Journal of the Cruise of the U.S.S. Enterprise
Attached to the European Station
From Nov. 1, 1878 until May 11th, 1881

Vol. I

Geo. Shackleford
Captain Indoors
List of Officers of the U.S.S. Enterprise

Comds. - T. A. Selbridge, U.S.N.
Lt. Comds. - S. H. Baker, "
" F. W. Nichols, "
" C. F. Pohue, "
" L. S. Shaldies, "
" Mark M. F. Wright, "
" John F. Baker, "
" A. Peacock, "
" A. Emmore, "
" H. J. Hunt, "

Chief Engr. - B. H. Wharton, "
P.C. - W. C. Minter, "
Ass'Lt. - W. H. Chengell, "
" - C. W. Willeto, "
Surgeon - J. M. Huit, "
Postmasr. - C. H. Griffith, "
Lt. J. H. Macollachie, "
Bcntvrn. Patrick Hales, "
Carpenter - A. Burggefe, "
Pay. Clerk - L. Van, "
R.M. - C. Thomson, "
St. Longton, "
Mast. M. F. Wright, "

Detached Jan. 1499
Detached Jan. 1499
Detached Jan. 1499

Retired
Friday Nov. 1st 1878.

Reported for duty on board this vessel which was then alongside the dock at the Navy Yard, Brooklyn, sitting out for a cruise to Europe. The engines were being repaired and the necessary preparations being made.

The seven vessels at the Navy Yard at the time were the receiving ship "Colorado," the "Brooklyn" launched, the "Tennessee" in dry dock and the Shenandoah fitting out beside the top-decked "Chesapeake" and the old three-decker "Vermont."

Tuesday Nov. 5th.

The U.S.S. Wyoming came to anchor off the Ordinance docks during the afternoon. She arrived from Washington and came to New York to take in 8-in. rams, also to receive coal and ammunition before going for Europe.

Nothing of importance during the next few or five days.

Saturday Nov. 9th.

Ensign F. F. Parker reported for duty aboard this vessel.

Monday Nov. 11th.

Ensign L. F. Emmens reported for duty. Commenced cooking ship.
Tuesday Nov. 12

Finished taking in coal. The U.S.S. Minnesota, Capt. Van, arrived from Newport R.I. and painted the flags with eleven guns. Hauled over to ordnance block about 2.30 P.M. and received a converted 8-in. rifle and carriage in its place.

Wednesday Nov. 13

Got up steam and hauled out of ordnance block at 9.20 A.M. Anchored off Ellis Island at 10.35 and engaged in taking in ammunition and dis-arming shell old day.

Friday Nov. 15

Commodore Fisher and other officers of the Board of Inspection inspected the ship during the day. The weather during the day was generally pleasant, with moderate winds from W to NW.

Saturday Nov. 16

At 1.15 P.M. called all hands up anchor at 3.40 over underway and standing out of New York harbor under a cloud of smoke. Discharged 8-in. charge at 8.45 P.M. and took a 6 in. course, with moderate S.E. sky mast astern. Under steam alone.
During the week, until Sunday the 16th, we experienced rainy and calms. On Sunday the 19th, the weather was fine. On Tuesday the 20th, the wind was from SE to W. On account of heavy sea running.

Long 54° 12' 12" W, Sunday Nov 24, 1797.
Lat. 37° 35' 30" N

During the next week until Sunday, the weather was pleasant with light winds from NE to W. The steady.

Long 34° 13' 18" W, Sunday Nov 31.
Lat. 51° 42' 06" N

During the evening, broke the Norwegian tugboat Steiger, Capt. Thalke, 6 days from Hamburg, bound for New York and eastward, time by time. The weather continued clear until Wednesday, where it commenced to be equally with a heavy sea running. Wind from East and SE.

16th: 10th.
The wind blowing a gale from East most of the time. Sailed to most of the time drifting with wind and current to NW.

From midnight of Dec 1st until 8 A.M. Dec 18th. The hatches were opened during the whole of the day except for some periods of drizzling. The wet hatches were opened during this time nearly every hour.

The chief log of deck
under main trycate and storm mizzen.

Friday Dec 13th 1878

Weather began to moderate.
Barometer rising. Wind from S. E.
Got up steamer and steamed until Sunday morning when the wind shifted to S.W.
Sunday night a very heavy rain squall accompanied by heavy lightning passed over.
Continued under sail with fair wind and pleasant weather until Friday afternoon when we shortened sail and got under steam alone. Long 26° 28' W. Lat 35° 31' 50" N. Running in between Cape St Vincent and Cape Blancs in the Straits of Gibraltar. During the day were engaged in cleaning ship and making other deck work for port. The General climate of weather was quite rainy and pleasant. Winds from S.E. with exception of last week when it blew fresh from S.W. Weather warm except the time. At 11.35 P.M. Friday sighted Cape Sfantulo lights right ahead while steaming ENE. It is a steady white light and can be seen for twenty miles. At 9.30 A.M. Saturday sheered just sighted the light on Cape Cortalgo by port steamer while steaming WNW. It is a flash light showing alternately a white and red light.
Stopped the engines and lay to. Visible the slopes waiting for daylight. Towed us at 9 A.M. Hoist under steam and started for Gibraltar.

The coast on either hand is high and rugged. Principal landmark, on the Atlantic side Cape Point; on the African side Cape Trafalgar.

At 1 P.M. anchored in Gibraltar Bay, having run exactly thirty-six days from New York. An armed our stay in Gibraltar we covered ship and gave all hands liberty ashore.

The Rock is a large irregular promontory fourteen hundred feet high, about three miles long by the bottom of a mile wide, extending north and south. On the most southly point is Europa Pt., upon which is a revolving light. The eastern or Mediterranean side is nearly perpendicular, while on other side is sloping. The Rock is now through fortifications and Mediterranean side. Tunnels of galleries are cut out of the rock and quire numerous at intervals of thirty or forty feet apart.

The total works are 64,765 of the Armstrong system. There are thirteen hundred gun in all at the Rock and given thousand soldiers. The town of Gibraltar is situated on the southern side and is a place of about 12,000 inhabitants. It is fenced, the gates with one exception being closed at 6 P.M.
Between Gibraltar and the mainland of Spain there is a strip of barren land about three quarters of a mile in width called the Neutral Ground.

Tuesday Dec 31, 1778
Left Gibraltar at 11 A.M. and started for Ville Franque. The day was warm and pleasant with not a breath of wind. The coast of Spain is high and mountainous.

Wednesday and Thursday.
The weather the same as Tuesday.

Thursday Jan 2, 1779
Sighted the Ballicatic Isle during the afternoon. During the night the wind coming out of the south-west blew quite hard. The sea rose to be quite rough.

Saturday Jan 4, 1779
Sighted land during morning watch and by 8 A.M. we were in full sight of the mountainous coast. The mountains were quite high and snow capped and presented a beautiful picture. We lay off the land until 10 A.M. cleaning ship and getting ready to run into Ville Franque. Between eleven and twelve we arrived at
JOURNAL OF THE U. S. S. Enterprise

 freshman and shackled to the
 buoy nearest the breakwater. We
 joined the U. S. S. "Truxtun," Admiral Le Roy,
 flagship of the station. The "Wyoming"
 and "Rate" left New York the same
 afternoon on special duty carrying
 the jail from Ville Franche
 it about three miles long by a mile
 wide and is open to the sea, so that
 when a S. or SW wind blows a con-
 siderable sea is apt to come. The
 weather while we were at Ville Franche
 was pleasant but cool.

 Tuesday Jan 6th 1879

 Inspected by Rear Admiral Le Roy
 and staff.

 Tuesday Jan 10th.

 Left Ville Franche at noon under
 steam and made course for Leghorn.
 Stopped about an hour during
 during the afternoon on account
 of a hot bearing. Weather warm
 and calm. Scenery along the coast
 very beautiful.

 Wednesday Jan 14th.

 Sighted Leghorn lights at about
 3 A.M. and shackled to buoy near
 breakwater at half past seven. Leg-
 horn has a fine breakwater about a
 mile long in the shape of a semi-
 circle. The city of Leghorn contains
 about one hundred thousand inhabi-
 tants. The streets are straight and
 dirty. The principal place of inter-


Let is Pisa, twelve miles distant: Pisa is a very old decayed town situated on the shore of the Arno. It contains a beautiful cathedral, containing the tomb of its great citizen, the Emperor Santa, or ancient burying place of Pauli chapel, a dome shaped building, having a wonderful echo at the famous "leaning tower" 182 ft. high, which leans 12° out of the perpendicular. Weather, while at Levorne generally winds and disagreeable with considerable rain. U.S. Camel Vessel Wetmore.

Saturday Jan 25.

Left Levorne at 10 A.M. bound for Naples. Steamed along down the coast past the Island of Elba. Weather pleasant.

Sunday Jan 26th.

Weather pleasant. Steaming down along the Italian coast. Twenty-five or thirty miles of land. At 1 P.M. sighted Mt. Vesuvius. At 4 P.M. entered the Bay of Naples and at 7 P.M. shifted to the breakwater with two anchor astern and four hawser acting. The harbor is small behind the breakwater and all vessels attending to commerce any length of time are obliged to anchor as the harbor is small behind the breakwater.
Naples is a city of 15,000 inhabitants and is the largest city of Italy. The streets are narrow, dirty, and crowded. There are a great many places of interest in and around Naples, such as Trajan's House, Pompeii, and Herculaneum, the National Museum.

Friday, Feb 7th 1879

The U.S.S. Alliance 3rd Rate, Commanded by Capt. came in from Cypria about 9:30 A.M. and docked about 10:30 A.M., but was immediately ordered to quarantine, and sailed the next day to Ville Foggia.

While in Naples, the weather was mild, but considerable rain fell.

Friday, Feb 14th 1879

Weather pleasant. Commenced morning piloting at 5:30 A.M. and got underway at 7:15 A.M. At 12:40 took a S.W. 3/4 S. course for Salerno. During the afternoon had tides to practice exploding a 10-lb. torpedo under a target. Wind very light and calm.

Saturday, Feb 15th 1879

Weather cool and pleasant. Dropped anchor in the outer harbor of Salerno about 4:00 P.M. about two miles from shore. The harbor of Salerno is very pleasantly situated, but all the time during the day one seen the wind blow nearly a gale from...
Journal of the U.S.S. Enterprise 20th Rate

W and NW with short intervals of
soull. The Italian training ship "Cit.
"Kable" came in from Melbourne
during the afternoon.

Saturday Feb 22nd 879

Weather equall. Got underway at 6 A.M.
Wind fresh and blowing from SW.
At 9.02s took a WNW course, ship
making nine and seven knots an
hour with a head wind.

Sunday Feb 23rd 879

Weather equall. Wind from WSW very
steady. Ship did not make much head-
way during the day. At 6.45 P.M.
ighted candle light for the southern
front of Pabolina

Monday Feb 24th 879

Weather equall and overcast. Run into
and anchored in Palmas Bay, and
had target practice with great glee
and small arms. Very unpleasant.
At 1.30 got underway and steered
out of Palmas Bay for Port Mahon.
Commenced blowing fairly hard during
evening, and at midnight it
began to hurricane. For transit station
blew out of both guns. 8/12 sail
for sail alone, had to patch the
sail very rapidly.
Journal of the USS Enterprise 3rd Rate

Tuesday Feb 25th 1879

Weather overcast and generally wind from NE & NW and blowing a gale all day. Barometer rising slightly. Sea very rough. Wind still from wind making two miles three knots.

Wednesday Feb 26th 1879


Thursday Feb 27th 1879

Weather rainy during latter part of day. During morning watch took sight and came to anchor off Port Mahon. This was one of the quietest harbors in South America and was sheltered from sea and wind. There were two Spanish men-of-war at anchor in the harbor among them the ironclad "Furtuadita," a fine model of man-of-war. Port Mahon is a quiet little place 2000 inhabitants and was formerly the headquarters of the U.S. forces in Europe.
Journal of the U.S.S. Enterprise 3rd Rate

Monday May 8th, 1879
Got underway at 11:35 A.M. and steamed out of Port Vado. Weather pleasant, light breeze from W.N.

Tuesday May 9th, 1879
Weather pleasant. At 11:45 came into the harbor of Barcelona and ordered to anchor. Water here is quite a fine breakwater here, but with a E by S wind the water washer over the top. Received receipts from U.S. Consul and Captain of Port. Commenced rattling down and painting ship.

Wednesday May 10th, 1879
Weather warm and pleasant. Engaged all day in boring ship. Barcelona is one of largest and most important commercial cities of Spain and is quite clean. The weather was generally warm and pleasant until the last three or four days, when it blew quite hard from the S, E.

Friday May 11th, 1879
Got underway and left Barcelona under steaming at 11 A.M. Weather pleasant, wind from East making right and made knots per hour.
Saturday, May 22, 1879

Sighted the French coast about 6 A.M. and came to anchor in the harbor of Toulon at noon. The Bay of Toulon is quite large and seems to be well protected. The town is a place of about 80,000 inhabitants and is situated at the foot of high ranges of hills. The streets are narrow. Generally, clean. Toulon is the great naval station of the French. There are a great many warships laid up here in commission. The port of Toulon is protected by a wall or breakwater extending the front of the town.

About three miles from Toulon, across the bay is situated La Seyne, at which place there is a large private shipyard. Here are about 150 ships of the war. The principal one is the ironclad "Irrupine," being built for the French navy. She is 97.500 tons between perpendicular and has 22.700 tons beam. Two fixed turrets, twelve inches thick. Forward of the turrets are placed two projecting 8-inch guns, one on each side. She is covered plated, with plates about 8 inch thick. Backing 14 inch. She has twelve boilers and is designed for speed. Her bow projects about fifteen or twenty feet. Another 12-inch gun in port. Her construction is one intended for France, ship to ship to one of the French vessels, which is said to
have made eighteen knots on a near and mile. She is a composite ship with a flush deck and nothing extraordinary in her model. The yard is well furnished with all the latest improvements which aid more ship building. The principal object of interest at Toulon is the Arsenal, which is the largest one in France. The officers of the "Enterprise" were conducted through the basin all about two hours and a half. Explanations were not given and the object of one guide, a French naval officer, seemed to be to take us over as much ground at the same time seeing as little as possible. There are shops and foundries for all the work required in building and repairing ships. The Arsenal is large and everything is very conveniently arranged. There are a great many men of war laid up and repaired. There are three large stone dry docks, besides two stone docks in the process of construction, one of these, the smallest, being intended for a floating dock while the other one which is very large, some intended to be fixed.
U.S.S. Enterprise 3rd Rate

Weather while at sea, equally with much rain. Wind from W.N.E.

Tuesday April 1, 1779

Left Toulon about 12 P.M. for Ville Franche. Head wind and heavy sea. Wind increased towards noon. Battered into a head sea making present anchor and a rock to which it passed. Passed the Torrec Vec de Cannes. Arrived at Ville Franche about seven in the evening, anchoring off the town.

Wednesday April 2nd, 1779

Weather - pleasant. Received stores from storeship.

Thursday April 3, 1779

Weather - pleasant. Received about sixty tons of coal.

Friday April 4, 1779

Captain left the ship on leave. Weather - pleasant.

Saturday April 5, 1779

Weather - pleasant. U.S.S. Franklin came in from Cyprem about 6 P.M. and returned to duty at 7. Dr. Livingston reported for duty. Hearing our story in Ville Franche we had considerable rough weather, with a heavy swell from seaward. Ship rolled her bows under part of the time.
U.S.S. Enterprise 3rd Rate

Wednesday Apr 16, 1879

Weather pleasant during first part of day, overcast and cloudy during latter part of day. Wind light from SSW. Wharf Mutiny martial arrested for the trial of Capt. D.S. Seabolt & lieutenants for assaulting a shipmate and dangerously wounding him. He pleaded guilty and was sentenced to be sent to the United States and there confined for two years at the expiration of which he is to be honorably discharged from the U.S. Navy and to those his pay.

Friday, Apr 19, 1879

Weather pleasant with light wind from NNE. Captain returned from leave. At 3 P.M. a race took place between the 3rd cutters of the "Trenton" and "Enterprise" each pulling seven oars. The "Trenton" boat came in four seconds ahead after a close race. The crew of the Trenton are the champion of the European stations, never having been beaten. After the Trenton came in we had sail drill nearly every afternoon.

Saturday Apr 20th 1879

Weather pleasant. Left under way and left Villefranche at 9:40. Set gen'ral sail. Making five and one third per hour. Took course for Gibraltar between the Balearic Isle and the mainland.
Journal of the U.S.S. Enterprise 3rd Rate

L Spain.

Sunday Apr 27th 1819

Weather entirely overcast, wind ahead. Tied to sail with wind head on. Poor steed, falling a little towards home, but rising again at night.

Monday Apr 28th 1819

Weather pleasant with wind moderate from NE. Sight running light on Mayotte during wind with, and continued in sight of Mayotte and Frije all day, making 55 and 56 tents. The shores of these islands are high and mountainous, and can be seen for quite a distance tied to sail again, but were obliged to start steaming again.

Tuesday Apr 29th 1819

Weather pleasant. Wind light and variable. Case came on starboard, brave about 11 PM. Steaming down Spanish coast in sight of land, making peron and freight tents. About 8 PM I had a little excitement caused by the packet of men the state of one of the boats. Blooming off. We were obliged to stop, but after an hour and a half about 11 PM I kept light ahead. During first watch.

Wednesday Apr 30th 1819

Weather warm and pleasant. Light breeze from SE. Steaming along the coast.
Journal of the U.S. Frigate Enterprise 30th Rate

On coast of Japan about twenty-five miles south land. Sighted a great number of sail, all bound toward the straits, sometimes two hundred war in sight at a time. Sighted the Rock about 5 P.M. and slipped anchor off the Ragged Staff at 10.30 P.M. Will finally pull out of one of the Viles about 4 A.M.

Thursday May 1st 1871

Weather clear and pleasant. Commenced coaling ship about 12 A.M. and finished by 2 P.M., taking on strict lookout for anchoring at 4.30 P.M., and cleared out of the straits. Wind light and ahead. By 11 P.M. were well out of the straits, making eight knots per hour.

Friday May 2nd 1871

Sat 36° 26.7' Long 70° 24.7' W.

Weather pleasant. Wind from N.W. Stopped the engines and made sail at 10 A.M. But the wind failing over obliged to put steaming again. Position last noon by star lat 36° 36.7' N. Long 70° 47.81' W.

Saturday May 3rd 1871

Weather pleasant. Understeam until 6 p.m. when made all plain sail. Wind from E.N.
Sunday May 4th

Pleasant weather. Wind from ESE. Tackled ship towards the second day watch. Position at noon:
Lat. 46° 16' 06" N Long. 10° 34' 08" W.

Monday May 5th

Pleasant weather. Sailed from East at 6:45 p.m. Discharged oil and set under steam and for Cape
Point. Position at noon: Lat. 46° 03' 02" N Long. 11° 15' 30" W.

May 6th, 7th & 8th

Weather—equally with quite a heavy sea running. Judging these three days we were driven considerably towards the northwest of our
course. Making 8 to 4 knots.

May 9th

Weather—strong wind from NE. Making 9 to 10 knots esp. At about noon the wind running ahead. We came under steam
alone. Position at noon: Lat. 46° 24' 00" N Long. 9° 44' 07" W.

May 10th

Weather—cloudy. Standing in tow-side the Esquimal. Chartered quan-
tities of whale oil. Kept quiet as at anchor of leisure.
Journal of the U.S. S. Enterprise 3d Rate

Sunday May 11th.

Weather cloudy. Slight breeze from S. W. lost pilot about 9 P.M. Standing up the English Channel under sail & steam. Passed a great number of vessels. Passed the Channel Sks. about 3 P.M. and came to anchor in 7 fathoms of water about 5 miles off Havre at 8.15 P.M. Very strong tide current running.

Monday May 12th.

At 12.30 got underway and steamed into the clock at Havre. Entred the Basin de L'Euire and moved.

Tuesday May 13th.


Wed. May 14th.

Cmrs. T & C. Selfridge left the ship to attend the Councils convened at Paris, for the purpose of determining a route for the canal across the isthmus of Panama. Mr. E. B. Living- night left the ship on a week leave of absence. The 1st. Prefet of Havre visited the ship during the afternoon.
There is a port town of nearly two hundred thousand people, and next to Marseilles is the most commerce of any city in France. It has no natural harbor, but is supplied with a system of seven large docks, the gates of which are only opened in an hour or two during high water. There has not been any foreign commerce especially with America, the French North Atlantic Steamship Company sending a steamer to New York once a week and the pleasures of the Hamburg American Line stop here on their trip between Europe and America. The principal place of interest at Havre is the entrance to the harbor, which is a celebrated walking place. The electric lights have on the piers, the city itself does not contain much to visit at a visit. American coal, Old Bridge, weather while there, was mostly cold and disagreeable, there being a great deal of fog and rain.
Journal of the U.S.S. Enterprise

May 13th.

Cdr. G.T. Emmore left the ship on a week's leave.

Tuesday, May 17th.


May 21st.

Cdr. F. H. White and Lt. F. W. White left the ship for a week's leave of absence, and Lt. G. B. S. White, returned.

Tuesday, May 27th.

Engaged in towing ship, took in one hundred tons of water. May 29th.

The French transport "Cologne" came in during mid-watch, and moved along side the transport Shamrock.

Friday, May 30th.

Cdr. White, officers returned for leave.
Journal of the U.S. Frigate "Enterprise" on Route

Monday, June 2, 1879

Commenced the day and got out of the dock and started for Antwerp. Weather pleasant until noon, when it commenced a drizzling rain, which continued until 11 A.M. Steamling along the coast making eight and a half knots.

Tuesday, June 3, 1879

At seven in the morning arrived off Zeebrugge, Holland, anchored off Westerfort the river-nec to Antwerp. Weather overcast and cloudy with passing showers during most of the day. The river Sheltered by sandbanks and rather difficult to navigate as the current runs very strongly with the tide, and the channel marks are continually shifting. At 2 P.M. anchored off Antwerp, six fathoms of water, 39 with 30 fathoms on each chain.

Wednesday, June 4, 1879

Weather generally pleasant with wind moderate and favourable. A great many vessels arrived the ship as we are the first man-of-war that have been in Antwerp for a number of years.

Thursday, June 5, 1879

Weather pleasant wind light and from the S.W. Commodore C. J. Swenson, Paymaster H. T. Griffin and others.
I. T. Washburne, U.S.M.C. left the ship on leave.

Thursday, June 10, 1879.


Antwerp is a place of about 85,000 inhabitants and is the largest commercial city of Belgium. It is a very strong fortified and is garnished by two thousand men. It contains some museum of paintings by Rubens and Van Dyke. Also some interesting relics; a fine five hundred feet high spire 300 feet over the city. Here are many fine parks and streets and residences. The fortifications extend around the northern and eastern sides of the city. The northern side being low and sandy, not needing the protective. Beyond the ramparts or walls of the city, there are eight forts in a circle at a distance of three or four miles outside. During our stay in Antwerp the weather was generally pleasant and warm, but hardly a day passed without a shower. A great many people visited the ship. Brussels distant 85 miles the capital of Belgium.
Journal of the U.S. Ste. Enterprise 60th Rate

Thursday June 17, 1879

Weather cloudy wind from the E. Unomond ship Rand started from Antwerp down the river at 11:30 A.M. Passed Flushing at 2 P.M. and took departure from there at 6 P.M. Course N.E. making 8 and a half knots per hour. Lighted Rotterdam light at dark on starboard side. Skew wind from west placed under machinery. - Disposed to continue." 

Wednesday June 18, 1879

Weather rainy and disagreeable. Wind moderate and from the W. Sea smooth. Runned up the North Sea. Course N.E. Pared the month of the head - at 7 A.M. At 11 A.M. Stopped steaming and made all plain sail to oprate except main sail. About 5.30 P.M. took in sail and started steaming again on account of being in too shallow water. Just before midnight a fishing schooner ran into me, smalling our course to port. Some ghost carrying away the starboard mainboard but played.

Thursday June 19, 1879

Weather thick and disagreeable. Took pilot for Wilhelmshaven join the Queen Stage lightship Sabat at 8 A.M. Anchored off Wilhelmshaven about two miles from the shore at noon current setting.
Friday, June 10, 1879.

Weather pleasant. The Admiral of the Port and other military authority came aboard and paid their respects to the First Officer. All the Officers of duty filled the Navy Yard and the area shown around by the German officer. The Navy Yard at Wilhelmshaven is the largest and the first of the German Yards. It has only been in construction since 1870. In this yard there are ships and gradually more work is necessary to the construction of the iron or wooden man-of-war with the invention of rolling the plates. This is done far better by Hero Krump. The Navy Yard is the shape of a parallelogram, 400 metres on a side.vé A an in the centre of the yard is a large dock 800 x 400 ft. in which lie all the vessels which are laid up or are undergoing repairs. Openings into the lake lead to these dock docks and also building slips. The work sheds and plot houses are situated around the large dock. In the plot houses each ship is fitted out. At this yard there are separate rooms in which are kept all the clothing, arms and other belongings to the ship. The Captain of each vessel has a key to his room and nothing can be taken out without his permission.
Among the vessels at this yard at present are the ironclads "Kronig Wilhelm," "Kaiser Reinhard," and the largest vessel of the German Navy, the "Prinz," three wooden English-built ships of very fine profile. Besides these, there were four gunboats for harbor defense. These were small iron vessels, having one 12-in Krupp gun mounted in an open top turret forward. These vessels are only designed for harbor defense and not for sea service. In describing one of the German ironclads one can get an idea of all of them, the only difference between them being in the number of guns.

The "Knie" is a battleship, 350 ft long and 62 ft beam and 7,860 tons displacement. She carries 12 in Krupp guns and 15 in Krupp.

The "Kronig Wilhelm" is the largest, being 9,425 tons displacement and has an armament of 26 5-in Krupp guns. The "Kronig Wilhelm" is now undergoing repairs having to take the stern line attached with the "Großer Kurfürst," the type of engine used almost entirely by the German is the trunk engine, but they are also experimenting with toredo at this place. But like all other nations, the Germans make a great secret of it.
Wilhelmshaven itself is a place of about 10,000 people but it is building fast rapidly. In small arms, the Kaiser have a rifle very similar to the Springfield.

Saturday June 21, 1879.

Left Wilhelmshaven under steam about 4.30 A.M. For Cuxhaven. Weather thick. Arrived off Cuxhaven at 11 A.M. and anchored in the harbor about three miles from the town sent a boat ashore and got permission of the authorities to anchor abreast of the breakwater which we did at 2 P.M.

Cuxhaven is a pretty little place about 8,000 people died in the port. Co-Handelhau we Winkel where the Bight is join up. Having the pumps going. There is nothing going on here. We have a commercial agent at this place.

Sunday June 22, 1879.

Weather generally rainy. Wind from S to W. There is a 4½ knot current at this place on the est.

Monday June 23, 1879.

Weather equally. Wind from W. Comdy. Officer left the ship to start in two days.
Tuesday, June 14th, 1877

Weather overcast and rainy most of the day during the afternoon a number of visitors visited the ship.

Wednesday, June 15th, 1877

Weather clear and pleasant. Wind light from the W.N. At 9 a.m. got underway and stood down the Elbe under charge of pilot. When we discharged at the out light ship. By order of Capt. Officer Ensign David Peck was released from confinement.

Thursday, June 16th.

Weather pleasant. Under steam and sail bound for Christiana. At 9 a.m. stocked for target practice with Great guns. Good sailing. sea very smooth. Wind light and from the S.W.

Friday, June 17th

Weather warm and pleasant. With light airs from 3rd quarter light at entrance to York at 10 a.m. At 11 a.m. shortened sail. The mouth of the sound is about 1000 miles from Christiana in land and is quite broad for 600 miles. The way when we arrived at half a mile of entrance.

Fred. Selvridge,

Coburn, Conwy.
Friday, June 27th (continued)

Came to anchor at Christianshavn at 5:20 P.M. about a third of a mile from the place. Christianshavn, the capital and largest city of Norway, is a place of about 32,000 people and is situated at the head of Christianshavn Fjord, a small navigable reaches connected by an inland water with Stocloster and other cities of importance in both Sweden and Norway, and by pleasure with Copenhagen and the British coast. The city contains a few fine buildings, such as the Royal Palace, the Capitol House and other. At this place the United States has a consul and vice-consul, the consul's name is Richard Cadle. During our stay in this port, the weather generally pleasant with some Chicago breeze.

Monday, June 28th

Weather pleasant and sunny.


Thursday, July 3rd

Weather pleasant. Wind, strong and from the S.E. Left us anchor and left Christianshavn for Copenhagen about 11:30 A.M. under weight of pilot. Arrived pilot at mouth of
find about 6.00 P.M. Wind increasing

Friday, July 4th 1879

Weather—rainy all day, Strong wind from S.E. Head sea at Quartering 8 to 6 Knots during the early part of the day, makethe great vessels in the harbor float about with eams of 1 foot or more. At about 3.20 P.M. the wind continued for long, the boat riding to leeward of the ship and the net fisherman to windward by the boat, difficult to keep clear of them.

Saturday, July 5th 1879

Weather—crescent and squally. Wind strong and from the W. Took position of Diam cycle at 7.20 A.M. At 10.30 A.M. Anchored about a mile off Copenhagen in 9 fathoms of water. Sent boat in to convey ability to obtain permission to go into inner harbor. Moved to inner harbor at 5 P.M. The Russian Imperial Yacht, a handsome side-wheel steamer, had small tender. 2 Russian crew of over 50 men anchored in the harbor. The Russian & Danish Officers came aboard and paid their respects to the Comdr. Officers.

Monday, July 7th 1879

Weather—generally pleasant. Wind from N.E. and W.N.W. The Russian Yacht & the tender left the port.
Journal of the U.S.S. Enterprise 3rd Bat

Tuesday July 8th 1879

Weather—pleasant. Wind light from N.N.W. The United States Minister to Denmark paid a visit to the ship during the afternoon and was officially received.

Copenhagen, Denmark

Copenhagen, the capital and largest city of Denmark, situated on the island of Zealand, has about 225,000 inhabitants. The city is well protected by a bridge called the Castle of Fredensborg, and the sea and commander of the entrance to the harbor. While it is also protected by the batteries for sixty-five and seventy.

The harbor is large and well protected and is capable of holding a large number of ships. There is no current and ships coming with the wind foreign ships are not allowed to enter. The city has a number of museums, and the Secretary of the Navy.

The city itself is quite handsome, the streets are clean, broad, and well lighted. There are some fine buildings and public parks. The city is supplied with fresh water from tanks taken near the city. The water is good. Anodyne plentiful.
The Municipal Administration of Copenhagen is composed of the
Magistrates, the Lord High President,
four Burgomasters, and four Alden.
They are elected by the people,
and are chosen in every election.
Every elector for the Folketing
takes part in this election.

There are many fine buildings
in Copenhagen. First, there is the Palace
of the King. Then there are a number
of the residences of the King's
family, for the Queen's family,
and for the Crown Prince's
family. The Palace of Rosenborg
requires special attention on account
of its history. It was built in 1643 by
Christian IV as a summer residence
and is situated in the center of a
beautiful garden near the site of
the old Ramparts. It is not now used
as a residence but contains relics
of the different kings from Christian IV
to the present time.

The Museum of Thorvaldsen contains
only the works of that great artist,
who was the only one of his kind
in the world. Thorvaldsen's home
is one of the most celebrated
in Copenhagen. It contains statues
of the twelve apostles by Thorvaldsen.

The National Museum is
situated in the park.

The Royal Library is in
the center of the city.

The National Theater is
at Christiansborg.

The world's largest
museum is the Royal
Museum, which
contains art from
all over the world.

The Church of Our
Lady is one of the most
celebrated in Copenhagen.

The Castle is a
beautiful structure.

The Great Synagogue
is a landmark in the city.

The city is very
complete and
contains all the
attractions for
visitors.
building. The Select Laboratory is a dock yard for repairing ships built of mosaic and granite. It has a berth at the entrance of the lock and a length of 200 ft. and is995 feet above Taku bar. The president for the first time Oct. 28, 1873.

The Lumber and Wood have separate schools for educating officers.
The firm school was established in 1866.
The New school was erected in 1869 at Newport.
The State is a large university, first opened in 1843, and is a place of resort for all classes of vacant summer evenings. It contains an almost endless variety of amusements.

Friday July 11th 1879
At 7:45 a.m. off underway,
and stood out of the Kachemak
Canyon under charge of Captain
At 3:15 directed with wind the
departure from Bunsen Light
We had a good breeze and wind
in action making 10 knots and
four under full steam at 11:35.
Stopped steaming.

Sunday July 13th

Weather—pleasant. Wind light and
from S.W. At 12 m. started ahead
under steam. Set at noon by the
25°. 59'. 30". 0Long. 11°. 52'. E.
Saturday July 12th


Monday July 14th.

Weather—pleasant wind light, but ahead. Sea very smooth, making 8.2 knots. Sat at noon 79° 30 N—Long. 21° 06' W E.

Tuesday July 15th.

Weather—pleasant, very calm. Smooth sea. Sat at noon 76° 04 N—Long. 27° 43' W. At 9 P.M. we came to anchor off Brestadt in 8.5 fathoms of water. Filling to 20 fathoms low with chain.

Brestadt is the commercial port of St. Petersburg, the most northerly deep water port on the Neva, which is more than ten feet above this place. Brestadt contains nothing of interest except the naval yard.

At this port we bought a commercial agent who is also named Nikitin, who brought us to St. Petersburg, distant about twenty miles on the Neva and is reached by steamer running four hours a day, in one hour and a half.

Friday July 18th.

Weather—precise, and cloudy. The men from the New York engaged in repairing our details and went back tomorrow. A Russian man-of-war came in and anchored.
Journal of the U.S. S. Enterprise

Saturday July 19th.

At 10 o’clock Admiral Rozhdestvensky
gave General Cochrane and
his Aide-de-Camp an official
visit to the ship.

Sunday July 20th.

Dr. Richard Butt and Dr. Peacock
left the ship on two days’ leave.
Two Russian men-of-war went out.

Monday July 21st.

Capt. Neuberg and Mr. Selfridge left
the ship on leave. A Russian
man-of-war came in.

Tuesday July 22.

Weather—muggy—pleasant. A Russian
man-of-war came in.

Wednesday July 23.

The Captain of the ship paid
an official visit to the ship.

Thursday July 24th.

The Russian men-of-war changed
their anchorage in preparation
for a visit by the Emperor.

At 5:20 p.m. H.R.H. the Grand
Duke Constantine and staff
visited the ship and was received with
the honor due him. The Commanding
Officer returned same leave.

Friday July 25th.

Set out the steam launch Dr.
Hoffman Sec. of the U.S. Legation at Russia.
Capt. General Eduard visited
the ship and were officially received.

Saturday July 25th
Weather—Fair, East. Fine towards evening. The Comely affair with some of the officers of the ship visited the New York and Torpedo栖.

Sunday July 26th
Weather—Fair, East. We are a party of officers and ladies from the ship visited Peterhuk in the Admiral's yacht, which had kindly placed at our disposal. Peterhuk is situated on the left bank of the river about eight miles from Brighton and is a place of much interest. The grounds are wonderful, laid out with fountains, fully floral to September. It also contains an old palace, built by Catherine the Second as a summer residence, and two of their beautiful little modern villas for the imperial family beside the old summer residence of Peter the Great.

Wednesday July 26th 1879
Weather—generally pleasant. At 10 o'clock the Emperor of Russia accompanied by the Princes came down the river from St. Petersburg in three steam yachts. The Emperor greeted and inspected four ships of the Russian fleet and dined on board the Enterprise. Each ship saluted on leaving theomening yards and firing a salute of twenty-one guns. They were ten pips.
in the Russian fleet anchored in two lines including three of the new cruisers built in America at the Russian government. The Emperor was accompanied by their Imperial Nephew Alexander, Prince Constantine and Constantine Jr.

Vice Admirals Vandebilt and Parker, Adm. Healds, Kemptonich and Towendy, Rear-Adm. Tucking and others.

Thursday July 31st 1870

Weather clear and pleasant.

At 12 o'clock a Russian pleasure launch came alongside and took a number of our sailors ashore to a dinner given by the Russian consul to our vessel. At 5 o'clock a dinner was given by the officers of Cronstadt in honor of the officers of the U.S. S. Enterprise. All the officers of the Enterprise attended with the exception of those on duty.

During our stay at Cronstadt, the weather was generally overcast with occasional rain. Prevailing wind from S. by E.
St. Petersburg

St. Petersburg, the capital of Russia, contains about 850,000 inhabitants. It was founded by Peter the Great in 1702, amid the抱怨es and murmur at the mouth of the Neva.

The Empress Catherine II did much towards beautifying the city, also the late Empress. In the winter and early in the spring, the Russian capital compares favorably with any city in Europe.

Among the principal buildings are the;

Winter Palace, a magnificent and imposing pile of buildings, suites of splendid halls filled with marble, mosaics, tapestries, frescoes, paintings and pictures constitute the gorgeous display of the interior. This Palace is occupied by our six thousand persons of the Imperial household during the winter. It is the largest and most beautiful palace in the world. One of the finest apartments is the Hall of St. George, but the Hall Blanche is the most beautiful, being decorated with white and gold. Two large frescoes are kept in this Palace, among them is the famous diamond, it is set in the plaster. This diamond is larger than the Koh-i-noor, but not so highly cut. Both of these diamonds were originally from the casket close.

The Hermitage, built by Catherine II, contains the finest collection...
Journal of the U.S. S.S. Enterprise 3rd Rate

The collection is possibly one thousand years old. It contains pictures of
Giovanelli, Sambato, Fava, Guidi, Tiepici, Rubens, Van Huyk, Raphael, Paul Potter,
Wormsman, Rembrandt, Lievre, and
L. J. Reynolds. Also many excellent
pictures by the Russian artists.
Every apartment is dec-
forated in the best English manner,
in marble, malachite, lapis lazuli,
and symbols. This is a very fine
collection. The most celebrated
piece is the "Venus de Milo."

The Tsar Nicholas Palace, erected
by the Emperor Paul to his grandfather,
Peter the Great, is handsomely fitted
up, but it looks more like a待遇
than a palace.
The Marble Palace built
by Catherine II for Prince Gregory Uff.
The Tastilis Palace built by
Catherine II for her cousin, Grand Prince
Peter.
The most elegant pal-
ace is the one erected in 1720 for the
Grand Duke Michael
Admiralty.

The large brick building
in the quiet town is one of the most
impressive objects or are seen approaching
St. Petersburg. At the western corner
of the Admiralty stands the well known
statue of Peter the Great.
In one of the temples
is one of the finest monuments in
the world, erected in honor of the
Emperor Alexander. It is a single
column of red granite 84 ft. high and
14 ft. in diameter. It is highly polished stands on a pedestal of red granite 25 ft. high. It is surmounted by a cup- 

table 10 ft. high and a small device on which is placed the figure of an angel; this figure is 40 ft. 

tall than a cross 40 ft. high. Making the monument in all 107 ft. high.

This shaft is the largest in the world and was cut from the quar- 

nes of Peter the Great in Finland. Near the Pedestal are the words "To 

Aleksandr I" - "Grateful Russia."

Churches.

The Cathedral of St. Peter-

burg dedicated to "Our Lady of Kazan," is built after the model of St. Peter's at Rome. In fact we have two 

very fine statues of the "Prince of 

Shokinsky" and of "Bessarabia d'Este.

This Cathedral is named after 
The Madonna, which hangs in the 

church. One of the diamonds in her 

grown is of fabulous value. It was 
bought from Kazan on the Volga, 
to Moscow by Ivan Vasilievich 

and from Thunier to St. Petersburg 

by Peter the Great. As the Church 

Religion does not allow images in its place of worship the statues 

adorn their mausoleums with such 

and finer - on every side are 

hung military trophies taken during 

war.
Isaak Church. This church was built by Nicholas. Its form is that of a Greek cross with four chief entrances. Each entrance is ornamented by a porch supported by polished marble pillars, partly gilded. By seven feet in diameter, while the centre of the building was an immense ciborium covered with gold. On a clear day the glitter from which can be seen from Constadt and some farther away. Over the ciborium is a small one crowned by an image of God.

The large ciborium is surrounded by four small ones in the same style. There are on the inside immense columns of malachite and lapis lazuli, 80 feet high and 4 ft. in diameter.

The small circular temple that forms the inner plan was presented to the Emperor by Prince Ximodioff. The state arc to show, the floor incrusted marble, the walls of malachite — the walls lapis lazuli and magnificently gilded.

St. Peter and Paul. This church is co-

suciuone for its gilt chis. I was founded by Peter the Great in 1712, and contains all the tombs of the Emperor and Empress of Russia down to the latest Emperor, except Peter IV who was buried in

Mezco.
Amusements

Winter is the season of rest in St. Petersburg for the czar and his court. The people leave for the watering places. All the theatres are conducted by the Government and are equal to any in the world. The ballet is the largest and finest in Europe and is educated by the Government. On a certain day in the year, all the indoor theatres close and the gardens open and remain open until the autumn. The principal summer gardens are the Botanical, Alexandrov and Kemidoff.

Friday, August 1st 87.

Weather--clear and pleasant. Wind moderate and from the E. Lt. under way from Constantat at 8 1/4 A.M. Made sea about 7 1/2 a.m. Port in at noon; long. 27° 32' 60 E. Lat. 50° 59' 24".

Saturday, Aug. 2 87.

Weather--pleasant. Wind light and and from the S. Lt. Under steam and paid making perfect and eight knots. Barometer--pleasanly at 80.29. Shortened and sailed sail at 7 37 p.m. during the morning watch saw Jorge. Position at night; long. 22° 01' 50" E. Lat. 67° 00' 17" N.
Journal of the U.S. Ste. Catherine 3rd Rate.

Kiel, Germany.

Is a place of 500,000
thousand inhabitants,
and is important
chiefly as being a naval
station. The New Yard
is large and well
constructed. The
barracks are well
agreed to, and
the town itself
is very much of
interest for the
stranger. It contains a large
university, which
has wonderful
buildings. A small
museum with fine
paintings and
statuary and one
two very pretty
gardens.

The Navy Yard is the
quiet
in Germany. It was built
with part of the indemnity
money from France,
and at a great expense.
The buildings and blocks
are all excavated
and the dirt removed
to the garden beyond
(later). There are three
fine building places.

The New Yard I will take special
or 4th time as the threat
that H. will come, taken and
continued on page 54.
Tuesday, Aug. 5th.

Weather—clear and pleasant. Left the Bogue on 081. At 9:26 a.m. made fast to buoy in Kill devil. One officer from a German merchant-ship came on board and offered the usual courtesies. The U.S. Revenue Cutter, Mr. Santor, made an official visit and left with the commanding officer to pay official visits. Willing out of the Kill, the weather was generally pleasant, with occasional showers.

Friday, Aug. 8th. P.M.

Weather—overcast and threatening all day. At 7 a.m. one of the officers of the Escambia attended a dinner given by the German officer at Reeves. Made all preparations for getting underway.

Saturday, Aug. 9th.

Weather—clear and pleasant. At 2:45 a.m. started ahead under top colors. Running N. through the Great Belt making nine knots and 0.25. During the afternoon at the love in two of the cabin glass out and flowed down.
U.S. S. Enterprise 3rd Rate.

Navy Yard, Kiel (continued)

Their fittings. The blocks are very good, being kept clean and oiled.
The caisson wreck is a balance. There is pump by means of filling the upper
compartment. The caisson is balanced by means of four cocks two in each
end and fifteen, settled in water
is pumped out. Then opening, the cock
is pulled through and the water
flows from both end and the caisson owes.
The buildings are
built of light yellow brick and
are very neat. The system of each having its own building
or part of a building is
existed both here as well as in other
navy yards of Germany.
The buildings and
hospitals are in close.

The art hoist at recent
building three large from Karelia.
Sunday, Aug 10th.

Weather - pleasant. Wind moderate and from N-NW. Under sail and steam.

Running SSW out of the Shags Rock. P begs at about 12. Long. 57° 04' N. Lat. 46° 04' W.

Monday, Aug 11th, P 79.

Overcast, with light drizzling rain most of the day. Wind moderate and from the N-W. Stopped steaming at 11 a.m. and made sail to relieve. P begs at about 15. Long. 55° 43' 10.5" N. Lat. 4° 12'. 41° W.

Tuesday, Aug 12th.

Weather - overcast during first part of day, clearing up during the afternoon. Wind south and from the E.20°. Disturb and heavy under sail at 12.15 a.m. P begs at about 9 a.m. Long. 6° 36' 30" N. Lat. 3° 34' 15" W.

Wednesday, Aug 14th.

Weather - pleasant, but foggy during latter half of day. Wind from the S.E. Running through the Drakes - Mult. and along the Southern coast of England. Came to anchor in Helvelly Roads at 10.30 a.m. Because we were unable to get a Pilot for Liverpool.
Thursday Aug 14th.

Weather—pleasant wind light
and from the WSW 5-7. At 7:30 a.m.
got ship anchor and stood in
for anchorage at Cove S of Night.
Anchord off West Cove at 7:45 a.m.
in 12 fathoms of water. 45 sailmen on
starboard anchor. The British frigate
H.M.S. "Hector." The Royal Yacht
"Victoria & Albert" & "Laburnum." Heard a
great many yachts belonging to the
R.Y.C. H.M.S. W.A. Feather left
that ship on tea.

Sunday, Aug 17th.

The Prince of Wales and two English
Royal officers equally a visit to the ship.
and other officers, the usual honors.

Tuesday Aug 19th.

Weather—scurvy and rainy. The
French slop-s-ware "Magnific" came in
and anchored.

Tuesday, Aug 21, 1879.

Weather—scurvy and misty. Engaged
in coaling ship all day. Tot in 165 4 lbs.

Friday, Aug 22.

Cond: Thos. O. Felbridge and J. W. Flahit left the ship on Laura.
Art. Eng. W. W. Willard returned from
Aug 23rd 67

We were most of the time rain, now

King a gale S. W. with strong wind

Sail

leaves.

Aug 23rd 67

We were most of the time rainy and how

ing a gale S. W. with strong wind

standing about 1/2 a mile from

there is a very strong tidal current

running 3 or 200 feet per hour.

Anchorage

We anchor in a small gulf.

Isle of Wight is

the Great Barrier off the

English people. Course is the only

natural harbor. The harbor is formed

by the River Medina, but is quite shallow

at low water. The town itself is small and of

no great importance. The headquarters of the Royal

Yacht Squadron are situated at the

first harbor. The Royal Marine

Residence is situated across the river in East Course. The principal towns

of the islands are Newport, Cowes, and Ryde. Ryde is a fashionable

place of resort and has a pier about 21/2 miles long. Cowes contains about 6,000 people and has

more commerce than any other place on the island, an average of 1,000

merchant ships visiting the harbor

yearly.
Sept. 1st 1879

Weather pleasant. Left underway and left course under steam at 5:45 A.M. Light breeze from N.N.W.

Thursday, Sept. 2nd


Wednesday, Sept. 1st

Sailing and steering under sail making 6½ miles at 7½ knots.

Lat at noon 47° 10' 30" N. Long 6° 44' 35" W.

Saturday, Sept. 4th

Sailed and steered under sail. Wind light southeast making 5½ miles at 8½ knots. Lat at noon 46° 26' 17" Long 4° 50' 30" W.

Friday, Sept. 3rd

Dry or very cloudy. Sailed and steered under sail making 15½ knots.

Lat at noon 47° 53' 00" N. Long 6° 57' 30" W.

Saturday, Sept. 4th

Weather blowing northwest and equally. Wind ahead. Lat at noon 44° 38' 00" N. Long 6° 57' 30" W.

Sunday, Sept. 5th

Weather more favorable. Under sail making good 9½ knots.

Lat at noon 43° 36' 20" N. Long 10° 19' 30" W.
THE ISLE OF WIGHT
AND ITS CONNECTIONS WITH LONDON BY THE
DIRECT MID-SUSSEX ROUTE
VIA
PORTSMOUTH HARBOUR ARUNDEL DORKING &c.
TO AND FROM
LONDON BRIDGE & VICTORIA.
<table>
<thead>
<tr>
<th>From London</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
</tr>
</thead>
<tbody>
<tr>
<td>VICTORIA (West End)</td>
<td>dep</td>
<td>a.m.</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>West Brompton</td>
<td>dep</td>
<td>a.m.</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Chelsea</td>
<td>dep</td>
<td>a.m.</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Battersea</td>
<td>dep</td>
<td>a.m.</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Gloucester Junction</td>
<td>dep</td>
<td>a.m.</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td><strong>LONDON BRIDGE (City)</strong></td>
<td>dep</td>
<td>a.m.</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Portsmouth Town</td>
<td>dep</td>
<td>a.m.</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Ryde Pier</td>
<td>dep</td>
<td>a.m.</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Ryde Station</td>
<td>dep</td>
<td>a.m.</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Brading</td>
<td>dep</td>
<td>a.m.</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>Sandown</td>
<td>dep</td>
<td>a.m.</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td><strong>VICTORIA (West End)</strong></td>
<td>dep</td>
<td>a.m.</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
</tbody>
</table>

## WEEK DAYS.

<table>
<thead>
<tr>
<th>To London</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
<th>Fast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newport (via Cowes)</td>
<td>dep</td>
<td>a.m.</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Cowes Pier (Steamer)</td>
<td>dep</td>
<td>a.m.</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Cowes (via Ryde)</td>
<td>dep</td>
<td>a.m.</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Newport (via Ryde)</td>
<td>dep</td>
<td>a.m.</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Whippingham (for Osborne)</td>
<td>dep</td>
<td>a.m.</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Cowes (via Ryde)</td>
<td>dep</td>
<td>a.m.</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Cowes Pier (by Steamer)</td>
<td>dep</td>
<td>a.m.</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Newport (via Cowes)</td>
<td>dep</td>
<td>a.m.</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
</tbody>
</table>

## SUNDAY.

A \* B A Fullman Drawing Room Car is run in the 3.55 p.m. Train from Victoria to Portsmouth Harbour; also in the 12.15 p.m. Train from Portsmouth Harbour to Victoria.

C These Trains run on Saturdays and Tuesdays only.

D Horses and Carriages are not conveyed by these Fast Trains.

ALL TRAINS FIRST, SECOND, AND THIRD CLASS.

Through Tickets to the Isle of Wight are issued from London and Stations as under.

- To COWES, NEWPORT, RYDE, BRADING, SANDOWN, SHANKLIN, WROXALL and VENTOR, from London Bridge Station, Victoria, Battersea Park, St. George's Circus, Pimlico, Kensington, West Brompton, Chelsea, Battersea, Clapham Junction, inclusive of all charges.

- To COWES, NEWPORT, RYDE, SANDOWN, SHANKLIN and VENTOR, from Brockley, Forest Hill, Norwood Junction, Croydon Town, Leatherhead, Dorking, East Croydon, Redhill Junction, Brighton, Hastings, St. Leonard's, Eastbourne, Tunbridge Wells, Littlehampton, Bognor, and Chichester, inclusive of all charges.

- To COWES, NEWPORT and RYDE, from Battersea Park, Crystal Palace, Wimbledon, West Croydon, Sutton, Three Bridges, Guildford, Shoreham, Bognor, and Lewes, inclusive of all charges.

- To COWES and RYDE from all Stations on London, Brighton, and South Coast Railway.

---

**FORTSMOUTH HARBOUR STATION AND GOSPORT STEAM LAUNCH SERVICE.** - Week Days, from 5:30 a.m. every 15 minutes. From 9:00 a.m. to 11:00 p.m., every 15 minutes.

**EAST AND WEST COWES.** - The small Steamer, "Princess Louisa" sails frequently between East and West Cows.
Monday Sept 8th.

Clear and pleasant, under sail, making from S. W. 15 knots. At 9:20 a.m. carried away for lat 51° 24’ 50” N. Long 16° 09’ 30” W.

Tuesday Sept 9th.

Clear and pleasant, Wind fair, making 2.5 knots. Sat at noon 39° 31' 50” W. Long 10° 02’ 04” W.

Wednesday Sept 10th.

Clear and pleasant, Wind light and fair (N & W) making from 6 to 10 knots. Sat at noon 39° 43' 20” N. Long 9° 19’ 10” W.

Thursday Sept 11th.

Clear and pleasant, Under sail, Wind light and ahead. Sat at noon 36° 21’ 44' N. Long 7° 14’ 08” W.

Friday Sept 12th.

Clear and pleasant, Wind very light and calm all day. At 5.30 p.m. sighted Cape Start light. Sat at noon 31° 47’ 46” N. Long 6° 45’ 58” W.

Saturday Sept 13th.

Clear and pleasant, Wind fresh during morning. Ran in and came to under sail in Mungen Bay. Anchored at 11.45 in 9 fathoms of water. The wind was from a southerly course. In the evening wind moderated. Mostly fair, but light and variable. The passage was made under sail except 14 hours. Arrived 9th of May and fitted from England.
Tangier, Morocco

Tangier is situated near the eastern end of straits. It contains from 10 to 12 thousand inhabitants and is thorough with sea. The streets are very generally paved, but generally clean. The houses are all low, flat-roofed and built in the oriental style. The inhabitants are about equally divided between Moors and Turks. The principal attractions are the French Curiosities and hunting. Bear hunting is a favorite amusement among a great many of the officers from Gibraltar come to Tangier to enjoy the sport. The city is built on strong foundations of English granite. It is about 38° 35' N. Lat. and 2° 55' E. Long. The straight is the U.S. Consul and also fills the office. The harbor is open and liable to break during contrary winds.

Tuesday, Sept 16th,

Mr. Johnson, Second of the Officers left the ship to take boat on the upper hunt given by the Consul. At 5 15 got underway and left out of the harbor bound for Cadiz.

Wednesday, Sept 17th.

At 2 45 a.m. sighted St. Sebastian light. At 6 35 left for Pilots. At 7 21 a.m. came to anchorage in quiet water of Cadiz. The Health Officer came the total and alongside and placed the ship in quarantine, which was soon ordered.
and official visits were made.

Cadiz, Spain

This city is situated on a bay on the south-western part of Spain. It is believed to be the oldest city in Europe, having been founded by the Phoenicians 1100 B.C. It is situated on a peninsula extending into the bay and is quite lovely. The Bay is a fine anchorage. Cadiz is noted for its many beautiful ladies, who may be seen at the Alameda on summer evenings. The city has about 75,000 inhabitants, and is quite clean, although the streets are very narrow. The city does not contain many objects of interest to the stranger, except one or two of Rembrandt paintings. The commerce is conducted principally by the French, British, and Dutch. The principal amusement of the inhabitants—the weather, or rather at Cadiz was good.

Friday, Sept. 17th, 1874.

At 11 A.M called all hands got underway and sailed out of Cadiz in charge of Pilot.

Saturday, Sept. 18th.

Clear and pleasant, at 10 a.m. Came to anchor off Gibraltar. Banked fire. Received a letter for a joint agent, mess and some provisions. At 5.45 stood out of harbor and shaped course...
Journal of the U.S.S. Entreprenier 80th Rate
for Port Valen.

Sunday, Sept 21st.
Clear and Pleasant. Left Cape from 13th. Sailing under plain 9.30 a.m. Took steam again at 8.30 a.m. leaving Cape. Steamng at 10.20 a.m.
Lat. at noon 35° 28.28". Long 22° 19.50 W.

Sept 22nd.
Lat. at noon 37° 32.36" N Long 12° 02'. 36" E.

Tuesday, Sept 23rd.
Clear and Pleasant. Light moderate breeze from 111.70 at 11.55 a.m. Eighty. Light heard to the westward. Wntt at daylight to run until Port Valen.
Pattern at noon. Lat 37° 07.07 N Long 12° 49.45" E.

Wednesday, Sept 24th.
Clear and Pleasant. 8.30 a.m. Chased under plain for Port Valen. Took pilot and made good krock in for the harbor. Found the U.S. Flpshl "Erie" in the harbor. Pilot laid on the point of falling. We took the ship and escorted her out. We laid an official visit to the ship.

During our stay in Port Valen we painted ship outside and out and cleaned ship generally. Weather windy and showery. Paint all the main artillery once or twice.
Monday Sept. 29th 1879

Weather--Clear and pleasant. Strong breeze from NW. Clouds and rain and left Port Huken at 10 a.m. for Ville Franche. Found quite a heavy sea running outside, as the wind blowing from the NW for four or five days. Wind and sea direction had changed slightly.

Tuesday Sept. 30th

Clear and bright. Made direct course from NW. At 1 p.m. made all plain sail and stopped steering. Frost at 4 1/2 a.m.

Long. 5° 50' 00''

Wednesday. Oct 1st.

At 5:15 a.m., we started steering, standing into Villefranche. Made other number, which was answered by U.S. S. Ticonderoga, Conunelaug, and Alliance. Arrived at anchor.

Oct 2nd

Rear Admiral J. H. Tovey and staff inspected U.S. S. Conunelaug.

Oct 4th

The Admiral inspected this vessel. Passed a very creditable inspection. At 2 p.m. the U.S. S. Wyoming came in and anchored.

Oct 6th

At 10 a.m. General Court Martial convened on board this vessel and adjourned until 11 a.m. tomorrow. The Admiral inspected the U.S. S. Wyoming.

Examined Prof. Selfridge.

Commodore.