is a black hearted villain & would do any thing almost that is bad to get the least of my situation here. But I will pursue my course steadily, as I think it right.
September 18th.

I hope he want. I with the 97th have left the ship also. I have now a new 2-140th Boat, on board. The officers are sharing very badly. They are on a strike because the commanding, and about the number of officers from 19 to 9. We will have to go to sea with a crew of green hands. But I would as well do it as lose them gain their point now. My wife came over on Thursday evening. I took her until Friday evening. She had quite a pleasant time and saw a great deal in a short time. I was glad to let her. She enjoyed her coming very much. I have not written letters home. Where they are all well.

Whether any change for the season.
September 14th
Saturday 7th at 1 P.M. left absence for New Orleans, as we are standing out against the demands of the daily men. We have had to get steam with a few men smuggled on board. We went into the stream at 9 o’clock & tug boat came alongside & brought us a crew of gunboat men. So the hostile & arrogant fishermen are tamed. They will not know better than to push their head & butter away from them but nothing but hard knocks & hunger will learn them.

Sunday 9th. Getting along pretty well. So far our furnish & coal passes are principally clatchmen. We are a pretty good set of men. We have a fine binge from N. B. Carrying all the rats distance to day at noon from departure of the high levels 217 miles.
September 12th

Monday 10th. Are having very fine weather again this bit so far. And are getting along much better than I expected we would with our new & reduced number of men. Made 945 miles yesterday without trouble. Cape Hatteras Light one west last night at 11:24. An excellent run from the City that far.

Tuesday 11th. Weather continues fine. Have been taking it quite easy to day. Made 133 miles by obstruction. The nine plumes are having far easier time at the rate of speed & saving more than twelve had before when we were hurrying the ship all the time. They are a faithful set of men to go on leave their heads & better at the ship, but ignorant & headstrong then are hard to lead with or convince.
September 12th

Wednesday, 12th. Weather very warm. Though we are having some breezes from the eastward.

Made only 1241 miles yesterday, as we are letting the ship take her time this time. Nothing of interest transpiring on board. We have a nice lot of passengers this time. And they all seem to be enjoying themselves well.

Thursday, 13th. Weather continues extremely warm. Wind calms & Sea smooth.

Passed Great Barco & Heice at 3 45 P.M. Pernobb at 11 45 A.M. Made 212 miles by observation. Everything working very well.

Friday, 14th. Warm weather continues. Have had some fair wind to day. Made 262 miles by observation. Passed Guard by light house at 3 45 P.M. Never lost North & West at 4 27 P.M. Getting along quietly & well.
September 1866.

Saturday, 15th. Have good weather to-day, with light, steady N. E. breeze, fine weather, blue skies, and occasional showers.

Sunday, 16th. Passed the bar last night at 6 o'clock, without detention, and ran up the river slow, and arrived at the New Orleans Wharf this morning at 6 o'clock. Having made the passage in 7 days 15 hours. The Governor came up to-day about 11 o'clock. So we beat her again a good deal. We hear the news here about the Maine explosion which has gone over the whole Republican world. Makes the Rebs. hurl both gun at her. Weather is quite warm, and this is some sickness here, in the form of cholera & yellow fever.
September 1866.

From Sunday 16th, to Saturday 22nd. Laying at New Orleans. Weather very hot and mosquitos very bad. There is considerable yellow fever here. To read a letter from home. Write a letter to my wife & one letter to my mother of congratulations here. Saturday at 10 a.m., left for New York again with full of freight, but only a few passengers. Sunday, 23rd. Met S.S. Mississippi inside the bar this morning. S.S. Geo. Russell. We crossed the bar at 6 o'clock about the outside bar, at 6:15. At 9 a.m. 32 miles from the bar. Strong head winds with some tea.
SEPTEMBER 24th

Monday 24th Strong head and all day. Everything working well. Made 441 miles. Nothing unusual transpiring on board.

Tuesday 25th Weather very warm. Wind keeps ahead but moderate. Made only 226 miles yesterday. This is due to out of trim, being altogether too much by the head. She is not steaming very well either.

Wednesday 25th Wind keeps ahead, and since this morning have had heavy head sea. Ship making about 10 miles only. 247 miles yesterday. Current and wind. Passed Ambrose light yesterday at 11:00 A.M. Ship rolling and tumbling about now at a disagreeable rate.
September 1866.
Thursday 27th. Blowing a gale from North East and has been like this Morning too, with heavy Sea running. Made 25 3/4 Miles yesterday, are going to make a long passage at this rate but we can't control the weather.


Saturday 29th. Now very heavy all yesterday and last Night up to 9 o'clock. This Morning when the gale broke and wind shifted to South East. Sails labored more than I ever saw her do before. Made 13 2/4 Miles by Observation. Passed Cape Batters to stay at more but too far off to see it.
September 18th

Sunday 30th. Wind Calm most of the day with heavy rolling sea. Made 225
Miles by deep Vедерing. Wind came out strong from North last about
11 o'clock this day again & kits fair to
show a gale again. I shall be glad
when we go into Sandy Hook.

Monday Oct. 1st. At 9 o'clock A.M.,
arrived at the dock at New York. Found letters from home
Saying that all there are well.

Tuesday 2nd. I was rather sick last night
with a bilious attack. Passed a disagreeable
night & feverish. Got then went at to
Mrs. Knapp. She took a room & turned in.
Sent for a Dr. & one came by the
name of Haslett. Who gave me a
dose of medicine that I think
to the rest of the complaint— & ever
October 1866.

Wednesday I didn’t go out of the house at all this day. But it awful to be locked up a boarding house alone. The time hangs so heavily & I fully expected my wife there to drop but the hated came.

Thursday 11th. Went down to the ship to-day but felt so badly that I couldn’t assist of much use. Weather very cold for the season.

Friday 12th. Sway to the ship again to-day but feeling very badly in maid. Must praze to weather all the time & believe I’ve got the fever & legue.
October 1863

Saturday 6th. I had a regular mill to do and felt so hand altogether that I had almost made up my mind to stay at home. But I urged to go so I went to bed and they put eight blankets over me. And that is the way I slept the whole day. This is nearly full of passengers. But there's not much of a freight.

Sunday 7th. I am feeling much better to do and are getting good care of attention. Weather fine, at 11 o'clock P.M. Passed Cape Hatteras.

OCTOBER 1866


This afternoon we came to two schooners, disabled by bad weather. The first a vessel of about 500 tons, from Maine bound to Cuba. Had last her foremast and jigger, and had in the scissors last 5 men. We took the crew off and set her on fire and left her burning. The other was within about 15 miles of the first. She was nearly the same size, and called the I.R. Brown. From Boston bound to Havanna. With an assorted cargo. We took her in tow for Key West.
October 1866

Thursday, 11th. We are having pleasant comfortable weather, and are getting along tolerably well, with our schooner in tow. Yesterday a man fell overboard, but we got him again all right. The Mr. Huntsville passed us last evening. I getting our health again nicely. We have an excellent appetite.

Saturday, 13th. Weather fine, yesterday morning early we let go our two of the West. Nothing unusual. Transferring our gear, everything going on quietly & well.
OCTOBER 1873.

Sunday 17th. Arrived at the bar this morning at about 4 o'clock, and crossed at 6 o'clock, and arrived at the at 4½ o'clock P.M. We have heard of the loss of the s.s. Lucania Star, in the gale of the 24th. Only about 1/4 of the people on board were saved. She had 275 souls on board, the most of them women. There has been many disasters at sea this month. We are very fortunate to have escaped the last fearful gale. Though I believe that if there is any ship in the coasting trade that would have gone through it safely it would have been this one. But there is nothing left. It is better to keep the best of them out of it than to try them too hard.
October 15th.

Saturday 21st. Left N. Orleans this

morning at 7 o. clock for New York.

Shipped full of flour & cotton. Got on

our ten or twelve passengers. People are afraid

of ocean travel since the disaster

to the evening star. The S. Mississippi

arrived at N. Y. this evening before

7 o. clock having made one of the

finest passages on record.

Weather was pleasant at 12 o. C. during

our stay there, only hot very dry and dusty,

and they say there is a good deal of

yellow fever there. We arrived at the

bar at 11 o. clock but stuck on

it untill 12 when we weighed off.

Haste to Sea.
November 1866,

At 3 P.M. Saturday Oct. 9th left New York Wharf for New Orleans with my light vessel and about 17 cabin passengers. Off Sanygat took a fair wind. Proceeded to carried it from there to within about 150 miles of Tulport Pass. Where, ship arrived on Friday afternoon 3 P.M. P.M. Reached the Bar and arrived at the City at 2 A.M. Oct. 10th. Nov. 10th, one of the very quickest passages on record. We all feel proud of it and justly so. The winds were mighty mild one between Sandy Hook and S. West Pass.

P.S. Missucie New Orleans Nov. 10th 1866
December 18th, 1874.
Crossed the Bar. S.W. Point at 3:15 P.M.
Monday 17th at 9:30 A.M. Saw the land of Cuba. Went to the harbor of Havana at 3:00 P.M.
Went on shore in the evening. Spent about $80.00. Returned on board about 9:00 P.M.

Tuesday 18th. Weather quiet. Arrived here at 11:30 A.M. Left Havana and went to sea.

Sunday Dec. 23rd. At 1:15 P.M. Arrived in New York after a heavy weather passage.
Just got run in time to escape a closc fig. Weather mild. Wrote to friends and letters from wife and parents. All well.
December 1866

Tuesday 25th. Christmas. A fine day but very cold. I ran hunting childishly. Have been expecting my wife over but am disappointed in that. Have spent the day not very agreeably on account of said disappointment. Lived at Mrs. Barlows. A nice turkey. No work was done to-day ornothing in our lastent.

Wednesday 26th. My dear wife came to-day at 2 p.m. A glad day to see her. Time passes so much more pleasantly with her near one. She brought me a picture of our Militia for. What a pretty boy she is, everybody admires him. I sincerely hope he may live to be a man and be as good as he is now good looking. But another almost resembles him which is very lovely.
December 18th.
Thursday 27th. Last. Evening Mr. Harris, Mrs. Harris, Mrs. Brain & Jeff went to a concert at Stony Hill. Mr. St. V. played some very good music. It showed some in the right. The day it snowing a gale from the westward with snow.

I wrote a letter with $12.00 enclosed to the Masonic Lodge in this. As I have used all that has been spent on this. Also sent a letter to mother with $2.00 enclosed as a little Christmas present to the girls at home.

Friday 28th. Last night it blew very strong to day but we are hearing of disaster threatening the citizens of the town. Commodore on Long Island Sound. He was lost. But Mason escapes made. Weather very cold to day.
December 1874.

Saturday 29th. My own plans couldn't stay away from the dry dock longer. So she went home this morning. I was to stay until afternoon but she couldn't think of it. So I sent my men over to the Steer with her in the morning. I told her how she loves that boy. We left New York about 11 P.M. for New Orleans via Havana. Weather very cold. But clear. I go to bed this time in very dull spirits. I don't know what is the matter.

Sunday W 8 I got along very well. Much faith and everything working well. Captain Van Sick. Read service to day in the cabin. I attended. but don't think I experienced any good. I took too much at the medium through which good advice comes I think. I think divine service in the cabin too exclusive. This thing of asking grace for me and of the ship & leaving the other to take care of itself.
is repugnant to my feelings. Although it is intended to be understood that the ship's captain is free for all at that time.

Monday 31st. This is the last day of the old year. May the new be better spent than this has by me. And may God be as good to thee, for my blessings have been many. I have left thee near friends. Had two serious sickness, and had steady employment, with liberal compensation. I have reached the Atlantic Ocean twice, and made eight round voyages to New Orleans. I commenced the British

have travelled by water alone over 21,000 miles. Have seen my dear parents but once during the year and that for little over a day. I have not spent over 80 days of it with my wife & child. This half of life has its worries as well as pleasures. And I would advise any one who can make a fair livelihood at home to follow it.
Tuesday 1st. This is New Years Day. I am at sea in the good ship Washington.

The weather is warm and pleasant and everything so far as the voyage is concerned is going prosperously. I cannot fix my mind upon making any few and important resolutions to-day, as is usual with some. Though there are plenty of things which I might most profitably upon in. There is nothing by unusual transferring among the hands on board. Captain Van. He had the misfortune to lose a valuable horse this evening from sickness.

Friday 1st. Arrived at Kauaune this morning about 6 o'clock. I went on shore & hunt about 600 or so pegs for dry goods. The weather for home use. The pegs, short for others and short for myself. Weather wet & warm.
January 14th
Saturday 6th Left Havana at 2.30 p.m. proceeded on our voyage towards New Orleans. Weather: Calm with strong on S'th. Bow nearly ahead. Few first passengers from Havana to New Orleans & no freight.
New York, Mar. 21st. 1866.

Sunday Mar. 21st. By day at Brum s.d. The Minivina left Pira 113. Mth. River for Rio de Janeiro, Brazil. She is drawing 12 ft. aft. 12 ft. forward, having on board nearly 100 tons coal. Considerable freight. I. about 150 Passengers. I have had quite a time to get a crew of men on account of having my time instead of twelve as we should. Weather fuggy and disagreeable as at sea. NIGHT 12th. I consigned able sea running. This cuts heavily in consequence of being so due. Made the first day 238 miles.

Nothing unusual has happened so far. The voyage promises to be long and tedious one.
Sunday Mar. 31st. 1867.

Arrived at St. Thomas yesterday late at 11 M. 4 P.M. Time from N.S. 4 hrs. 25 mins. Weather quite warm. Have had some trouble already with men going out from effects of heat. St. Thomas has changed but little since I was here before and is a place of small consequence aside from its harbor.

Left there again at 4.35 P.M. & proceeded on our voyage. The weather is pleasant to dry though warm. A gentle breeze blowing from the eastward. We are now passing in sight of St. Peter's, the highest peak the sky in the West Indies.

Read devout service on board this morning by Methodist Minister officiated. Who is passenger and preached a short but instructive sermon. Last Sunday we were suffering from the chilly winds of the north. To day from the former west of the sunny south.
Sunday Apr. 7th 1847.

This past week has been occupied in crossing the Caribbean Sea from the Tornas to the Amazon. We have had good weather with a fine breeze on Port Bow & Steam all the way. But have encountered strong currents coming to the Westward. Had a fine view of several of the islands as we came through. Looked at the mouth of the great Amazon this morning & all now ascending it. No Barton Shore. The one to which we are near is low & flat covered with dense woods. With snow & then a hut. On the other side is the Island of Johannes. A long way off. The weather is warm & sultry but not oppressive as I expected to find it. As we are directly under the Equator I believe. I have written to the folks at home requesting to send the homeward bound steamer here. Ships company & passengers in pretty good health.
Sunday, April 14th, 1867.
The ship has been consumed in reaching the passage from Para. to Suramadu.
Left Para. on Monday afternoon at 3 P.M.
Flew down the River & came to anchor for the night about 5 P.M. Yet under way next morning at 6.40 went to sea.
Encountered strong head winds & currents all the way down to Cape St. Roque which place we passed at 5 30 P.M. Saturday 15th Arrived at anchorage off Suramadu at 12 M. Sunday. This is quite a nice resting place from where we lay. There is a natural reef which runs along in front of the town inside of which currents lay to clothe & take large, and upon which the seas are constantly beating giving the place wild sort of appearance. There is no hill on land and there is nothing unusual transpiring. The weather is pretty warm but not oppressive do as one would think. The U.S.S. Pawnee came & anchored here just as we left.
Sunday April 21st 1867 at 9 A.M. I went into the city with the pilot. We arrived on Tuesday, April 24th, at about 11:30 A.M. I went in with our pilot, Captain Davis, to see the city.

This is a beautiful harbor with the city situated on it under a high cliff. Visiting one side of the bay, I never saw such a lot of lousy-looking Negroes anywhere as there.

The black women do nearly all the lorrying of the city, and the women are seen in all their glory sitting in the market. Surrounded with fruits and vegetables, parrots and cacti.

I bought a basket to carry home to Mlle. Hervier at 9:00 P.M. Friday evening, April 24th. We came to anchor in the harbor. Here is the most peculiar scenery that I ever saw.

The harbor is surrounded by lofty mountains, reaching up to sharp peaks, which appear to be entirely inaccessible to man. Some of the peaks covered with verdure, others hatred and barren. The city is hardly visible from the main road, it lies between some miller hills and rocky mountains.
Sunday, April 27th, 1867.
I was on shore in Rio. Wednesday last, I bought a box of coffee & a fancy article or thing to carry home. There is nothing very particular to remark of the place. It is like most other freight cities that I have seen. Buildings vary & permanent looking. Streets narrow & not very clean. The Emperor's palace is quite an ordinary looking building and looks more like an inn house than a palace. Weather very warm here. All hands very busy. Getting ready for the homeward voyage. Worked all day last saturday. On Thursday morning at 6 a.m. left Rio for Matto, with about 10,000 bags of coffee for New York, with some other freight for Paris. Arrived at Bahia on Tuesday 20th, about ten. Left there at 11 a.m. Arrived at Pernambuco, at 11 a.m. Wednesday, Aug. 22nd. Left there at 11 p.m. Could not go on shore as we lay a long way off from the city and the day is rough.
Sunday May 5th 1867
We were directly on the Equator today at Noon. Have had a hard time to get steam from Paranoabuco up here, as the last we both at 9 o'clock. The weather has been very warm, with light following winds. Strong favorable currents. We have made 252 miles for three days in succession with the engines averaging about 39 revolutions per min. We have discovered a crack in the bank shaft which gives me much uneasiness for it would give much trouble if it were to break off between here and New York. I can do nothing else here but proceed with care.
Rio de Janeiro July 25th 1868.

To day Capt'n Zimmerman, Dr. Wilson and myself hired saddle horses and made a ascent at the top of the Corcovado mountain back of the City. We started from the city about 10 A.M. had a delightful ride over and excellent road to within 3/4 of a mile of the top, where we arrived about 1½ P.M. On the way up passed the mountain head of the Rio Water works. Situated high up in the mountains. The view from the top of the mountain is grand beyond description and once seen can never be forgotten. The peak has an elevation of 2300 feet above the level of the sea and being so close to the city and rising as it does so abruptly gives almost the same opportunity for a clear view as that a balloon ascension would. After a very pleasant ride down we arrived in the city about 5 P.M. all well satisfied with our day pleasure.

J. H. Deane
New York October 14th, 1861.

I assign my life this day, in the Continental Company of New York, for the sum of $5000.00 in favor of my wife.

Cash premium paid to Mr. Brattle agent.

$127.12.15. Annual premium stated paid.

$12.6.

Jas. D. Brown, Ashland, Penna.

Sept. 25th, 1861. Paid. Mr. Brattle agent
for Continental Life Insurance Co. $188.12.00.

J. S. Brown.

Dec. 1870. Paid Continental at the office in N.Y. $42.50.
Renoir N.Y. Dec. 13th 1870
Sent check to my wife for $36.00


New Orleans La. Jan. 29th 1871. Mailed letter to Mrs. Susan containing draft for $110.00

P.O. Jan. 11th 1871. Sent draft & wife for $250.00
Bristol Penna. Gave her cash. $38.00

Feb. 5th. Sent her due bill deed from St. San Miguel. $180.00
Oct. 7th 1864. Lt. Passaic. I put $1,000.00 in to the concern of Manott Post & Spirin. Put it in the hands of R. Mc. Post. in the presence of L. Manott. To be deposited in Bank at Patterson for the benefit of the concern.

Oct. 12th 1864. Gave Isaac Enge a mortgage for $2,000.00 on property at Wilkes Barre. For which I need his check for above sum in return. For which I am to pay him six per cent interest. Mortgage dated June 14th 1865.

About Oct. 17th 1864. Put $1,500.00 additional in to the concern known by the name of Star Foundry & Machine Co. at Passaic, N.J. Making a total of $3,500.00 on which goes one third of the property. Income and profits of the concern. There is three partners holding equal shares. Charles E. Standt, Benjamin W. Post & myself. The business is the manufacture of the star lathes and general foundry & machine business.

Jack V Spirin

Aug. 10th, 1870. Sent draft by mail to Isaac Eyer for £70.6.0. To pay interest up to Sept. 1st, 1870.
Nov. 29th 1870. Left Passaic. Mr. Post, after deliberate consideration of the matter and coming to the conclusion that to stay there any longer was a waste of time, as the business will not support me. I represent a half interest in the concern known under the name of Post & Sloan, and have left my interest in that concern in the hands of Mr. Post, who is to stay and take care of it and do the best he can with it. In case of a sale being made of the property, I am to share equally in the proceeds thereof after the debts are paid. In my absence, Phineas Potter of 30, Platt St., New York is my agent and has power of attorney to act for me. I made a great mistake in going in to business three dull times. But it was an experiment that I was bent on trying, and am now satisfied that for a man so ignorant of business as I had better leave it alone and stick to what he best understands. If some suffer by the blunder, but myself I would not suffer so much.
Nov. 29th 1870. I this day took charge as chief engineer of the steamer "Nebo," owned by C. R. Ganison.


Jan. 11th. 1871. Arrived at New Orleans after a pleasant passage. Stopped at last Sunday at Key West for provisions. Took on board three civilians company and bought them here. They are a rough set, and an inside view of the life of seamen, goes for tawdude teaching us how that all that glitters is not gold.

Jan. 18th. at 12 P.M. left New Orleans for Galveston and Indianola Texas.

Jan. 20th. at 12:30 P.M. arrived at Galveston after a fair passage. Took a short walk through the city and found it to be much more of a place than I had imagined it to be. There are fine buildings here and things have a modern feel and thrusty appearance. I felt a long way from home here, and it brings some tinge of expatriation to realize that I am still in my own country.
Sunday, Jan. 22 - 1871. Lt. about 9:30 P.M. arrived at Indianola. Which is a low flat place situated on a neck of land which extends out into the bay which is broad and shallow. The town has one long principal street which I explored to the distance of about a mile and did not find the end of it then. The place derives its importance as a shipping port for cattle of which there are great numbers in the pastures here.

23rd Monday, at 12:30 P.M. Left Indianola for Galveston. Where we arrived at 3:30. Sunday evening we went on shore and bought Telegraph papers. Left Galveston at 12:30. for New Orleans.

Wednesday, 25th. At about 4:30 P.M. Came to anchor off 8 Mile Pass in a fog. After a rolling passage from Galveston.

Thursday, 26th. Arrived at New Orleans at 1:40 P.M. Left the S. W. Pass this morning at 9:30. Weather dark and foggy.

Sunday, 31st. Have been lying at New Orleans listening to the news for Kent ship. Have seen such weather. Climate constantly changing with fog. Have read letters from home. All well.
Deposited with Peter Butter's Bank to pay $250.00, $61.00 of which belongs to Mr. Welch.
Coal dealer, who gave it to me for life policy. I meant to have bought a draft for $120.00 to send to Isaac. But as I was too late for that, I gave my bank book and $10.00 to S. C. Thruston to deposit for me and keep the books until my return. This last makes in bank to my account $357.00. $274.00 of which is mine.

March 7th. Balanced accounts with Peter Butter's Bank. Md. Left St. Peter same day and determined to return home.

March 21st. Went to Milhe Barn. Found father quite ill. He having lately had a paralytic stroke. All the rest were well. Staid at home and helped late care of father until Thursday 23rd. By which time he was much improved in health. Returned to Straight and staid there until Saturday 25th. When I went to Neby. To look for a job. Sunday morning. 26th went to Fallada. Found all well there and quite surprised to see me. Found B. F. Past still carrying on the business at the factory but is in a still and unsatisfactory state. Staid with Mr. F. Mrs. Van Camp while there who are always very kind to me. and I thank I appreciate it.

Monday morning, Mar. 27th. I returned to Neby and wandered about there until Thursday. 30th. When I accepted a situation on board the old Steam boat State of Maine. Now called the San Felago, as chief Engineer, to go to Cuba. She is owned by a Spanish house.
March 1871.

There was $150.00. F. Smith, gold after arrival at Havana. The boat is old and rusty and has too many in the guards and they in a poor state of repair. The trip to Cuba in it will be dangerous. But anything is better than laying about at Jacksonville doing nothing. Went home same day to buy good bye and to get my trunk. Friday, 30th. Returned to New York. Boat was detained by difficulties in settling mechanics bills. So Saturday evening went home again, and stayed until Sunday evening when I again returned to N.Y. and stayed that night with Jesse Davis at the Central Hotel. Monday, April 1—about noon left the Wharf, put onto 2nd St. East River and went closer to Staten Island and came to anchor. Where we laid until Wednesday morning. 5th. Waiting for the owner Mr. Shaw, when we went to sea in company with the steamboat Yankee, which belongs to the same house and with which
About 1831
we are to stay in Charleston on the
barrage claim. After getting outside we
found it impossible to go sufficiently
slow to keep with the Yankee. So we
both hung in tow. We went into the
Delaware breakwater that night and
came to anchor to watch a little ship.
Desperately got underway about 2 o’clock
and passed on the other and got
away without accident or much unusual
trouble until near Savannah. Then
two or three times commenced to leak
prettily badly. So decided to go in and
anchor and make along. Laid there
about twelve hours. Laid the Yankee
on ahead, as they said they were all
right. Got all ready again and then
continued the trip. Along the coast of
Florida in the right foot the Yankee
heading North. Going back for coal
as they had made the discovery that
they were nearly out of that necessary
commodity. Went alongside of three coal
April 17th.

As they said they had enough to carry them to my est. if they had help. Took her in tow again, went on. Money, they said they had some left. We then held a how long to wait, whether we would send her in to Cape Florida to put wood or wait for coal to be sent to her, or try to get her to Havana or my est., and decided on the latter. When near Sombrero L. House held another consultation as to whether it would be best to give her some coal (as we had a little to spare) and send her to my est. or hold on to her and drag her across to Havana, and decided again upon the latter. So she came alongside and took ten horseheads of coal on board of her, and started across. It was an anxious night for us all, for in case of bad weather our old boat would not be able to take care of herself, getting alone another chart of.
April 17th.

Coral Harbour (thanks to the good man) we had good weather, and arrived at Havana. Next day, at noon, April, 12th, had remarkably fine weather for the time of year, which was the salvation of the old boats and lives on board of them. Then our coast pilot, Calixto Marin. Both leave of us and returned to New York, and so did our New York crew, of German and local hands, who were a hard crew, and I was not sorry to be rid of them. We landed at Havana, painting, rigging, and warming bodies and lungs, until Sunday 23 — When we left there and started for the South end of the Island to take our place on the route. Tuesday Morning about 11 o'clock, arrived at Hatabano which place is a Fisherman's Village at the terminus of the Rail Road from Havana. Thursday, 27th, started on first trip to Cienfuegos Alilaba, reaching at
April 1871

Beinpreugs, Rincadal, Las Americas, Santa Cruz, and Mangonillo. Most of the Route being inside the Cays and in shallow water. The scenery on the South side of Cuba is not attractive until you come in the vicinity of Santiago, where the shore is mountainous and the scenery grand. Arrived at Santiago on Monday May 13th. This is one of the prettiest little Harbors I was ever in is completely land locked, and is like a lake in the Mountains. The town is very Spanish and has few attractions for an American. Thursday 14th. Started on the return trip to Matanzas. Where we arrived Monday 18th without accident or particular incident.

Thursday 17th. Started on the Second trip to Santiago which was performed. Reached us at the Adirondacks and we returned to Matanzas Monday 22nd where I found letters from home and one from Alexander among expressing me the kindness of Alice Emerson.
of the Star, the city of Mexico. Which
I decided to return to New York and
accept of. On Tuesday, 25th I took leave
of the Margarita (Her name was again
changed when arrived at Havana) and
my friends on board, but not without
regret for I liked my employees well
and they had treated me with uniform kindness
and consideration. I left Mr. Clark my
1st. Lieut. in charge of the boat and
God him Fitzpatrick with him as 2nd.
Lieut. and went to Havana. To take passage
for New York. I visited the offices of San Elpaso
Jones and Co. and gave them my letter
of resignation. They expressed regret at
my leaving and treated me quite cordially.
Bought a ticket for New York by the
S.S. Eleuthera. Left Havana. Friday May
26th. and after a very pleasant Passage
arrived in the bay of New York. Wednesday
morning. Thursday, and came to anchor at
Governor. Left the ship Thursday morning
and went up to the city. Reputed myself
May 18th,

To Alexander & Sons. She told me to whom she had been on Monday. Then went home where I arrived that evening. Found the folks all well and was much surprised to see me for they had no idea that I was coming home so soon.

Saturday June 3 - sailed with Millie and I went to their. Had a pleasant little excursion and returned to build in the nursing.

Monday June 5 - went to Rigby and again called to see Alexander and all the City of Rigby. was not in the store. Call again on Wednesday. They extended to me the favor of the money that I had paid for passage home from Havana. Since gold.

I went to Pasai to see how things were there. Found the folks all well and was onward and entertained with the usual kindness. Found the Past still struggling along with the business but it is in a very poor state and I guess I will close about all that I invested there together with valuable
June 1851

We went. On Wednesday I again reported at the office. And at the ship was still down at the wharf. They told me to call again on Saturday. So went home again and stood until Saturday morning when I again returned to New York. The ship got up from the wharf late in the afternoon. So could not get to take charge until Monday. But in the time about New York the best I could until then. Monday morning June 18th went on board City of New York and took charge. She is a steamer of from 10 to 1200 tons and Crew to 300 men. Proceeding at Havana and Pearl. My good friend Capt. Synneman Commanded her. So it seems almost like being at home to be on board of her or any other ship where he is.

Saturday June 19th arrived at Havana but left New York for Havana, where we arrived. Friday June 23rd at 10 1/2 AM after a passage of eight hours.
June 18-74

But smooth weather. Went in store and called at the office of San Diego. They seemed pleased to see me & cordially invited me to be particular to call again upon my return. They heard that Mr. Clarke was in town and so went to see him. Found him at the Hotel San Isabel. He says the old boat is getting troublesome and is beginning to show the effects of hard usage. Saturday afternoon we left Havana for Sitka and Vera Cruz. Arrived at Sitka Monday afternoon at about 1:30 when we arrived here.

Arrived at Vera Cruz on Wednesday June 20. I am disappointed in the place; it is a miserable place, and the yellow fever is bad here, which makes both worse to me. Captain Johnson was taken with it soon after arriving here, and had to leave the ship and go on shore for treatment. When we left him on July 5, we left for New York. I never
April 25, 1872. On board S.S. City of Vienna at Vera Cruz. This Log has been neglected. Well Captain Thomas was spared and we found him at Havana upon our return from New York in the following Feb. as he had recovered and came over time in one of the French steamers. Right glad we all were to see him for such as he all scarce and lonely met with. And a good and kind friend to me always.

I made seven voyages to and back in the city of Mexico during which time the City improved both in speed and economy much to the gratification of the owners. She is now a good and comfortable little ship. On the 13th of March I left her to wait for the return of the ship. During the interval I went to Halle's place to see the folks. Found them all pretty well
But father is weak both in mind and body. He is able to get about pretty comfortably. Mother looks as strong as she has been since these ten years back. The remainder of my leisure time I spent at Bristol with my family and enjoyed it.

Left Bristol Apr 12. Arrived at Havana April 17. and there.

22. After a pleasant passage, everything working well. At Havana we met the Monitor and had the pleasure of seeing my old ship Octave. And we were mutually pleased to see one the other.
Dec. 22nd. 1870. Joined Steamer Tuske. Reck as 60th Inf.

1870 Feb. 4th. Reck. from Dr. Giaconi, inreceipt of $110.00.
New York Apr. 22nd 1864
Sent Check to my father to day
Paid $75.00

July 15th 1864
Sent of check to father to day for
$75.00 to meet payment on mortgage
at Wilkes Barre

July 21st 1864
Sent check to father at Wilkes Barre, for
$150.00 to buy interest in mortgage on property
Interest to Sept 1, 1872 $24.60

Dec. 11th 1864. Sent Check to Father for $40.00
Interest to Sept 1, 1872 $12.75

Paid about July 1868 $80.00 to my father
To meet a payment on Wilkes Barre property
Interest to Sept 1, 1872 $200.00

Mar. 8th 1871. Sent from New Orleans a
draft to my Father for $100.00
Interest to Sept 1, 1872 $9.50

Apr. 5 - 1872 Sent Check for $150.00 to Wilkes Barre
to be applied towards paying for property $10.00
I arrived there when at Wilkes Barre Jan. 18 $75.00.
July 20th, 1867. Sent $5.40 by mail to A. O. All. Followed in Phila. as due for the coming year. An about $400 with the Lodge at this date. Adam Lodge No. 61.

July 19th, 1867. This day received a receipt for $5.40 sent to the Lodge.

Note 12th 1867. Sent by mail this day to Adam Lodge No. 61 I. O. of A.F. Philadelphia Pa. $5.40 as due from me to the Lodge.

J. D. Green
New York March 14th 1817
Full Davis Dr. to Jas. D. Davis. $100.00

Received Money. J. Davis Dr. to J. D. Darrow. $100.00. In advance towards procuring patent rights in tiling arrangement.

March 14th 1817 Paid £1.00 to J. Davis on account. $15.00
June 19th 1817 Paid on account. 10.00
July 17th 1817 Paid on account. 10.00
Aug. 21st 1817 Loaned to Jno. Full Davis 50.00
July 22nd 1817 Loaned to Jas. D. Davis 50.00
Aug. 28th 1817 Paid on account. 20.00
Cure for yellow fever.
Fill an ordinary sized tumbler. 1/2 table salt 1/3 sweet oil 1/3 lemon juice.
Mix it well & strain with it. If it fails to operate, repeat the dose.

Cure for rheumatism. Pig's gall mixed with hot white wine.