



Daniel Noble Johnson at the age of approximately 30 years. From a daguerreotype made about 1852.

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THE JOURNALS OF
DANIEL NOBLE JOHNSON
(1822-1863)
UNITED STATES NAVY

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“Journal of a Cruise on the Brazils on Board of the U. S. Ship *Delaware*,
1841-1842” and “Notes by the Way While on Board the
U. S. Schooner *Enterprise*”

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THE JOURNAL OF
DARRIL W. JOHNSON

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FOREWORD

DANIEL NOBLE JOHNSON was born in New York City on August 31, 1822, the son of Henry Johnson and Rebecca Wharton. He was reared in the city and received a good education through the academy level. His family was in comfortable circumstances financially, and he had the advantages to be gained from a secure and cultured home. This background is constantly reflected in the social attitudes he expressed in his journal. Before his nineteenth birthday he joined the United States Navy as a clerk to the purser of the U.S.S. *Delaware*, 74 guns, one of the largest United States warships then in commission. He was entered on the records of this ship on April 19, 1841. Five days later he sailed from New York aboard a packet schooner, the *I. W. Kempton*, for Norfolk where the *Delaware* was refitting for her coming cruise. The next month Johnson began the journals which he was to keep until June 18, 1844.

Later Johnson distinguished himself in public service as clerk to the assembly which set up the new State government of Wisconsin. He then entered business in Madison, and with the outbreak of the War between the States he joined the forces of the State. Late in 1862 he joined General Grant's staff as chief clerk and served in this capacity until he fell ill from the rigors of camp life with the forces besieging Vicksburg. He was transferred to the St. Louis General Hospital, where he died on the day after Vicksburg fell to the Union forces, July 5, 1863.

Johnson was a man of unusual sensitivity and keenness of observation, and he recorded what he saw and felt with grace and clarity. He did not smell the smoke of battle or witness the carnage that characterized the close-fought naval engagements of that time. Except for the troubles in Florida, it was a period of peace. Thus his journal does not echo the roar of guns and the groans of the wounded. What it may lack in blood and thunder is more than made up for in the sensitive picture of life aboard ship and in foreign ports which Johnson paints. We feel with him horror in the death of a young seaman who falls to the deck from aloft during heavy weather, the tenderness with which a group of rugged seamen bury a messmate ashore in a foreign land. We are depressed with him as he witnesses his first burial at sea and sense the deep loneliness that the ship's company felt as the body, wrapped in its own hammock and weighted with iron shot, plunged over the side and into the dark water. We revel in the boisterous horseplay of

the young "reefers" in the cockpit after their lessons in mathematics and English are finished. We can thrill with Johnson to the exotic sights, sounds, and smells as he goes ashore in a strange port. His keen senses missed little that was worth recording — the appearance of the people, their social customs, what they ate and drank, the private homes and public buildings, the commerce carried on in the local markets and ports, how they entertained themselves. The pitiful state of the Negro in South America at that time is brought home by the heart-rending description of a slave dying in agony on a public street while the crowds passed by without noticing. Johnson describes the comic-opera warfare between the Argentine and the eastern provinces when Uruguay established its independence.

The historian is indeed fortunate that personal journals such as this have survived. Great lives and great events are recorded in stacks of ponderous volumes and reams of official documents, but those who write of the past must depend on documents of a more personal nature to furnish accounts of experiences which give to historical writing the air of reality.

Johnson added to the interest of his journal by including sketches of his own depicting sights which he thought might be of interest to his friends. His picture, in color, of a sailor staggering along barefoot with a bottle in his hand is a gem. Besides giving us a candid picture of an all too common event, it records the appearance of the sailor's uniform, providing information seldom found in other sources.

The original spelling and punctuation have been retained except in cases where the meaning of a passage required clarification.

The journal is published through the kindness of Daniel Noble Johnson's grandchildren, Irvin and Eunice Hoffman, of Washington, D. C., who also provided much information on Johnson's life from which this brief account is taken.

I wish to acknowledge the expert assistance of Howard I. Chapelle, curator of the division of transportation in the United States National Museum, in checking the footnotes for technical accuracy and making several corrections.

MENDEL L. PETERSON

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PART I

LIST OF OFFICERS ATTACHED TO U. S. SHIP DELAWARE

Off Annapolis

Sept. 26, 1841

	Charles Morris	Commodore	
	Chas. S. McCauley	Captain	
David G. Farragut	1st Lieut	Edwd. A. Barnett	Midshipman
Jas. V. Wilson	2d. Lieut	Collin S. Shrockmorton	"
Saml. Barron	3d. Lieut	I. H. McI. Madison	"
Chas. C. Turner	4th Lieut	Robt. H. Getty	"
Wm. McBlair	5th Lieut	Wm. B. Fitzgerald	"
Stephn. C. Rowan	6th Lieut	Wm. A. Henry	"
Cicero Price	7th Lieut	Jas. H. Spotts	"
Jas. Cormick	Fleet Surgeon	Wm. H. Jamesson	"
Edwd. N. Cox	Purser	Edwd. C. Styler	"
Chas. Henry Alden	Chaplain	Tenant McLanahan	"
Otway H. Berryman	Actg. Master	Master Jona. H. Carter	"
Fabius Stanley	" "	Wm. D. Austin	"
Mr. Gammell	Comm. Secy.	Chas. W. Aby	"
Robt. Woodworth	Passd Asst. Sgn.	Peter Kemble	"
I. Howard Smith	Asst. Surgeon	Wm. Reily	"
Stephn A. McCreery	" "	Edwd. C. Pasteur	"
Wm. Taylor Smith	Passd Midm.	Richd. L. Law	"
Benjm. S. Gantt	" "	Jno. Far. McCook	"
Wm. H. Macomb	" "	Jno. R. Barker	"
M. B. Woolsey	" "	Wm. H. Fauntleroy	"
Wm. B. Morris	Comm. Clerk	Thos. W. Broadhead	"
David S.L. Porter	Captn. Clerk	Wm. Gibson	"
Wm. B. Benedict	Prof. of Math.	Jas. R. McCarthy	"
Resse. M. Smith	Midshipman	Jno. Wilkes, Jr.	"
		Jno. Mercer Brooke	"

Marine Officers	Passengers	Forward Officers
Alvin Edson Captain	Chas. Hunter Lt.	Edward Crocker Boatwain
Wm. A. L. Maddox Lieut	Jno. C. Spencer	Thos. Robinson Gunner
Wm. B. Stack Lieut	Surgeon	Francis Sagee Carpenter
	Robt. Walsh Esqr.	Thos. J. Royce Sail Maker
	Secy Legation at Brazil	

JOURNAL OF A CRUISE
ON THE BRAZILS ON BOARD
OF THE U. S. SHIP DELAWARE, 1841-1842

By

D. N. JOHNSON
"A Wayfaring Gothamite"

Left New York on Monday *April 24th 1841* in the Packet Schr. I. W. Kempton [Capt.] Willis master, bound to Norfolk, Va. to join the U. S. Ship Delaware.¹ Captain Chas. S. McCawley² — destined for the Mediterranean station as the Flag Ship of Commodore Charles Morris.³ I had engaged a few days previous as clerk to Edward N. Cox⁴ Purser of the Delaware. We arrived at Norfolk on Thursday April 27th after a short and pleasant run down the coast during which I did not experience the least symptom of sea sickness, which was in fact contrary to my anticipations as I had calculated upon being sick during the passage, as this was the first time I had been out of sight of land. I reported myself to Mr. Cox immediately upon my arrival at Norfolk and found that the Ship [was] still in the dry dock at the Gosport Navy Yard⁵ without the least probability of her being ready for launching in some weeks. I employed myself in the meantime in preparing my outfits and visiting the ship at least once each day. on

Wednesday May 5th

Reported myself for duty the Ship still in the dry dock, but on this day commenced receiving stores on board, preparatory to her coming out which was expected to take [place] in a few days.

¹ *Delaware*, 74 guns, built 1817. Destroyed at burning of the Norfolk Navy Yard, 1861. In 1830 it was reported of her "is stiff; sails, steers, and works well, but rolls deep, and is hard on her spars and rigging."

² Charles S. McCauley, Midshipman, 16 January, 1809; Lieutenant, 9 December, 1814; Commander, 3 March, 1831; Captain, 9 December, 1839; Retired List, 21 December, 1861; Commodore on retired list, 4 April, 1867; died 21 May, 1869.

³ Charles Morris, Midshipman, 1 July, 1799; served with Commodore Preble in war with Tripoli; took part in the expedition under Stephen Decatur that destroyed the frigate *Philadelphia*; Lieutenant, January 1807; First Lieutenant of *Constitution* during the battle with the *Guerriere* in which he received severe wounds; Captain, 5 March, 1813; held many responsible commands until his death in 1856.

⁴ Edward N. Cox, appointed Midshipman, 6 April, 1799; Lieutenant, 14 January, 1807; Purser, 2 March, 1820; died 14 August, 1845.

⁵ Now the Portsmouth, Va., Navy Yard.

14th May

At meridian the Ship was warped out of Dock and anchored immediately abreast of the Navy Yard and on the following day the first draft of men to the number of Five Hundred were received from the receiving Ship Pennsylvania and victuals on board, the Ship remained at this place receiving stores etc. until

Tuesday May 18th

The pilot came on board at 9 A.M. when we unmoored Ship and stood down the river in tow of the U. S. Steamer Poinsett⁶ at 3 p.m. came to at the Naval anchorage abreast of the Hospital or what is termed between the Forts. The remainder of this and a greater part of the following day all hands were employed in mooring Ship.

May 28th

For several days past our boats have been busily employed in watering Ship and freighting with small stores from the Navy Yard. nothing particular occurred on board until

Wednesday June 2nd

When we unmoored Ship at 10 a.m. and stood down the river again and in tow of the Poinsett as before. at 4 p.m. came to in Hampton Roads for the last time (I hope) previous to our final departure for our destined station. We now lay in 6 fathoms water 25 miles from Norfolk, 5 from Hampton 6 from Craney Island light, and 2 miles from Old Point Comfort.

June 10th

At 3 p.m. Commodore Morris arrived on board and hoisted his broad pendant, which was saluted with 13 guns as it rose. Having left the ship a few days previous, on business, I was not on board at the time of his arrival on board and therefore can say nothing concerning the manner of his reception.

June 14

Commo. Morris left the ship and proceeded to Washington to obtain (as we suppose) his necessary orders for sailing.

Friday June 17th

This day we were joined by the U. S. Sloop of war Fairfield.⁷ Com-

⁶ Named for Joel Roberts Poinsett (1779-1851) American statesman, Secretary of War during the administration of Martin Van Buren. At this time she was owned by the U. S. Army.

⁷ *Fairfield*, sloop-of-war rated at 18 guns (carried 16 32-pounders and 4 8-inch rifles in 1850). Launched New York, 1828.

Journal of a cruise

ON THE BRAZILS

ON BOARD OF THE

U. S. SHIP DEL AWARE,

BY

D. N. Johnson.

A WAYFARING GOTHAMITE ..

Title page of Johnson's journal of his cruise on the *Delaware*.

1

Left New York on Monday April 24th 1841 in the packet boat S. W. Hampton, Will^{ms} master bound to Norfolk Va. to join the U. S. Ship Delaware. Captain Crook & McCumby, destined for the Mediterranean Station as the Flag Ship of Commodore Charles Morris. I had engaged a few days previous as clerk to Commodore J. Cox Purcell of the Delaware. We arrived at Norfolk on Thursday April 27th after a short and pleasant run down the coast, during which I did not experience the least symptom of sea sickness, which was in great contrast to my anticipations, as I had calculated upon being sick during the passage, as this was the first time I had been out of sight of land. I reported myself to Mr Cox immediately upon my arrival at Norfolk, and found that the Ship's Hull in the Dry dock at the Gosport Navy Yard, port out the least probability of her being ready for launching in some weeks. I employed myself in the meantime in preparing my outfit, & and visiting the ship at least once each day. — on

Wednesday May 5th — Reported myself for duty the Ship still in the Dry dock, but on this day Commodore receiving stores on board, preparatory to her coming out, which was expected to take in a few days.

16th May at midday the Ship was warped out of Dock and anchored immediately abreast of the Navy Yard, and on the following day the first draft of men to the number of nine hundred were received from the receiving ship Pennsylvania and victualled on board the Ship remained at this place receiving stores & until

Tuesday May 18th — The Pilot came on board a

First page of the journal of the cruise of the Delaware.

mander Josiah Tatnall,⁸ from New York. She saluted the broad pendant with 14 Guns, which was returned by us with 7 Guns, the usual salute for a Commander. The Fairfield is a fine 1st Class Sloop carrying — ⁹guns, and is said to be a very fast sailing vessel. Our Ship on the contrary has the name of being the dullest Sailer and most uncomfortable Sea boat of her class in the service. These things of course have yet to be proved as it is now some years since the Delaware was at Sea, and many alterations and repairs have been made, which may alter her rate of sailing materially all hands are looking forward for the time of our sailing when we shall be able to judge of these things for ourselves.

Sunday June 27th

We have been busy during the whole of the past week filling up with water, stores etc. and have received 83 men during the week from the receiving ship, which with a number of drafts of which I have taken no note makes up our complement we have now on board, seaman ordinary *do* Landsmen, Boys, Apprentices and marines 750, and with the Officers over 800 souls. We are now ready for Sea at three days notice. By exercising the men at the great guns about 2 hours each day since they first came on board they have become very expert in the use of their guns, and I have no doubt could handle them to perfection in case of an emergency. They also receive daily instructions in the use of Colts patent Rifles¹⁰ and many of our *tars* can now handle a rifle equal to many who have spent a great part of their lives in acquiring perfection in its use. Since we have been lying at this place we have lost upwards of twenty men by desertion the most singular circumstances among them was a man named Joseph C. Irvine, having slipped from the Ship while laying between the Forts he Swam for the shore, but when within a short distance of the land he was discovered by the quarter master on watch a boat was immediately manned and sent in pursuit, but having so much the start of them, he gained the shore and made good his escape. Irvine being a smart man and one upon whom much store was set, a reward of \$30 was offered on the following morning for his apprehension and delivery on board. This proceeding was successful for on the same afternoon he was on board and confined in double irons. As

⁸ Josiah Tatnall, Midshipman, 1 January, 1812; Lieutenant, 1 April, 1818; Commander, 25 February, 1838; Captain, 5 February, 1850; resigned 21 February, 1861. Entered Confederate Navy.

⁹ Johnson left a blank here in his Journal, intending to write in the number later. See note 7 above.

¹⁰ The Colt revolving rifle was patented by Samuel Colt in 1836. In 1840, tests by the United States Navy were arranged and the report of the tests gave "qualified approval" to the new weapon. Capt. McCauley had been one of the officers testing the rifle. On July 23, 1841, an order for 60 Colt carbines for the Navy was placed with Colt by the Department of the Army. The weapons referred to by Johnson were probably from this order, although he calls them rifles rather than carbines. See Servin, James E., *Colt firearms*, pp. 300-302, 1954. Santa Ana, Calif.

this had been Irvine's second attempt at desertion since he had shipped, the sentry had particular orders to keep a bright look out for him while under his charge. Things went on in this way a few days or until the fourth morning after the occurrence when the Sergeant of the guard in taking his usual rounds discovered that this precious bird had again taken flight and had left his double irons behind, as if in mockery of the power of those who had so recently had him in charge.

July 1st

This day we received two men who had deserted from the Ship while lying at the Hospital anchorage, and had made their way as far as the City of Baltimore, at which place they were recognized, apprehended, and shipped per steamboat to this place. One of them had been guilty of drawing a deadly weapon upon a superior officer and threatening his death. For this serious offence he will be tried by a Court Martial and suffer such punishment as said court shall adjudge. This day were also transferr'd to Naval Hospital four men who were deemed by the Surgeon unfit for Sea Service.

Sunday, July 4th

This day being the anniversary of the Declaration of Independence of the United States, and also the first Sunday of the month all hands were called to muster at 10 a.m. and as customary on board our National vessels, the articles of war were read by the executive officer of the Ship after which the Declaration of Independence was read and the crew were mustered by passing round the capstain. Our quarter deck this day presented a sight seldom witnessed, but by those who have passed a portion of their life on board a man of war. The officers ranged on the Starboard side from the break of the poop to the Gangway, decreasing in rank as they neared the gangway all in full undress uniform, the petty Officers mustering in the Starboard gangway and the crew on the larboard side of the quarter deck, neatly if not beautifully dressed in their clean and neat white trousers lined frocks and black hats. The Marine guard consisting of Sixty privates stationed on the poop under the command of the Marine Officer.

The ship was tastefully decorated with the flags and ensigns of every nation, among which those of Great Britain and La Belle France shone prominent. At Meridian a salute was fired in honour of the day which was echoed by one from our consort the Sloop *Fairfield* which Ship is lying nearly abreast of us, waiting our signal for proceeding to sea. During the afternoon the hoarse voices of our half dozen Boatswain mates twice repeated the most cheerful call known on board a man of war of "All hands splice the main brace," which interpreted means for all hands to muster at the grog tubs, and twice did "all hands" toss of their extra allowance to the memory of those brave old men who on this day Sixty five years ago pledged their lives, their fortunes, and their sacred honour, in defence of our then infant republic. In the evening the men were gathered in groups about the ship

enjoying themselves in various ways, and the day ended with every person satisfied with the manner in which it had been celebrated, and I have no doubt they enjoyed far better than did many of those on shore, whose only way of spending it agreeably is to commence the day by becoming beastly intoxicated, and ending it in the watch House as I have known to be very frequently the case in some of our large cities. I had made my arrangements some days previous for spending the day at Old Point Comfort to have a view of fortifications at that place, but circumstances prevented my doing so, and I was not so much disappointed as I had anticipated I should be for the novelty of spending the day on shipboard more than repaid me for the privation. July 6th Deserted from the boats this day, *Ino*. Johnson 3rd and *Ino*. Davis 2nd, the boats were on shore to obtain a supply of sand when these men ran from the boat, they were fired at by the officers of the boat, but without effect.

Wednesday July 14th

Drowned this day, Jas. Platt (Mar) who had been doing the duty of Ships Corporal for some time, in examining the shore boats along side as is customary to prevent the smuggling of ardent spirits on board, he had occasion to step from one boat to the other and in doing so missed his footings and fell overboard, as there was a strong tide running and he being unable to swim sank before assistance could reach him.

Monday July 19th

Received news of the alteration of the destination of this ship to the Brazil instead of the Mediterranean station, and also of the Fairfield detachment from our command. In furtherance of her orders the Fairfield got under way at 10 a.m. and proceeded up to the Navy Yard, there to receive such alterations in her cabins as are necessary for the accomodation of Comodore Morgan,¹¹ who is to proceed in that Ship and take command of the Mediterranean Squadron as the relief of Commo. Hull ¹² who is to return home with the Ohio.¹³

Wednesday July 28th

The Fairfield bearing the broad pendant of Commo. C. W. Morgan, came down the river and proceeded to sea, Saluting as she passed which was returned by us.

¹¹ Charles W. Morgan, Midshipman, 1 January, 1808; Lieutenant, 3 March, 1813; Commander, 15 April, 1820; Captain, 21 February, 1831; died 5 January, 1853.

¹² Isaac Hull, Lieutenant, 9 March, 1798; Commander, 18 May, 1804; Captain, 23 April, 1896; commanded the *Constitution* when she captured the *Guerriere*, 19 August, 1812; died 13 February, 1843.

¹³ *Ohio*, rated at 74 guns, carried 84. Launched at New York in 1820.

Friday July 30th

Fired a Gun and hoisted the usual signal at the foremast head for a Chesapeake pilot on the following day he came on board, when we unmoored ship and got under way bound to Annapolis Md., came too the same evening off Cape Charles, where we lay until . .

Monday August 2nd

Got under way at daylight, with light winds. Proceeded but a short distance and came too at Sundown to await a more favorable wind.

Tuesday Aust. 3rd

At 4.a.m. got under way again with a fresh breeze, which was unfortunately directly against us. However we made the most of it edging our way up as best we could, until 9 o'clock in the evening, when we experienced the most favourable breeze that we have had since we left our anchorage in Hampton Roads., it was much too good to lose and all hands were kept on deck for the remainder of the night.

Wednesday August 4th

At 8 a.m. came too off the City of Annapolis, distant from that place about Five miles and moored ship. The Ship acted remarkably well during the passage and we have every reason to be satisfied with this specimen of her abilities as a Sailer.

Friday August 6th

All hands having been occupied during the whole of yesterday in getting the Ship in fit condition to receive company. At sun-down every thing was in its place, and we were ready for our expected visitors, the paint work fore and aft the ship had been scrubbed clean, the white-washed places touched up, everything about the Battery in its place, and in fact the Ship was perfectly ataunto.¹⁴ A person who had never been at sea in a Man of War upon looking about the decks would have supposed that this Ship was as cleanly as their own domicile, but a person accustomed to a Man of War at sea knows differently, it is true that while lying in port with more than one half of the Ship's company idle, every thing goes on like clock work, but at sea it is naturally very different, with the usual making and reducing sail, there cannot be so many hands spared from duty to attend to cleaning up, etc. At 10 a.m. Commodore Morris arrived on board with his Lady, his two Daughters and his youngest son, who is attached to the Ship as his father's clerk. In the afternoon the Ship was completely surrounded by Steamboats from Baltimore and its vicinity. Having obtained permission, they came along side and we were for the while completely overflowed with visitors among whom were many of the most respectable inhabitants of the City of

¹⁴ "ataunto," taut, in excellent order.

Baltimore. The ladies made a promenade of our half deck where our Band was stationed, and playing in the meanwhile some very beautiful and appropriate airs. I should judge we had upwards of 4,000 visitors on board at one time.¹⁵

Sunday August 8th

Divine Service performed by our much respected Chaplain the Rev. Charles H. Alden.¹⁶ The service consumed the most part of the forenoon. At 11 A.M. Departed this life William Whitehouse Seaman. This is the first case of the kind that has occurred on board this ship since she was put in commission and Almighty God in his infinite goodness grant that there may be few such during the ensuing cruise. The unfortunate deceased had lately returned from the East India Station in the Frigate Columbia, while upon the station he had had an attack of the East India dysentery from which he never fully recovered and ultimately caused his death. The deceased was buried by his messmates in the church yard of Annapolis.

Monday August 9th

Started in the afternoon of this day for Annapolis. Fells point and Baltimore per steamboat. Landed at Annapolis where we remained but a short time and left again for Baltimore, touching at Fells Point on our way up, where many of our passengers left us, we arrived at Balto about 8 in the evening put up at the Globe Inn kept by R. M. Beam. I passed the following day in visiting the Museum, Cathedral, Washington Monument and many other places of interest about the city.

Wednesday 11th

Returned to the ship per steamer Washington. Very much pleased with my short and cursory view of the great city of Monuments.

Saturday August 14

We were visited this day by the Hon. Heads of Departments, members of both Houses of Congress, many of the Foreign Ministers, a large concourse of the most respectable inhabitants of the city of Washington among them were many Officers of the navy and army, and last though not least came a bevy of the most beautiful and accomplished ladies residing at Washington. We had expected to see John Tyler, President of U. S. among the number, but were disappointed. The pressure of public business prevented his being with us. During the company's stay the crew were exercised at general quarters, firing four rounds of blank cartridge from each Gun. The mock action having been got through with, the company partook of a splendid collation prepared for them by the Officers of the Ship, this

¹⁵ This is probably an exaggeration; 4,000 persons on a ship the size of the *Delaware* would be a hazard to the stability of the ship.

¹⁶ Charles H. Alden, Chaplain, 23 April 1841; died 24 September, 1846.

finished the crew were exercised at making and reducing sail etc., and at 4 p.m. the company left apparently well pleased with the manner in which they had been entertained.

EXTRACTS FROM THE LOG

Sunday August 15th 1841

During these 24 hours moderate breezes from the N.&E and clear pleasant weather at 9 a.m. mustered the crew and read the articles of war.

Monday August 16th 1841

During these 24 Hours moderate breezes from the S.&E. and pleasant weather. Two steamers came alongside with visitors.

Wednesday August 25th 1841

During these 24 Hours light airs from the N&E and cloudy, exercised the crew at general quarters made the following signals 275.417.350.¹⁷ With the Starbd. lower deck guns run in and all the crew over on the Larbd.¹⁸ side the ship keels over 15 inches. At 3 p.m. Chief Justice Tanney¹⁹ visited the Ship on his leaving manned the yards and fired a salute of 17 guns.

Sunday, August 29th, 1841

During these 24 hours light airs from the N. & E. mustered the crew at quarters. At 11:30 Divine Service performed by the Chaplain. Punished four men with the cats²⁰ by the order of Capt. Chas. S. McCawley.

Monday August 30th, 1841

During these 24 hours moderate breezes from the S. & E. At 10 a.m. the 1st and 4th Divisions were exercised at the great guns. Fired four rounds of Grape and round shot, and 2 round shot from the two waist carronades²¹ at a target about $\frac{1}{2}$ mile distant. The steamboat Patuxent comes alongside with a volunteer military company from Baltimore, also the Steamer Geo. Washington with visitors from same place.

Wednesday, September 1st 1841

During these 24 hours light and variable airs from the S and W clear and pleasant weather. Passed Asst. Surgeon Woodworth²² and Midn.

¹⁷ "275.417.350." Signals were transmitted by flags representing numbers of specific orders in the signal book.

¹⁸ Larboard, now port.

¹⁹ Roger Brook Taney, 1777-1864, jurist, Chief Justice of the Supreme Court, 1835 to his death.

²⁰ The "Cat o'Nine Tails" — an instrument consisting of a handle to which is attached nine leather thongs tipped with metal or knots. The offending seaman was lashed across the bare back with the "cat." It was abolished in the United States Navy on 8 September, 1850.

²¹ The carronade was a short gun of large bore having a short range and taking less time to load and less powder than a long gun of comparable bore. It was first produced at Carron, Scotland, in the 1760's; hence its name.

²² Robert Woodworth, Assistant Surgeon, 23 February, 1835; Surgeon, 1 December, 1846; Retired List, 13 May, 1867; died 17 March, 1870.

Edwd. A. Barnett²³ left the ship under orders from the Navy Department, both these officers were attached to the Ship upon their own applications under the impression that the Ship was to proceed immediately to the Mediterranean. After remaining six months attached to the Ship, and still no certainty of her going to sea, they applied for and obtained their detachment. Carpenters employed repairing Channel pumps.²⁴ Crew variously employed.

Ships Draft] — Forwd 23 feet 5 in.
] — Aft 25 feet 8 inches.

Monday, Septr. 6th 1841

At midnight, Thos. Hooper O.S. who had been in confinement nearly three months for attempting to desert, slipped his irons and again attempted to swim ashore, but before he had proceeded half the distance, he was discovered and the boats were sent in search of him. About 3 hours afterwards the boats returned having rescued him from certain death by drowning, as he had already sank once when the boats reached him. He is now under the surgeon's care.

Tuesday, Sepr. 7th 1841

This day we were honoured with a visit from Mr. Gradon,²⁵ Govenor of the State of Maryland, who inspected the various departments of the ship, and at 1:30 p.m. he took his departure, when the yards were manned and a salute of 17 guns fired.

Wednesday Septr. 8th 1841

At 11:30 P.M. Richard Harrole, O.S. departed his life being the second death that has occurred on board this ship. His body was sent on shore for interment.

Thursday Septr. 9th 1841

The following men having been in confinement a long time on charge of desertion, an order was this day received from the Secretary of the Navy to punish them with 12 lashes each in consideration of their long confinement, they were accordingly brought up and Henry M. Proctor, Edward Hunter, William Fielder, Nicholas N. Nichols, and Jno. Sudlow received *the dozen*

²³ Edward A. Barnett, Midshipman, 24 June, 1837; Passed Midshipman, 29 June, 1843; Acting Master, 13 January, 1847; Lieutenant, 4 August, 1850; Commander, 16 July, 1862; died 26 May, 1864.

²⁴ "Channel pumps," pumps extending into the water from the channels. Used for pumping salt water for washing down decks and fighting fire.

²⁵ Johnson here refers to William Grason, twenty-eighth governor of Maryland, who held that office 1838-1841. His administration was a distinguished one. He was born in Maryland in 1786 and died at his plantation July 2, 1868.

for desertion, and the following men were then brought up and punished at the discretion of the captain as follows. Jno. McFarland 8 lashes, for smuggling spirits, Chas. Bird (Marine) 8 lashes for sleeping on his post and permitting prisoners to escape, and Wm. Jackson 9 lashes for disobedience of orders.

Saturday September 11th 1841

At 5 p.m. this day Emanuel Matson (Sea) departed his life, being the third case of death that has occurred on board this Ship. Received on board Gettano Fizzio Commo. Steward.

Sunday September 12th 1841

Divine Service was performed by the Chaplain which occupied the forenoon. After which the crew were mustered around the capstain. The remains of Emanuel Matson were sent on shore for interment.

Monday September 13, 1841

For some days past the Captain has been in the habit of granting liberty to the most orderly and well behaved of the Ships company, from fifteen to twenty going each day having from 24 to 48 hours leave. The crews of the different boats being allowed this privelege by turns it came the turn of the Barge's crew to go on liberty and they went accordingly last Friday with 48 hours leave. This day they started to come off to the ship, when nearly alongside one of their numbers Jno Foley, being intoxicated jumped overboard and being unable to swim, was drowned. Upon being mustered, it was found that another of the crew, named William Willis (O.S.) had deserted. This circumstance together with that of two men who had gone to Baltimore at the solicitation of their friends and who had subsequently deserted, put an end to the granting of liberty during the remainder of the time we have to stay at this place.

Thursday, September 16th 1841

This day were discharged as unfit for service James Fullerton (Sea) and Antonio Lopez de Silva (Lands), the former was found to be addicted to fits, whether real or pretended is a matter of doubt, and the latter was perfectly useless being unable to speak or to comprehend one word of the English language.

Friday September 17th 1841

During this day it blew very fresh from the N&E and very squally weather. At 5:30 p.m. sent down top gallant yards and housed top gallant masts. It continued to freshen during the afternoon and at 6:30 p.m. let go the Starboard sheet anchor,²⁶ and veered out 20 fathoms of the Stabd. cable.

²⁶ "sheet anchor," the largest anchor aboard, carried in the waist of the ship with cable bent ready for use in an emergency.

Baltimore, Aug. 9 1841

Mr. Daniel M. Johnson
To R. M. BEAM, Dr.

For Lodging & Breakfast	75
" " Day Board	1.25
	<hr/>
	\$ 2.00

Per R. M. Beam
 J. C. Davis

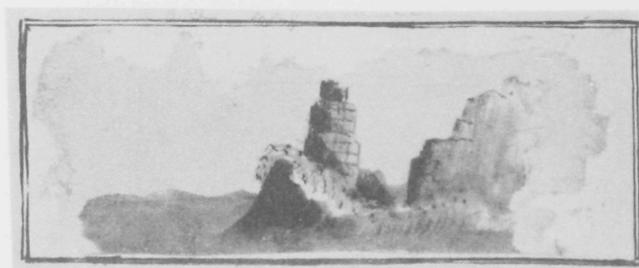
Receipt given Johnson upon payment of his bill for board and room, Baltimore, August 9, 1841. This was during Johnson's visit to the city while the *Delaware* lay off Annapolis. R. M. Beam was proprietor of the Globe Inn.



The ferry *Star* off the Rip Raps in Hampton Roads.



The Briars at Hampton, Va. Johnson remarks that this sketch is "rather exaggerated."



The old lighthouse on Cape Henry.

Saturday September 18, 1841

At 7 a.m. fidded [fitted] top gallant masts and crossed top gallant yard, after which all hands were called to unmoor ship hove up the Starbd. sheet-anchor and transported it to its place.

Tuesday September 21st 1841

At 3:30 a.m. William Sharp O.S. departed this life being the fourth death that has occurred on board this Ship. During the afternoon his remains were sent on shore for interment.

Thursday September 23rd 1841

During this day the following men were punished viz Geo. Packard (Lands) 12 lashes with the cats for theft. Willm. Smith (Lands) 12 do do for the same offence. Jno. Brown (O.S.) 12 do do do for intoxication and using disrespectful and abusive language.

Sunday September 26th 1841

Divine service performed and as has been usual for some time past, the crew were mustered round the capstain before the present arrangement the crew were mustered in this way on the first Sunday of each month, but of late the crew have been mustered in this way each successive Sunday. Commodore Morris, his family and suite left the ship some ten days since and proceeded to Washington. This day the Commo.'s Secretary, Mr. Gammell appeared on board and produced orders from the Navy Department of his together with the Commos. Clerk's detachment from this ship. The Commodores next step is expected to be his own detachment from the command of this squadron.

This day Midshipman John Wilkes²⁷ reported for duty.

Monday September 27, 1841

Preparations were made to day for proceeding to Hampton Roads, according to orders received from the department the day previous.

During the morning the studding sails²⁸ were bent and Studd'g Sail gear rove — At 10 A.M. All hands were called called to unmoor Ship. The *Larboard* anchor was hove up, and about 50 fathoms of the *Starbd.* chain hove in.

ANNAPOLIS ROADS

At 4 P.M. all hands were called to muster when the executive officer proceeded to read the promotions of the following gentleman and to present

²⁷ John Wilkes, Jr., Midshipman, 9 September, 1841; Passed Midshipman, 10 August, 1847; resigned 3 November, 1854.

²⁸ "studding sails," light weather sails carried on moveable booms which were extensions of the yard arms.

to them their commissions viz. David G. Farragut ²⁹ — to be a Commander, Otway H. Berryman ³⁰ & Fabius Stanley ³¹ late our acting masters ³² to be Lieutenants in the Navy — and Willm. Taylor Smith ³³ & Benjamin S. Gantt, Pass'd Mid'n. ³⁴ received their appointments as Acting Masters of the Ship.

Tuesday September 28, 1841

This morning all hands occupied in making preparations for our departure from this place, the swinging booms were got alongside, the Starboard accomodation ladder unshipped and hoisted in etc. etc. these minor preparations having been completed, at 11 a. m. weighed the Starboard anchor, set the courses, jib, spanker and fore and main topsails and stood down the bay, with a moderate breeze from the Sd. & Ed. we continued our course, making very short tacks owing to the narrowness of the channel until 2:30 p.m. the wind heading us off we came too with Starbd. anchor in 7 fathoms water, the Royal yards were sent down, 50 fathoms of the Starbd. chain veered out, and we are now settled, until we have a more favorable breeze. There are very few in the ship who are sorry at our leaving Annapolis, it being a miserable place for a stranger to enjoy himself. I had been on shore at Annapolis with permission to remain some three or four days, but was glad to get on board before half the time had expired. Some of officers belong to the place and have familys and friends residing there. These very few are in fact the only persons on board who regret our leaving our anchorage off Annapolis.

CHESAPEAKE BAY

Wednesday September 29th 1841

At 7 A.M. all hands were called to up anchor, got under weigh and commenced beating down the bay with the wind light from Sd & Wd.

At 11 A.M. the wind hauled WSW the royal yards were sent aloft. the

²⁹ David G. Farragut, Midshipman, 17 December, 1810; Lieutenant, 13 January, 1825; Commander, 8 September, 1841 (date of commission); Captain, 14 September, 1855; Rear-Admiral, 16 July, 1862; Vice-Admiral, 31 December, 1864; Admiral, 26 July, 1866; died 14 August, 1870.

³⁰ Otway H. Berryman, Midshipman, 2 February, 1829; Passed Midshipman, 3 July, 1835; Lieutenant, 8 September, 1841; died 2 April, 1861.

³¹ Fabius Stanley, Midshipman, 20 December, 1831; Passed Midshipman, 15 June, 1837; Lieutenant, 8 September, 1841; Reserved List, 13 September, 1855; Lieutenant on Active List, 8 September, 1841; Commander, 18 May, 1861; Captain, 25 July, 1866; Commodore, 1 July, 1870; Rear-Admiral, 2 February, 1874; Retired List, 4 June, 1874; died 5 December, 1882.

³² "Acting Master." Master was a rank in the Navy between Midshipman and Lieutenant. Midshipmen were sometimes appointed "Acting Master" as a temporary rank.

³³ William Taylor Smith, Midshipman, 7 July, 1832; Passed Midshipman, 23 June, 1838; Lieutenant, 19 September, 1842; resigned 12 October, 1853.

³⁴ Benjamin S. Gantt, Midshipman, 16 June, 1834; Passed Midshipman, 16 July, 1840; Master, 26 August, 1846; Lieutenant, 25 February, 1847; died 12 March, 1852.

royals and lower studdg sails set. we continued on this tack until 3.60 [sic] P.M. when the Wind failing us came too with the Starboard anchor in 7 fathoms water.

At 8 P.M. the wind coming up fresh from the N&Wd. we got under weigh and stood down the bay under reefed fore and main courses, doubled reefed top sails and jib. At 10.30 the yards were squared the jib brailed and fore and main top gallant sails set. We are now going free before the wind logging about 8 knots.

Thursday September 30th 1841

Still standing down the bay with the wind light from the N & Wd. and squally appearances. At 1.30 hove too and received on board two Hampton pilots filled away and stood up for Hampton Roads. At 3 P.M. let go our Larboard anchor in 7 fathoms water. Cape Henry light house bearing E by S. Willoughby's point WSW. Here we discharged the 2 Chesapeake pilots who have been on board since we left Hampton Roads near two months since, they have received during all this time \$5 each per day in addition to their pilotage up and down the bay. Considering their living during the while in the Ward room at the government's expense, I infer they have been liberally paid for their services.

At 8 P.M. got under weigh again and proceeded on our way up.

HAMPTON ROADS

Friday Oct. 1st 1841

At 8:30 A. M. came to an anchor in Hampton Roads, and during the day moored Ship in 14½ fathoms water. Found at anchor in the Roads the French Frigate Armide and Brig Bison, belonging to the French Squadron on the West-India Station, and Commanded by Rear Admiral Armores. These vessels having left their station to be out of the way of the Gales that usually visit that quarter at this season of the year; from which the season takes the name of the Hurricane months.

Saturday Oct. 2nd 1841

At 1.30 P.M. Commenced raining and blowing very fresh. The Top Gallant masts³⁵ and yards were got ready for sending down and the Larboard Sheet anchor ready for letting go. At sunset sent down the Top Gallant yards and housed the top Gallant masts. At 8.30 P.M. let go the Starboard sheet anchor and veered out about 16 fathoms of chain, the wind still increasing, the yards, were pointed to the wind. The French ship also sent down her upper masts and yards, but not in an equal sailor-like manner. We had our yards secured in the rigging and all hands down from aloft, at the time the Frenchman's Yards were being landed although we commenced at the same moment.

³⁵ "Top Gallant masts," the masts directly above the top masts.

Sunday Oct. 3rd. 1841

The gales which commenced yesterday continue unabated.

Monday Oct. 4th 1841

This morning we have moderate breezes from the Nd. & Wd. At 7 A.M. the top gallant masts were sent aloft. The Starbd. sheet³⁶ was hove up and stowed in the waist and 16 fathoms of the Larbd. chain hove in.

We have thus far proved ourselves equal if not superior to the French Flag Ship in such matters as loosing and furling sail, sending down top gallant masts, etc., which is no small matter of pride to us. Considering that the French ship has been on her station about Eighteen months while this is our first attempt at competition and our Ship's company consists in a great part of those who have never as yet been at sea.

Tuesday Oct. 5th 1841

During the morning all hands occupied exercising sail, at 1.30 P.M. Admiral Amores commd'g. French West India Squadron visited the Ship accompanied by his fighting captain and First Lieutenant. He was saluted with 15 Guns, which was returned by the Armide with the same number. Admiral Amores and his suite inspected the ship throughout. Capt. McCawley and Commd. Farragut acting as Chaperons. They partook of a repast furnished by our Captain and at 4 P.M. left the ship.

Transferred to Hospital at Norfolk 14 men who were deemed unfit for sea service.

Wednesday, October 6th, 1841

During this day we had light breezes from the Wd and clear pleasant weather. At sunrise the French Frigate Armide and Brig. Bison got under weigh and stood out to sea. There are nearly two thirds of this ship's company who have relinquished the spirits part of their ration for the sake of the 6 cents allowed by government instead of it. But whether this is really a good or bad arrangement, perhaps may be questioned as it is undoubtedly done by many for the sake of greater means to extend their intoxicating licentiousness in port. The allowance of a half pint of spirits per day on board U. S. Ships is the very thing and the only thing I am fully persuaded that induces the larger portion of our sailors to ship on board a man of war, especially since so many of our merchants Captains and owners have abolished the use of it entirely. I believe that our community are very generally ignorant of the vices of our Navy; they are not aware of their most pestiferous influence upon many youth, who have left their parents' roofs, with comparatively unblemished character, but who, alas, have forfeited it by indulgence in the worst of sins. This day the amount of \$4,000 was paid

³⁶ "Starbd. sheet," the starboard sheet anchor. See footnote 26, page 10.

to those who have had their grog stopped during the last three months.³⁷ The effect of this policy remains to be seen. —

Friday, Oct. 8th 1841

This morning all hands were called to witness punishment and the following named men were brought up to receive their allotment of lashes. vis. George Bennett 9 lashes for intoxication, Owen Dunn, the same number for the same offence and Willm. Smith, 12 lashes for theft. The latter has received several dozen with the colts³⁸ for his thieving propensities, and this day he received a dozen well laid on, in hopes of curing him.

Received a draft of 16 seamen from regn. Ship Pennsylvania, among the number was a man named Thos. Sutton, who left the ship some weeks since to attend as a witness at the courts martial for the trial of Captn. Latimer,³⁹ then sitting on board the Pennsylvania.

Sunday, Oct. 10th, 1841

This day Divine Service was performed by our Chaplain, after which the articles of war were read, and the crew mustered. Discharged Augustus Hammer, late our Surgeon's Steward, but more recently a Landsman having been disrated by the executive officer of the ship in consequence (as he told poor Hammer,) of his having a slight attack of sickness while we were lying at Annapolis, but there was another reason for this proceeding. Our executive has taken a peculiar liking to the foreigners among the ships company, and he has an aversion to seeing an American in any situation of trust or emolument. Hammer was a native of Baltimore and served a regular apprenticeship to the apothecary business during the last winter his employer failed in business, and Hammer was thrown out of employment, being unable to obtain another situation at the time he shipped, and was drafted on board this ship, he brought with him a recommendation for the berth of Surgeon's steward which situation is pecuniarily worth \$18 per month, while the pay of a landsman is but \$9 or half the sum.

Hammer remained in quiet possession of his office until a short time since, when there appeared on board a transport cockney bearing the significant cognomen of Parrott, it had long been a source of dissatisfaction to our executive to see an American in possession of a situation that could not possibly be occupied with as much credit by any other person on board the ship, his foreign minions were all this time on the lookout however for a person who had not the fault of being a native. They at last pitched upon the Cockney Parrott as the most suitable for their purpose and without the

³⁷ The issue of spirits in the United States Navy was abolished 1 September, 1862.

³⁸ "Colts," a rope knotted at one end used to start slow-moving seamen.

³⁹ William Kay Latimer, Midshipman, 15 November, 1809; Lieutenant, 4 February, 1815; Commander, 2 March, 1833; Captain, 17 July, 1843; Reserved List, 13 September, 1855; Commodore on Retired List, 16 July, 1862; died 15 March, 1873.

least ado Hammer was disgraced and the Cockney placed in his situation, although without the least knowledge of medicine or surgery.

Our Surgeon not at all liking this movement of our executive, immediately wrote for and obtained Hammer's discharge from the service, he left the ship today to join his friends in Baltimore and may he never have cause to rejoin the service that has in this instance treated him so cavalierly.

Our boats have been busy for the last few days watering Ship from Hampton.

Wednesday, Oct. 13, 1841

Slight breezes from the Nd. & passing clouds. Consumed the morning in exercising the crew at Quarters. Discharged William Jackson O. S. as worthless and unfit for service. Our boats are still at work watering ship.

Saturday Oct. 16, 1841

Deserted from the 2nd Cutter at Hampton, William Stevens seaman' this man deserted from the Delaware while the receiving ship⁴⁰ at Norfolk in the fall of the year 1838. He was absent from that ship about 16 months when a draft of men arrived from Baltimore, and Stevens was recognized as a deserter under an assumed name. He was subsequently transferred to this ship when she was put in commission, and charged with the amount overpaid him when he deserted and also his second bounty, making in all \$110.

Sunday, Oct. 17th, 1841

This day being cloudy and the wind fresh from the N.W. Divine Services was performed under the half deck⁴¹ instead of the spar deck⁴² as is customary. The crew were however mustered upon the spar deck, and the remainder of the day was spent as usual on board a man of war in port. Some sleeping, some reading, some writing, and not a few engaged, on this, the most holy day, at gambling. The punishment for that offence is very severe; but in spite of every precaution to prevent it they still manage to carry it on by stealth.

Monday, Oct. 18th 1841

This morning, Robert Walsh Esqr. Secretary of Legation to Brazil came on board to take passage for Rio de Janeiro. From this circumstance, I am lead to believe that this ship is to remain but a short time longer in the U. States.

During the [day] Harry Budd, under the assumed name of Harry Ray-

⁴⁰ That is, while the *Delaware* was acting as a receiving ship at Norfolk.

⁴¹ "half deck," the after part of the gun deck, which is the first below the weather deck or spar deck.

⁴² "spar deck," the first or uppermost deck; in the case of the *Deleware*, also the weather deck.

mond a deserter from this ship was brought on board from the Pennsylvania and confined.

Tuesday Oct. 19th 1841

At 12 M All hands were called to witness punishment, and the prisoners in number about sixteen were brought up and punished as the nature of their case required. The original cause of the punishment of each and every one of these men may be traced to the money they had recently received from the Purser for their stopped grog. The majority were punished for their vicious propensity for gambling not a few of the number had been guilty of intoxication, and some were punished for theft.

Discharged Edwin Corey (Marine) who obtained his discharge from the service through the interference of influential friends at headquarters.

Wednesday Oct. 20th 1841

The Steamer Poinsett came down from the Navy Yard with stores. Sent 4 men to the Naval Hospital and transferred Enoch Ballinger to the Receiving Ship Pennsylvania as being unfit for sea service. Received on board William Crowley a deserter from this ship who had shipped a second time under an assumed name.

Friday Oct. 22nd 1841

At 12M John Tyler President of the United States visited the ship in company with Commodore Morris, John Tyler Jr., the president's private Secretary and several members of Congress upon his coming alongside the yards were manned and the National salute of 26 guns⁴³ fired. After the company had inspected the different parts and parraphernalia of the ship, the drums beat to quarters and the crew were exercised at quarters, firing three rounds of blank cartridge and the usual evolutions of a sea engagement were gone through with. Apparently much to the satisfaction of our Commander in Chief, who also inspected the crew while at their quarters.

The company having partaken of the hospitalities of [the] Commodore, left the ship at 3 P.M. and proceeded to Norfolk accompanied by Commodore Morris. Upon his leaving, the yards were manned and a salute fired as before.

Saturday Oct. 23rd 1841

Left the ship to proceed to Norfolk on business, connected with the pursers department when abreast of Pennsylvania and Cyane, each of those ships were saluting the President who was at that time on board the first named ship. I remained in Norfolk during the morning and in the afternoon proceeded to the Navy Yard at Gosport to attend to my business. Witnessed the review of the Portsmouth troops by the President. On the fol-

⁴³ "26 guns." The national salute consists of one gun for each State. At this time there were 26 States in the Union.

lowing day I made the best of my way to the ship, started from the warf at Norfolk at 1 P.M., stop'd on board the Sloop Cyane to await the changing of the tide, left the Cyane at Sundown and proceeded down the river, it became perfectly dark when we one fourth of the distance to the ship, very cold, a heavy sea on, and our boats (The Captain's Gig) nearly half full of water. Got on board 10:P.M. nearly frozen and completely drenched, a good stiff glass of the "Sailors Universal Medicine" however soon restored me to my wonted spirits.

Monday Octr. 25th 1841

Commodore Morris came on board as did also Captain McCawley who had been staying at Norfolk since the ship first arrived from Annapolis. There was an order promulgated some days since that no person should be absent from the ship after the 24th inst. the time having expired. Our officers of course are all on board, and all hands are overjoyed at this likelihood of our getting to sea, before the expiration of another week. The crew are reeving⁴⁴ the studding sail gear and otherwise actively preparing for sea.

Wednesday Octr. 27th 1841

This morning we have light breezes from the S & W and clear pleasant weather. At 9 A.M. all hands to unmoor ship. in heaving in the Starboard anchor the chain parted at 15 fathoms from the anchor. This accident was caused by the oversight or ignorance of our Pass'd Mid'n acting master in heaving in on the Starbd. chain without properly veering out⁴⁵ on the Larbd.

The Boats were got out and proceeded to warp a hauser⁴⁶ for the anchor, and grapple for the chain, but were unsuccessful in their efforts. Being unable to recover our anchor the remaining chain was bent to the Starb'd Sheet anchor. At 6 P.M. about 15 fathom of the Larbd. chain was hove in.

Thursday Octr. 28th 1841

The life boat and 3rd cutter⁴⁷ were again set to work dragging for our lost anchor. During the morning the Poinsett came down from the Navy yard with a Bower jewsharp⁴⁸ and timber for a stock.⁴⁹ — Willm. Hoff⁵⁰ chief

⁴⁴ "reeving," passing a rope through a block or hole.

⁴⁵ "veering out," letting out a chain or line.

⁴⁶ "warp a hauser," the line used for hauling a ship by the anchor. Johnson should have said "bent a line."

⁴⁷ "cutter," a square-sterned small boat.

⁴⁸ "Bower jewsharp." The bower anchors were those carried in the bow of the ship and normally used for anchoring. The jewsharp was the shackle connecting the cable to the anchor.

⁴⁹ "stock." The stock of an anchor consisted of two pieces of heavy timber passing across the shank just below the shackle at right angles to the flukes. It was secured together by wrought-iron bands. Its purpose was to turn the anchor on the bottom so one of the flukes would hook into the sand or mud.

⁵⁰ William Hoff, Boatswain, 23 October, 1841; resigned, 8 December, 1849.

Boatswains mate was discharged from this ship, he having received from the Hon. Sec'y of the Navy an appointment as Boatswain in the Navy with orders to the U. S. Ship United States now fitting out at the Norfolk yard for the Pacific station. At 5 P.M. The U. S. Surveying Brig Consort, arrived from New York and anchored near us.

Sunday, Octr. 31st 1841

This morning the Starb'd Sheet anchor was transported from the bow and secured in its place in the waist, the Starb'd bower was also hoisted in and secured on the bows. At 10 A.M. Divine Service was performed by our Chaplain and the crew mustered.

At 4 P.M. A large ship was seen in the offing which proved to be the U. S. Frigate Constitution Capt'n Danl. Turner ⁵¹ from the Pacific, last from Rio de Janeiro with Commo. Ridgely ⁵² late Commander in Chief of the Brazilian Squadron as Passenger. The Constitution hoisted her number at 4.40 and saluted commo. Morris' broad pennant with 13 Guns which was answered by us with seven. — At 8:30 the Constitution anchored on our quarter. Discharged Peter Borge Ward Room Steward, and received in his place Raphael Gondolpho late ward Room Steward of the Constitution.

Monday, Novr. 1st 1841

At 8 A.M. all hands were called to up anchor, and at 11 A.M. we got underweigh and stood out of the Roads on our way to our destined station. Our ships company mounted the rigging and gave three hearty cheers as we passed the Constitution, which was returned by the crew of that ship but with what different feelings must they have regarded this interchange of good wishes. They just returned from a long and protracted cruise in a foreign sea with the prospect of again beholding those friends and relations from whom they have been so long estranged, while we were departing to undergo the same deprivation of the society of our nearest and dearest friends for perhaps three long years, and how many of our shipmates may during our ensuing cruise be laid low by the hand of our all wise Ruler, while possibly their wives parents, brothers or sisters may anxiously expect the customary letters or tokens from the absent wanderer and in their stead shall receive the heart rending intelligence that the beloved husband, son or brother has met his end in the middle of the ocean and his remains consigned to the bosom of the deep. There to await the sound of the trumpet on the great day of judgment. May our constant prayers be, that our heavenly father in his infinite goodness may permit us all to return again to our beloved friends, whom we are leaving to roam for a time oe'r the wide oceans wave and may they be spared to meet us at our return to our native land.

⁵¹ Daniel Turner, Midshipman, 1 January, 1808; Lieut. 12 March, 1813; Commander, 3 March, 1825; Captain, 3 March, 1835; died 4 February, 1850.

⁵² C. G. Ridgely, Midshipman, 19 October, 1799; Lieutenant, 2 February, 1807; Commander, 24 July, 1813; Captain, 28 February, 1815; died 8 February, 1848.

Continuing on our way out, we passed the fortifications at the entrance of the harbour and at 1 P.M. passed the light boat off Cape Henry. About this time a ship was seen coming down the roads which is supposed to be the U.S. Sloop of War *Cyane*,⁵³ one of Pacific Squadron. At 8 P.M. we were well off the land and every prospect of getting perfectly clear without the necessity of again letting go our anchor.

AT SEA

Tuesday Nov. 2nd 1841

The Sea bird wheels above the mast,
And the waters fly below.
And the foaming billows flashing fast,
Are leaping up the prow,
Hurrah! Hurrah! the shores we quit,
And those who are within,
May they be safe and standing yet,
When we cross these waves again,

The pilots having taken their departure shortly after sunset last evening with the bag of farewell letters undoubtedly a curious budget, if one could but see all it contained — we are now indeed upon the

“Deep! the Blue! the open sea.”

having been out of sight of Cape Henry light for some ten or twelve hours. This morning a large ship was discovered on our lee quarter, steering the same course, and evidently crowding on sail to overhaul us. Having sprung our maintop gallant mast, we were obliged to reduce sail, to enable us to send down the maimed spar, and get another aloft in its place, while this was going on, we exchanged signals with the stranger which as predicted proved to be the Sloop of War *Cyan*. Capt. Stribling bound the Pacific via Rio Janeiro. She saluted the broad penant of Comm. Morris as in duty bound, which we returned with 7 guns a Commanders complement from his superior in rank.

Shortly after the *Cyane* overhauled us and ranged up on our Starbd. quarter, Capt. Stribling⁵⁴ very politely offered to accompany us to Rio Janeiro should our Commodore wish, but he, probably thinking our ship large enough to take care of herself, declined the offer, with many thanks to the tender, having exchanged mutual wishes of a safe and pleasant passage the *Cyane* filled away and proceeded on to her destination.

During this day, I saw for the first time mother Careys chickens. These little birds are about the size of a swallow, they are brown with white bellies, short forked tails and long pointed wings! They are generally distinguished

⁵³ *Cyane*, second-class sloop rated at 18 guns, armed with 32-pounders. Her tonnage was 792. She was built in Boston in 1837 at a cost of \$143,469.

⁵⁴ Cornelius K. Stribling, Midshipman, 18 June, 1812; Lieutenant, 1 April, 1818; Commander, 28 January, 1840; Captain, 1 August, 1853; Retired List, 21 December, 1861; Commodore on Retired List, 16 July, 1862; Rear Admiral, Retired List, 25 July, 1866; died 17 January, 1880.

by a long hook like bill. They are commonly called and known as "Stormy Petterels," an ornithologist would call them "Procellaria Peligica," but Jack knows no other appellation for them than "Mother Cary's chickens." Several of these little wanderers alighted on our deck, and were received with becoming hospitality, sailors are superstitious in regard to these birds, and no inducement will make him confine or otherwise maltreat one of them. Hence they fly about a ship's deck with perfect impunity.

Novr. 3rd, 1841

This morning the Cyane was discovered on our Starboard bow, and shortly after another sail was discovered to Leeward, which proved to be an American ship from Richmond Va., made and reduced sail throughout the day as required.

Our quarter deck and mizzen chains⁵⁵ made a ludicrous appearance today, having been crowded since we left the capes with sea sick Reefers,⁵⁶ clerks, secretary's &c., those who have but began to feel the effects of the ship's motion may be seen backing and filling about the lee side of the quarter deck, but as their situation becomes more desperate they may be observed making their exit in a very sly manner, through one of the ports leading into the chains, where they can disgorge the dainty breakfast or dinner unobserved by those who though gradually approaching the same climax, have not yet become as heavy headed as themselves. The "before the mast" characters are almost as bad off as some of their superiors in rank, lying about in different parts of the ship, literally throwing away Uncle Sam's excellent cheer and perfectly unable to help themselves.

A large school of porpoises were playing about us for several hours during the day. During the whole time they kept exact pace with us, never advancing farther than a few yards ahead of us, and generally keeping directly under the bows. After several attempts one of them was struck with a small harpoon with four barbed grains and darted forward, coloring the sea with his blood, but owing to a small line, and his violent struggles, he disengaged himself and disappeared, carrying with him, the grains and about twenty fathoms of line, the whole family followed of course.

"Many go down to the sea, and behold the wonders and majesty of God's works, yet know not that there is a God."

"Away, away before the breeze,
The gallant 'Delaware' Swiftly flees—
Around us gleam the diamond seas.
Above us bend the sapphire skies!"

Novr. 4th 1841 — At Sunrise the Cyane was discovered on our Larbd. quarter, nearly hull down, we having passed her during the night.

⁵⁵ "Chains," the chain wales or channels. The narrow platforms projecting from the hull of the ship abreast of the masts along with the strip of metal which secures the mast rigging to the hull. A favorite spot for seasick sailors.

⁵⁶ "Reefers," midshipmen or apprentice boys.

Directly after another sail was discovered to leeward, standing N.E. The wind increasing a few minutes before sunset all hands were called to reef topsails, it blowing at this time a smart gale from the Sd & Ed, this being the first instance of the kind that has happened. Since we left port. As might be expected, there was considerable confusion in getting aloft &c and the Officer of the Deck might be heard issuing his orders in somewhat the following strain. "Stand by to furl the Royals and to' gallant sails." "Stand by the royal and to' gallant haul yards" "Man the to' gallant clue lines"! Lay aloft there you haymaking lubbers! Haul taut! In royals and to' gallant sails! Move quick there you lazy rascals, or I'll flog every soul of ye! lay out and furl"! These and many similar expressed orders were caught up and echoed about the ship by our score of Reefers and tended in no small degree to increase the confusion. In a short time however, everything was snug again, and we were scudding along at the rate of ten knots on a taut bowline.⁵⁷

Novr. 6th 1841

We have been completely surrounded by vast schools of flying fish during the last two days. Indeed the surface of the sea seemed alive with them to a considerable distance; but the greatest number visible was about the ship. These flying fish (*Exocoetus exiliens*) are distinguished by its immense fins, situated immediately behind the gills, which it uses as wings when it changes its element. They generally fly forty or fifty yards, when meeting a wave they plunge into it and disappear. Others rose over the crest of the wave, apparently bathing its wings in the spray and pursued their flights with renovated powers. It is probable these persecuted little creatures supposed our ship to be some voracious leviathan, and they sprung from us out of the water, as they are known to do from their enemy's the bonito's and albicore's [sic]. I observed that dog fish and others swam close alongside without any such seeming sense of danger.

An amusing occurrence took place this evening. One of our apprentice boys had turned into his hammock, which swung on the weather side of the main deck well aft and with the opposite ports open. He had been asleep, but a short time when he was suddenly started from his sleep by some living and exceedingly cold animal, fluttering about him and finally nestling in his bosom. He turned out in a fright, and searching his hammock, discovered a large flying fish panting and gasping under the clothes. The fish had probably been lured by the light of the sentry at the cabin door, which was but a few feet from where the boys hammock hung. It is said that when these fish are pursued by its many enemys at night and near a ship, is strongly attracted by light, flies towards it, perhaps for protection, and enters any part of the vessel that the light may be placed.

⁵⁷ "taut bowline," sailing close hauled hard on the wind.

Novr. 12th 1841

We have been running along very steadily for some days, with a moderate breeze, and all sail set. During this day however the wind increased to such a degree, that it was found necessary to reef topsails, which was done in much better style than on the former occasions. During the time I have been on board this ship, I have observed more particularly the different walks of life, which are but fancied on shore, but very amusingly distinguished and observed on board such a ship as this.

The men are confined exclusively in their lounges in the fore part of the ship. The luffs⁵⁸ pace the weather side of the poop or the quarter deck at sea, and the Starboard side in port! then they have the Larboard side of the half deck below as a promenade, and the Larboard bridle port, to Smoke at, as their exclusive provinces; The Reefers as a matter of fact approximate whatever may be left of the official priveleges of the ship, and exact their full honours, as well as a due share of cringing subserviance from their inferiors in rank. Our Midshipmen however are in the main a very gentlemanly set of young officers indeed it would be a hard matter to select from the entire naval register, as gentlemanlike and experienced set of officers, as are now on board this ship. During the time between sunset and setting the watch at 8 o'clock, our young officers amuse themselves by dancing qudrilles and waltzing for this purpose the half deck is cleared, and the Band seated against the cabin bulkhead in this way they pass many an hour, that would otherwise, especially at sea, hang heavily on their hands.

Novr. 15th 1841

This morning all hands were called to witness punishment, and the culprits were brought up from the brig, and arranged, as usual in the starboard gangway, under the charge of the master at arms, there were two men, who had been guilty of desertion, two for stealing, and one man who had been guilty of the revolting and degrading crime of sodomy. It appears to me that our service has become so degraded, that the enactment of these severe regulations becomes actually necessary, and the only way to enforce obedience is by a strong appeal to the back, the brute part of man instead of his reason and moral sense. If perchance a respectable man should enter our service, he is almost sure to become corrupt for the reason that he finds little or nothing to be gained by maintaining a good reputation.

Novr. 19th 1841

We have seen several sail within the last few days, but have communicated with none of them. Yesterday an English Barque⁵⁹ and a Brig⁶⁰ in sight, both steering the same course with us, but we have run them completely out of sight. During the morning watch, it came on to blow very

⁵⁸ "luffs," lieutenants.

⁵⁹ "Barque," a 3-masted vessel, square rigged on the fore and main masts and fore and aft rigged on the mizzen.

⁶⁰ "Brig," a 2-masted vessel, square rigged on both masts.

heavy, carried away the mizzen top gallant yard in the slings,⁶¹ a new one was sent aloft, and crossed. Our latitude this day was $20^{\circ}59'$ N. Long. $35^{\circ}42'$ W. as per observations.

Novr. 23rd 1841

This morning another sail was discovered on our weather bow, upon nearing her she being a large ship led many of us to believe her to be the Cyane, but upon her showing her colors, she proved to be a large Portuguese merchantman. Our Latitude this day was $13^{\circ}35'$ N. Longitude $30^{\circ}29'$ W. Our course being W.S.W. we are gradually approaching the Equator. The thermometer stands in the shade at 86 degrees and the sense of heat is very oppressing.

Novr. 27th 1841

During the whole of yesterday and greater part of this day we have experienced a dead calm, and a sense of intense and suffocating heat. During the afternoon we were struck with one of the squals⁶² so frequently met with in these latitudes. We were very well prepared for it however, and it passed without doing us any damage. — Our latitude this day is $5^{\circ}45'$ N longitude $25^{\circ}43'$ W.

Nov'r 30th 1841

For the last few days we have had a constant succession of squals, but have succeeded in making from one to two degrees of latitude with one degree of longitude each day. At Meridian the observations proved us in $0^{\circ}3'5$ latitude and $26^{\circ}10'$ W longitude, having crossed the equator about 30 minutes before meridian.

Dec'r 3rd 1841

This morning a large American merchant ship was discovered on our weather quarter heading directly for us, and apparently making every exertion to overhail us as the wind was fresh at this time we were able to keep her well astern but the wind dying away shortly after, she gained upon us very perceptibly, and in a short time she came up with us. Our ship having passed every other that we had come up with during the passage. Those in command did not much like the idea of being beaten. Upon the eve of going into port, the ship was trimmed by the head⁶³ by sending all the men forward, but this did not answer and the shot racks⁶⁴ were also useless for our opponent passed us, and during the day was lost sight of ahead.

⁶¹ "slings," short chains that carry the weight of the yardarm at the mast.

⁶² "Squals," sudden and intense winds commonly met with at sea.

⁶³ "trimmed by the head," sailing with the bow low in the water. Apparently the *Delaware* sailed faster under these conditions, being very full in the run.

⁶⁴ "shot racks," wooden troughs around the hatches in which were stored iron round shot for the ship's guns. Johnson apparently means that the shot in the deck racks was also shifted forward in trimming the *Delaware*.

Dec'r 5th 1841

Divine service was performed this morning by our excellent and talented chaplain, the discourse was very impressive, his text being taken from twenty seventh verse of the twenty seventh chapter of Acts. "But when the fourteenth night was come, as we were driven up and down in Adria, about midnight the shipmen deemed that they drew near to some country;"

This passage was commented upon in a style that did justice to the subject, and increased our great respect and just appreciation of the talents and goodness of our esteemed chaplain. Our present situation was likened to that of Paul: After having been tossed and buffeted about for many days, we are now approaching our port of destination, where we hope to enjoy a resting spell. After the service our crew we mustered as usual, and the articles of war read upon the quarter deck, in their presence all hands uncovered.

We are rapidly approaching our destined port, and every person in the ship are congratulating themselves upon our pleasant and very fortunate passage. We have come thus far without the least accident to mar the happy termination of the passage. A few evenings since, a young man was knocked from the flying jib boom⁶⁵ end, during a slight squall, but by the judicious and masterly management of the ship by the officer of the deck, the ship was hove too, the life boat manned and lowered, and in the short space of ten minutes, he was again among us none the worse for his perilous aquatic excursion.

Dec'r 7th 1841

For several days past, our officers, for the purpose of rendering the crew more adept in the loosing and furling our sails, have during the afternoon called all hands to exercise sails, while exercising the studding sails this evening, the appalling cry of a man overboard was heard, proceeding from forward and caught up and echoed in every part of the ship. The ship was immediately hove too, the life bouy's cut adrift, and the boats lowered. After searching in every direction for some time, they at length returned without their object. The drummer was immediately summoned and the order given to beat to quarters, when it was found that every man was present and at his station. This false alarm being merely a ruse, got up by some soulless wretch for the pitiful purpose of getting rid of this light, and no ways dissagreeable exercise, which he or they probably deemed an infringement upon his or their other duties. A liberal reward was offered for the discovery of the heartless instigator of this mean and despicable hoax, and should he be so unfortunate as to be found out, he will receive just desserts. A person who would thus raise this, the most appalling cry on board a ship at sea for some petty reasons of his own, certainly deserves a punishment every way equal to the inexcusable offence.

⁶⁵ "flying jib boom," the spar extending from the jib boom which in turn is secured to the bowsprit. The outermost head sail, the flying jib, is set to this spar.

We were this day in 16° S Latitude and $34\frac{1}{2}^{\circ}$ W Longitude as per meridian observations.

Dec'r 8th 1841

We were this day favored with a fine breeze, and pleasant weather. We got a cast of the lead ⁶⁶ with 160 fathom of line, but got no bottom. We continued on our way, jogging along at the rate of 7 or 8 knots, making a straight course, nothing remarkable taking place until

Dec'r 11th 1841

During the morning watch carried away the main royal mast,⁶⁷ took in the fore and mizen royals⁶⁸ and to' gallant sails — Sent aloft a new royal mast.

At daylight this morning our approach to land was intimated by the color of the sea, which had changed from dark blue to light green; and at 10:20 the agreeable cry of "Land ho" was heard from the lookout at the mast head in a short-time afterwards Cape Frio burst upon our view; this bold head land was particularly interesting to us, after so long a sojourn on the expanse of waters. Everything contributed to make our approach to this promintory delightful, which stood out as it were to invite us on. The temperature of the air was delicious — the thermometer in the morning, standing at 72° , and at meridian at 73° ; From hence to the harbour of Rio, the distance was sixty miles; and our course was parallel too and not far from the shore. The coast was bold, high and variable, consisting of hills and woodlands, clothed with wood to their summits and divided by deep and romantic glens. Several of the hills were conical, but of a rude and rugged outline; one of the highest of these is called the false sugar loaf to distinguish it from the original and more perfect cone which marks the entrance into Rio harbour.

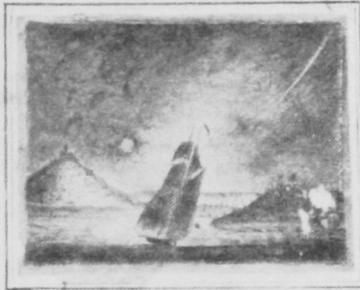
OFF CAPE FRIO

Just as we passed Cape Frio, a strong breeze set in from the sea, which swept us along at the rate of thirteen knots; During the continuance of this breeze, the thermometer fell to 61° , and the sense of cold from the sudden transition of temperature was quite painful, and thick clothing was for a short time at a premium. The name in Portugese implies the Cold Cape. At 11 p.m. the wind failed, and we were obliged to come to anchor, immediately abreast of the Islands Pay and May, father and mother which lay a short distance from the mouth of the harbour, our stay at this place was very short however, for at day break on the following morning we got

⁶⁶ "the lead," the lead line consisting of a heavy lead weight at the end of a stout line, cast from the side of the ship to determine the depth of the water, the line being suitably marked.

⁶⁷ "main royal mast," the fourth mast from the deck on the main mast assembly.

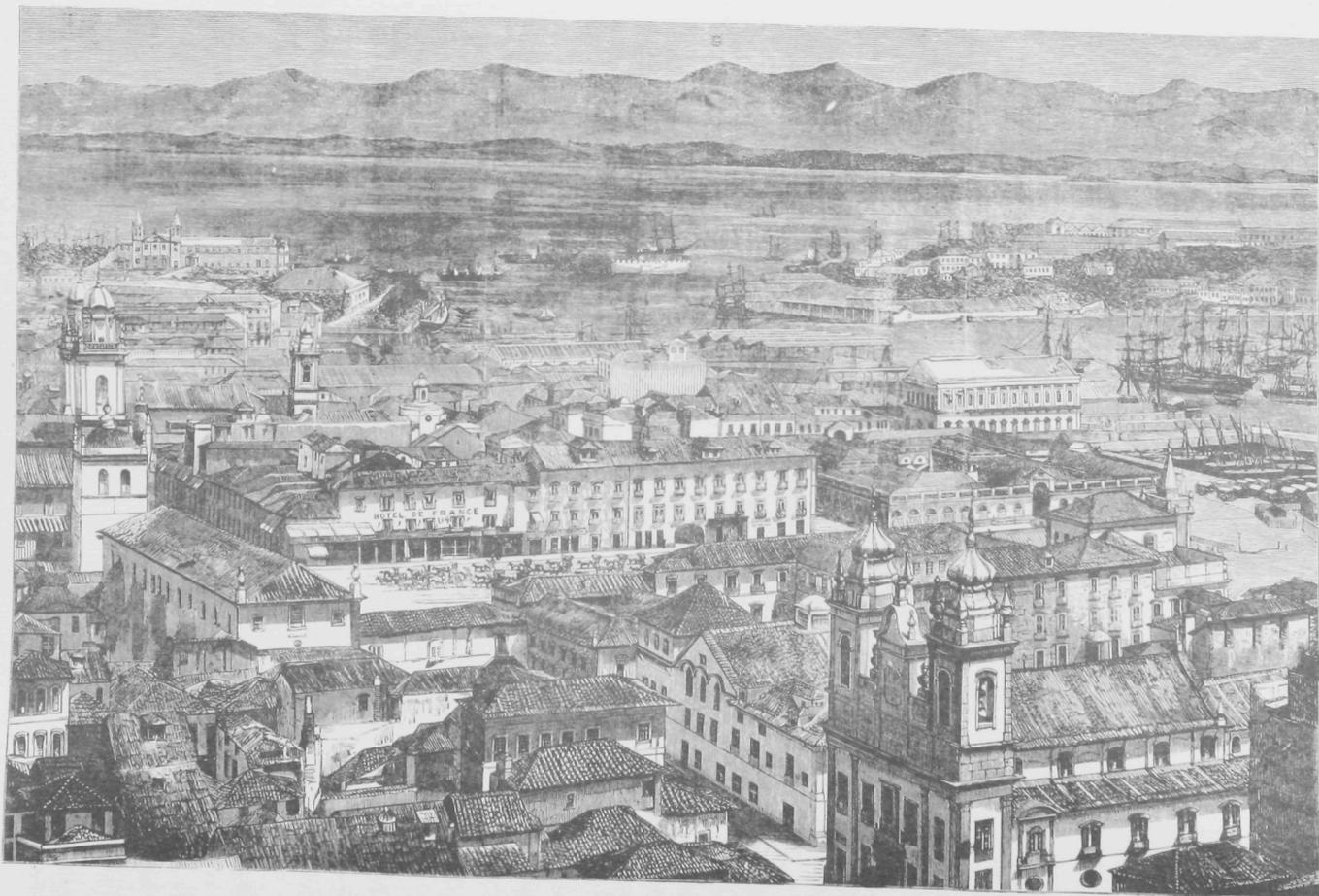
⁶⁸ "fore and mizen royals," sails carried on the fourth masts up on the fore and mizzen mast assemblies.



United States vessel off Montevideo.



A sailor in costume for a play given aboard the *Delaware*.



City of Rio de Janeiro, from woodcut appearing in the *Illustrated London News*, October 20, 1860.

our anchor on the bows, and stood up for the anchorage, and soon after were abreast of the Pao d'Asseccar, the real Sugar loaf. This very remarkable hill is perfectly conical from a certain height with sides so steep, and surface so smooth, that it was considered impossible to ascend to its summit; the perilous adventure, however, was attempted, and with success, by several officers in the U.S. Navy attached to vessels recently upon this station. (Frigate Independence⁶⁹ Sloop Fairfield⁷⁰). The vast cone is very important as a landmark, as it forms one side of the entrance of the harbour of Rio; Passing Forts Santa Cruz and Villagagnon at the mouth of the harbour, we proceeded up the harbour where we were soon after safely moored.

RIO DE JANEIRO

Immediately upon our anchoring, we received and returned or as it is called exchanged salutes with the U.S. Ship Potomac,⁷¹ Marion,⁷² Decatur⁷³ and Concord,⁷⁴ and also with the Dutch, English, French, Portuguese and Brazilian squadron's, after which we saluted the Brazilian flag with 21 guns which was returned from Fort Villagagnon, with the American flag flying.

Dec'r 13th 1841

This morning the Dutch Frigate got underweigh and went to sea. Our cutters were sent to tow her out. During the morning an English Sloop of war also went to Sea. Our commodore exchanged visits with the French, English and Brazilian Admirals and we were visited by the American, Consul (Mr. Slocum) whom we saluted upon his leaving the ship. Nothing can exceed the beauty of the place in which we lay. On our left is a range of fantastic hills, receding behind each other; those in front rising into cones and terminated by the great and magnificent sugar loaf cone. The hills behind which marked the horizon, present a rough profile of a human countenance, turned up, having a hooked nose and chin, and called by the English Lord Hood's⁷⁵ nose which it is said to resemble. These hills are generally covered with wood to their summit; the broad leaf of the banana and the feathery foliage of the palms crowning their tops, gave them, to me at least, a new and singular tropical appearance.

Dec'r 14th 1841

We are surrounded at our anchorage by ships of war of different nations. The English squadron consists of a Jackass Frigate⁷⁶ and five large brigs.

⁶⁹ *Independence*, frigate razee rated at 54 guns, built at Boston in 1814 as a 74-gun ship.

⁷⁰ *Fairfield*, second-class sloop-of-war rated at 18 guns, built at New York in 1828.

⁷¹ *Potomac*, first-class frigate rated at 44 guns, built at Washington 1819-1821.

⁷² *Marion*, third-class sloop-of-war rated at 16 guns, built at Boston 1838-1839. Sunk in heaving down in Rio Harbor in 1842 but raised and recommissioned.

⁷³ *Decatur*, third-class sloop-of-war rated at 16 guns, built at New York in 1839.

⁷⁴ *Concord*, second-class sloop, built in 1828. Lost on the east coast of Africa in 1843.

⁷⁵ Lord Hood, the great British Naval commander, born 1724, died 1816.

⁷⁶ "Jackass Frigate," a term applied to small frigates of the 28-gun class, which were no larger than a heavy sloop-of-war.

The French squadron consists of a large Frigate and several smaller vessels. The Portuguese have a beautiful sloop of war⁷⁷ lying in the harbour, and the Brazilians have two large Frigates built in the United States, two sloops of war and a schooner lying immediately abreast of us.

During this morning the atmosphere cleared up, and presented us with a sight of the Organ mountain which we had been unable to see before on account of the mist; these are a range of granite pikes, bristling up along the horizon, and piercing the clouds with their long sharp summits, projected on the sky like organ pipes in a vast cathedral, and hence evidently deriving their extraordinary appellation.

I had heard much of the beauty of this harbour, but the reality far exceeds my conceptions. It can hardly be compared to that of New York, the character of both are so different, but certainly in grandeur, extent and romantic scenery it far exceeds it. It looked what it is likely to be, the great basin of a magnificent country, which nature intended should hereafter become the future emporium of the world. The bay presents a very busy scene, forming a moving panorama of boats of all kinds, passing from one side of the water to the other. The smaller boats are generally manned by negroes, whose only covering consists of a pair of drawers, and occasionally an old straw hat. The boats are generally about eighteen feet in length, painted gaily, with a canopy astern, to shade passengers from the sun. They are impelled by four long oars, rowed by the black crew. There are also two large steam ferry boats, plying constantly between Rio and Prio Grande on the opposite side of the Bay.

At meridian a large ship was discovered entering the harbour, and shortly after she showed the number of the U.S. ship *Cyane*, with whom we had sailed from Hampton Roads. She came up shortly after and anchored abreast of us; upon parting company with the *Cyane* off Cape Henry, we expected of course that she, being proverbial for her sailing qualities, would certainly arrive at this port in time to report us as being upon our passage out, but we were agreeably surprised upon our arrival to find that this, by common consent, one [of] the dullest sailing ships in the U.S. Navy, had thus out-sailed her opponent in the race.

The Brazilian Admiral made his visit of ceremony to Commodore Morris this day, and was saluted upon leaving with 17 guns. Commodore Morris visited the French admiral and also the Portuguese Sloop of War, by each of whom he was saluted, with the American flag at the fore,⁷⁸ and as a matter of course, we were expected to return the salutes, which was accordingly done.

⁷⁷ "sloop of war." A sloop-of-war carried her guns on one deck, was commanded by a lieutenant or commander, and usually rigged as a ship.

⁷⁸ When firing a salute to the warships of another nation, the ship firing flies the flag of the nation honored at her foremast.

Dec'r 17th 1841

A court martial was convened on board for the trial of William Leach and Jas, Faulkner, who stood charged with intoxication and mutinous conduct insomuch that one of them attempted to strike the executive officer of the ship, and the other violently assaulted the master-at-arms, while in the execution of his duty; and also for the trial of James Cafferty, who stood charged with desertion, and drew a deadly weapon upon the officer who attempted to intercept him; this offence is punishable with death by the laws of the U.S. Navy. This day I was favored with an opportunity of visiting the city of Rio.

The landing place for the boats of the numerous shipping in the Harbour, is at a granite pier built for the purpose, and enclosed with a neat iron railing. This pier is situated at the foot of the Palace Square, and it is constantly crowded with the boats of the shipping. The principle promenade is the Rua do Ouvidor, in which are located the french artists and fancy good[s] dealers; this is large street crossing the city at a right angle, and from the gay appearance of every thing about forms a very pleasant promenade. The harbour of Rio was discovered on the 1st January 1531, by Martin Alphonse de Sousa.⁷⁹ It was called by the natives Nitheroy but he, supposing, at the first view, that the fine expanse of water was only the basin of some great river, like the mouths of the Amazon, Mississippi or Hudson, called it the Rio de Janeiro, or River of January and this very improper name the bay still retains.

Dec'r 19th 1841

The court martial which has been sitting for the last two days was this day dissolved. The sentence of the court was that each of the offenders should be punished, with one hundred lashes each over the bare back; the commodore, however was empowered to remit any part of the sentence that did not meet his approbation. The prisoners were accordingly brought up, and Leach and Faulkner received 75 lashes each, 25 being remitted and Cafferty received 50 lashes, 50 being remitted in consideration of his long confinement, and consequent ill health. I have daily opportunities of observing the manners and customs of the city of Rio, from the fact of my being on shore several hours of each day. Upon landing a stranger from a non slave holding country is struck with the singular appearance of the negro population. The whole labour of bearing and moving burdens is performed by these people, and the state in which they appear is revolting to humanity. Here was a number of beings entirely naked, with the exception of a covering of dirty rags, tied about their waists, their skins from constant exposure to the weather, had become hard, crusty and seamed,

⁷⁹ Martin Alphonse de Sousa, one of the first hereditary captains of Brazil. He was the first to occupy his captaincy, or grant of land on the coast, and it was while exploring his grant that he discovered the harbor.

resembling the coarse black covering of some beast. Some were chained by the necks and legs, and moved with loads thus encumbered. Some followed each other in ranks, with heavy weights on their heads, chattering the most inarticulate and dismal cadence as they moved along.

I had been on shore but a few hours for the first time, and I saw the African negro under four aspects of society; and it appeared to me that in every one his character depended on the State in which he was placed, and the estimation in which he was held by the community at large. As a degraded and despised slave, he was far lower than other animals of burden that surrounded him; more miserable in his looks, more revolting in his nakedness, more distorted in his person, and apparently more deficient in his intelligence? than the horses and mules that passed him by.

Advanced to the grade of soldiers, they are neat and clean in person, amenable to discipline, expert at exercise, and show the deportment and bearing of a white man similarly situated. As a citizen, he was remarkable for the respectability of his appearance, and the perfect decorum of his manners in the rank assigned him. As a priest standing in the house of God, appointed to instruct his fellow being on their most important interests, he seemed in a certain degree superior too, and more devout in his impressions, than his white associates.

The streets of Rio are narrow, though well paved, and generally lined at each side by flagged side walks, as wide as the space would admit. The houses are massive, built of granite with the windows and doors cased with blocks of the same material which the quarries in the suburbs of the city supply in abundance, and of the best quality; the houses are low and the roofs tiled, they are neat and kept in good order. The streets are clean, and there are no offals or offensive smells to disgust the passengers but as an offset to this I would state that where I have beheld a dead and putrifying body of an animal in the larger cities of the United States, I have in this place beheld the dead body of a negro, lie for hours, in the public streets, and exposed to the gaze of the passers by, in a state of perfect nakedness.

The market-house is large, and well stocked with the various fruits and vegetables of a tropical climate of the fruits, the pineapple is most abundant. It is indigenous to Brazil, where there are many species to be found growing wild, they are so plentiful that I have bought them a few miles in the country, for two vintems⁸⁰ or two and half cents, very fine, there is also an abundance of oranges, bananas, plantains, mamoons, or marrow apples, the acajou, and many others. This is the principle market-house in the place, and is situated upon the bank of the harbour, in the immediate vicinity of the palace square; there are however several open squares set apart for this purpose of different quarters of the city. During my walk to-day, I observed a new and curious mode of medical treatment, the operator and the patient were both negroes, the patient was seated in the sun, in the middle of the day, the arms and legs were bound both above and below the places to be

⁸⁰ "Vintems," 20-reis pieces, at this time of copper. Also spelled "vinten."

operated upon, he then proceeded to make a small lanced hole, from which he caused the blood of ooze out, by squeezing it between his hands, he then placed small cow horns over them, applying his mouth to a perforation at the tip, he exhausted the air and then Stopped it with clay, it remained firmly attached to the skin. The temples were next bared and the same operations gone through; in this way he fastened six horns on different parts of the body. I was informed that this operation is used only in cases of fevers and rheumatic pains. — After walking for some hours through many of the most crowded streets in the city, and meeting with none but the most quiet and orderly conducted, I chanced to cross the Palace Square on my way to our boat, and what was my astonishment to find the Square filled with drunken blasphemers, who I was sorry to hear all swore in English, and were composed of English and American sailors, belonging to some of the numerous ships lying in the bay. —

Decr 20th 1841

This afternoon arrived H. B.M. Brigs Wanderer and Partridge, the former 12 days from the coast of Africa, the latter 14 days from Monte Video.

These vessels belong to the numerous squadron of this class of ships, that the British government keep continually in commision, for the suppression of the slave trade; there are at this time no less than eight British Brigs of war, at anchor in this Harbour, a number of these are constantly cruising off this coast, with a view to intercept such vessels as they suspect of being engaged in this unlawful traffic. Their efforts are not altogether unsuccessful, insomuch as there are now in this place no less than four vessels, that have been taken with slaves on board; Sold, and the amount given as prize money to those engaged in their capture.

In addition to these, there are also several vessels that have been brought in on suspicion of being engaged in the trade; their cases are now under the consideration of the English minister and the Brazilian Government, under whose flag they were taken. — This most abominable and unlawful trade, is not carried on to that extent common some years since, that is in part owing to the bright lookout kept upon their movements by the British cruisers, and the desperate chance they run, of being intercepted by them; — Surgeon Jno C. Spencer ⁸¹ and Lieut. Charles Hunter,⁸² who came out passengers with us, were this day transferred, the former to the Frigate Potomac and the latter to Sloop Marion.

Decr. 23rd 1841

The Portuguese Minister visited our ship this day, and after examining the different parts of the ship, receiving a salute of 17 guns upon leaving as

⁸¹ Jno. C. Spencer, Assistant Surgeon, 16 December, 1828; Surgeon, 20 December, 1837; resigned 19 April, 1847.

⁸² Charles Hunter, Midshipman, 25 April, 1831; Passed Midshipman, 15 June, 1837; Lieutenant, 8 September, 1841; Reserved List, Commander, 9 June, 1862; Retired List, 21 June, 1866; Captain, Retired List; died 22 November, 1873.

customary. This is one of the Saints days or holy days, of which the inhabitants of Rio have so many; all the ships of war in the harbour, hoisted the Brazilian ensign at the fore, as an act of courtesy, and at meridian a salute of 17 guns was fired from each of the ships in the harbour.

Dec'r 25th 1841

Now Christmas is come,
 Let us beat up the drum,
 And call all our neighbors together;
 And when they appear,
 Let us make such cheer,
 As will keep out the wind and the weather.

Yes! this is indeed Christmas, the day of so much gayety and rejoicing at home; but alas the neighbours that we would call together, are far! far away! and even were they here it is highly improbable that they would venture beyond their own thresholds, in such weather as we experienced to day, even to make one at a Christmas dinner. For the last forty eight hours it has rained in a manner, no where to be observed but in a tropical climate, and there only in the rainy season. Speaking of the Christmas dinner who that has read Irvings brilliant description of the old fashioned manner of keeping the Xmas holydays, has not when far from home and friends felt his blood grow warm, at the recollection of the merry meeting at the dinner table this day and the still merrier dance in the Evening.

I recollect perfectly well the merry party of brothers and sisters, of which I made one, that assembled round the hospitable board, this day twelve months ago, there were seated my brothers and sisters, and the husbands of each of my three sisters, how joyful was this annual meeting to us; and many were the thanks rendered up to our all-wise creator, for, the many blessings bestowed on us during the past year, and many a prayer was that day offered up, for the safe return of the then only absentee, my next older brother Henry who had when young chosen for himself a life upon, the dark and treacherous wave, and who was at that time absent upon a long and protracted voyage to the Indies. After dinner I enjoyed a ride on the avenue, with a couple of friends who have since proved themselves friends indeed, the ground was covered with snow, and as we skimmed over the surface, the snow flew, and our female companions were in high glee, recounting the presents they had recieved that morning from the redoubtable Santa Claus, and I was inclined to think, from the silence of my pretty Kate upon the subject, that she half suspected me to be the Santa Claus himself, in regard to her present of a beautiful Christmas wreath.

In the evening I made one in the merry dance, with my Kate for a partner, who wore at my request the wreath she had that morning recieved from some *unknown* friend, beautifully entwined among her jet black tresses, Oh! that was a merry Christmas indeed.

Owing to the inclemency of the weather we were unable to procure anything from market wherewith to make up our Christmas dinner, so we

were obliged to make the most of a bad bargain, we had fortunately a good stock of drinkables at hand, and we soon procured enough fresh grub to season our repast, we recieved through another quarter an excellent piece of confectionary, in the shape of a huge ten pound plum cake, ellegantly ornamented with confections. Our dinner table then presented upon one end a very palatable sea pie, upon the other end was a fine roast turkey, procured no matter how! interspersed were plates containing that constant accompaniement of a dinner in this place, the orange and banana. Having done the dinner full justice the cloth was removed, and the bottle passed round and thus we enjoyed ourselves during the remainder of the day and evening! the rain pouring down the hatchway beside us, during the meanwhile in torrents.

This being another holy day upon shore, the ships in the harbour, had the Brazilian insign at the fore, and fired the customary salute of 17 guns at meridian.

Decr 26 1841

This being the Sabbath day, Divine Service was performed by our chaplain, and the crew mustered around the capstain.

After dinner a draft of men to the number of one hundred, were permitted to go on shore, with liberty to remain forty eight hours! this is the commencement of general liberty, which our Captain promised to give in the first foreign port we should arrive at. The good or bad effect of this policy remains to be seen, it is well known to those at all acquainted with the habits of a sailor, that these are occasions of the worst description of debauchery and drunkenness, and they are all excused upon coming on board as excesses committed while upon liberty. These men recieved the sum of three dollars each as liberty money, which they will of course spend during the first hour on shore, and then sell their clothes off their backs for money to maintain them the remainder of the time; such is the character of a sailor. Upon the other hand it may be urged that the majority of these men have been shipped upwards of twelve months, without being allowed the privilege of putting their foot upon shore, and it will probably be twelve months more before they will be allowed to do so again. Twenty of our naval apprentice boys, were also allowed to be absent until sundown, their schoolmaster Reid accompanying them.

Decr. 28th 1841

This morning the Russian Minister to the Court of Dom Pedro 2nd visited our ship, and inspected her various departments, upon leaving the ship he was saluted with 17 guns with the Russian Flag at the fore. Part of the men who have been on liberty have returned on board, but the majority of them in a condition that rendered it necessary to confine them, others were so beastly intoxicated as to render them totally insensible, and they were brought over the gangway and lain upon deck like so many logs

of wood; even the apprentice boys who went on shore on Sunday under the immediate charge of their schoolmaster, were so struck with the sailor like looks of this "coming from off liberty drunk," that several of them having deserted from their schoolmaster's charge, were brought on board in a state of intoxication; they were severely punished however, and upon recovering their senses, expressed a repentance for their folly, with the promise of strict obedience of their orders hereafter.

Decr. 29th 1841

The American brig Columbus, Capt. Holt, came too in the harbour, she was 3 days from the Isle of Grande. The American Brig. Fabius also arrived from Baltimore. The day following the Am. Brig Monte Video sailed for New York. We had a letter bag put up at the cabin door. Some days since to go by this vessel, it had remained there but a short time however, before it was filled to the brim by the officers and people, and it was found necessary to put up a second bag, and yesterday the third bag was put up, which was also full when taken away. Thus showing that poor Jack does sometimes think of his family and friends at home, when he is far from them.

January 1, 1842

Time roles his ceaseless course; the race of yore
Who danced our infancy upon their knees,
And told our marvelous boyhood, legends store,
Of their strange ventures happ'd by land and sea,
How are they blotted from the things that be,
How few, all weak and wither'd of their force
Wait on the verge of dark eternity,
Like stranded wrecks, the tide returning hoarse,
To sweep them from our sight! Time roles his
ceaseless course &c. *Lady of the Lake.*

This being new year day, was of course a "field day" or in other words a day of idleness, all work being suspended, and the men "cleaned" in their mustering clothes. It being also a holiday on shore, the Brazilian ensign was displayed at the Fore of the different ships of war in the harbour, and the Brazilian ships were gaily dressed in flags. At meridian a salute of 17 guns was fired from the different ships, in courtesy to the Brazilian government. Our ship was visited during the day, by many of the most respectable inhabitants of Rio, of both sexes. Being tired of the confinement on ship-board, I was glad to escape after ships' dinner, and take a stroll through the city. The shops were for the most part closed, the owners embracing the opportunity for a ride in the country, of which they are very fond. After strolling through many of the principal streets, and supping at the Hotel de Pharoux, I returned on board.

The Rio Janeirians celebrate this day, as the anniversary of the discovery of the Harbour which took place on the 1st Jany 1531, by Martin Alphonse

de Sousa. It was called by the natives *Nitheroy* as I have said in the preceding pages. It remained however, un-noticed or unoccupied, for many years, by the Portuguese, till their attention was directed to it by the French, who wished to take possession of it. In the year 1558, Nicholas Villegagnon,⁸³ a native of France, and a knight of Malta, was at that time high in the naval service of that country and was selected and sent out to take possession of this unoccupied harbour. He accordingly established himself on the small island in the harbour which still bears his name. In the [year] 1567, the Portuguese from Bahia, mustered a powerful force, entered the harbour, and completely extirpated this colony, and crushed the hopes of the Protestants of Europe of seeing their religion established in this part of the new world. The riches of Rio Janeiro however induced the French to follow up the project of Villagagnon. In 1770 General du Clerc⁸⁴ was sent out with a squadron, and a force of 1,200 men, to take possession of the colony; he disembarked his men at Guarateba, on a desert shore. From hence, he made his way to the city, penetrating to the principle largo, or open space, in the town, here he was attacked by the people and forced to retire and a few days after recapitulated, with all his men that remained alive.

Since that period, the portuguese have remained in quiet possession of the city.

U. S. SHIPS ON THE STATION JANU. 1s. 1842

Commo. Charles Morris. Commander in Chief

Delaware of 74	Flag Ship	Capt. McCauley
Potomac	Frigate	‘ Storer
Marion	Sloop of War	“ Belt
Decatur	“ “ “	“ Ogden
Concord	“ “ “	“ Bocrum
Enterprise	Schooner	“ Goldsborough

Sunday Jany 2nd 1842

This morning the articles of war was read, and the crew muster'd — during the morning the American Barque Col. Howard arrived 68 days from Baltimore via Bermuda.

During the day the Spanish and English ministers resident visited the ship and were saluted upon leaving with 17 guns each, with their respective national ensigns at the fore. Admiral Taylor of the Brazilian Navy also visited us unofficially.

⁸³ Nicholas Durand Villegagnon, born 1510, died 1571. A distinguished navigator and historian. He claimed to have been converted to Calvinism and was given permission to lead the Huguenot colonists to Brazil. After the establishment of the colony, however, he forbade the holding of Protestant services. For this reason he lost favor in France and became known among the Huguenots as the “Cain of America.”

⁸⁴ Johnson is in error here. Duclerc attacked Rio de Janeiro in 1710.

Jan'y 4th 1842

Agreeable to the new rules and regulations of the navy, all our chain and other cables were got on deck, and surveyed; according to the regulations this form has to be gone through, at the first of each month, to ascertain their relative strength and fitness for sea service; by the same regulation the shot lockers in the holds, have to be broken out, the shot examined and cleaned. In consequence of this work, the ship was in utter confusion during the whole of the day.

Midshipman William H. Jamesson⁸⁵ was detached from this ship, and ordered to the sloop Concord, Midn. Wyman⁸⁶ from the latter ship exchanging with him.

Jan'y 7th 1842

This morning we received the news of the birth of an English prince, heir to the throne of Great Britain.⁸⁷ The English vessels of war in the harbour were dressed in their flags, from stem to stern; the other ships also hoisted the English ensign at the fore, and at meridian fired a salute of 21 guns, which salutes were returned by the English Frigate Andromache in their respective orders.

Our men have all returned from liberty excepting six, who have in all probability deserted; and three who have been apprehended, and confined by the authorities of the place, upon the charge of riotous and disorderly conduct. One of these men, entered a French coffee house in the city, and without the least provocation commenced breaking the furniture of the house, and assulting the keeper, thus in a short time destroying property to the value of Five hundred dollars, injuring the keeper of the house, in such a degree that his life is despaired of. This man was one of the smartest seaman in the ship, a cap't of the top,⁸⁸ named Wm. Brown, and has heretofore borne an excellent character; thus showing to what lengths a man may be driven by the fiend Rum. Brown will be tried by the criminal court of the place, and abide their decision.

Jan'y 8th 1842

This morning there was eight men brought up, and flogged for overstaying their liberty. Several of them staying three and four days where but

⁸⁵ William H. Jameson, Midshipman, 14 March, 1838; Passed Midshipman, 20 May, 1844; died 8 December, 1845.

⁸⁶ Robert H. Wyman, Midshipman, 11 March, 1837; Passed Midshipman, 29 June, 1843; Acting Master, 13 June, 1848; Lieutenant, 16 July, 1850; Commander, 16 July, 1862; Captain, 25 July, 1866; Commodore, 19 July, 1872; Rear Admiral, 26 April, 1878; died 2 December, 1882.

⁸⁷ Albert Edward, later Edward VII, son of Victoria and Albert, born November 9, 1841.

⁸⁸ "cap't of the top," a petty officer in charge of the group manning the platform at a lower masthead during battle. Normally sharpshooters were there to snipe and throw grenades at the enemy decks when alongside an enemy.

forty eight hours were allowed; this is considered by the sailors as most serious and unpardonable offence, often tending to stop their liberty altogether.

During the day the Buenos Ayrean minister visited us and received the customary salute of 17 guns upon leaving.

January 9th 1842

Divine service was performed by our Chaplain, and the crew mustered round the Capstain. This being another holiday in the city, and our Commodore having entered into an arrangement with the authorities of the place by which he is to observe their numerous holydays; the Brazilian ensign was again at our fore, and at meridian a salute of 17 guns was fired in honour of the day. In the evening Thos. Lake and Saml. Hughes, deserters, were brought on board, the former deserted from the boat to which he belonged, the latter was received on board at Norfolk as a seaman, but being a very smart and intelligent man, was promoted to a quarter master and soon after was raised to a boatswan's mate, and repaid these favours by throwing away his call and swimming from the ship in the night.

10th what a picture might that grotesque delineator Hogarth⁸⁹ have produced, could he have beheld the scenes exhibited upon our half deck, on a pleasant day like this? The subject is worthy of the pencil of some such mighty genius; and utterly defies my powers of description. It is much too good to lose however, and I must endeavor to render a very poor attempt.

Beginning "chock"⁹⁰ aft on the starboard side there is a rather dingy looking canvas screen, stretch athwartships so as to take in the after ports, behind this are two sick midshipmen. About ten or twelve feet forward of this is another screen, the intervening space forming the Reefer's studio, here is seated our learned Professor of Mathematics, very earnestly arguing with one of his youthful disciples, and evidently trying to beat some intricate problem into the boys brain, which after a long siege is apparently done much to the prof'r's satisfaction; the youngster considering that he has completed an arduous days work is soon off; and a few minutes after may be seen on the forecastle playing at single stick⁹¹ with some one of his hair-brain'd messmates, who has the "watch on deck." Yonder sits another of these young officers apparently very earnestly engaged in making out a days work upon the slate he holds in his hand, but to look over his shoulder, one would see that he is studying something much more intricate to him at least, to wit; the amount of his present indebtedness to the purser, and the time it will take to raise money enough to have a cruise on Shore — there

⁸⁹ William Hogarth, 1697-1764, one of England's greatest painters and engravers, most noted for his satirical pieces.

⁹⁰ "chock aft," all the way aft.

⁹¹ "single stick," a stick about 40 inches long, usually with a basket guard near the handle, used for hitting and fencing; also the game, as sport, of fencing with these sticks.

are several others lounging about the schoolroom, each of them maneuvering to obtain an hours "cork"⁹² without being detected by their professor.

Forward of this again, there is another screen, the space forming a schoolroom for our sixty naval apprentices, who, as the prospectus for their enlistment runs, are destined to become the future pride and boast of our navy. Out of the sixty of these bright youths that we have on board, probably ten will arrive at anything-like proficiency in seamanship, the remainder are and ever will be perfectly worthless — but let us look into their schoolroom — There may be seen their Pedagogue, Reed (who, as the yarn runs was formerly a Lieutenant in the U.S. Army) beside him stands one of the most incorrigible young rogues in christendom, "Boy Thompson," he is practising in arithmetic, but cannot possibly get farther than twice two, and while Reed is propounding the remainder of multiplication table, he becomes deeply absorbed in a game of chequers, going on between two diligent scholars, immediately under the schoolmaster's nose, the boy's attention is soon drawn from this interesting game by a smart cuff from Reed. which sends him reeling to his seat on the combings⁹³ of the Hatch; — Observe for a moment the intense interest that "Boy Jack"⁹⁴ bestows upon the book before him, which a person would easily mistake for a school book, were he unacquainted with the fact, that Jack has a deep and settled antipathy to study of any kind; in a few minutes this Boy and a half dozen of his schoolmates, are gathered in a knot behind the pedagogue's back arguing as to the truth of the contents of the book he is reading; which by the bye is no other than the "Pirates own book,"⁹⁵ while earnestly engaged in this debate, up comes Reed with his colt and soon sets them studying by a few well directed blows over their posteriors. School has been in operation probably half an hour, up comes "Boy Brown" to ask if he mayn't go on deck, he says it is his watch as messenger boy, but he had forgotten all about it. Off he goes, and is seen no more of during the remainder of schooltime this day; Another gets off to go to the Scuttle Butt⁹⁶ for a drink; directly the Boatswains mate pipes the "Side boys,"⁹⁷ up scamper about twenty of these urchins. where but four are required, and it is their last appearance for the day. The schoolroom is by this time nearly deserted, and it is on the eve of striking seven bells, at the first stroke of the bell, up jump the remainder of these bright scholars, throwing their books, slates &c, in a huddle on deck, to be gather'd up by the assistant school master, and in five minutes are distributed in every part the ship, creating mischief wherever they go. There are two of them on the larboard side of the half

⁹² "cork," rest.

⁹³ "combings," the side of the hatch that projects up from the deck.

⁹⁴ "Boy Jack." Jack is slang for any sailor.

⁹⁵ "Pirates own book," by Charles Ellms, Portland, Maine, 1837.

⁹⁶ "Scuttle Butt," a small cask containing drinking water. The name is now applied to a modern drinking fountain on shipboard. Also, a rumor without authority.

⁹⁷ "Side boys," the men who stand at the head of the gangway to salute visitors of rank.

deck, playing at single stick much to the amusement of the ward room officers there congregated. Thus much for a scene on the half deck of a man of war.

January 12th 1842

A court martial commenced sitting on board this ship for the trial of Saml. Hughes, Boatsmate Thos. Lake, O.S., belonging to this ship, and also two men from the Marion, all of whom have been guilty of desertion; these are the men spoken of before the one as running from the boat and the other as swimming from the ship. Hughes had, previous to his apprehension, shipped on board an outward bound whaleman and had received an advance of sixty milreas,⁹⁸ which he had spent, and was brought on board in a miserable state of destitution.

January 14th 1842

We had the *honour of honours* of a visit from his Royal Highness Dom Pedro 2d. Emperor of Brazil. We had the promise of this visit some days ago, and the 12th inst. was set-upon which he was to pay it, but in consequence of bad weather was postponed until to day. The Emperor came accompanied by his sisters Dona Paulina Maria and Dona Francisca Carolina, both of whom are older than Dom Pedro and are unmarried; he was also accompanied by his ministers, officers of state, and several of his body guard. Upon his embarkation the different ships of war in the harbour manned their yards and displayed the Brazilian Ensign at the fore.

He first visited the Portuguese Sloop of war, French Frigate La Gloire, English Frigate Andromache, and afterwards came on board this ship. He inspected the various parts of the ship, the use of each article and rope being explained to him by one of his counsellors, who acted as interpreter. One thing particularly pleased the Emperor, which was the patent rifle invented by Colt, one of which Commodore Morris presented his Majesty, as a specimen of American improvements in the manufacture of fire arms.

During his stay on board he express'd a wish to witness our exercise with the great guns, and for his sisters to be present at the firing of a forty two pounder; they were accordingly seated upon the starboard side of the half deck, and the drummer beat to quarters, the main deck guns were exercised, and fired two rounds of blank cartridge from each gun.

He afterwards partook of the hospitality of our Commodore, witnessed our exercising sail, and at 3 P.M. took his leave, receiving a salute of 21 guns upon leaving. Upon landing on board the French Frigate, the different ships belonging to the French Squadron fired a salute of 21 guns in honour of the occasion; the English Squadron went through the same form. When he came on board us the Potomac, Decatur, Marion, and Decatur saluted with the same number of guns. Upon leaving us the yard men gave three cheers, which was returned from the Imperial barge.

⁹⁸ "milreas," milreis, 1,000 reis, at that time worth about 75 cents.

The Imperial Barge is a splendid specimen of workmanship, built after the model of the celebrated Cleopatra's barge, and decorated in a beautiful manner, with the Imperial coat of arms emblazoned upon her stem; This boat was built in the United States, as was also two splendid Frigates belonging to his majesty's navy. The barge was steered by a captain in the Brazilian navy, while two others acted as look-outs, She rowed 20 large oars, and was manned by a picked crew, dress'd in a very pretty uniform of blue and white with green skull caps, the front of which were of a triangular form with the arms of Brazil embroider'd in gold thereon. Several smaller barges followed the Emperor and royal family, containing the members of the court, ambassadors &c; all of which were in keeping with the rank of the occupants.

Dom Pedro is a fine, hearty looking youth seventeen years of age, but so large and stout as to render him much older looking, than he really is. He was born at Rio Decr. 2d. 1825, and was crowned about eight months since. He is now deemed of a marriageable age, and a wife has already been selected for him, for this purpose the Brazilian Frigate was despatched shortly after our arrival at this place, to bring over the betrothed of the young Emperor, who is a scion of the somewhat numerous royal German family. We have now no impediment to defer our going immediately to sea.

We have been some time, making preparations for so doing, but this promised visit of the Emperor's has detained us.

January 15th, 1842

The court martial for the trial of Hughes, Lake, and the men from the Marion, again convened, and during the day came to their conclusion, and the court dissolved.

During one of my many rambles through the streets of this city, observing one of the large churches open, and having heard much of the extravagant manner in which they are furnished, and the tastefulness displayed in their decorations upon the natal day of their respective saints or patrons; for each and every church has its own particular patron; I was induced to enter this ediface, and see what was to be seen, and hear what was to be heard, in a Catholic Church, in a Catholic country. The numerous bells of this House of God were chiming in a manner more in accordance with the music of an opera house, than of a building erected for, and dedicated to the service of our Heavenly Father. They were also letting off fireworks directly in front of the entrance. From these extraordinary ebullitions of religious feelings I inferred that this was some great festival. Nor indeed was I mistaken, for upon entering I was completely "taken aback" by the novelty of the interior appearance of the House. A vast quantity of candles, mixed with ornamental fixtures of various kinds, but mostly artificial flowers. An inclined plane of lighted tapers commenced at the floor, and ascended to the roof, forming sloping walls of light, besides there are numerous others suspended from the ceiling; so that upon entering I found my-

self encircled in a sheet of blaze. A band of music, composed entirely of blacks, were performing in what I would call the orchestra, and appeared to select the liveliest airs, to give effect to the scene. The church was crowded with people of all ranks, dressed in their best clothes, and a continued concourse was passing in and out.

At a side [altar] a priest was performing some ceremony of what nature I could not learn, upon his turning round I perceived he was a negro.

The floor of the church was filled with women, sitting with their feet drawn under them, on small carpets, of various hues, the majority covered with black veils.

January 17, 1842

“The Armourers,
With busy hammers closing rivets up,
Give dreadful notes of preparation.”

We may now be said to be fairly engaged in getting ready for sea; We got our starboard anchor on the bows this morning, and hove in the slack of the larboard chain, thus being ready to get underweigh at daybreak in the morning. The Sloops dropped down to anchorage at the entrance of the Harbour this morning, and it is expected that all hands will be on our way to Monte Video by this time tomorrow.

January 18th, 1842

According to our expectations at daybreak all hands were called to “up anchor ahoy!” and shortly after our noble ship standing out of the harbour, in tow of nearly fifty boats, which had been sent from the numerous men of war in the harbour, to assist us to the mouth of the harbour, where we were certain to obtain the regular land breeze to carry us out.

The different vessels of the Squadron arranged themselves according to their respective orders, the Potomac with the Concord as her consort on our larboard bow, and the Decatur & Marion on our starboard quarter, we continued on our way under our courses and topsails until nearly sundown, when, finding the rest of the squadron nearly hull down astern, we were obliged to lay too, until they could regain their stations, to effect which they were obliged to set every thing that would draw; and the Concord came up with her sky sails and top gallant and royal studding sails, the former of which I never before saw used. This was indeed an admirable sight, the little ship, for little she is, in comparison to our noble Delaware, bore her heavy burthen of canvas remarkably well. It is indeed a great pity, that our old and experienced naval architects, could not bestow more of their attention to the sailing qualities of the ships they build, instead of considering the beauty of model paramount to every thing else.

The Concord is comparatively a new ship of the most exceptional model and build; but her sailing qualities are most contemptible, being by far the

AT SEA

dullest sailing vessel of the squadron, where she should undoubtedly be the fastest, considering the money expended in her building, and the superior abilities of her architect. After giving the different vessels the necessary steering orders for the night, we stood on our course.

By day break we were again far ahead of our companions, so that we were obliged to lay back for them to come up with us! During the day we were taken completely aback, by the commodore's ordering each of the ships put about, and to shape their course for Rio, this was to us a complete mystery, having considered ourselves well started on our passage to the River La Plata, with a favourable breeze; and to be thus disappointed in our anticipation of a pleasant trip, with the satisfaction of beholding and visiting the city of Monte Video, was of course a matter of consequence. We were much gratified during the afternoon however, by the squadron again going about and proceeding on our way.

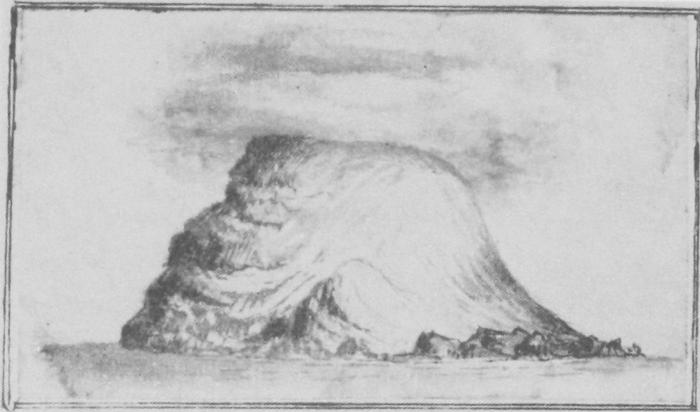
January 20th 1842

During the whole of this, as well as the day previous, our ship has been heading in every direction, standing in for Cape Frio, during one watch, and standing out again during the next, making a perfect traverse according to the theory of the celebrated "Tom Cox."^{98a} There are as may be supposed various rumors floating about decks, as to the "Old mans" motive for this conduct, but the most reasonable is, that as the Frigate *United States*⁹⁹ is daily expected at Rio, where she is to stop on her way from home to the Pacific Station, and as the Commodore no doubt expects to receive by her some important documents, he will cruise some days in this vicinity in the hope of intercepting her. We cruised off Cape Frio some four or five days, without meeting any vessel or vessels from the U.S. whereby we might learn when to expect the Frigate; and at last either supposing that she had not yet left home, or her destination had as in our case been altered, we gave it up as a bad job, filled away for the last time, and proceeded on our way to the River La Plata.

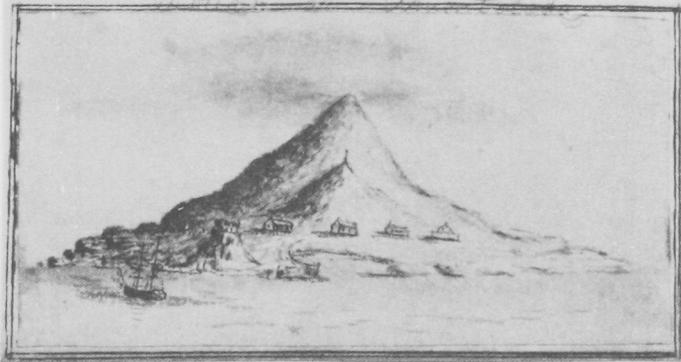
We were fortunately favored with a good breeze and exceedingly pleasant weather during our passage, and everything conspired to render our trip one of pleasure, until the first week had passed. On the Monday after we had left our cruising ground off Cape Frio, the signal was made for the different vessels in the squadron to shift their topmasts, and from that time until we made the land at the entrance of La Plata, all hands were in a stew. The order to shift their topmasts took the different ships unaware and as it required some considerable time to get everything ready to send aloft their spare topmasts we run that night under our courses alone, and the next

^{98a} Tom Cox's Traverse, "up one hatchway and down another . . . the work of an artful dodger." (*Murray's English Dictionary*, vol. 10, p. 118.)

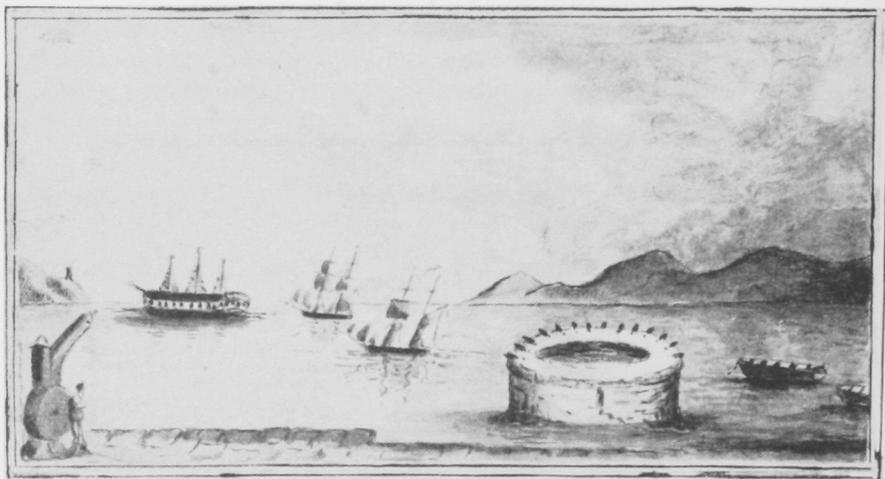
⁹⁹ *United States*, frigate of 44 guns, launched in July 1796, noted for her good sailing qualities and speed, even as an old ship.



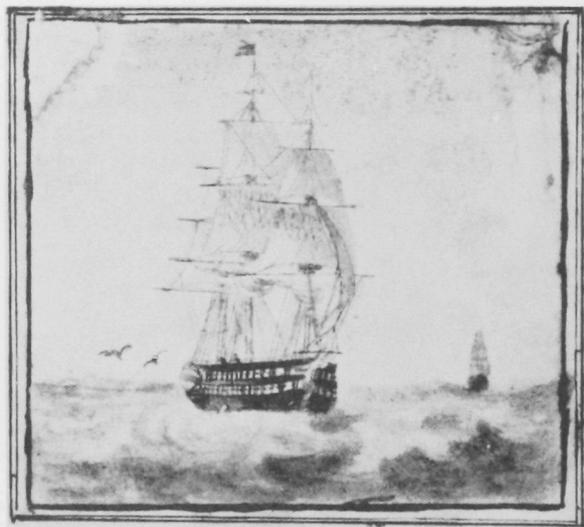
Sugar Loaf Mountain at Rio de Janeiro with the summit obscured by clouds, or, as Johnson puts it, "in a fog."



The mountain at Montevideo.



A view of the upper basin in Montevideo harbor. A martello tower in the foreground forms part of the defenses of the city.



Johnson identifies this sketch of the *Delaware* as "Burial of Fossett." It pictures the ship en route from Montevideo to Rio de Janeiro.

morning we had our topmasts ready to send up, and accordingly went to work at it in good earnest, the other ships following our motion.

Our Carpenters were removing the lumber from the booms, to get out a spare royal mast that was to be sent aloft, and in doing this, a quantity of planks fell to the main deck crushing one of our apprentice boys named Gordon, in their fall. The boy was taken up & placed in the hands of the surgeon, who found that his thigh was broken and splintered in such a shocking manner that it is extremely doubtful if he ever regains the use of this limb. This was the first accident of the day, the next happened on board the Concord; they had no spare maintopmast on board that ship, and when they sent down the one they had aloft, it had remained with the purchase and falls made fast. during the night these had become slack, in hoisting the topmast in the morning, they had got it about two thirds of the way to the top, when the tackle parted or the fast gave way, and down came the mast by run, making a tremendous crash, and severely, if not mortally injuring several of her men. Notwithstanding this, we were all ataunto some time before sundown and were again booming along with a steady breeze and light hearts, which latter by the bye, is no uncommon appendage to a seafaring life.

After this shifting to topmasts we were calculating upon having "our time to ourselves" as Jack would say, but were in this instance at least very much mistaken, for upon the following morning came an order to shift courses, the next following another, to shift topsails, and each succeeding day we were favored with some similar order.

Our next exercise in practical Seamanship, was in shifting our ballast etc, to ascertain the ship's sailing properties in every variety of trim, thus she was first trimmed by the stern by shifting the bow guns shot racks etc. aft, after this she was trimmed by the head by returning the bow guns to their places, and running several of the after guns forward.

These experiments are, I have no doubt, in the end, conducive to the future benefit of the Service, and I suppose are carried on by our Commanding Officer, in proper good will, and with the good of the Service alone in view. But the men are nevertheless convinced, and would did they dare openly avow their belief that this work is conceived and executed for the sole purpose of giving them employment for their otherwise idle time.

It appears to me that these things might be managed in a manner more agreeable, for instance, instead of working the ships company to death by exercising every day, I would set apart certain days in the week while in port for exercising with the masts etc., and also while at sea, for those exercises which are impossible to be gone through with, except when underweigh at Sea. In this way, the same benefit would accrue to those in command, under whose supervision they are carried on, and at the same time render the crew more obedient and efficient than they are at present, for I am sorry to say that our crew are in little better discipline than a privateer's on a pay day.

RIVER LA PLATTE

Nothing of interest occurred, until the evening of the 29th January, when a cast of the lead was got with 35 fathoms water, and a short time after the Decatur made signal of sand in sight, which we discovered at the same time, bearing N.N.W. This proved to [be] a small Island called Soboz, situated at the mouth of the River La Plata. We proceeded on our way up the river, at midnight we were near running foul of a large ship, anchored in the river. At daybreak next morning all hands were on deck gazing at the City of Montevideo which we were gradually nearing. Shortly after all hands were called to bring ship to an anchor, and we came too in 5 fathoms water.

We here met the Portuguese Sloop of war that sailed from Rio a few days before us. She fired a salute of 18 guns which we returned.

At 9 A. M. a Sardinian frigate came too a short distance from us, and saluted us with 18 guns, which we returned, this proved to be the ship we had passed in the river when coming up. We saluted the town, with the Montevideon Flag at the fore; and turned up all hands to muster, and thus ended the first day at the Monte.

OFF MONTEVIDEO

On the morning of the 30th January, the Admiral commanding the Genoese Frigate,¹⁰⁰ visited us, and was received with the customary marks of respect, the Marine Guard under arms on the Quarter deck, the officers roused up from below to receive him as he came over the side etc. etc.

Mr. Hamilton ¹ American Consul, at this place, also visited us during the day, and was saluted with 7 guns.

The river where we lay is about 130 miles wide, so that the southern shore is completely out of sight. We lay in the open roadstead exposed to the weather from every quarter. There is but 5 fathoms water under us, and that is the draught of our ship, so that our keel is embedded in the mud, which is turned up in considerable quantities every time she swings to the wind or tide.

The cities of Montevideo and Buenos Ayres, are now, and have been for some considerable time, engaged in a sort of civil warfare, being in fact a rebellion on the part of the Montevideons against the attempts of the Government at Buenos Ayres to enact and carry into force, obnoxious and unjustified laws. This war has been a very destructive and unprofitable one to both Governments, while in the meantime those foreigners flocking hither from every quarter of the Globe, reap the profits accruing from the supplies of the army, navy, etc, to carry on the war, and amass splendid fortunes in a very short [time]. At the termination of the war, they will, no doubt retire to their respective homes, and laugh in their sleeves at the gullibility of these fiery spirits of South America.

¹⁰⁰ Before referred to as the "Sardinian Frigate."

¹ Robert M. Hamilton.

The Montevideon fleet consisting of one Barque, carrying eighteen medium 32^s, one Brig mounting 8 guns, and two small schooners, all under the command of Admiral Cole, are now at anchor in the upper harbour, but their unwarlike appearance, would lead one to suppose they were so many merchant vessels trading in the port.

I would venture to say that one of our 2^d class sloops of war would be able to compete with the whole of this very formidable fleet. It is said Admiral Cole is a native of one of our Eastern States — another instance of the omnipresence of these migrating Yankees.

The squadron of Buenos Ayerians is said to be on a more extensive plan, consisting of one ship, one three decked Brig, two other Brigs of a smaller class, and several schooners, the whole under the command of one Admiral Brown, who has gained considerable renoun as the Commander of the Naval forces of Buenos Ayres in the late war between that Government and the Brazilian.

These hostile fleets have met more than once, and after a short and generally inoffensive exchange of shots, draw off and retire to their respective stations in the river and harbour. As a sample of the warfare between these hostile forces, it is said that Admiral Brown, commanding the Buenos Ayrien Squadron will run his vessels into the inner harbour, send in a flag of truce to the Authorities and salute the town with the Montevidean Ensign at the fore of his flag ship, which salute is returned by the forts in the harbour in the same manner as they would salute the vessel of a friendly power, at the same time these hostile commanders will visit and salute each other after the fashion of old and intimate friends.

We had been in the river but two days when we had an opportunity afforded us of judging upon our information concerning the very peculiar weather in this river, which I will venture to say is to be met with in no other portion of the Globe. This morning a “nasty” cloud, was discovered coming down from windward, and at 2 P. M. it came upon us in full force, giving us a specimen of what is called in these parts an out and out “Pompero.” Such was its force that we were obliged to send down everything above our lower masts, and await its blowing over. It continued in unabated fury during the night, and not until near sundown of the next day did it lull.

During 2d was carried
 away the following
 morning
 the wind had
 so decr our boats to reach
 the town day our

[Six lines of text missing here.]

Life boats left the ship with a large party of mechanics, under the orders of a Passed midshipman to proceed up the river in search of the boat that

had been carried away. The carpenters accompanied the party, that if the enterprise proved successful they might repair and bring her back with them.

During the next night the party returned to the ship, but without the object of their search which they had found in possession a party of "Gougers" some distance up the river, but so badly injured as to require at least one week to repair her in a manner to make her float.

While lying here we were joined by the *Schr. Enterprise*,² Commander Goldsborough³ from Buenos Ayres. This being the first time she had been in the presence of the commander in chief. She saluted the broad pennant⁴ which salute was returned.

The *Enterprise* having been up the river a long time, the Commodore intends releasing her, and to send the *Decatur* for that purpose, in that case the *Enterprise* will act as tender for our ship until something new turns up.

News having been received by our Commodore from our Consul at Buenos Ayres of a serious disturbance at that place and the presence of one of the vessels of the squadron was necessary for the safety of American merchants and residents. The *Decatur* therefore unmoored, and Commodore Morris and Suite were conveyed on board. Early the next morning she got underweigh and stood up the river, having robbed us for the time being of our broad pennant, leaving the *Delaware* with a simple coachwhip⁵ flying and Capt. Storer of the *Potomac*, Senior Officer of the Squadron.

While lying at this place many of our officers visited the shore. Upon one occasion of a Bull baiting exhibition our ship was completely deserted. There being but one watch of officers on board from 4 o'clock in the afternoon until ten o'clock in the evening, at which time the party returned on board. Our ship attracted considerable attention from the residents of Montevideo being the first instance of an American Line of Battleship anchoring in the river La Plata. Consequently we were continually over-run with visitors when the weather admitted of their coming off. One afternoon our lady visitors took complete possession of our ship. A bevy of beauties pressed our gallant Captain McCauley into their service, had our band of music called, and would not rest satisfied until Captain McCauley, and our Lieutenants joined them in a dance. The majority of the South American ladies are very proficient in the art and mystery of the Mazy dance;⁶ but being an amateur in the art myself, and at the same time somewhat of a

² *Enterprise*, schooner of 10 guns, built in New York in 1831; sold in Boston in 1845.

³ Louis M. Goldsborough, Midshipman, 18 June, 1812; Lieutenant, 13 January, 1825; Commander, 8 September, 1841; Captain, 14 September, 1855; Rear Admiral, 16 July, 1862; Retired List, 6 October, 1873; died 20 February, 1877.

⁴ "broad pennant," the flag of a commodore or admiral.

⁵ "coachwhip," the commissioning pennant flown by all naval vessels in commission.

⁶ "Mazy dance," a dance full of windings and turnings resembling the character of a maze.

connoisseur, I cannot say that my anticipations were realised at this exhibition of their proficiency in the art. With "My Katey" at my elbow, plenty of room, and good music, I would engage to become their tutors, either in their own waltz or Parisian Quadrille.

But they say the Spanish ladies have no superiors in this art, and what "everybody says must be true." The ladies in this part of South America are of lighter complexion, and lighter in their movements than their sisters of Brazil, but in general they are very much of a *Sameness*.

I had the pleasure of a run on shore while lying here, and having by this time obtained that enviable power peculiar to those who spend the major part of their time upon the ocean, of suiting myself to circumstances while in a strange place, I enjoyed myself extremely well owing to the state of affairs however no person is allowed in the streets after a certain hour in the evening, under the penalty of being taken into custody, and confined as a spy. We were therefore obliged to spend the long evening under cover, and we spent it perfectly in conformity with the rules and regulations for such cases made and provided and laid down in that peculiar and interesting budget, "The Sailors Vocabulary and instructor." It is but very seldom a person attached to a sea going Man of War can obtain an opportunity of spending a social evening in the company of those friends and acquaintances that he may chance to make during his stay in a foreign port, but when such an opportunity presents itself, I for one am determined to embrace it. You need not declaim against it my friend, for my mind is firmly resolved to enjoy every moment of the time allotted to me for recreation on shore.

And I am free to own that this evening I consumed my full share of the good things of this life, and also the w[h]erewithall to wash it down. For many a long day will I remember my friend, in Montevideo and mine host of the "Cafe Mercantile."

We were plentifully supplied with fish from alongside, and with fresh provisions from the shore during our stay in the river. Beef was supplied for the ship's company at the rate of one cent per pound and for those [who] were more fastidious in their eating, the choice parts of the Beeve was selected for the consideration of two cents per pound. The Beef at this place is very fine, being by far the best I have seen since leaving New York. At Norfolk we were supplied with Beef killed the day previous at Baltimore, which when we received it, was, owing to heat of the weather, in a state bordering on decomposition. The fresh beef supplied us at Annapolis was rather better than at Norfolk, but was none of the best; that supplied us at Rio was the most miserable apology for Beef I ever beheld, being but little better than so much raw hide. It is no wonder that a sailor should notice such a trifling circumstance as the difference in the quality of his food, although he is proverbial for his habits of carelessness in that respect. The Potomac, Concord and Marion filled us up with water and proceeded up the river to fill up. Our ship being of too heavy a draft of water to get any farther up the river, we are obliged to receive from them the water they took in at Rio,

which by the bye is spring water, and they fill up with the river water, which is at best very brackish. In this way we weather them, although they think differently. They go up the river to amuse themselves hunting and fishing, and for this short lived pleasure are obliged to drink the river water until we once more arrive at Rio.

On the 2^d of the present month there commenced on board this ship a Court Martial, for the trial of Midshipman Edward A. Hopkins⁷ of the Marion, on several charges preferred against him by Captain Belt⁸ and also to investigate certain counter charges preferred by Mid Hopkins against Commdr. Belt. For several days the Court assembled at the usual hour. The customary signal gun was fired and the Jack hoisted at the mizen. As Mid Hopkins pleaded his own cause in both cases, it attracted considerable attention, Our cabin being crowded with the officers of our own, and the rest of the vessels of the Squadron. The charges against Mr. Hopkins consisted of 1^s Dissobedience of the orders of his superior officer. 2^d Un-officerlike conduct exhibited on board the Marion on sundry occasions. 3^d 4th etc. etc. unknown. The counter charges against Capt. Belt were numerous and from all accounts appear to be very well substantiated. They consisted as far as I understand of the following 1^s Dissolute and immoral practices both on board his own ship and on shore in a foreign port. 2^d Drunkedness and profane swearing on board ship and on shore. 3^d Allowing all his Lieutenants to leave the ship while he was absent himself, thereby leaving the ship in charge of a junior officer, strictly forbidden by the Law of the Navy. These are but a part of the charges brought against Commander Belt, and the court were in session about ten days deliberating thereon.

What their decision will be is a yet a mystery, although it is whispered in confidence that he, Commander Belt, will be sent home in the Marion under suspension, to be tried in the United States.

On the 8th Edward Smith OS⁹ departed this life. Smith was a smart active young man, a native American Indian, his disease was inflammation of the lungs. This is the sixth case of the kind occurring on board. On the 18th we lost Ebenezer Allen Qr. Master,¹⁰ and on the 27th Henry P. Burdick an Apprentice Boy, who had been rated a quarter gunner on account of his general good conduct during the twelve months he has been on board this ship. Burdick is of a very respectable family in Norfolk Va. He was the only child of a widowed mother, and the idol of his aged Grandfather who is a respectable Shipmaster sailing out of Norfolk, and through whose influence it was he was placed in the service, in the hope that he would obtain promotion, and prove an honour to himself and family.

⁷ Edward A. Hopkins, Midshipman, 22 January, 1840; resigned 1 July, 1845.

⁸ William J. Belt, Midshipman, 1 September, 1811; Lieutenant, 3 March, 1817; Commander, 9 February, 1837; dismissed, 2 November, 1842.

⁹ "OS," ordinary seaman.

¹⁰ "Qr. Master," the Quartermaster, an assistant to the navigator in direct charge of much of the navigating equipment.

On the 28 February the Decatur was discovered coming down the river with the broad pennant of Commodore Morris at her Mast head. Shortly after she had come too, Commodore Morris and Suite consisting of Capt. Edson¹¹ of the Marines Lieut. Turner, Secretary Mr. Sippett, and clerk Mr. Morris returned on board. During the same day we were obliged to send down topmasts and topgallant masts the wind blowing a perfect hurricane. This mode of proceeding has become so common with us of late that I have not thought of mentioning it, but this evening it blew harder than I have ever known it to blow before, either at this place or any other. We rode it out however without sustaining any damage.

I omitted to mention that on the 22^d inst. the customary salute was fired by the Squadron in honour of the Anniversary of the birthday of George Washington. The foreign vessels of war in the river, and the forts of the city also saluted, with the American Ensign flying.

March 2^d 1842

Our Commodore visited H. B. M. Sloop of War Pearl, lying inside the harbour, and upon leaving her received the customary salute which was returned from our ship. During the afternoon of the same day a number of the officers of the Pearl visited our ship; as did also some of the officers of the vessels composing the Montevideo Squadron, the majority of whom were of that well known migrating class, hailing from "down east" Ycelpt¹² Yankees, the sailing master of the Admiral's Flag Ship was a young man, who had sailed in the Delaware both former cruises as a Seaman, of course he found many old shipmates and acquaintances among our ship's company.

March 3^d 1842

Many of our young Midshipmen having become tired of a large ship, have long tried to exchange into the smaller vessels of the Squadron, but not being able to prevail upon those attached to other vessels to exchange (for reasons best known to those on board this ship), they have been compelled to wait until the Comm. took it into his head to detach them. Which he has at length done, and this day Midm. McCarthy¹³ and Gibson¹⁴ were ordered to the Concord, Mism. Fitzgerald¹⁵ to the Decatur and Midm.

¹¹ Alvin Edson, Second Lieutenant, 7 May, 1822; First Lieutenant, 14 March, 1829; Captain, 6 October, 1841; died 15 July, 1847.

¹² "Ycelpt," called.

¹³ J. B. McCarthy, Midshipman, 9 January, 1841; died 11 August, 1842.

¹⁴ William Gibson, Midshipman, 11 February, 1841; Passed Midshipman, 10 July, 1847; Master, 14 September, 1855; Lieutenant, 15 September, 1855; Lieutenant-Commander, 16 July, 1862; retired, 26 April, 1867; Commander on Retired List, 27 April, 1867; Lieutenant-Commander, Active List, 12 December, 1878; Commander, Active List, 13 January, 1879; Retired List, 25 May, 1887; died 23 October, 1887.

¹⁵ William B. Fitzgerald, Midshipman, 30 January, 1838; Passed Midshipman, 20 May, 1844; Master, 21 November, 1851; Lieutenant, 4 November, 1852; Reserved List, 13 September, 1855; resigned 15 April 1861; Lieutenant, Confederate States Navy, June 20, 1861; died August 15, 1862.

Henry¹⁶ to the *Enterprise*, the latter having exchanged with Midm. Bennett¹⁷ of the *Schooner*.

All hands were sorry to part with Midm. Henry as he was the most gentlemanly and obliging of our host of Reefers, and he carries with him the good wishes of a numerous Ship's company.

GETTING UNDERWEIGH

On the 5th all hands were called to unmoor ship, but owing to head winds, were not able to get underweigh, as it would be folly to attempt beating out of the River La Plata, in such a vessel as the *Delaware*.

This day Commander Goldsbrough took charge of the *Marion*, and Commdr. Belt was of course suspended from all duty until the arrival of the *Marion* in the United States and an investigation takes place upon the charges preferred by Mids. Hopkins. Lieut. James P. Wilson¹⁸ of our ship took charge of the *Enterprise* as Lieut Commanding.

As is expected the *Marion* will leave the station for home immediately after our arrival at Rio Janeiro. In unmooring ship, one of the men stationed at the Capstain on the main deck, through the carelessness of one of our high powers, became jammed or crushed between one the capstain bars and a supporting stanchion, thereby injuring himself in a manner that renders his life precarious, and if he should ever recover from the effects of his injuries he will remain a cripple for life. The outer end of the bar caught him by the bosom of his frock, and by that means he was caught against the stanchion, before the capstain could be palled.¹⁹ The poor fellow has three of ribs broken, an arm and shoulder blade broken, besides a blood vessel broken, which alone renders his life despaired of by the surgeon. One of his lungs is torn to atoms by the pressure of his ribs.

On the 11th we were still awaiting a fair wind to get out of the river, being unmoored provisioned and watered ready to depart.

This being the anniversary of the birth of Princess Januari of Brazil, at Meridian we fired a salute of 21 guns in honour thereof as did also the other vessels of war in the harbour.

On the following morning at daybreak several large vessels were discovered coming down the river, which upon nearing us we found to be the Buenos Ayrean Squadron under Admiral Brown, and consisted of the Admiral's Flag Ship, two brigs and a *Schooner*. They came too abreast of us and anchored.

At 10 A. M. the wind coming up from the N^d and W^d we go up our

¹⁶ William A. Henry, Midshipman, 5 December, 1817; Passed Midshipman, 29 June, 1843; died 14 December, 1844.

¹⁷ John W. Bennett, Midshipman, 10 February, 1840; Passed Midshipman, 11 July, 1846; Master, 1 March, 1855; Lieutenant, 14 September, 1855; dismissed, 19 April, 1861; First Lieutenant, Confederate States Navy, June 20, 1861.

¹⁸ James P. Wilson, Midshipman, 1 January, 1817; Lieutenant, 28 April, 1826; Commander, 3 November, 1842; died 13 March, 1848.

¹⁹ "palled," that is, before the pawl could be dropped to arrest the capstain.

anchor and stood down the river. We left the river at the most interesting moment for by remaining a few days longer we should no doubt have witnessed a sea fight between the redoubtable force of Montevideo and Buenos Ayres. As I understand, it is the intention of the Brown to bombard the city with his forces, if the Montevidean Fleet refuse to come out to meet him.

Upon getting well out of the river, the Concord left us to proceed to St. Cathrine's, and the Enterprise to touch at some other port on the coast; they are to rejoin us before going into Rio.

AT SEA

We are once more at Sea, once more upon the wind and fathomless deep, with our canvas spread to a fresh, fair breeze that promises to convey us with all speed to our destined port. The evening having come in mild, and beautiful, with Nature's great dome, illumined by a summer's moon and lit by her thousands of softer stars, fringing the heavens with a deep golden fire. I have taken my station on deck, for my customary evening walk, and to admire the wondrous works of God, in their magnificent attire, for such an evening as this more than reconciles me to the strange adventurous and reckless life of a sailor; for where can such an incomparable view of the wonders of God be met with but at Sea. Well did the Apostle say "Blessed are those that go down to the sea in ships for they see the wonders of the Lord." Yet it brings with it, like the sweet tones of long remembered music, all the Sacred enderments of home, nothing; no there is not a circumstance transpired in the varied fortunes of a sailor's life that will more remind him of home, as pacing out his watch on deck upon an evening such as this. I cannot account for it myself, but true it is, that my mind imperceptibly reverts to home in a scene like this; and I am not alone, for the hardy ocean traveller thinks more deeply than one would suppose, from the notoriety this class of persons have obtained for their reckless habits.

Such an evening with a steady breeze is also a pastime to the roving sailor. He has no sails to reef, nor yards to trim, but sits himself quietly down for a yarn or song, spun or sung, as the case may be, by one of his companions, who may be blessed with a more fertile imagination. These yarns are most generally the creation of the authors brain, and I am often amused by the pertinacity with which they adhere to the thread of their favourite production. I have known one man in particular to extend his yarn through several nights and it apparently increased in interest with its length.

And then the songs, this is the favourite amusement among a portion of our men, during the early part of the evening, they generally gather forward on the main deck in a large group, before the call of the first watch when some one more favoured than the rest in melody of voice, is called upon for a song, and it does me good to witness the earnestness with which he executes, whatever he or his companions select, whether the song be "The Star Spangled Banner," "Blackeyed Susan," "The Sailor King," "The

Cherub that Sits up Aloft," or "The Battle of Plattsburgh" he sings it with downright honesty of heart. We have several excellent vocalists among our ship's company. One of whom sings "The friends we left behind us," with a fidelity of sentiment that reaches the very heart.

On the 20th we had Divine Service performed on board by our Chaplain Mr. Alden in a very impressive manner, having chosen a very appropriate and interesting text for his discourse, from the 12 Chapter of Romans which he commented upon in a strain of eloquence that showed him to be master of his subject, and of his profession. The remainder of the day was spent as such days are usually spent on board a Man of War, which is too well known to those who have spent any portion of their days in such scenes for me to repeat, and it is full as well for those who have never been thus situated, to remain unenlightened upon the subject.

It is the height of my ambition on a day like this, to obtain possession of some instructive book and stow myself away in some bye place, and thus spend what would otherwise be an idle hour. I am sorry to own that our ship is but miserably supplied in this particular; when living in Norfolk, a contribution was made by the officers and crew, to purchase books for any extensive library, which was accordingly done, but owing to the carelessness of those in charge, it did not last any length of time. There was no registry kept of the books or subscribers, and they soon became so scattered about the ship, that it was found impossible to collect them, and they never were recovered.

March 21^s

This morning a topsail Schooner was observed, making for our ship which proved to be our little consort the *Enterprise*. She having been in shore of us to communicate with the Consul at St. Catherines.

We are now lying completely becalmed, with a heavy sea pitching and tossing us about in all manner of ways, without one breath of wind to steady her. It is amusing to witness the little accidents attendant upon such occasions. Only think of setting down to breakfast with cradles, rolling tackles, and lashings on the table, as security against accidents, consider yourself just set too in good earnest, hoping to have a comfortable as well as plentiful meal, the old ship heels over to leeward with an extraordinary heavy sea and in spite of every precaution, over goes coffee pot, coffee, scouse, crockery and all the little appurtenances of the breakfast table, and woe to him who sits to leeward, for he not only receives his own share, but completely monopolises the entire contents of the table, and perchance takes table and all, beside being literally buried in the aforementioned small articles of crockery. Such an accident has this morning occurred to "our Mess," and we have the consolation of "tin pots and pans," until we shall again make harbour of Rio.

March 22, 1842

Departed this life James H. Fossett, Sea; this was the young man who was injured in unmooring ship at Montevideo, he has been lingering in the most excruciating agony from the day he was injured, until 10 A. M. this day, when his spirit took its flight from this earth to eternity. Fossett was a young man being about 27 years of age. A native of the Island of Nantucket in Massachusetts, where he has left a young and amiable wife, and an interesting family. It is well known that he has seen much better circumstances, but the cause of his being in his present situation he never would discover. He has repeatedly been solicited by his Father-in-law to quit the service to reside at home, but for some reasons best known to those concerned, he would never accept it. He was an excellent seaman, as are the generality of those, born and nurtured among the hardy whale fishermen of his native Sea girt Isle. He was beloved and respected by his shipmates, and held the good will of the officers. He was noted among our ship's company for his urbane and polite manner of treating those with whom he had intercourse. So different from the rough manners of a Man of War's man. He associated but seldom with those of his companions with whom he has before known, for there are some among our crew, who come from the same place, but was generally occupied attending to such of his affairs as rendered the presence of a second person unnecessary. His conduct was ever exemplary and free from the vices for which sailors have been so long condemned.

This afternoon is set apart for his burial. At 5 P. M. or a few minutes before sun-set, his body, having previously been sewed up in his hammock was brought up from the sick bay and deposited under the half deck by his messmates, and soon after was heard the shrill and mournful pipe "All hands bury the dead, Ahoy!" from the Boatswain and his mates. Who has not read of the melancholy "burial at Sea." I had often, but this is the first which I have witnessed and I hope may be the last.

All hands having mustered in the Larbd. gangway, the body enclosed in that hammock, which through many a stormy night had swung to the wind, and with two heavy shot attached to his feet, was placed upon the plank covered with the Union Jack. Every one present both officers and men, stood uncovered, and in sorrowful attention, while the Chaplain pronounced the imposing and final rite for the dead he did not fail to offer up a benediction for those he has left behind, who will long look for his return and bitterly weep when told they shall see the face of husband and Father no more. When the funeral service was read to that affecting passage "We commit this body to the deep" and the plank inclined by his messmates, which precipitated to the momentary eddy of the wave, the mortal remains of our unfortunate shipmate, a heaving sigh from those assembled, told that the strong heart of the sailor can be touched with grief.

There is something peculiarly melancholy and impressive in a burial at sea. There is here no coffin or hearse, procession or tolling bell; nothing

that gradually prepares us for the final separation. The body is wound in the drapery of its couch, much as if the deceased were only in a quiet and temporary sleep. In these habiliments it dropped into the wave, the deep waters close over it, the vessel passes quickly on, and not a solitary trace is left to mark the spot where sunk from light and life, one that loved to look at the sky and breathe this vital air. There is nothing that can point to the deep, unvisited resting place of the departed Mariner.

It is a grave in the midst of the ocean. In the midst of a vast untrodden solitude; affection cannot approach it with its tears, the dews of heaven cannot reach it, and there is around it or above it, no grassy mound, or flowering shrub, or murmuring stream.

Oh, that my final resting place may be beneath some green tree, by the side of some living stream, or in some familiar spot, where those few that loved me in life might visit me in death. But whether our grave be in the fragrant shade, or in the fathomless ocean, among our kindred or in the midst of strangers, the day is coming when we shall all appear at one universal bar, and receive from a righteous judge, the award of our deeds.

Death is a fearful thing, come how it may
Fearful when it comes on like some repose,
In which our breath and being ebb away,
As music to its mild, melodious close;
And where no parting pangs, a shadow cast
On that sweet look, the loveliest and the last.

Not in this form the hardy mariner dies,
A sudden tempest, or a latent rock,
And on the gale his fluttering canvas flies,
Or down he sinks in one engulfing shock;
While through the closing wave ascends the prayer
Of one, striking his strong arms in despair.

March 26, 1842

For the last three days we have been favoured with a fair breeze and are rapidly drawing near our destined haven. The vessels of the Squadron are in their respective stations, the Potomac and Marion on our Starboard quarter and the Concord on our Larboard, the Enterprise having apparently enough of such dull company, has again parted with us to make the best of her way to Rio.

March 30, 1842

Departed this life this day Midm. Jno. Jas. McCooke²⁰ in the 18th year of his age. The deceased was from the state of Ohio, and one of the halest, heartiest, and liveliest of our score of Midshipmen. He was in the full possession of his health, until within the last two days, having inadvertently slept during a part of his watch in the top, upon a wet sail, he was taken sick during the next day and during the day became delirious. The doctor at

²⁰ Jno. Jas. McCook, Midshipman, 27 January, 1841.

once pronounced his disease to be a brain fever and his recovery doubtful. The event has proved the truth of his prediction, as he has gone to that bourne from whence no traveller returns. Another instance of the fleetness of human life. "The spider's most attenuated thread is cord, is cable, to man's tender tie on earthly bliss; it breaks at every breeze."

RIO DE JANEIRO

March 31, 1842

At 10 o'clock on the evening of this day we came to anchor in the harbour of Rio de Janeiro. Sand was discovered from the mast head early this morning, and we came up, with a spanking breeze, we were hailed from Fort Santa Cruz as we entered the harbour, but did not stop.

We anchored as near our old berth as possible, between Prio Grande and Rio in a line with Rat Island.

The next [morning] all hands were at work bright and early getting the ship in order, hoisting out boats etc. At 8 A. M. we saluted the city and the foreign ships in the harbor which was returned by them respectively. For the afternoon our colours were half masted, as were also those of the foreign vessels of war in the harbour, and our boats started with the body of Mid McCook, for the English Cemetary. The line of boats were headed by our gig containing the Comm. and Captain, next came the Barge containing the Chaplain and Purser, 3rd the 1st Cutter towing the Coffin containing the mortal remains of our young shipmate, and following it the boats of our Squadron, and a representative for each foreign vessel of war in the harbour, amounting to nearly fifty boats, with their colours neatly furled. Owing to the heat of the climate, Mr. McCook's remains decomposed very rapidly after his spirit had taken its flight. For this reason they were obliged to tow the coffin containing his body in place of carrying it in the usual manner. In fact so unpleasant had they become, that the captain had resolved to inter them at sea, the coffin was bored shot placed therein, the marines were in uniform with their loaded muskets, for the customary Volley etc. etc., but at the intercession of his messmates and immediate companions, his remains were kept until our arrival in Port.

This afternoon the Enterprise got underweigh and stood down the harbour to endeavor to recover an anchor lost by the Potomac last evening in the lower harbour — by the bye I omitted to mention that upon our arrival at this place, we found the little Schooner had preceeded us having been lying here two days awaiting us.

We also found, much to our disappointment, that the United States had left but a week before we arrived. This was a great disappointment to those having friends on board that ship, but as it were to requite them for the disappointment, our boat came from shore this evening, loaded with letters, newspaper etc., which we are told will be distributed betimes tomorrow morning. I am in hopes my friends at home will have thought me so far worthy of their attention as to have made an epistle to me, one of the budget.

April 2, 1842

I have this day received intelligence of the death of my eldest sister, Mary, and her husband, David Powell, this is a sad stroke indeed, for this was my favorite sister and to her devoted attention to my interest I am indebted for every benefit I now enjoy. Bitterly do I repent the fate that parted us. And my beloved sister is no more, the kind, the affectionate, the best beloved of all others, is gone! And I shall never behold that mild, benign, sisterly smile again to make the stroke more powerful, I had not even been apprised of her illness, but was bouyant with the hope of receiving from her one of her much prized epistles, fraught with such advice and encouragement as she only could bestow. Well I do remember the last letter from her, received a short time before leaving the United States, where in she spoke of the death of several of my friends, and entreated me "to set my house in order, for I know not in what hour, the Son of Man cometh." Truly my dear sister's house was in order, and she has gone to receive from her Father in Heaven, that reward, promised by Him, to those who keep his ordinances here below. I love and honour my remaining brothers and sisters, but the love I bore my poor sister Mary was paramount.

For her sake and for the sake of her infant offspring, I would willingly have suffered myself to be cut off in her stead, but "God's will be done."

My Brother was everything he should be. An honest, upright, honored and respected citizen. An affectionate and dutiful husband, a kind and loving father, and a warm enthusiastic friend. And deplore his loss.

It would seem misfortunes never visit us singly, this day I also received intelligence of the decease of my most intimate friend, Charles Edgar Downs, who has left this world of sorrow at the early age of 18 years. He was my first and has ever remained my warmest friend, it was in his company, I first attended our native district school. It was in his company I attained step by step the highest honours of the school, studying and reciting together; with his name is associated scenes never to be forgotten. He was the pride of his aged and widowed mother, whose only child he was. May God in his infinite kindness render her that comfort and resignation which he only can afford to those thus afflicted.

"She loved her Savior, and to him
Her costliest present brought;
To crown his head, or grace his name,
No gift too rare she thought."

"Green be the turf above thee,
Friend of my better days!
None knew thee but to love thee,
Nor named thee but to praise."

April 4, 1842

This is the anniversary of the birth of Donna Maria, Princess of Portugal, and sister to the present Emperor of the Brazils. As might be expected this

was a great gala day, the Brazilian and Portugese vessels of war in the harbour were dressed in the Flags of every nation, while the other vessels wore the National Flag of Portugal at their foremost head; at Meridian a National Salute was fired, in honour of the occasion.

In the afternoon the French Admiral visited our ship, and was received with the accustomed honours. Our Commodore also visited the Flag Ship of the English Admiral, and upon leaving received the usual salute, which was returned by us.

A Portuguese Sloop of War came up the harbour, and anchored a short distance from us. Our crew have been employed during the last two days painting the ship outside, and touching her up inboard so that she is now fit to be seen.

April 7, 1842

Anniversary of the acceptance by Dom Pedro II of the Imperial crown of Brazil. This was another gala day on shore and the usual routine incident to such occasion had to be gone through with.

On the following day departed this life Emanuel De Murcia, my coadjutor in the Purser's Department. Mr. De Murcia joined the ship in the full expectation of going in her to the Mediterranean, where he has an aged Father, brothers, and sisters. He was native of the Island of Minorca, about 27 years of age and has left a wife and infant child in Norfolk.

He was sickly when he joined us having then but partially recovered from a severe attack of sickness, and has been gradually declining since we have been on the station. He had become tired of waiting for the ship to leave this station for the Mediterranean, and therefore, made arrangements for proceeding to the United States in the Marion, but God saw fit to order otherwise, and his remains are now interred in a strange land, far from his friends and adopted country. Being a member of the Roman Church, the funeral rites were performed by one of its number, and his remains interred in their consecrated ground.

April 11, 1842

A French corvette arrived this morning from the River La Plata, and came to anchor in the harbour.

Our ship was visited by the Brazilian Charge d'Affairs, who was saluted upon leaving with 13 guns.

On the following day we were visited by the Ambassador of Holy Highness The Pope of Rome, at the court of Brazil. The Ambassador was accompanied by several of the Holy Fathers of the Roman Church, who examined the various parts and paraphernalia of our beautiful ship and were extremely well pleased therewith. Upon leaving, he was saluted with 13 guns, and the Roman Flag was hoisted at the fore.

During the afternoon the Marion got underweigh for the United States, but in consequence of the head tide, she was not able to get out, and there-

fore came to again abreast of Fort Villagagnon. Sailmaker Thomas I. Boyce was ordered to the Marion, and the sailmaker of that ship, Nicholas Buck came on board here. We also transferred to her two of our men, who have been discharged from the service by order of the Secretary of the Navy, since we left the United States.

April 15, 1842

The Marion got underweigh this morning, and stood out the harbour. She fired a parting salute as she went out, and our band gave her "Hail Columbia" as she passed.

I can well picture to myself the feelings of her hardy crew, who after being buffeted about for three long and tedious years upon a strange coast, estranged from home, friends, and all that is dear to them confined for so long a time to the strict and rigid discipline, and liable to all the despotical measures, too often met with in the annals of a man of warsman's life, undergoing hardship, privation and suffering, which it is too well known, shake his life-glass and hurry out its sands, causing his life to fall far short of that period commonly allotted to man.

After undergoing all these hardships and privations, after being so long exposed to all this suffering and inconvenience, I can well imagine the elation of their spirits at the idea of their being "Homeward Bound," and the alacrity with which they hasten to obey the cheerful call of "All hands up anchor for home, Ahoy!" With what hearty good will they cheer, with three loud, deep, and spirit stirring cheers, their brother tars who have yet a long time to remain upon a foreign coast, ere they can hope to see once more their homes, families and friends.

May they have safe, speedy and pleasant passage to their homes, in their sail-winged ship that bore them from home, from country to country and from Island to Island of this wide world of ours. Their cruise has been impeded by unfortunate obstructions and tedious delays, in which years and months have passed. Their unfortunate little ship has been twice aground in the River La Plata, and once completely sunk in the Harbour of Rio de Janeiro, while heaving her down to repair the damages she had sustained in the River.

She also carries home as a passenger her late able and respected Commander,²¹ who it is conceded by all, was a noble and high-toned gentleman, beloved and esteemed by all those under his command. But he had one deep and insidious enemy, who deprived him of the command of a fine ship — exposed him to the jeers of those who are in every other respect his inferiors, has caused him to be brought for trial before a court of his peers, for offences which at other times he would have spurned, as unworthy the notice of an Officer and a gentleman, and who has finally sent him home to his family and friends, deprived of all command, to have his

²¹ William J. Belt. (See footnote 8, p. 48.)

conduct investigated by the Head of the Department of which he has so long been a worthy, capable and esteemed member. This enemy has been no other than that doubly damned demon INTEMPERANCE.

This afternoon I spent on shore, among the many attractions of Rio de Janeiro, especailly to one who has been confined for a length of time to the strict discipline on board ship; in such a case I doubt not, the attractions of a desert and uninhabited Island would prove sufficient to draw my attention shoreward.

Not that I would imply that the city of Rio is without attractions, for the bright-eyed Flower Girls and Mademoiselles of La Belle France, who preside at the counters of their several shops in the Rua de Ouvidor possess attractions that a sailor can fully appreciate. It is a sailor alone, after being absent, as he often is, for weeks and months from the presence of endearing woman, who can fully appreciate her cheering attractions. To him woman is, as it were, a new creature, the fairest object he can meet with in a voyage; and when contrasted with those rude companions with whom he has weathered the seas, he is enraptured, and the first fair one, in whatever garb, that meets his eyes, appears to him like a perfect angel—and he eargerly gazes at her and at all of her sex, with an open soul of admiration swimming in his eyes.

The attractions of the Ouvidor are such as to make it the rendezvous of for our jolly tars, even those of the finest cloth. Then there is Rua de Ourives or Jewellers Street, for those who admire rare and costly jewels, gold work, etc., This street runs across the Rua de Ouvidor and at a right angle with it. It is nearly a mile long, and completely monopolised by Jewellers and Silversmiths. Here may be met with the gems and brilliants of every country, every variety of gold and silver work, and the beautiful and dazzling stars of the nobility.

The stores are differently arranged however, from those of the same kind in the United States, instead of the large and mirroglazed windows of Broadway, is a large glass case, containing perhaps the entire stock in trade of the vender, which is hung at the door of their shop, or more appropriately stall. For these shops are very small, and one of our large Jewellers would be able to stock a dozen of them but they are closely crowded and present a bright and dazzling spectacle, upon entering from the adjacent streets. A great variety of gold and silver filagree work, are here exhibited for sale, for it is in this branch of the business alone, that the Brazilians excell.

We remained at Rio, without the occurrence of any remarkable incident until the 29th April. On the morning of that day, the signal of an American Corvette off, was made by the telegraph on signal hill, and at Meridian we showed our number to what proved to be the U. S. Sloop John Adams²² 54 days from Boston.

²² *John Adams*, second-class sloop-of-war of 18 guns, built at Gosport, Va., in 1830, sold at Boston in 1865. Second naval vessel of the name.

The John Adams is to remain on this station, in the place of the Marion. She brought an abundance of letters and papers for our Officers and crew, but poor pilgarlick²³ was disappointed this as well as many similar opportunities. She anchored abreast of us, and Commander Conover,²⁴ came on board to report to the Commodore.

Departed this life John Pearsall, another case of brain fever precisely similar to that of Midshipman McCook. The deceased was a young man, a native of Long Island N. Y.

There is a singular circumstance in the history of this young man that may not be inappropriate here. He left his home some years since when quite a boy, and has not revisited it since. When he shipped in the naval service, he changed his Christian name from Charles to John. He was transferred to this ship while lying in Hampton Roads and what was his astonishment to find on board an only brother whom he had never seen, and who bore the very name which he had assumed to himself.

May 1st 1842

Anniversary of the birth of Louis Phillippe, King of France. The French ships in the harbour were gaily dressed in Flags and the other vessels of War, bore the Tri-colored Ensign at the fore. At Meridian salutes were fired on all sides, in honour of the day, and returned by the Admiral's Flag Ship respectively.

Departed this life Henry H. Adams, who has been sick for a long time, with the East-India dysentary.

May 4th, 1842

The British Steam Frigate Growler, and Sloop of War Rose arrived from the coast of Africa, and anchored in the harbour. These vessels are a part of the immense Squadron kept in commission by England, for the sole purpose of suppressing the slave trade. These vessels cruising continually between this place and the coast of Africa intercepting and searching all vessels whom they fall in with, and suspect to be engaged in this unlawful traffic.

The Steamer is a fine vessel, much larger than those of the United States, and carrying long 64 pounders, instead of the small carronades²⁵ usually mounted by vessels of this class.

May 18 1842

H. B. M. Frigates Alfred and Carysfort arrived this morning from Madeira, and anchored in the Harbour. The Alfred will remain on the

²³ "pilgarlick," pilgarlic, meaning a poor creature.

²⁴ Thomas H. Conover, Midshipman, 1 January, 1812; Lieutenant, 5 March, 1817; Commander, 28 February, 1838; Captain, 2 October, 1848; Commodore on the Retired List, 16 July, 1862; died, 25 September, 1864.

²⁵ See footnote 21, p. 8.

station as the Flag Ship of the English Squadron. The latter proceeds to the East-Indies with money and supplies, for the British operatives in that section of the Globe.

May 20 1842

This morning several American vessels were observed entering the harbour. Which afterward proved to be the U. S. Brigs Porpoise²⁶ and Oregon,²⁷ and one or two merchantmen, the Porpoise and * Oregon, are a part of the famous exploring expedition fitted out by our Government several years ago, and are last from Valparaiso, bound to the United States, having been absent about four years. The Oregon was purchased by Lieut. Wilkes on the coast of California, shortly after the loss of the Peacock and is manned by the crew of that ill-fated ship.

The Vincennes, with Lieut. Wilkes commander of the Expedition, parted company with the Brigs, to proceed direct to the United States, while they were ordered to stop at this port for supplies, and to leave again for home as soon as they should fill up.

May 24, 1842

Anniversary of the birth of the British Queen, Victoria. As a matter of course the British vessels of war in the harbour were dressed, and those of all other nations wore the Cross of St. George at the fore. At Meridian we had another fue de joi, banging away from every vessel of war in the harbour.

May 27, 1842

The "Porpoise" and "Oregon," having re-fitted, provisioned and watered got underweigh this afternoon and beat down the harbour. They each made several tacks round our ship, and as they passed our men mounted the rigging and gave the explorers three hearty cheers, which they, nothing loath returned. Our Band was also paraded on the poop and gave them Hail Columbia, Yankee-doodle, and other National Airs, as they passed around us, under full sail, and rejoicing that their long and adventurous cruise is so near its end. Since they left the United States, they have lost two of their vessels, the Schooner Flying-fish²⁸ having been lost together with all hands on board on the passage out while doubling Cape Horn, and the Sloop Peacock²⁹ at the entrance of the Columbia River but happily without the loss of a single life.

²⁶ *Porpoise*, brig rated at 10 guns but carrying 6. Built at Boston in 1836. Second of the name. One of the squadron of the Wilkes exploring expedition to Antarctica and the South Seas in 1838-42. On its way to New York where it arrived July 6, 1842.

²⁷ *Oregon*, brig purchased for the expedition.

* To be left out, and the sentence altered conformably, to make it sensible if not grammatical—July '43 DNJ [Authors Note].

²⁸ *Flying Fish*, pilot boat of 2 guns, 90 tons, purchased in New York in 1838.

²⁹ *Peacock*, sloop-of-war of 18 guns, 559 tons, built at New York in 1828, lost in 1841. Second of the name.

May 30th 1842

This afternoon the boats of the Squadron were exercised in cutting out. This was neither more nor less than a race between the boats of the different ships in the Squadron. They mustered alongside our ship about two o'clock, numbering about fortyfive or fifty boats, after receiving their orders they put off helter skelter for the Potomac, whose crew were at quarters, and their boarders on the hammock nettings to repel the enemy. Finding they could do nothing with the Potomac they made a dash for the Decatur, where they rested for a short time, and then pulled leisurly up the Bay; here, they formed in a line under the direction of a Marshall, and commenced pulling in the direction of our ship, for the purpose of testing the speed of the different boats. The distance was about three miles in a straight line and the race was won by Capt. McCauley's gig, which boat came out half her length ahead of the Decatur's 3rd Cutter. After the race, the boats again came alongside, but as their crews appeared tired down, they were dispatched to their several ships.

This evening at sunset Thomas A. Preston, fell from the forerigging overboard and was drowned, striking his head on the fluke of the sheet anchor, which was stowed in the channels, before reaching the water. This it is supposed caused instant death, as his body did not re-appear.

June 1st 1842

Our ship is a second Babel today, everything on top and nothing at hand. Many of our officers and many of those from the other ships, are going home in the Potomac, which vessel is now getting ready to leave the station for home, and many of our officers have been ordered to the Sloops to fill the vacancies of those going home, hence arises the confusion on board our ship. Old chests, trunks, portmanteaus, carpet bags, etc. etc., raked out of the hold, where they had been carefully stowed for the last twelve months, filled and carried about from here there, and back again, causing not a little noise and confusion as they move about.

Our passed assistant Surgeon Dr. Hassler³⁰ also leaves us, to take charge of the Medical Department of the Decatur.

Our Purser, and my employer, Mr. Cox having already become disgusted with the cruise goes home in the Potomac. Midshipmen Wyman,³¹ Stiles,³² Spotts³³ and Getty³⁴ also go home.

³⁰ Charles A. Hasler, Assistant Surgeon, 4 November, 1834; Passed Assistant Surgeon, 12 July, 1839; Surgeon, 22 July, 1844; drowned, 27 November, 1846.

³¹ Robert H. Wyman. See footnote 86, p. 36.

³² Edward C. Stiles, Midshipman, 13 December, 1839; Passed Midshipman, 2 July, 1845; resigned, 17 August, 1847.

³³ James H. Spotts, Midshipman, 2 August, 1837; Passed Midshipman, 29 June, 1843; Master, 8 April, 1851; Lieutenant 21 November, 1851; Commander, 16 July, 1862; Captain, 25 July, 1866; Commodore, 25 September, 1873; Rear Admiral, 28 May, 1881; died, 9 March, 1882.

³⁴ Robert H. Getty, Midshipman, 16 June, 1837; Passed Midshipman, 29 June, 1843; Died, 6 July, 1849.

Lieut. McBlair³⁵ and Midshipmen Allmand³⁶ and Maury³⁷ go to the Decatur. And last though not least, our venerable and worthy Boatswain Mr. Crocker,³⁸ has been detached from this ship against his own wishes and ordered to the Potomac. Mr. Crocker is one of the oldest Boatswains in our service, and the oldest now on duty. He was in the Frigate Constitution at the time she captured the Guerriera, during the late war, and, although quite a young man, received a Boatswain warrant for his exertions on that occasion. He has continued in his country's service to the present time serving her faithfully and honourably. On Mr. Crocker's leaving the ship, the crew mounted the rigging and gave him three deafening cheers. He was also presented with, or rather our ship's company sold him a splendid gold call³⁹ and chain. The cost of which was one hundred dollars, and for which he paid them one cent. This formality was gone through, to evade the recent law of the Department, which forbids the receipt, by any officer in the Navy, of all or any presents from those under their command.

We have received today one Lieutenant Spencer C. Gist,⁴⁰ from the Potomac. Several Midshipmen, and Van R. Hall⁴¹ from the same ship, and our old shipmate Mid. McCarthy⁴² from the Concord.

June 4th 1842

This morning H. B. M. Frigate Carysfort got underweigh and went to sea.

The Squadron are now preparing for sea, it is generally supposed to make a visit to Bahia but it is [not] known to a certainty whither we are bound, as he who is the chief instigator of all our movements is wise enough to keep his intentions perfectly secret. It is well known that we are going on a cruise, from the fact of our filling up with provisions, wood and water, and it is also a matter of fact that the other vessels of the Squadron will accompany us, as they are following our example. So it is immaterial where we proceed to next, so long as we have a little variety.

³⁵ William McBlair, Midshipman, 16 November, 1824; Passed Midshipman, 20 February, 1830; Lieutenant, 31 December, 1833; Commander, 14 September, 1855; dismissed, 20 April, 1861; Commander, Confederate States Navy, June 10, 1861; died February 16, 1863.

³⁶ Albert Almand, Midshipman, 10 September, 1841; Passed Midshipman, 10 August, 1847; Master, 14 September, 1855; Lieutenant, 15 September, 1855; died, 31 May, 1857.

³⁷ John S. Maurey, Midshipman, 10 February, 1838; Passed Midshipman, 20 May, 1844; Master, 2 November, 1852; Lieutenant, 1 August, 1853; dismissed, 18 April 1861; First Lieutenant, Confederate Navy, June 10, 1861; First Lieutenant, October 23, 1862, to rank from October 2, 1862; First Lieutenant, Provisional Navy, June 2, 1864, to rank from January 6, 1864.

³⁸ Edward Crocker, Boatswain, 16 June, 1828; died 22 July, 1858.

³⁹ "Call," boatswain's pipe.

⁴⁰ Spencer C. Gist, Midshipman, 1 May, 1826; Passed Midshipman, 28 April, 1832; Lieutenant, 8 March, 1837; died 22 October, 1847.

⁴¹ Van R. Hall, Boatswain, 15 November, 1836; died 27 September, 1857. Crocker's replacement.

⁴² J. B. McCarthy, Midshipman, 9 January, 1841; died 11 August, 1842.

We have lain in this harbour a long time, and I, for one am quite willing to leave it, if it is merely for a cruise at Sea. It is a well known maxim and one which I particularly regard, viz. "too much of a good thing is good for nothing."

Although while absent from this place, it seems like being absent from home. Yet remaining a very long time, renders the place unattractive.

June 7th 1842

This morning yet still another vessel arrived in the harbour, from the good city of Gotham; the numerous letters, newspapers, etc., received by her were soon scattered among their various owners, in different parts of the ship; I again flattered myself that some one of my few friends at home, had appropriated a few moments of their precious time to indite me a few lines, and not until the very last of these momento's was delivered to its fortunate and delighted owner, would I believe that those friends, who at parting had been so profuse in their professions of friendship, and made so many fair and bright promises of writing by every opportunity, had so soon and so entirely forgotten their promises.

While those belonging to the remotest corners of the Union, thousands of miles from New York received intelligence from their families and friends in these remote regions, here am I, a vessel sailing from the very door of my home that was, yet forced to remain in total ignorance of whether my friends, or those I once was happy to call friends are living or dead. I have often heard it said that a person once out of sight, is completely [out] of the mind of those by whom he hoped to be remembered, but never until this day did I believe my case was thus bad, but the conviction forces itself on my mind, and is strengthened by reflection.

It has occurred to me, that should I become a voluntary alien from my once happy home, relatives, and friends, I should feel myself perfectly justified by the course they have lately pursued towards me which conduct has been caused, not by any misdeeds of mine, but is the result of their carelessness, or forgetfulness, or call it what you will, it is the reverse of the treatment I expected from those who so profusely loaded me with well wishes and fair promises, upon leaving home.

June 10th 1842

Our ship was this morning visited by Admiral _____⁴³ Commanding Her Britannic Majesty's forces on the Brazil station. He was received on board with the usual honours, and shown round the ship by our commodore in person, and really when placed in comparison with our Venerable Commodore, His Admiralship appeared quite a boy indeed, he did not seem to me to be more than thirty five or forty years of age, while some of his junior officers who accompanied him as aids, were apparently

⁴³ Johnson left a blank here, intending to enter the name later.

twenty years his senior in age. He was also a titled personage being called Lord something, which I do not remember, and of course had been thus briskly promoted in consequence. He received the usual salute at leaving, and during the afternoon our Commodore returned the visit on board the Steamer Growler, which the Admiral has made his Flag ship. We are rapidly preparing for sea, getting in wood, water, provisions, etc. etc.

AT SEA

June 12, 1842

This morning the Boatswains cry of "All hands unmoor ship," was re-echoed through the ship, and accordingly all hands were soon tumbled up, and at their respective stations by daybreak the starboard anchor was catted and fished,⁴⁴ and the larboard one hove short a peak, but as the weather came out unpropitious we did not heave it up, but lay at single anchor, awaiting a favorable opportunity to get underweigh.

The Flag Ship of the French Squadron also unmoored at the same time, and got underweigh but was shortly after obliged to come too, to prevent her drifting on shore, which she came very near doing.

On the following morning, wind and weather favoured our getting out of the harbour, and a very short time sufficed to get our only remaining anchor on the bows, and we were soon gliding down the Harbour, in tow of a long line of the boats of the different men of war in the harbour, which were kindly sent to our assistance through the courtesy of the Several Commanders.

At 8 o'clock we were quietly passing Fort Santa Cruz under easy sail. The boats having left us in the meanwhile, the French Frigate got the start of us and was to be seen a short distance ahead until sundown, when she shifted her course to the S & E, and as we were running due W, soon after lost sight of her. The Potomac, John Adams, Concord and Decatur in their respective stations.

June 14th 1842

Upon "turning out" and looking about this morning, I discovered the fact that during the preceeding night we had a strong breeze from the S^d & W^d, and were then some league's to the eastward of Cape Frio, and increasing the distance at the rate of ten knots an hour. It was a short time before we might expect, if our Almanac were correct, the appearance of Old Sol, and as I am particularly fond of observing the rising of the sun at sea, I soon found myself seated upon the weather hammock netting, and indulging in one of those delightful daydreams.

My thoughts were at home. I was happy, once more among my young

⁴⁴ "Catted and fished"—"cating the anchor" is the act of heaving the ring up to the cathead, a heavy timber projecting horizontally from either side of the bow of the ship. An anchor is "fished" when the flukes have been brought to the rail and secured after cating.

companions. Again I traversed the well known road to the domical of her who held so strong a sway over my youthful passions, I was enjoying myself in her conversation becoming more deeply enraptured at every successive blast of censure for my choice of profession. I was once more among the merry dancers, with whom I had spent so many delightful hours tripping it on the light fantastic toe. I had proceeded thus far in my meditations, when I was aroused by the call of "All hands, Ahoy!" It was already seven bells, the sun had risen, and showering his rays full upon me, I was ousted from my perch to stow the Hammocks, but I had experienced a sweet relief from the monotony of the day, by this brief but bright dream of home.

June 16th 1842

We are still running to N^d & E^d with the Potomac, Concord, John Adams and Decatur in company. While lying at Rio our rigging was set up by our new Boatswain, it was found fault with by the Officers generally as being too taut; but not until too late, for the thing was already done. It is now found to impede the sailing of the ship materially, instead of being the fastest among our competitors, we can scarcely hold our own with the dullest instead of finding them we find ourselves far astern in the mornings. This vexes every one, as we prided ourselves on the speed of the ship, and not a few have boasted of her qualities when comparisons have been made with the other ships. The taunts and imprecations showered upon the head of our "boasting pipes" have been loud and deep, enough to discourage him from ever again attempting to set up or in any way meddle with a job he does not understand.

The rigging was sufficiently taut when he took it in hand, in fact it was not until repeatedly solicited by him, that Capt. McCauley would allow it to be touched; and sorry enough is Capt. McC that he so far forgot himself as to give his consent. A gentle reminder of the old proverb "let good alone."

June 17, 1842

As usual we had fallen astern of the other vessels during the preceding night, and it took us some little time to gain our position ahead. During the day the men were reefing topsails for exercise, shaking out the reefs again, which they had done several times apparently in very good time, but not altogether quick enough to satisfy the fastidious officer of the deck, and they were ordered to lay aloft once more and double reef topsails. The men were soon crowded in the tops, and the order was given to lay out on the yards and reef, but the words were scarcely out of his mouth, when a crash was heard directly under the feet of the officer of the deck, and immediately another crash told him his error, for upon discovering the cause of the outcry, it was found that the mizentopmen, who were all boys, and had been stationed in the top but yesterday, had been too eager in their

efforts to out do themselves, in the melee that had occurred in laying out on the yard, four of them were thrown off. One of them fell in the top, one struck a brace, and had sufficient presence of mind to catch hold of it, and thereby prevented his falling further. Another fell on the poop and was the cause of the first crash, and still another fell on the quarter deck, striking the binnacle and breaking it to atoms. The two former were more frightened than hurt, but the two latter are injured seriously. The latter it is expected fatally. As might be expected, there has been no exercising since, and I hope will not be for some time to come.

The two youngsters who broke their fall so miraculously are now running about decks, but McDonald who fell upon the poop, a boy of fourteen is seriously though not dangerously injured. The life of Bickerton the other is considered very precarious as has injured himself internally. They are all apprentice boys, although the latter was some time since, rated an ordinary seaman, in consequence of his activity and usefulness.

June 20th 1842

This morning a man who was at work about the main-topmast cross trees missed his footing, fell, struck on the rim of the top, came tumbling down the rigging, into the chains, and so overboard. He rose immediately and struck out lustily for the ship, a boat was lowered, and in a few minutes he was laughing and joking with his topmates, not the least injured by his fall.

Our men have lately taken quite a fancy to this "lofty Tumbling." It is very supernatural for a man to fall in this manner without injury, had I not with my own eyes beheld it, I should scarcely have believed it.

The boys who exhibited their proficiency in this science a few days since, have all returned to duty, with the exception of Bickerton, and he is rapidly recovering the effects of his airy flight.

June 22d 1842

This morning we held our last intercourse with the Frigate, a letter bag was placed at the cabin door for the accommodation of those who neglected to write before; and soon after was placed on board the Potomac. At Meridian she gave us a parting salute, stood away to the northward and was soon out of sight. This leaves another vacancy in the Squadron, which we expect to be filled very shortly by the Constitution, which ship is fitting out, or was rather, at the last advice, and it is understood she is destined for this station. And rumour, here has it, that she is to bring out a Commodore, and will relieve this ship to proceed home or to the Mediterranean it is not said which.

June 23, 1842

After parting company with the Potomac, we shifted our course and have since been running to the N^d & E^d. We had a gale of wind this morning,

which besides doing considerable damage among the loose crockery below, carried away our main topsail and top gallant mast. This is the third time this unlucky spar has been injured, it was sprung twice on our passage from the U. S. and this morning it was carried overboard with its attendant hamper and there is no knowing how often it will serve us the same trick, as it has proved such a remarkably troublesome companion. On the same afternoon a strange sail, with American colors was reported on our lee quarter. The Decatur was ordered to run down and hold communication with the stranger. She soon after came up with the stranger in company. She proved to be a small Schooner the Ohio of Newport R. I. four days from Rio, bound home. She had lost her main boom during the gale in the morning, and was supplied with a spar, jaws⁴⁵ etc., wherewith to rig a jury one.

She also reported Rio Janeiro in a state of insurrection, that the population had rebelled in consequence of some dislike they had taken to the measures of the Ministry of State; that the Government troops were parading the streets actually shooting down those who had the temerity to appear outside their doors! that many of the more respectable inhabitants had flown for their lives, into the adjoining mountains, and the remainder were blockaded in the dwellings! that the young Emperor had declared his intention of out-doing if possible, the tragical conduct of his detested and blood-thirsty uncle, the first Emperor!

After communicating this startling intelligence, and receiving his spar, the stranger went her way. Although we have no reason to doubt the worthy Skipper, but is nevertheless supposed that this story is very much exaggerated. When we left the place everything was proceeding in its usual quiet course, and it seems almost impossible to have kicked up such a bobbery in the short time we have been away.

June 24, 1842

As might be supposed soon after receiving the intelligence of the commotion in Rio, from the stranger, yesterday, our course was laid for that place and we have been running under all sail for the last twenty four hours. Our observations place us directly off Cape Frio, and about one days sail from Rio. At daylight the bold promintory of Cape Frio, was in full sight, we stood on therefore under all sail, and at Meridian were off the mouth of the harbour, after which a short time sufficed for us to gain the usual place of anchorage and come too, with the Squadron around us, like so many young chickens seeking to shelter themselves under the wings of the old hen.

We were rather surprised to find the city, to all appearances, the same as when we left, as we certainly expected to find the streets running blood, the city guarded by the hirelings of a despot, as had been represented to us; but instead of this state of things, everything went on the same, and the same familiar faces appeared, to welcome our return.

⁴⁵ "Jaws," the horns on a boom which partly encircle the mast and bear the boom as it swings on the mast.

It appeared there had been some act of the Ministry carried in force, not altogether approved of by the inhabitants. A Newspaper had been bribed by the mal-contents, to attack the Ministry, this they did in such a manner as to excite the authorities, the editors were imprisoned, the principles in the transaction making their escape. And thus the dreadful rebellion was accounted for.

RIO DE JANEIRO

June 25th 1842

All hands were busy at daybreak, getting out the boats, trimming the yards, flemishing down⁴⁶ the rigging etc., and by 9 o'clock we were ataunto. During the morning all hands were called to moor ship, which occupied the time until dinner.

At 2 P. M. a Line of Battle ship was signalised off the harbour, which proved to be the H. M. Ship Agincourt 74, from England bound to the East Indies with troops. She anchored immediately abreast of us, and saluted us with 11 guns, which was returned by us.

The Agincourt although rated a seventy four gun ship, is very far from being the equal of the Delaware, in equipment, metal or anything else; to accomodate the troops, which she is freighted, her main-deck battery is entirely dispensed with.

Sunday June 26th 1842

This morning Divine Service was performed by the chaplain, and the crew mustered as usual.

Being a mild beautiful day, similar to the New York July weather, the inhabitants of Rio, availed themselves of the favorable opportunity thus afforded by unusual exuberance of the day, to pay their respects to our ship.

We were completely over-run with visitors during the afternoon, among whom were many of the principle American merchants and residents of Rio, who have hithertoo neglected paying their devoirs to our beautiful ship, the beau ideal of Naval architecture, as they hesitated not to pronounce her, and in that conclusion were marvellously near the truth. It was not until late in the evening that the last of the unwonted influx of visiters left the ship, they lingered on board until supper was piped to witness our mode of taking meals; until sundown to witness our sending down top-gallant yards; until the drums beat to quarters, to witness the mustering of the men at their respective guns; and I have no doubt they would have lingered longer, to behold us sling our hammocks, had not the Master at Arms modestly represented to them the indelicacy of such a proceeding, before the ladies; at the same time as modestly requesting their taking leave of the ship, as it is contrary to the internal regulations, to allow visitors on board after sunset.

⁴⁶ "flemishing down," laying down line in a flat matlike coil.

June 28th 1842

The anniversary of the coronation of England's Queen Victoria; as a matter of course H. B. M. ships in the harbour were once more dressed in their coats of many "colors," and other vessels of war wore the Ensign of Great Britain at the fore. At Meridian salutes were fired by every vessel of war in the harbour.

It is an absorbing sight to behold thirty or more vessels of war of every grade and of every nation, thus thundering forth upon every side, and the reports of each piece re-echoed in increased noisiness by the surrounding hills, long after the firing has ceased. And all in commemoration of the coronation of one thousands of miles away.

GETTING UNDERWEIGH

June 30th 1842

This afternoon the Concord unmoored and got underweigh. She proceed[ed] down the harbour until opposite Fort Santa Cruz, where she was obliged to come too, in consequence of the strong head wind preventing her weathering the fort. The Concord is bound to the coast of Africa, for what particular purpose it is [not] known.

An English man of war Brig, also got underweigh and attempted to weather the fort, but was unsuccessful, and she came too alongside the Concord.

July 1th 1842

From certain despatches received by Commo. Morris, through our government Minister at this place, we were again ordered to proceed to the River La Plata to settle some matters of a pecuniary nature with the Govenor of the Buenos Ayrien republic.

We have been receiving provisions, wood and water during the last two days and nights in such haste they could not strike them into the hold but were obliged to land them on the Main and Berth decks, our ship is therefore in admirable disorder, and as if to increase the confusion, during the afternoon all hands were called to unmoor ship, then commenced a hubbub such as was never known before on board a man of war, "everything on top and nothing at hand" appeared to be the order of the day.

The crew laboured with alacrity and good humour that is generally consequent upon like circumstances, and we were soon riding at single anchor, sails bent, running rigging rove, and all ready for an early start on the morrow.

At 10 P. M. we had got our stores in-board, and the tank employed in filling us with water, had left the ship, the boats were hoisted in and stowed on the booms, the last communication had been made with the shore, and we turned into our dreaming bags, well tired down, having been upon the go since 4 A. M. continually.

AT SEA

July 2d 1842

Bright and early was it this morning when all hands were called to up anchor. So early indeed that before daylight we had the anchor on the bows, and sail made on the ship.

We had as usual a long and numerous line of boats ahead, and we were soon off the Sugarloaf, where we parted from our numerous attendants, and stood out to sea. The Decatur and Concord in company. During the afternoon however, the latter ship parted company, to proceed on her destined cruise along the coast of Africa.

We jogged along very quietly with a fair breeze, until 10 P. M. when it came up cloudy and squally, with a nasty drizzling rain. The topgallant-sails were taken in, the topsails reefed, and everything made snug for a disagreeable night. The squall passed over without causing us much inconvenience, and the remainder of the night was cool and pleasant.

The Decatur kept us close company during the night, being close enough during a great part of the time to allow our spying a biscuit on her decks, and also for the Lieuts. of the watch to hold an uninterrupted conversation for some time. She was ordered farther off however in the morning, and took up her position well off on our lee bow. Our ship sails rather better than while on our previous cruise, although she has not yet recovered her usual sailing trim.

July 4th, 1842

The anniversary of the Declaration of Independence of the United States of America, sixty seven long years ago. The day proved wet and squally; but notwithstanding the disagreeable state of the weather, and the mortifying reflection of being compelled to leave port, where we could have spent the day so pleasantly, on the very eve of our great National jubilee. Our officers and crew seem disposed to make the most of the day, many of the men had procured a quantity of live stock and various other edibles in anticipation of the occasion. They were accordingly unusually busy about the chicken pens, pig styes, etc., during the early part of the day, and at 8 bells, or at the time dinner was piped, our berth deck emitted a savory smell, one well calculated to tempt the appetite of the most fastidious epicure on the face of the earth.

During the evening all hands were called to "splice the main brace," one watch at a time, as the weather would not admit of more than one watch leaving the deck at a time.

In a very different, and far more agreeable manner, will our friends at home spend this day; they will enjoy it, for they have the means and opportunity of doing so, while we are debarred all priveleges, knocked about in these wooden walls, many thousands of miles from the land of our birth. It is on such an occasion as the present my mind reverts to home, with but agreeable sensations, to consider the many comforts one leaves behind, to

become a wanderer on the ocean; it is rather hard that, as the old saying runs, A sailor is born hard, lives hard, works hard, fights hard, dies hard, and is sent to hell afterwards. But it is useless as well as sinful to complain of the hard lot, we have ourselves chosen.

The following morning when I turned out I found our ship running before a heavy gale of wind, with double reefed topsails over reefed courses, going along at the rate of ten knots.

The wind blew a perfect hurricane and the rain fell in torrents, but our old ship acted nobly, running before the gale, and dashing aside the huge waves as they appeared to intercept her way. We completely run it out however before morning, for by that time the wind decreased, and the sea had gone down, leaving us a fresh breeze and smooth sea.

And ne'er a ripple of the sea
Came on our steady gaze,
Save when some timorous fish stole out
To bathe in the woven blaze,—
When, flouting in the light that played
All over the resting main,
He would sink beneath the wave, and dart
To his deep, blue home again.

July 9th 1842

We are getting along, towards our destined port, we have a good breeze and fine weather, which tends very much to make us lighthearted. For the last two or three evenings, the weather being fine, and the wind steady, our band have been stationed on the forecastle, and the men amused themselves by dancing. This elegant accomplishment, as it is generally termed, belongs of right; for, without the least instruction, without ever having been taught a single figure, or step, or even told that he must stand upright and turn out his toes, he goes ahead, and keeps time with a precision and emphasis seldom met with in a saloon. There are with him, no studied bows, no mincing airs, nor simpering looks, no rivalries nor jealousies, significant nods, nor quarrels about positions, nor even partners; for if Lucy is engaged, Mary is not, and that is sufficient for him. He unship's his tarpaulin, dashes into the ranks and bounds to the music with an exulting life and heart. Nor is the presence of the tender sex, however desirable, indispensable to the sailor in his dances; for on the deck of his ship, and far away at sea, where woman may have never been, if a lip, or a lute, or a string make the music, he is ever ready to move to it with his quick step and vigorous limb. And he may sometimes be seen, when the winds are piping and frolicking through the shroud, keeping fantastic time to their wild notes.

July 11th, 1842

Early this morning we were rejoiced to hear, that one short exclamation in our language which conveys to the heart at sea a more thrilling excitement, than the highest raptures of poetic inspiration. It has not the least

meaning to a man who plods out his days on the uneventful earth, but to one who moves from zone to zone upon the "blue wave," and has many days since parted with the shore, it comes like a glad message from another world: "Land, ho!" I heard it this morning from the mast head, and it instantly resounded through every part of the ship.

I heard it this morning from the mast-head just after daylight, but nothing was to be seen off deck except a heavy bank of clouds over our larboard bow. A veteran salt pointed out to a spot of land bobbing up, like a buoy out of water, but my eyes were too inexperienced to distinguish the land from the scudding clouds which intercepted the sights. During the afternoon the land loomed large, and was pronounced to be the extremity of Cape St. Mary's at the mouth of the River La Platta, the land being remarkably low, we found ourselves within a few hours sail of it, and rapidly approaching it, we therefore kept away until we had made the centre and deepest part of the river, when we hauled our wind and stood up the river, the wind blowing a gale, and very cold, so cold that any but those actually compelled to remain on deck, were glad to get below, and shelter themselves beneath the blankets

RIVER LA PLATTA

in their hammock, and I among the rest pursued this excellent plan, and was soon shielded from the piercing weather between an ample supply of the "Purser's best"; I was not allowed to get off thus easily however, for as soon as I had fairly given up to the possession of the drowsy god, I was aroused by a hurry of feet over my head and a great noise on deck. I was soon out and on deck, to discover the cause of the tumult; the Decatur had gone up ahead of us to act as pilot of the way, She had come too before we were aware of it, and we proceeded on until we came close aboard of her before we were apprised of her close proximity. As we made a straight wake for her, and she close under our bows, it was certainly expected by all on board that we should run her down, and many made their calculations accordingly! it was indeed a moment of intense interest, and for a short time everything was in confusion! but the voice of our Captain, ordering silence soon put everything to rights, the ship brought to the wind, the sails clewed up, and an anchor let go, this brought her too, but while under stern way, we glided passed the Decatur, so close that her spanker boom⁴⁷ was caught in, and carried away by our main rigging as we passed under her stern, had we continued on our way but ten minutes longer without being aware of her presence, we should have inevitably run into her, and with such a ship as ours, almost as inevitably sunk her! In such a case God only knows what would have been the consequences, as I said before, the wind blew a perfect hurricane, it would have been impossible to lower a boat, and a heavy loss of life would have ensued. We anchored directly astern of the Decatur, about 10 or 15 fathoms distant from her, and I was

⁴⁷ "spanker boom," the boom of the fore and aft sail set on the aftermast "mizzen mast" of a vessel.

glad to get below again and ensconced between the Blankets. The weather is remarkably cold and piercing, being somewhat similar to the March weather and winds at the Northard.

July 13th 1842

Since we first entered this River we have experienced a constant succession of strong gales, with rain, and the weather becoming each day, it came down the river today a complete typhoon, at an early hour of this day all hands were called to down topmasts and lower yards, which was done in such haste that one of the top pennons⁴⁸ attached to the main yard parted before it reached the rests placed to receive it and it came down by the run, doing some little damage to the hammock nettings etc., After which we rode it out as best we could, every person below except the Lieut. of the watch, one midshipman, and the Quartermaster and they were sheltered under the break of the poop with the compass before them, that they might discover if the ship should drag her anchors.

July 15th 1842

The wind having considerably abated, Commo. Morris this morning went on board the Decatur, where he hoisted his Flag.

Shortly after the Decatur got underway and stood up the River, bound to Buenos Ayres. This is by far the finest day we have had since we have lain here, the wind has gone down, although the weather continues as cold as usual. The Commodore has taken with him as aids Lts. Rowan,⁴⁹ and Maddox, the latter of the Marine Corps, Professor Benedict⁵⁰ and Midm. Law⁵¹ and Wetmough also accompanied him, having obtained leave of absence from this ship for that purpose.

July 16th, 1842

Our anchor was again brought to the bows this morning, and we were standing up the river. Our position so far down the river being much more exposed to the weather than our former one off the city, it was deemed expedient to make a move, and as I said before we are standing up for our

⁴⁸ "top pennon," more properly top pendant, a line leading from the masthead for the purpose of attaching a tackle. Also called a masthead pendant.

⁴⁹ Stephen C. Rowan, Midshipman, 1 Feb. 1826; Passed Midshipman 28 April, 1832; Lieut. 8 March, 1837; Commander, 14 Sept., 1855; Commodore, 16 July, 1862; Rear Admiral, 25 July, 1866; Vice Admiral, 15 August, 1870; Retired List, 26 February, 1889; died, 31 March, 1890.

⁵⁰ William B. Benedict, Professor, 31 May, 1841; died 20 June, 1853. Before the establishment of the U. S. Naval Academy in 1845, professors were carried on board larger U. S. Naval vessels to instruct the midshipmen.

⁵¹ Richard L. Law, Midshipman, 17 February, 1841; Passed Midshipman, 10 August, 1847; Master, 1 March, 1855; Lieut., 14 September, 1855; Lieut. Comdr. 16 July, 1862; Commander, 26 September, 1866; Captain, 11 December, 1877; Retired List, 12 December, 1886; died 8 June, 1891.



Unidentified woman of Rio de Janeiro.



Juan Manuel de Rosas, 1793-1877, Dictator of Buenos Aires 1835-52.



View of Rio de Janeiro harbor from Storehouse Island.

former anchorage; which when we had gained after a short and pleasant run of *two hours*, the anchor was again let go, and we swung round to the wind, thinking ourselves much better off than were yesterday. We are once more fairly in the mud, as our ship, swings, it is turned up by her keel, upon every side of us.

July 18th 1842

The weather has again set in a very cold and disagreeable, blowing a perfect gale through the day, and raining in torrents during the night.

The Montevideon Forts on shore and Fleet in the river, fired a salute at Meridian with their own flag at the fore, which was responded too from this with 21 guns.

We are at the present moment the happiest, best contented and laziest ships company that were ever congregated together; all work on deck is suspended on account of the weather, the ports on the main and berth decks closed in, and between every two guns may be seen a tier of men, covered with pea jackets, and with woolen caps upon their heads, sleeping and snoring in a manner hard to beat. It is not without some difficulty that they are roused to their meals and grog, which after taking, they again compose themselves to sleep; thus the majority of the men sleep away their time. For the convenience of those few, who have not opportunity, all hammocks are piped down before sundown, and are not again disturbed until six bells on the following morning, thus they have upwards of thirteen hours sleep, independant of their corking all day. Many of our heads have swollen immensely, since we have been so completely in the possession of his somniferous majesty, and if we remain here much longer, we shall all sleep away, the little sense we lay claim to.

OFF MONTEVIDEO

July 20 1842

This morning the Sardinian Frigate, and Brazilian Sloops of War got underweigh from the inner harbour, and proceeded up the river.

The weather continues cold and unpleasant; we are looking forward very anxiously for the reappearance of the Commodore, from Buenos Ayres, that we take our departure from this most uncomfortable of rivers.

It is [said] however that the business of Commodore Morris with Governor Rosas,⁵² is in such a state as to render his stay, for two months absolutely necessary. It is not known precisely what that business may be; but is supposed to be a claim by the Government of the United States, on that of Buenos Ayres, of some five or six hundred thousand dollars, for spoiliations committed by Govenor Rosas, on American vessels and cargoes, in-

⁵² Juan Manuel de Rosas, born in Buenos Aires in 1793; Dictator of Buenos Aires, 1835-1852; waged a war of extermination against the leaders of the interior provinces; finally expelled in 1852. He died in poverty near Southampton, England, March 17, 1877.

flicted during the late war between the Buenos Ayriens and Brazil,⁵³ while those vessels were engaged in lawful trade and under a neutral flag. Rosas has acknowledged the justice of these claims, and twice promised to them, but has pleaded the emptiness of his treasury as an excuse for his default.

July 25 1842

Oh! let us all join in the praises of a sea-going life; let us sing to the pleasures, of the eventful, and reckless life of the Yankee sailor; let us also sing of the cheerful hearts these men possess, while sailing with a favoring breeze o'er the wide swelling sea, or while braving, with a heart undismayed, the wild stormy wave, rocked into mountainous billows by the angry tempests; or battling with the foe, in support of his Country's gallant name; the unconcern with which he will throw himself before the cannons throat, the thoughtless and daring with which he will oppose a host of the enemy, while the only weapon he possess may be a cutlass or his trusty boarding pike, or with a boat's crew force, volunteer to capture a squadron, or batter down the massive walls of some huge fortress, which has withstood the attacks of the enemy's fleets for years. These and many more similar themes, have composed the songs of those old times, when sailors wore their long and neatly plaited ques, reaching down, almost to their very heels, and when war was so rife in the world, that one of these old-fashioned tars, disdained to put foot on board any except an armed ship, and then not unless she belonged to the flag of one of the beligerants. When an old sailor was fearful of trusting his bark to the stability of the iron cable, which was to supersede his long tried, strong, and trusty hempen cable. In the good old times, when a Saturday night was not allowed to pass by, without allowing the hard-working, weather beaten sailor, an extra allowance of Grog to drink to his absent sweetheart or wife. But alas! these good old days, and the customs thereof, have gone by, never to return. The sailor has degenerated into nothing. A sailor is no more a sailor. And in a few more years, we will find all vessels ploughing the sea, propelled and worked by machinary, go where we will find steamboats, travelling, where, but a short time since, none but a vessel spreading a good flow of canvass, and worked by experienced and competent seamen, was known to venture. Verily, do I expect to see verified, the prediction of a superannuated veteran of the sea; "That in the course of a few years we should behold, a ship worked and navigated by one single man, and his sole duty would consist in oiling the machinary and keep the bread from moulding." but more of this anon. We lay here until the

29th July 1842

Without the occurrence of a single incident of note, to relieve the monotony of the time but this morning the Schooner Enterprise hove in sight,

⁵³ The war between Buenos Aires and Brazil had been fought in the middle 1820's when the former had supported the rebellion in the Banda Oriental against Brazil. This resulted in the establishment of Uruguay as a free state in 1830.

coming down the river. She came to near us, and sent on board the junior officers who had visited Buenos Ayres with the Commo. She remained near us until after sundown, when she got underweigh and stood up to the inner harbour. —

Each successive day, that our anchor holds ground in this river, do I become more disgusted with the place; I am, it is true, allowed priveleges that are unknown to my more unfortunate shipmates and for which I am not unthankful, far from it, for such is not my disposition. I have been on shore several times, but such is the alteration of the place, its condition and inhabitants, that I have invariably, rejoiced to get, once more within my wooden walls. Of the many acquaintances formed during our former visit, not one is to be found. They are either serving their country, or have taken their leave, for a more peacable and quiet country. Instead of the tranquil, happy place we left such a short time ago, we find it in an uproar, armed citizens patrolling the streets, and every inhabitant showing himself abroad wearing the red hatband and badge, to designate him the subject of the Govenor, and liable to be called upon as one of the upholders of the government.

Wo betide him who ventures into the streets without his badge with the motto of his regiment or company inscribed thereon in legible characters! unless he be a foreigner. And remaining on board ship, in a bleak uncomfortable river, is in my opinion still more objectionable. But to render us a little more easy under these circumstances, we are flattered with the hopes of the speedy return of our Commodore, and as speedy a departure from the Rio La Platta. Every vessel coming down the river is scrutinized with a wishful eye by all on board, but we have not yet discovered the Decatur among them.

July 30, 1842

This day another of our shipmates took leave of us and this world of trouble — for a better and I hope a happier berth in the world to come. Albert Curtis, was the name of the unfortunate deceased. He was a young and very healthy lad, a native of the city of New York, where he has a Father, brothers and sisters. He was siezed with a fit while at work in the rigging yesterday, which caused his fall to the deck, he was immediately taken up, and placed under the hands of our surgeon; but he remained perfectly insensible up to the moment of his dissolution, whether from his fall, or from the attack which produced it, is unknown.

In a conversation with poor Curtis a few days since, he stated that he had been separated from his home and family, upwards of ten years, but at the expiration of this cruise, he was sanguine in his hopes of again meeting them around the paternal fire-side, and by his good conduct hereafter, make some reparation for his former behavior toward them. But alas, he gone to that home, where the wicked cease from troubling, and the weary are at rest. His aged parent and brothers and sisters, will anxiously look for the

return of their long lost son and brother, but they will look in vain! Their young relative lies low, on a far distant shore.

On the following day, the remains of our shipmate were conveyed on shore, for internment.

After digging the grave, his messmates were about lowering the coffin therein, when a wild and furious bull, made his appearance, coming upon them, from an adjacent hill. The men were frightened at his appearance, and most of them took to their heels and ran for the shore, while the more valiant few stood by the grave to protect if possible, the remains of their late messmate. But it chanced that our, not very well beloved Surgeon, had in the absence of the Chaplain, accompanied the body to the grave, as soon as the Doctor beheld the animal making towards the party, he betook to his heels for safety, and whether it was the ludicrous figure of this little corpulent son of Esculapius trotting along with his coat tails in the air, that excited the indignation of his majesty of the field; or whether he had sufficient sagacity to discover, that the little biped trotting it off so roundly ahead of the rest, was the sole cause, of their thus disturbing the sanctity of his domains, I cannot determine; but certain it is that he passed the little party at the grave, overtook and paused not, at the spot where stood those who had fled; and made for our little sawbones, who was going along under a full head of steam, puffing and blowing like a low pressure steam-boat a long distance ahead, the bull seemed fully determined to conquer or die, and the doctor was growing weary of the chase, and as a last resort, he took a stand upon a ledge of rock, near the shore in the hope that the enemy would give up the pursuit, but his bullship was not to be thus easily baffled by a wise and pompous looking, but empty-headed propounder of pills and simples⁵⁴ he therefore soon found a way to oust the doctor from his retreat, and he tumbled head over heels into the sand.

They were soon scampering away again, the doctor frightened out of the little wits nature wasted on his empty noddle, and the bull with head and tail erect in full chase, and evidently enjoying the sport, as he would remain at a stand until the doctor had put a wide space between them, when he would again make after him snorting and blowing terribly. While the chase was in full glee, the body of the deceased was interred and the grave closed. The men having gotten completely over their fright, could not control themselves, but actually rolled over on the ground in their transports of laughter at the ludicrousness of the scene. The doctor at last became so exhausted he threw himself on the ground, and apparently gave himself up to his furious adversary; but the latter seemingly satisfied with the mischief he had caused, stood at a distance pawing the ground and bellowing with all his might. The boat shoved off and left the combatants to their fates. This they done without the least compunction of conscience as many of them have a heavy score to settle with this pill-box. Many of them have,

⁵⁴ "simples," syrups.

through him had their due allowance of Grog and provisions, stopped and in their stead forced to bolt a quantity of farinha, or cusarda root. Many have still in their minds, the numerous pokes with his fist, and painful pinches administered by him, while on their sick beds, and scarcely able to move.

As it proved, however, the doctor got off clear, and during the evening made his appearance on board, in a shore boat. He has it [is] said such an antipathy to Beef, that he has already put his veto on the half pound allowed his starving patients, and has, in his magnanimity allowed them oatmeal gruel in its stead. This is another mark of his excellence, especially as more than one half his patients are strong hearty men, in the full possession of their bodily health and vigor, if we except perhaps a cut or bruise which puts them under his hands for a day or two, but enough of this; the doctor has the hurrying of man to an untimely grave to answer for, and I leave him to his fate —

The Enterprise having taken in a supply of provisions etc., got underweigh, and stood down the river, bound to Rio Janeiro and it is supposed from thence she will take her departure for the United States, and may she have a good supply of prospering winds, to waft her, to that land of the free, and the home of the brave where, should fortune attend us, we intend in a short time to show our noses.

August 1842

As our stay at this place was drawing to a close, from advices received from Buenos Ayres, we were anxiously expecting the arrival of the Commodore, a bright look out was therefore kept, and every vessel coming was scrutinized with unusual care, to detect if possible some little resemblance to our consort the Decatur. While thus engaged one afternoon, a number of vessels hove in sight coming down the river. One of them, apparently a sloop of war, was observed to have a broad pennant hoisted at the main, the circumstance was reported to the commanding officer, and the report that the "Decatur was coming" was speedily circulated in every part of the ship, as I remarked before our hearties were mightily pleased at this information, and our spar deck was completely crowded, all on the qui vive to greet our shipmates of the Decatur, and with them leave the river immediately. What was our dissatisfaction then, to find as the vessels neared us, that the broad pennant was borne by a large double decked man of war brig, and that the vessels in company consisted of a sloop of war, and one other brig, this we were informed was the Naval Armament of Buenos Ayres, under the command of Commodore Ross, an Englishman. The squadron anchored under the mount, and commenced a brisk cannonading which was at first supposed to be showering upon the town, but it proved to be a salute of 21 guns from each of the vessels, in honour of some national holyday.

As it was very apparent, from the crowded state of these vessels decks with live lumber, which we observed as rounded our bows, and also from

the carefulness that was plainly to be seen, in which every part of running and standing rigging was secured, the preventer braces set up, and as they passed by our ship it might also be observed that the crews of the different ships were at quarters. I say it was very apparent therefore that the object of these vessels visiting this part of the river, and at this season of the year was not a pacific one, they were determined to have a brush with the squadron of Montevideo.

They remained quietly anchored abreast of the Monte, when we lost sight of them at dark. But on the following morning they got under way and stood up for the town as the squadron neared the town, we of course expected to behold a bona fide engagement, and were watching for the firing to commence either from the Forts on shore, or from the enemy's fleet, but we watched in vain however, the squadron stood up into the inner harbour, quietly stood about, and a firing a weather gun in the air, as a proof of defiance or challenge, they as quietly returned to the middle of the river, seemingly to await the result of their daring manoeuvre. We had set our hearts upon beholding, for once a bloody naval battle. Again we were dissappointed. The Montevideons would not accept this open challenge, but coward-like shrunk further up their coverts. And the enemy after this fair and honourable manner of displaying his readiness to engage, giving them almost two whole days to prepare their forces, was in the end obliged to return to Buenos Ayres, without a trophy of victory.

August 23, 1842

This morning the lookouts, who have been stationed at the mastheads, since the arrival of the Commodore has been expected, descried a large sail coming down the river; upon nearing us it was perceived she wore a broad pennant, and she soon after showed the number of the little Decatur very much to our satisfaction of course.

She came too and anchored under our quarter, the Barge was immediately manned, sent on board, and soon afterwards returned with Commodore Morris, upon his arrival on board we again doffed the coach-whip,⁵⁵ and donned the blue pennant at the main. The moment the Commo. arrived on board, the ship was put under sailing orders, then commenced a scene, such as is not seen except on board a man of war, and there but seldom; there was rigging to fit, spars to get aloft, anchors to transport among the numerous other preparations for sea; filling up with water from the Decatur etc.

At sundown we were all ataunto, we had filled up with water from the Decatur, and had supplied her with provisions sufficient to last her some ten or twelve weeks. It was accordingly understood that we were to remain with our one anchor holding the bottom, until sunrise on the following morning, when we were to get it on the bows, make sail, and leave this uncomfortable river, for the pleasant and commodius harbour of Rio de

⁵⁵ "coach-whip," the commission pennant.

Janeiro where we expect to spend a month or two, and then return to this place.

RIVER LA PLATA

During the same night it came on to blow tremendously, harder than it has yet blown since our arrival in the River. We were obliged to doff our "lofty tapering" spars, as well as the "clearly defined" yards and their rigging, during the night the wind blew so that the sheet anchor was let go. We remained in this situation until the morning of the 28th, when, the weather moderating, and the wind coming out favorable, we were fortunate enough to get underweigh and proceeded down the river, at sundown we came too off Moldonada, and lay at single anchor until the following morning; when we got underweigh again and stood out of the river. At sundown we were bounding once more.

O'er the glad waters of the dark blue sea,
Our homes as boundless and our thoughts as free.

we had a fresh and fair breeze, had got well off Cape St. Mary's, and running along at the rate of ten or twelve knots, and I left the deck, turned in and dream't of the fascinations of that Rio, which a few months since I was so pleased at leaving. But after all Rio is the most pleasant place upon the station, and returning thither is like returning home.

AT SEA

"In the midst of life we are in death; of whom may we seek for succour, but of thee oh Lord, who for our sins, art justly displeased."

We had been proceeding along very pleasantly, for some days, under the influence of a favorable breeze, and all were elated at the prospect of receiving welcome tidings from home, upon our arrival at Rio de Janeiro, but alas! our joyful feelings, received a check, which effectually darkened them for the remainder of the passage.

Among our merry, reckless host of apprentice boys, was one quiet, gentle boy of fifteen, who though ever among his light-hearted young shipmates, taking an active part in their careless pranks, happy in the present, and scarcely deeming the future worthy of a moments reflection; yet this boy possessed an affectionate obliging disposition. Ever ready to volunteer his services in a case of need, whether to oppose with his light arm the attack of an oppressor; or to sit out the live-long night at the bedside of a sick shipmate as an instance of the kindness of this boy's heart. I would mention the following: Some months since, three of his fellow apprentices, fell from aloft and were thereby severely injured; one of them became delirious, and his messmates possessed of a fear, that belongs not to the character of sailors, seemed ill disposed to sit with him during the night; this boy chanced to be present when one of the "men" refused the request, unless the invalid should in some manner be confined. He immediately volunteered his services, and so much shamed the men by his kindly offer,

that they were glad to keep him company during his dreary watch, and it was thus with him at all times. But to proceed with my unwelcome task. We had been at sea but a few days, and during those few days the subject of these remarks had faithfully performed his allotted duties in the top to which he belonged. He was one of the starboard watch; at eight bells (Meridian) this day, the larboard watch which was aloft, were to be relieved and this lad was one of the reliefs, the remainder of the watch were at their stations, and it was observed that he, who was ever foremost had not made his appearance. The captain of the top, thereupon came down, found him engaged with some of his youthful associates and bade him go to his station aloft; he went, but not with his usual alacrity. He left the deck, and was seen to gain the top. A moment after, was heard one piercing shriek — a crash — and the mangled and bloody corpse of our young and beloved shipmate was stretched upon the deck — his brains literally besprinkling his fond associates. His curly hair died in the blood of his life, and his spirit flown forever from its earthly tenement. His body was immediately borne to the doctor, in the vain hope that life was not yet extinct. It was found that he had broken his back in two different places, his neck was broken, and his skull shattered to atoms.

Who will wonder that I should head these remarks, with "In the midst of life we are in death." This unfortunate youth was truly but a few short moments since, in the midst of life, and now lies on yonder bier, a mangled, bloody, lifeless lump of inanimate clay.

The following morning, which was set apart for the burial of our departed shipmate, came out clear and pleasant, the sun sent down her bright refulgent rays, which at another time would have cheered our hearts, so long is it since we have been favoured with a similar visitation. But our crew moved about with a silent, stealthy pace, as if fearful of disturbing the slumbers of the dead. One could plainly perceive that there was death in the ship, and from the unusual gloom which overshadowed the countenance of these hardy sons of ocean, it was evident the virtues of this poor boy were too well known, and as deeply lamented. The usual preliminaries of the morning, inspection at quarters etc., had been gone through with, and shortly afterwards, the hoarse voice of the Boatswain, re-echoed by his mates, called "All hands to bury the dead." The deceased was brought to the lee gangway by his fellow apprentices, enclosed in his canvas couch, the body was placed upon the plank, and the Chaplain commenced the ritual; at the passage "We commit this body to the deep," the plank was inclined, one splash, and the waters closed forever o'er all that remained of our young shipmate Benj. P. Johnson, he, who but yesterday, was buyont with health and happiness. —

The only the perpetual dirge
That's heard here is the sea-bird's cry —
The mournful murmur of the surge,
The clouds' deep voice, the wind's low sigh.

Pierpont

On Sunday September 4, 1842, we were visited by the severest gale we have yet experienced and our noble ship proved herself what she really is, namely a first rate sea boat. The night previous had been dark and threatening, heavy falls of rain, with thunder and lightning, and fearful gusts of wind. Sail had been reduced to meet the gale, and the ship rode it out manfully. During the height of the most fearful of these gusts, the watch on deck were considerably startled by the appearance, of what seemed, in the intense darkness of the night, a large ball of fire, coming up one of the hatch-ways, and dissappearing to leeward.

As all fires in the ship had been out several hours, they were at a loss to account for this remarkable phenomenon, but it is supposed to have been caused by the concentration of the confined atmosphere on the orlop deck, and its escape through the open hatch-way exhibiting in the dark atmosphere a phosphorescent brilliancy.⁵⁶

Towards morning the gale abated and the weather cleared up, but this not to last long, for about 9 A. M. the wind again rose, and the heavens became overcast, so dark as to hide from the view of those on deck, the men upon the yards.

The storm was seen coming down upon us from the windward, and everything was made secure to withstand its violence. Top gallant yards sent down topsails double reefed, mainsail furled and storm staysail set etc. etc. The gale struck us with its full violence, the old ship met it, careened heavily to leeward, the yards were squared and we were soon running along at the rate of twelve knots directly before it. We held our way thus until near sundown, when the gale abated, and we pursued our way, with the wind, which had before been ahead now favorable.

On the following Tuesday Sept. 6th one of our men at the mast head discovered a strange object ahead, which he could not readily make out, it loomed up very large with the sea, but he had sense enough to know that it could not possibly be land, it showed neither sails, rigging, or spars, and therefore could not be vessel, unless wrecked and sunk, he reported that he could not make it out, and we awaited our coming up with it. And what do you think it proved to be? The carcass of an immense sperm whale, which from its peculiar flavor appeared to have been exposed to winds and waves a very long time, and completely covered with Cape Pidgeons and Albatross's, surfeiting themselves upon its "delicate" flesh.

Our reefers and idlers soon procured a number of fish lines, and, baiting them with a piece of raw Pork, trailed them over the quarter. In this way they caught several of the "Pidgeons," and our Captain's clerk was fortunate enough to hook an Albatross of immense proportions, which extraordinary visiter he succeeded in bringing on board. He was taken upon the fore-castle, where he was exhibited to the curious for an hour or two, and

⁵⁶ Atmospheric electricity commonly appearing around masts of ships in stormy weather, known as St. Elmo's Fire.

afterwards killed⁵⁷ skinned and stuffed. This bird measured no less than twelve feet between the tips of his wings.

On the 7th we again had the pleasure of beholding "rude Boreas"⁵⁸ in one of his sulky moods. To those who have witnessed a storm at sea, it would be uninteresting to describe, and it would be perfectly impossible for me to color the description, and portray it to the life, to satisfy those who have not, as yet ventured "their lives and all" upon the dark and treacherous deep. I leave it therefore to their imagination. We lost our spare spars from the chains,⁵⁹ the boats secured on the booms got adrift, and went over to leeward with a crash etc. etc. but as usual our old barkey weathered it out.

On the same morning that we got underweigh from the river, there was a French Corvette in company. She came down the river with us, and when we came to off Moldonada she stood on, we were calculating upon a trial of our speed with this craft but as her standing on all night, and our laying at anchor gave her such an advantage over us, we gave it up. But this morning the lookouts sung out lustily "Sail ho," and to the questions of "What does she look like" and "whereaway," reported her a large ship with painted ports, a point on our weather bow. Sure enough during the forenoon we came up with, and discovered her to be our competitor the Frenchman, whom we expected some days since to find moored in the harbour of Rio, upon our arrival there. We fairly stole the march on her and before sundown she was hull down astern.

OFF RAZOR ISLAND

On the morning of the 10th land was in sight from the masthead. But shortly after the wind hauled ahead, and we remained backing and filling⁶⁰ about the entrance to the harbour all that night. Every moment of time seem precious to us now, but when at Rio before, we were all as anxious to leave, as we are now to arrive, then we had just come off a ten days cruise, which cruise we had expected to last one or two months, and had that, as well as the two or three succeeding months pay to work off before going ashore. Now we have enough money to hold out until the end of the month, and enjoy it to the fullest extent.

On the following morning we were still of[f] Razor Island, and unable to get farther up in consequence of head winds. Shortly after sunrise two

⁵⁷ It is remarkable that the albatross was killed, as there was, in earlier times, a superstition that the soul of a dead sailor existed in each albatross, and seamen would not kill one of them. Even today, killing an albatross is believed to bring bad luck. Who does not remember the *Rhyme of the Ancient Mariner*?

⁵⁸ "Boreas," in Greek mythology, was the personification of the north wind.

⁵⁹ "chains," the area along the rail where the stays of the mast join the hull, at the "channels."

⁶⁰ "backing and filling": "A sailing ship working up a river on a flood tide with a headwind fills or backs her sails, sets or takes in the jib and spanker, as necessary to maintain a position clear of the banks." Bradford, Gershom, *A Glossary of Sea Terms*. New York, 1927.

large sail were discover'd on our larboard quarter coming up with a pretty stiff breeze, although we were boxing about in a head wind, they were rapidly overhauling us with the wind perfectly fair. About 10 P. M. they showed their colors, and proved to be the French Sloop *Arethusa* that left the river in our company, and the French Frigate *La Bonne* she having left the Mount the day after us. We were not long before taking advantage of the favorable breeze, and were rapidly nearing Fort Santa Cruz. The Frigate saluted us off Razor Island, and we returned it with the same number of guns. At 3 P. M. we passed the Forts, proceeded up the harbour, and came to an anchor in our old berth.

RIO DE JANEIRO

The following morning found us quietly and safely moored, the running rigging unrove, chafing mats sent below, sails unbent etc., etc. At 9 P. M. saluted the Brazilian Flag with 21 guns, which was returned by Fort Villagagnon with an equal number. Shortly after a Brazilian Brig lying in the lower harbour, fired a salute of 13 guns with the American Ensign at the fore, which was returned by us with the same number.

We found everything much the same as when we left, "The *Agincourt*," had proceeded on her way to the East Indies, and her place was supplied by the "Malabar," a second rate Line of Battleship. During the day the Commodore visited the "Malabar" and was saluted with 13 guns, which was returned by this ship gun for gun. The English Commodore was still here in the "Alfred" Frigate.

I was fortunate enough to find letters from several of my friends at home awaiting me here which from the dates appeared to have lain here or at home sometime. They were most welcome nevertheless, as it is a very long time since I have received a word of intelligence from any of my friends or relatives at home. We were dissappointed in our expectations of meeting the *Columbia* here, but she is expected to arrive very speedily.

We received on board from the *Enterprise*, one of our men who deserted from this ship, while lying at Norfolk some eighteen months since. He subsequently shipped on board a merchant vessel, bound to Europe and from thence to this port, upon the arrival of the vessel here he deserted from her, and gave himself up on board the *Enterprise*.

September 14th 1842

This morning H. B. M. Sloop of War *Curacao*, arrived in the Harbour, and anchored abreast of us. She is from the Pacific Station, and is bound home. H. B. M. Packet *Viper* also arrived from the River La Plata and anchored in the Harbour.

During the day Commo. Morris visited the French Admiral on board his flag-ship "*La Gloire*" Frigate, and received the usual salute upon leaving, which was returned from this ship gun for gun. Since our arrival upon this station, our commodore and the French Admiral have formed a close

and intimate friendship. Many little acts of courtesy passing between them, which is rather uncommon among the other commanders in chief upon the station.

September 16th 1842

This morning a Brazilian Brig of War arrived in the Harbour, during the day our Commodore visited her, and was saluted upon leaving. In the afternoon the English Commo. Purvis visited our ship and was saluted with 13 guns upon leaving which was returned from the "Alfred" with the same number.

Our crew commenced rattling down⁶¹ and overhauling the rigging, staying the main and mizen-masts etc., etc.

September 20th 1842

This morning we received on board 40 Caulkers from ashore, and commenced caulking ship outside. These men are all negro slaves, and owned by him whom we have employed to caulk the ship. He receives about \$1 per day each, and the ship finds them in provisions during their stay on board. So that he receives \$40 per day for their labour, without its costing him one cent for their maintainance, and this he does the whole year round, having as much work as they can do, from one years end to another. The crew are actively employed in refitting the ship aloft, and as they have the promise of liberty upon finishing their work, it may be supposed they work with unusual alacrity.

September 22d 1842

The caulkers employed to caulk the ship having become dissatisfied with their usage while on board, or for some other cause unknown but to themselves, this morning took the sulks and cleared out leaving their work but just commenced. Our carpenters were then set to work to finish their job, but as they cannot muster more than five or six among their number who understand the business it will in all probability take them some two or three months to get through with the undertaking.

September 24th 1842

This morning our little fraternity were once more thrown in a state of despondency, by the unwelcome announcement that during the night another of their number had gone to "that bourne from whence no traveller returns"; The unfortunate deceased was a ship's Boy aged eighteen, named Lewis Marks, who has left a widowed mother in the city of Philadelphia to deplore his untimely end. He was a smart intelligent lad and endeared to his shipmates by many acts of single-hearted kindness.

⁶¹ "rattling down," the act of fitting new ratlines to a ship's shrouds. The ratlines form the "rungs" on which seamen climb when going aloft.

During the afternoon his remains were placed in a boat and taken on shore for interment, accompanied by the Chaplain of the ship, and the deceased['s] messmates, neatly dressed in their clean Blue Jackets, and white frocks and trowsers. (Below is a pencil sketch of the entrance to Rio Harbour from the south with Fort Santa Cruz, and a U. S. Sloop of war at anchor. [See pl. 13.])

September 27th 1842

"Lord, let me know my end, and the number of my days; that I may be certified how long I have to live." Such was the expression of many of our hardy crew, upon its being announced during the morning of this day, that yet another of our shipmates, had departed this life, for that which is to come. John Colson O.S. was the name of our deceased shipmate, and although he was not a general favorite among his brethren, his death has caused a gloom not easily dispelled to overshadow his surviving shipmates. It is but a day or two since we were last called upon to pay the last sad tribute of respect, to the remains of a young shipmate, and our number is yet another less than we mustered upon that melancholy occasion.

Those at home may think me too compassionate in thus adverting at such a length upon the death of but one of my shipmates, but they little know the feelings of one called upon to lament the death of a messmate or shipmate, with whom they have eat, drank and slept, who has been their companion during many a dreary night watch at sea, and in whose company they have weathered many a gale, side by side, rocked upon the yard in the face of death. Which companionship has cemented a band of friendship, as close and endearing as that of nature itself. The remains of our shipmate were sent on shore for interment during the afternoon, the extreme heat, and closeness of the atmosphere making it impossible to await the coming of the morrow.

Our carpenters not progressing very rapidly in their caulking, another squad of negroes and overseers were procured from shore, and set to work, this gang numbers upwards of fifty men, so that we have every reason to expect the job finished in a very short time. The din they create is very great, and in bad weather, such as we experienced this day, they are compelled to work in-board, and it a matter of impossibility to make oneself heard.

The crew are still at work in the rigging, and carpenters repairing outside, so that in a short time our ship will be re-fitted throughout and ready for another campaign.

Our ship was this day visited by Prince Alderbach of Prussia, and suite, incog; he was known to some of our Officers, who had seen him while on shore, and, although our ship was in an admirable state of disorder when he came on board, everything was placed right side up, and he seemed pleased with his visit.

Several American vessels arrived during the day, and many were the

letters newspapers, etc., received by our officers and crew among the number was the Brig. Wm. Price, from New York bringing the letters, papers, etc. from the Naval Lyceum. And I was fortunate enough to receive letters and papers from my *friends* at home but not a single line did I receive from my brothers or sisters.

October 15 1842

Our steerage bully Midshipman Tenant McLanahan ⁶² a native of "Ireland" but a resident of Baltimore, Md. was this day transfer'd to the Enterprise, very much to the satisfaction and delight of every person in the ship. He is the most perfect representation of the genuine overbearing, insolent, poverty-stricken Irish bully I ever met. Stooping to the lowest meanness to accomplish the most petty act of oppression possible for his brain to conceive. A perfect tyrant by nature and disposition, when not under the eye of his superior officers, causing more difficulty in the ship than the whole score of other Midshipman, and the most abusive man with his tongue I ever heard or expect to hear.

This young gentleman has many sins to answer for, committed on board this ship, and it is not at all unreasonable to suppose that some of our numerous ship's company, will have the pleasure of meeting him, while their own masters, and to repay him for many of his little acts of kindness.

Midshipman L. B. Robinson ⁶³ reported himself, from the Enterprise.

The caulkers are still hard at work outside the ship, and the crew as busily employed in-board, painting, repairing etc. etc.

During the afternoon, the remains of Jas Bowie, one of the men sent from this ship to the Schooner a short time since, and who died yesterday was sent on shore from that vessel.

Sunday October 2d 1842

Commenced as Sunday invariably does on board a vessel of war, viz — At the first appearance of day, the reveille is beaten and a gun fired to welcome the sun. All hands are then called to get up their holy-stones ⁶⁴ and sand, and from that time until 8 bells, the starboard watch is on the spar deck, the larboard watch on the main deck, and the steady cooks on the berth-deck, all busily employed hauling too and fro these immense stones, washing down the decks, drying them up, cleaning bright work, etc. etc. At 8 o'clock the decks are well dried, and as white as Holy-stones and sand can make them. Breakfast is then piped, and the men receive their morning allowance of spirits one third of a half pint. At 2 bells or 9 o'clock, the hands are turned too, and the word passed for the uniform of the day, which in

⁶² Tenant McLanahan, Midshipman, 12 December, 1839; Passed Midshipman, 2 July, 1845; killed 11 February, 1848.

⁶³ L. B. Robinson, Midshipman, 4 March, 1840; resigned, 12 March, 1845.

⁶⁴ "holy-stones," large blocks of sandstone, used for cleaning the deck. Small blocks used in corners are called "prayer books."

warm pleasant weather consists of white frocks, trowsers and hats, in cool weather of blue cloth trowsers, white frocks and black hats, in uncomfortable weather comes blue jackets, blue flannel frocks and black hats, in which a man could double Cape Horn in the most unpleasant season with impunity. At 4 bells or 10 o'clock the drum beats to quarters and the different divisions are inspected by their respective officers, and wo' betide the unlucky wight, whose clothes are not in fit condition to pass around the Captstain, he receives his dozen with the well laid up colt of the nearest Boatswain's mate for "corking" while others were washing their clothes. As soon as the Divisions are reported to the executive officer who is pacing the Quarter deck, the drums sound the retreat, and the men knock about decks until 5 bells or 10:30 A. M. when the Boatswain and his mates call "All hands to muster," and every man takes his way quietly and orderly to the spar deck. It is a pleasant day and the awnings are spread fore and aft, the Capstain is covered with a union Jack, seats are placed upon the poop for the officers; benches are also placed on the Quarter deck for the accomodation of the ship's company, this is a sure indication that we are to have a sermon, and prayers. The Chaplain makes his appearance takes his place in the pulpit, and gives out the Psalm which is performed by our band, stationed upon the poop, for want of a proper organ. After the sermon is over, the benches are cleared away, and the crew sent aft to muster, this is the first Sunday in the month, and articles of war are read by the Captain's clerk, very much to the edification of some *few* persons who are within this effiminate voice. The crew are then mustered around the Capstain singly, and the petty officers inspected in the gangway. It is now hard on 8 bells or dinner time, and soon after dinner is piped accordingly and Grog served. At 2 bells or 1 P. M. the Hands are again turned too, and from that until sundown there is nothing transpires worthy of record. At sundown the drums again beat to quarters, and all hands are called to send down top-gallant yards, after which come down all hammocks,⁶⁵ and the day ends.

October 4th 1842

Being the anniversary of the birth [of] Princess Donna Francesca, sister of the present Emperor of Brazil, the Brazilian Flag was displayed at the fore during the day, and a salute of 21 guns fired at Meridian, in honour thereof. Our example however, was not followed by the other National vessels in the Harbour, but for what reason I cannot say.

The caulkers from shore are busily employed caulking ship out-side, and the crew as busily at work upon the rigging. It will probably take three or four weeks more to complete the work now going on, and to get the ship once more ataunto.

⁶⁵ Hammocks were carried in racks along the top of the ship's rails, covered with a tarred canvas weather-cloth.

During the afternoon we received a visit from the Russian Charge de Affairs at the court of Brazil, who inspected the different departments of the ship, and upon leaving was saluted with 13 guns, He also visited the Enterprise, which vessel likewise saluted him with the same number of guns.

October 6th 1842

Arrived this morning the American ship Charlemagne, 56 days from the good city of Manhattan, with letters and papers from the Naval Lyceum for many of the officers and crew, but without an item of news for poor pilgarlick, although this vessel may be said to be from the very threshold of those from whom I have a natural right to expect an occasional line, or a stray newspaper.

October 8th 1842

This morning the Captain of the H. B. M. Line of Battleship Malabar paid a visit to the "U S Line of Battleship Delaware," and was saluted with 9 guns upon leaving, with the British Ensign at the fore, which was returned from the Malabar gun for gun, with the stars and stripes flying.

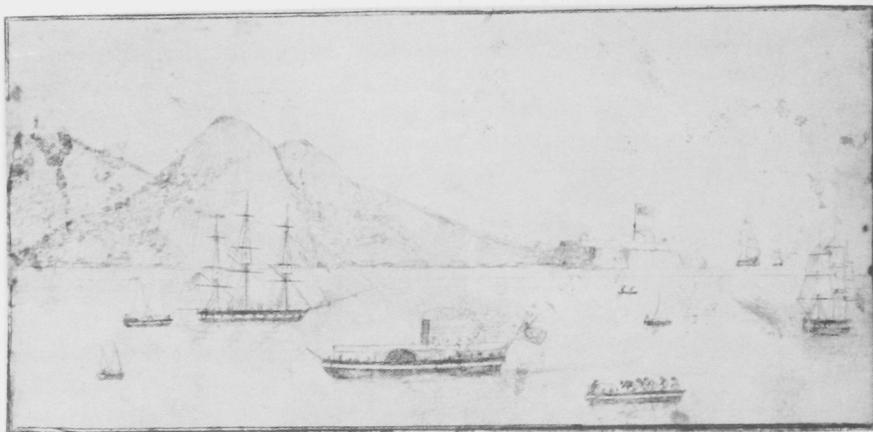
Being an unusually fine day, and having a few surplus "pesos," that I had been for some time studying to get rid of, in a manner creditable to myself, I came to the conclusion to give the benefit of them to some of the caterers for the amusement of wayfaring strangers in the city of Rio, of whom by the bye there is not one too many. I therefore proceeded on shore as soon as possible after coming to the above conclusion, took dinner at the "Pharoux" and was perfectly satisfied therewith, undertook to play a game of Billiards for amusement with my friend indeed Tom L. D., but made a signal failure thereof took a horse and started for a visit to the peak of the Corcovado, but after proceeding about seven miles on my way, alighted to take some refreshments at a very respectable public house on the roadside, where, meeting some acquaintances, was fain obliged to give up my contemplated visit to the "House on the Mountain" for this day at least, and to remain where I was until the setting of the sun when we started for the city and arrived in good order and condition about 10 P. M. Made a straight wake for the hospitable mansion of Monsieur Pharoux, where we partook of a splendid supper on what might be called the anti-temperate principle, which I found to be an excellent plan to effectually rid one's self of a few superfluous "pesos." It was at the witching hour of midnight we sallied from thence, and made for the quay, where we were fortunate enough to find the particular friend to belated *Sailors* Yclept "Mr. Antonio," who put us on board the old ship in good order and condition, for which good service he is entitled to the hearty good wishes hereby tendered him by his much obliged and humble servant.

October 9th 1842

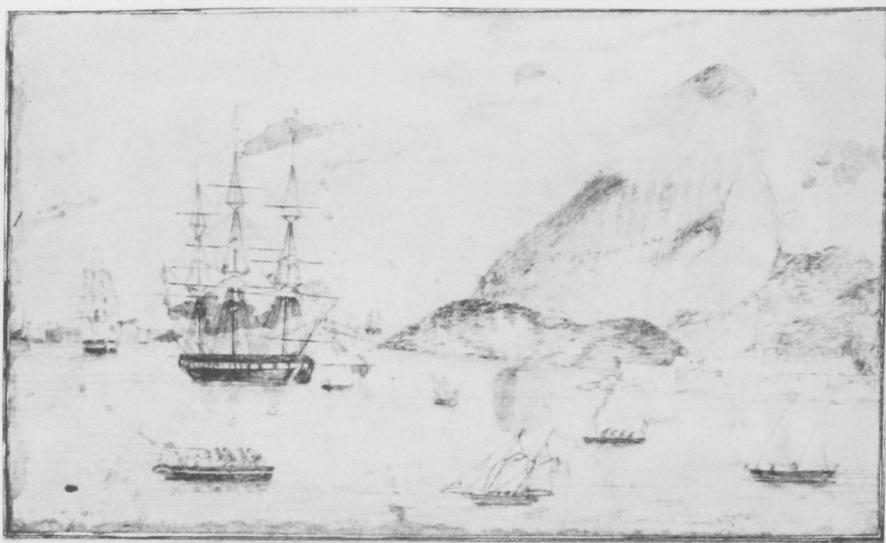
At daylight the Malabar got underweigh and proceeded down the Harbour in tow of the boats of the American, French, and their own boats.



A drunken sailor sketched at Rio de Janeiro.



Entrance of Rio de Janeiro harbor showing a United States sloop-of-war, left.



Entrance to the harbor of Rio de Janeiro from the north. Fort Villagagnon and Sugar Loaf Mountain to the right. In the left background Fort Don Carlos and a French sloop-of-war.

She was obliged to come to anchor abreast of Fort Vilagagnon about 6 A. M. in consequence of head winds and tides. She weighed her anchor again at 8 and got outside the Harbour, where she was seen at sundown, apparently awaiting a more favorable slant of wind.

Divine Service was performed by our Chaplain. And the crew mustered around the Capstain.

Our crew having become dishearten'd at the anticipation of being allowed liberty, a committee of Petty Officers were deputed to wait upon those in authority and sue for what they claim as their rights. Uncle Sam (of whom I shall treat one of these days) was chosen as spokesman.

The result of their mission I have not learned

October 11th 1842

Received tidings of the "Columbia" having left New York some seventy days since, for this station, as we have not yet had the pleasure of beholding her in these seas, and as the fact of her having actually left for this place is too well known to admit of a single doubt. We begin to feel seriously alarmed on her account.

It is expected that she has either stopped at some of the Madeira Isles on her way, or missed their reckoning and got too far to the southward from whence they will have to beat up.

But even in this case she could not be so far behind her time, being a remarkably fast sailing ship. We await further intelligence concerning her with an anxiety not easily conceived.

October 16th 1842

Being Sunday, Divine Service was performed and the crew mustered as usual. In the afternoon a number of the crew obtained permission to visit their shipmates on board the "Enterprise"; upon their return the majority of them were intoxicated and commenced kicking up "Bobs"⁶⁶ a dying" about decks and at sundown the "Brig" had shipped a crew of

- 1 Boatswain's Mate
- 2 Quater Masters
- 1 Quarter Gunner
- 7 Seamen
- 4 *Ordy. Seamen* and Landsmen
- 2 Boys

October 17th 1842

This morning the British "puff and go 'long" Frigate Growler, arrived from Bahia. The Growler is one of H. B. M. Preventive squadron on this coast, for intercepting vessels engaged in the slave trade. As I have said before, the Growler is one of the most beautiful as well as efficient vessels of her class, and is a great acquisition to the squadron to which she belongs.

⁶⁶ The "bob" was the refrain of a song.

Before many more months shall pass over our heads, we expect to have the pleasure of beholding a U. S. Steam vessel of war in these parts, to compete with this pride of John Bull's Navy.

I here present those who may chance to overhaul these pages, with a pencil sketch of the entrance to the Harbour of Rio [see pl. 13], from the Northd, with a view of the Sugarloaf, and Fort Villagagnon, in the foreground and Fort Don Carlos, with a French Sloop of War in the distance.

October 19th 1842

Being another of the numerous holidays celebrated by the Brazilians, their vessels of war in the Harbour, and the Forts were blazing away at daybreak. At 8 A. M. the different vessels of war in the Harbour hoisted the Brazilian colours at the fore, and at Meridian joined in a feu de joi, each vessel firing a salute of 21 guns, but I dare venture to say not one of them understood the meaning of their thus wasting so much good powder.

The caulkers continue at work on the outside of the ship, which they expect to finish in a few days, and will then commence operations in-board.

October 20th 1842

H. B. M. Frigate Alfred, the English Commodore's Flag Ship, got underweigh this morning and sailed on a cruise.

American Barque Douglas arrived from Richmond, Va. and American Barque St. Helena arrived from Bremen.

Notwithstanding the disordered state of our ship, she was this afternoon crowded with a party of lady and gentlemen visitors from shore, who were obliged to climb over coils of rigging, crawl through carpenters benches etc. etc., to go from one part of the ship to another.

October 21st 1842

Commenced giving the ship's company the liberty for which they have for so long been suing. During the morning a draft of one hundred and twenty men, composing the 1st part starbd. watch were sent on shore. Those who drew the grog part of their ration received three dollars, and those who had stopped their grog for pay received the am't. of their three months grog, as liberty money. This is a very unequal arrangement, showing the ignorance of those who first proposed it, and causing not a little dissatisfaction among the ship's company in general.

This is one of the bright days in a sailor's calender; after being confined on ship-board for so long a time, where it must be allowed, they are little better than absolute slaves, and sometimes to the hardest of task-masters. Sometimes, for weeks together deprived of ordinary sleep, their lives, their limbs, and their health in constant jeopardy. After contending with the elements, with the ever-changing climates through which they roam. Suffering hardships and privations of which landsmen can form no adequate conception. Yet are these hardy sons of ocean thankful for the

paltry twenty four hours meted out to them, to spend on a foreign shore, and with hearts buyont with hopes of a pleasant "cruise," do they take their seats in the launch and cutters which have been set apart for their exclusive use, so long as liberty shall last; they are now on shore and scampering like so many wild Indians through the Palace Square.

October 23d 1842

At daylight this morning the French Frigate "la Gloire" was discovered at anchor in the Harbour. She having arrived during the night. At 8 we saluted the Vice-admiral's Flag which she bears with 15 guns, which she returned with the same number.

About 1 P. M. a man of wars boat was discovered pulling in the harbour, and upon nearing, she was also discovered to have an American Ensign flying. Here was a poser for us. Our own and the Schooner's boats were all alongside or accounted for, then came the rumour that it was a boat which had gone out this morning to tow an American Brig to sea, but she was found to have returned some hours before. There was no sail to be seen in the offing, and we could not make out where this boat could come from.

At 2:30 P. M. the boat came alongside and a strange Lieutenant and several Midshipmen came on board, and better and better they were the bearers of several large bags and innumerable packages, which bore a remarkable resemblance to some that we have heretofore received through the Naval Lyceum at Brooklyn. We were now let in to the secret that Frigate Columbia⁶⁷ was about eight miles outside Razor Island awaiting a slant of wind to get in. She has been ninety eight days from New York including a stop of three days at the Cape de Verde Islands; sent her 12 bags of bread, they having been out of that most essential article of provision as well as beef, pork, rice and beans for several days. We also loaded the 1st cutter with all manner of fruits and other refreshments, and dispatched her to these half starved mariners. The Columbia shortly after hove in sight and saluted the Broad pennant with 13 guns, which we returned with 7. At 4 P. M. she came too and anchored on our starboard quarter. The letters and papers were distributed and wonderful to relate there were no less than three letters and a considerable package bearing my name for which I am most thankful.

October 26, 1842

Our liberty men are going and returning daily, and with more regularity than before. Thus far I have heard of but one case of departure from the ordinary course pursued by "Liberty men" in general, and this was a man violently beating a female in the streets, for which offence he was very properly arrested and confined in the calabouse.

⁶⁷ *Columbia*, first-class frigate rated at 44 guns, carried 50. Launched at the Washington Navy Yard in 1836.

Our ship was this afternoon visited by his Royal Highness Prince Ardenbach of Prussia, and suite, who were received with manned yards and a salute of 21 guns, He inspected every hole and corner in the ship partook of some refreshments in the cabin, and took his leave, manning yards and saluting as before. He afterwards visited the Columbia and Enterprise where the same formalities were gone through with. His Highness is an intelligent looking young man apparently about 26 or 27 years of age. He visited us sometime since incog., and was therefore perfectly at home while on board.

October 27th 1842

The everlasting noise of mallets hammers etc etc has at last ceased. The caulkers have finished their work and gone on shore, and may the Devil go with them, for he has reigned supreme throughout the ship, since the day they first made their appearance on board. The painters have now taken their pots and brushes in hand, and are busily employed going over, touching up, and such other little matters as appertain to their profession.

Liberty men are going daily on shore, and all conduct themselves unusually orderly and decorous. The case mentioned a day or two since of a man assaulting a female, continues the only case of the kind that has occurred. The man is still in the calabouse.

October 29th 1842

Painters still at work outside and inside the ship, painting gun carriages, cutlass racks, hen coops etc. etc., so that our ship begins to look like herself once more.

At sundown last evening the crew were allowed to take a bathe, and a large number of them were seen to cling with great pertinacity to the ship's buoys. Nothing was thought of this until late in the evening when a number of the swimmers were found to be intoxicated. The said buoys were examined today and upwards of five gallons of aquaardiente found fastened to each buoy.

October 30th 1842

This morning a draft of Uncle Sam's young naval apprentices were sent ashore on liberty. And I must say I never saw a better or neater looking lot of young scamps in my peregrinations.

My young friend Billy Brown, by the bye one of the most intelligent boys in the above squad, was one of the number, and in consideration of our old acquaintance, I was easily persuaded, to accompany him.

We took a felucca⁶⁸ immediately upon reaching the shore, and leaving Rio and its many allurements made immediately for the shores of the pleasant village of Prio Grande. Where we were fortunate enough to secure

⁶⁸ "felucca," a lanteen-rigged vessel.

two fine horses, which it was impossible to obtain in Rio, had we been so disposed. Having partaken of a dinner, which, taking everything into consideration, was much better than we had anticipated and a desert of oranges and Bananas, which, by the bye are always to be found at the dinner table in the Brazils, we started for a ride up the mountains. We had not proceeded far however, before we were brought up all standing by a soldier posted as guard in front of what they call Barracks, but what we would call a cowshed, who very politely informed us in mongrel Portuguese, that he could not permit us to proceed further without a passport. Here was an unlooked for impediment to our anticipated pleasant afternoon's ride. No other course was left us, and so we were soon about, and returning by the same road we had come, not a bit pleased with the cause of the obstruction. Arrived at Prio Grande, we returned our horses to the stable, and started on foot, paying a visit to the renowned pulperai⁶⁹ of Madam Constant on our way, we proceeded to the most celebrated garden in this vicinity, known to the initiated as the "Paradise," owned by, and attached to the county residence of a native Brazilian lady, the widow of a French Officer of distinction lately deceased, who was during the latter part of his life, resident minister from the court of France to that of Brazil. Here we were received and entertained with much kindness, furnished with refreshments by the hospitable lady of the mansion, and permitted to partake freely of the fruits which grow to much larger size and perfection than those brought to the market upon leaving at sundown we were each presented with a splendid bouquet of the most delicate and beautiful tropical flowers, which will ever remind us of the beautiful and hospitable lady of "Paradise." Taking passage in the first boat we returned to Rio, and took our way to the Theatre, the performances at which not answering our expectations, the dialogue being conducted in Portuguese, we were glad to back out ere the first act of the first piece was concluded, and after partaking of a bountiful supper at the "North," proceeded on board, and were soon snugly ensconced in our dreaming bags.

The Dutch Consul General visited the ship during the day, and was saluted with 13 guns from the *Enterprise*, our guns, carriages, etc., not being dry enough for use.

November 1st 1842

Another day of admirable disorder. All the chain and other cables, shot etc., were broken out, got on deck and surveyed by Lieutenants appointed for the purpose. During the day the last draft of "Liberty men" returned on board, and this cause of disorder is thank heaven, at an end.

The man who has been in prison for the last week, was discharged by the authorities for want of sufficient evidence to convict him, and is now on board the ship, and I think it will be a long time ere he trusts himself again, within the precincts of Rio de Janeiro.

⁶⁹ "pulperai," a cafe or barroom.

November 2^d 1842

The Enterprise got underweigh and proceeded to sea bound to the Rio de La Plata. During the day had a misunderstanding with my employer Saml. P. Todd,⁷⁰ which I expect will end in our parting company, ere many more months shall have passed over. The cause of the present disagreement was a private transaction with the men of a nature I do not admire, and I did not think proper to use my little influence to further, this irritated him so much that he used language for which he now apologizes.

November 3^d 1842

H. B. M. "Alfred" arrived this morning from a cruise. About ten days previous to the Alfred sailing hence, they had fitted up their launch, and despatched her on a cruise of four or five days to some place on the coast where they have one of their small vessels continually stationed, and with whom they were to communicate. The launch had been several days over her time, and they began to be alarmed as to her fate, and the English Commodore decided to go in search of her himself.

She was picked up four days sail off the coast, where they had been blown in a gale of wind. Their small stock of provisions had been all expended for some days, and they were in a state bordering on starvation when picked up by the "Alfred." In coming to anchor the Alfred got foul of an English Man-of-War Brig, doing her considerable damage, and came very near serving us the same sauce.

During the day, Commodore Morris paid his respects to Commodore Purvis, and received a salute of 13 guns, which was returned from this ship gun for gun. Our ship is now completely atunto, and looks like a new pin, having been re-painted and otherwise renovated both inside and out.

It is already whispered about the ship, that we are to depart hence as soon as may be, and pay our last visit to the Rio de La Plata, previous to leaving for the Mediterranean station.

In the preceding pages, I rashly promised to give my readers a sketch of a well known character in the service, and a perfect speciman of a true American seaman, known by his equals as "Uncle Sam" and by his superiors as Samuel Lambert, gunner's mate in the U. S. Navy, and a better fellow than whom, never growled over a gunner's daughter,⁷¹ or placed a port-fire⁷² to the vent thereof.

"Uncle Sam's" ancestors, were of that portion of god's creatures known throughout the world as New England Farmers, and respected where known for their probity and industry, residing near the manufacturing town of Lynn, Mass. Not admiring the dull business of tilling the

⁷⁰ Samuel P. Todd, Purser, 1 March, 1813; died 10 May, 1858.

⁷¹ "gunner's daughter," a gun.

⁷² "port-fire," a slow match of twisted fibers used in firing the gun.

land, the subject of these remarks clandestinely left his parents and home, for the purpose of trying his fortune upon the Ocean. His first entre upon Neptune's domains was in a vessel of about 30 tons belonging to Boston, and engaged in the fisheries.

How long he continued in this business, I am not enabled to state, the MSS⁷³ from which I derive my information, not affording me the least light upon this all important point. I take it upon me to say, however, that, not suiting the impetuosity of young Sam's ardent temperament, he took his leave of the Sloop and Skipper between two days, and partook himself again to the paternal roof; but as he himself informs me without the least idea of remaining but a few weeks. A chastisement inflicted by his father, for absence from home without leave or license, set him in motion again sooner than he anticipated; and we find him footing it for Boston a second time, leaving his loving parents in a most disconsolate mood at this precocious act of truency. Arrived in Boston, he was met by an officer of our then infant Navy, who was then recruiting men for the Squadron fitting out for the West Indies under Commodore Truxton, this suited Sam's ideas exactly, he shipped accordingly, and was soon after on board the Constellation Frigate, which vessel bore the Commodore's broad pennant. Here he was assigned the post of powder boy at one of the guns. This was as near as I can fathom about the year 1798 or 99, and my hero was then but little over twelve years of age, although so large and stout as to be taken for a lad of seventeen or eighteen.

Before the expiration of the cruise, his first in a man-of-war and of which he will spin a yarn as long as the main-top-bowline, setting forth his little mishaps, and how triumphantly he carried himself through them, I say, before the expiration of this cruise, Sam was promoted to the rank of ordinary seaman, for his activity and courage.

On his return to the United States, he again visited his parents, and his reception at the paternal fireside was much more flattering, than at his former visit. Sam had now grown into a tall strapping youngster, although his age was but fifteen years. He spent the whole of that Autumn at home, assisting his father in the arduous duties of the farm, but winter coming on, and having a decided antipathy to cold weather, he again betook himself to the seaboard. Where he again entered the naval service, and was sent to sea, the vessel he was serving in was captured by an enemy's cruiser, and Sam was for the first time a prisoner. He was not destined to remain in captivity long, however, the vessel put into one of the West India Islands to wood and water.

By some means unaccounted for, Sam succeeded in smuggling himself on shore with one of the watering parties, and upon reaching the shore took himself to the bush, and was fortunate enough to elude the pursuit kept up for him, until the vessel sailed, after which, he easily found means

⁷³ "MSS," manuscript.

to return to the United States, in time for the Squadron fitting out, to carry on the war against Tripoli, going out in the "Argus," with Lieut Commanding, afterwards Commodore Decatur, but was afterwards transferred to the "Constitution," the Flag ship of Commodore Preble, in which ship he served for three successive cruises. He was in her at the taking of the Guerriere Frigate, and during the hottest of the battle, was at the side of our present Commodore Morris, then First Lieutenant of the Constitution.

Before the expiration of this cruise Sam was promoted from Captain of the Fore-top, to that post of Boatswain's mate in the gangway. From that time until the close of the war, he was constantly and actively employed in the defense of his country sometimes in one ship, and sometimes in another, undergoing every hardship and privation, being wounded in several actions in which he took part. At the expiration of the war, or about the year 1815, he received a warrant as a Boatswain in the United States Navy. Sam could never be persuaded to mount long togs however, let what would betide. He fulfilled the duties of his situation, to the entire satisfaction of his different commanders for two cruises or about seven years. When having a quarrel with a young Lieutenant, in regard to some work he was carrying on, Uncle Sam, for my hero had by this time become an old man, and was known by the cognoman he now bears, threw up his warrant and took his quarters forward among the men, where he was perfectly at home, and where he still continues, respected by his superiors, and almost worshipped by the youngsters about him.

For the last two or three cruises, "Uncle Sam" has been a gunnersmate, although repeatedly solicited in the meantime, to accept his old warrant as Boatswain, or that of Gunner if he preferred it, but as often declining the offer.

Such a man as "Uncle Sam" I love to look upon, a real antiquated man-of-war's-man — a hearty able-bodied American Seaman, one whose very look, old as he is, indicates a love of enterprise, firmness of purpose, and a reckless daring, that would command the attention of any man. Unlike the sea-faring man of any other country is the American Sailor. He never forgets the proud circumstance of his birth-right. He is never a fawning, cringing, sycophantic creature, but always a man! It is true, he takes off his hat and smoothes down his fore-lock, when he addresses his superior officer upon any important occasion, but this is the custom of discipline, and like a sensible man, knowing the necessity of military authority, he merges so much of his republicanism as would interfere with it; but by so doing he commits no violence on his feelings as a freeman.

He can dash his old spectacles on deck, and obtain permission to go on shore for a new pair, and at the same time have a glorious spree, nor think himself at all beholding for any such trifling favors.

Such are the men that place the moral standing of the American seaman, upon an eminence not easily attained by foreigners. Man and boy, for forty odd years he has worn the blue Jacket and eagle button. His feet

have never been lashed to a grating, or his wrists adorned with a pair of "darby's." From his entre in the service on board the *Constellation* where he acquired credit for his agility as powder boy, he gradually worked his way upwards in rank, from the cleaning of a priming wire, to the furbishing of a cutlass, from the first Captain of a gun to first Captain of the fore-top, and from a Boatswain mate to a bona fide warranted Boatswain arrived at this pinnacle of his ambition, he became dissatisfied, and as I said before, voluntarily resigned his "call," and became a gunnersmate. In every situation he has done his duty as a man.

He is not one of your envious "beach combers," who, if a good man was promoted above him would grumble and swear that the service was going to the devil; or who, if a poor devil was launching from bad to worse, would "slush down his ways," that he might go the faster. No such meanness never lay coiled away in his manly bosom. A spare shot never rusted in his locker, when a shipmate might have occasion for its use; and as the rarest virtue of a sailor, I may conclude by remarking, that "Uncle Sam" was never applied to, for the loan of his pea jacket in a rainy watch, and known to refuse it. He expresses his determination to retire from active service after this cruise and may God's blessing go with him, wherever he may cast his lot.

My friends must excuse the length and dryness of this sketch, but my admiration of the character of my hero — my respect for the old man — his generous spirit — and above all his eventful life, spent in the service of his country, have led me further than I at first intended.

Such men fall not unmourned—their winding sheet
May be the ocean's deep unresting wave;
Yet o'er this grave will wand'ring winds repeat,
The dirge of millions for the fallen brave;
While each bright deed survives in holier trust
Than those consigned to mound or marble dust.

November 9th 1842

We are now busily employed receiving on board provisions, wood, water etc., and otherwise preparing for another cruise.

This morning H. B. M. Steamboat *Salamander* arrived in the Harbour 37 days from England, bringing us later dates⁷⁴ from the United States than we now have. The *Growler* got underweigh, and after making a circuit of the Harbour, stood out to sea. The *Growler* is bound to Bahia, and carries with her the Prussian Prince and suite as passengers. Most of the vessels of war in the Harbour manned yards, and the Brazilian vessels fired a salute of 21 guns, as the *Growler* passed them by.

This young Prince is on a pleasure tour in South America, and has already visited most of the cities upon the Pacific as well as the Atlantic

⁷⁴ "later dates," that is, newspapers and letters dating later than previous ones which had come directly from the United States.

coast thereof. He is universally admired wherever he makes his appearance. While in Rio he might frequently be seen at all public places, enjoying himself as a private citizen.

November 13, 1842

A discourse was delivered on board by the Rev. Phocia Kavasales Chaplain of the Columbia, but not in the style of our own Chaplain, whose preaching is much admired by his shipmates in general, and who are far from wishing that the exchange he made for this day, should be repeated. After service the crew were mustered as usual, and those men who have not returned from liberty, were checked as deserters from the service.

November 14th 1842

This morning immediately after the people had been "turned too," from breakfast, all hands were called to hoist in the boats, and the launch, first and second cutters were accordingly hoisted in and stowed in their places on the booms. All our provisions, wood, water, etc., are in, and stowed, and it is expected that we shall get underweigh tomorrow or next day at farthest.

I was on shore during all this day and evening, settling the claims against the ship in consequence of Purser Todd's being rendered incapable of attending to business, by an attack of the gout, which has laid him up. And which I am sorry to say renders him a most disagreeable companion and an unpleasant employer. Should circumstances possibly admit, I shall certainly take my leave of him and his business immediately upon the ship's return to this place. I should not be at all surprised indeed, if our connection should terminate much sooner, should the ship proceed hence to the River La Plata, as we have every reason to expect.

The weather is unusually warm for this season of the year, and is daily growing more hot and sultry, this is a spring month, and it is now much hotter than the hottest of the summer months in the United States.

Ship's Draught

Forward 25.3

Aft 23.3

November 16th 1842

At sunrise this morning all hands were called, to get up our remaining anchor, having unmoored last evening. At 6 A. M. we got underweigh and made sail to Royals,⁷⁵ standing down the harbour, the Columbia in company. The tide setting us on Fort Villagagnon we were obliged to come too again; sent a kedge anchor⁷⁶ and hawser ahead.

⁷⁵ That is, hoisted sail up to the royal yards, the fourth yard up from the deck.

⁷⁶ In kedging, an anchor with hawser was carried out forward of the ship by a small boat, dropped, and then the ship pulled up on the hawser by winding it around a capstan.

At 9 A. M. hove up again, hove in on the hawser and tripped the kedge,⁷⁷ made sail and stood down the Harbour, in tow of the boats, of the French and English vessels of war in the Harbour, in addition to our own.

A short time after, the little wind that favored us before, died away a second time and we were as a matter of course, obliged to come to an anchor again, between Forts Villagagnon and Santa Cruz.

The Purser was hoisted over the side, and sent on shore by the Comodore, to settle a disputed bill of I. L. McNamee and co, against the ship. He remained on shore all night and returned early the next morning. When we got underweigh with a fine land breeze, and stood out of the Harbour, the Columbia in company on our Larboard quarter.

At sunset we were well out to sea and had lost sight of Razor Island light and the Sugarloaf some hours — and our

“Royals proudly sweep the sky.”

AT SEA

November 21st 1842

We had been jogging along very quietly, with a fresh and fair wind, and remarkably pleasant weather from the time of our leaving Rio until this day.

This morning our ship was taken aback by a heavy squall of wind, accompanied with torrents of rain. The ship was put before it with much difficulty, all hands called to reef sails, but before this could be done, the mizen topsail, and main top-gallant-sail were blown to atoms and gone to leeward “flunking,” the fore top-gallant sail was furled, and double reefs taken in the remaining topsail, after which she was much easier.

During the height of it, however, the main-topsail braces carried away, and it took considerable time and trouble to reeve new ones in their stead. We continued running full before the gale during the whole of this day and night. At sundown a strange sail was discovered to leeward, showing Portuguese colours.

November 22^d 1842

At daylight this morning the gale had considerably decreased, but we had several heavy puffs with occasional heavy showers of rain. We were obliged to lay too with our main-topsail to the mast, to allow the Frigate to come up with us, as she was hull down astern when discovered this morning. At 8 A. M., the Columbia was close on our beam, the weather had moderated and the wind fair. We filled away and stood on our course, signal was made for the Columbia to carry as much sail as she would bear, and we done the same. This was done to ascertain the relative rates of sailing, and test our old ship with this new and crack Frigate. Our ship was trimmed by the head, and the Columbia as her Captain saw fit. We tried

⁷⁷ “tripped the kedge,” raised the kedging anchor.

her upon every tack, and invariably found the old Delaware her equal, if not superior in every point of sailing.

Here is another of the fast sailing vessels, a new ship it is true, but one whose sailing qualities were established during her late cruise to the East Indies, as one of the fleetist of our fleet Frigates. Upon her arrival upon this station, her officers were no way backward in praising her good qualities, and some wagers were made between them and the Delaware's, that our ship would at least "hold her own" with them — the result proves conclusively who was in the right.

Two strange sails were in sight during the greater part of the day, but neither of them came near enough to speak, and we were too much engaged to go out of our course to communicate with them.

November 24th 1842

At 9 A. M. this morning all hands were called to shift main-topsail yards, by way of exercise, as well as to try our skill with the Columbia's and succeeded in beating that ship by about 15 minutes. Our spare yard was broken out from the booms, sent aloft, sail shifted, the old yard sent down and stowed in its place on the booms, in one hour and twenty minutes.

The wind has been fresh and fair, for the last two days, and we are daily approaching the mouth of the Rio de La Plata.

November 27, 1842

Got a cast of the lead with 35 and 45 fathoms line, but found no bottom. A large sail was discovered on our weather bow standing the same course as ourselves. The Columbia in company on our Larboard quarter. Since our late trial of speed with that ship, they have apparently made up their minds to give it up, there is no more carrying of unnecessary sail.

November 28th 1842

Sounded this morning with 45 fathoms, muddy bottom. At 10 A. M. called all hands to re-shift main-topsail yards and topsails, which same exercise, it will be seen, was gone through with but a few days since. The Yard that was aloft was sent down, the sail unbent, and the spare yard sent aloft. While crossing which, one of the lifts got foul, and the yard swung to and fro, in a manner that rendered it extremely hazardous to attempt clearing it. With all the utter reckless unconcern of life for which a sailor is noted, a young active man who is distinguished among his ship-mates for his daring in such cases, immediately sprang out of the top, caught on the yard as it swung off, and attempted to clear the rigging that was foul. He was still clinging to the yard, when the roll of the ship, caused it to rebound, and it struck with tremendous force against the mast. He was seen to lose his hold on the yard, to make one unsuccessful attempt to regain his dangerous position, and a moment after he was

hurled with tremendous violence clear of the yard, and fell to the deck, striking the inner rail of the hammock netting in his fall.

He was immediately picked up and conveyed to the sick bay, but in such a mangled state as to preclude all hopes of his surviving; being actually shattered to atoms. Not a limb but was broken and shattered in one or more places. He suffered in this state until 4 P. M. when his spirit took its flight for another and I hope a better world. Another of the men engaged in securing the yard, had one of his arms broken in a horrible manner, which will render him a cripple for life.

November 29, 1842

At daylight this morning "Land Ho" was reported from the mast head, and at 8 A. M. it was discovered from the deck on our lee bow, distant not more than twelve miles.

The low sandy loom⁷⁸ that broke on our view, plainly indicated that we were within the limits of the Rio de La Plata.

At 11 committed the body to the deep (of Moses Bodwell). Continued on our way up the river until midnight when we came to, off the city of Monte Video, furling sails and sent down Royal and top-gallant yards.

November 30, 1842

At daylight discovered the Decatur and Enterprise at anchor in the inner road.

At 8 A. M. the French sloop of war "La Arethuse" and a Sardinian Frigate saluted us with 13 guns each, which was returned by us with the same number of guns each respectively. The Columbia came up the river and anchored on our larboard bow.

At 9 we were welcomed to the River by a genuine pampero to those who have never felt the tremendous force of these hurricanes, which are by the bye, very frequent in the La Plata, and about its mouth; the following description may not come amiss —

OFF MONTEVIDEO

Imagine the whole range of the Andes to be labouring under a violent cholc — filled with fierce winds which must escape, and could less readily be retained within their metallic bowels, than you could hold a mammoth with a lasso, or confine a thunderbolt in a snuff-box. Out, out they bellow — the vast pampas are filled — horses and their riders, herds of cattle and ostriches, are whirled about in the air like motes in a sunbeam, almost too small to be noticed, and then but I must belay this simile and try one less wonderful Well, then condense half a century of West India Hurricanes within one degree, let them all rush upon you with force sufficient to tear every rag of canvas from its bolt ropes — blow the pigs and poultry through

⁷⁸ "loom," a form of mirage in which land is seen through refraction of light rays.

the lee ports, and shave your face as clean as the most effective imported Barber in Broadway then you will have a pampero in the Rio de La Plata.

But to my yarn. It struck us with such force that the old ship keeled over so far as to take water in through the lee main deck ports. The ship was soon stripped to her lower-masts, and the lower yards sent on deck, which eased her, so that she righted, and rode it out in fine style. The Columbia had just come too, and her sails were not yet furled, when the gale broke, with all its force, and without a moments notice, full upon her, she suffered materially therefore, losing a fore-topsail and flying-jib with the boom attached and the remainder of her sails were all torn and split in a more or less degree.

December 1st 1842

A Brazilian sloop of war lying in the inner harbour saluted us this morning with 13 guns, which was returned from this ship with the same number. At Meridian saluted the town of Monte Video with 21 guns. Which they did not think proper to return until the Commodore sent a Boat with a Lieutenant on shore, to demand an explanation of the authorities. They apologized and returned the answer that they heard the salute, but we lay so far out, that they could not distinguish the nationality which we hoisted at the fore. The salute was returned from the Fort gun for gun a short time later.

December 2^d 1842

The anniversary of the Birth of Don Pedro, 2^d, present emperor of the Brazils. At 8 A. M. the Brazilian Ensign was hoisted at the fore of all the vessels of war in the port and at Meridian a salute of 21 guns was fired, in honour of the young emperor and his rapidly growing empire. Our boat that started from the ship at sunrise this morning to go to market, was discovered at 10 o'clock nearly out of sight astern, endeavoring to beat up to the ship against a strong head wind and tide. She had got to leeward in leaving the ship, and had been unable to regain the distance thus lost, which rendered it impossible for her to reach either the town or the ship. They therefore put her about, and reached the shore about 5 miles to leeward of the town and seven or eight miles to leeward of the ship, where they were obliged to remain until some hours after sunset, when, the tide changing, they left their quarters, and succeeded in gaining the town. After four hours hard beat, they left the market boys on shore and put off for the ship, where they arrived somewhere about two o'clock, morning watch.

Sunday, December 4th 1842

A mournful and impressive discourse was this morning delivered, upon the recent death of our late shipmate, Moses Bodwell, by our Chaplain Mr. Alden. After which the articles of war etc., were read, and the crew mustered. The latter however was not gone through with without one of those disagreeable bickerings with Purser Todd, which have, of late been too frequent.

That gentleman is now completely unfitted for any duty whatever by the Gout, and at the same time as surly as can possibly be imagined; this however will be the last of such disagreeable encounters. I am fully determined to leave him and the ship, so soon as I can get on shore, and trust to circumstances for an opportunity either to return to the United States, or to Rio, where I have a situation awaiting my acceptance.

I have succumbed to Mr. Todd for the last six months, submitting to the most arduous and confining duties of his assistant without a complaint — cooped up in a narrow box on the orlop deck ⁷⁹ of a seventy four, writing by candlelight from morning till night; thereby injuring my health, and almost depriving myself of sight. This and much more have I submitted to, until his disease has rendered him morose and peevish to such a degree as to make it impossible to converse with him upon the most simple matter of business without subjecting myself to mortifying and unfeeling language, from one whom I have every possible right to expect far better treatment.

December 5th 1842

Obtained from Captain McCauley permission to leave the ship, to take possession of the vacant situation on board the *Schr. Enterprise*, until I see fit to leave her to return to the United States, to return home in the *Decatur*, or to proceed to the Mediterranean in the ship as a passenger. Of these proposals I should have accepted that to return to the U. States in the *Decatur*, had it been at any other season of the year, but I could not bring myself to think of returning home in the midst of winter.

The latter I would have accepted had I seen any prospect of immediately obtaining employment on the *Delaware's* arrival there, but there being no certainty as to this, but more of my expending my little stock of money, before such a situation as I would desire offered. I preferred the former which leaves me the alternative of returning home in the spring, of remaining in Rio, or in Monte Video or Buenos Ayres. During the morning I got my transfer to the *Enterprise*, and took my departure from the *Delaware*.

⁷⁹ "orlop deck," the lowest deck in the ship. Sometimes it extended only part of the length of the ship.

LIST OF OFFICERS ATTACHED TO U. S. SHIP DELAWARE

Rio de La Plata December 6th 1842

	Charles Morris	Commodore	
	Chas. S. McCauley	Captain	
Saml. Barron	1st Lieut	Maurice Simons	Midn.
Chas. C. Turner	2nd "	Ino R. Hynson	"
Spencer C. Gist	3rd "	Robt. C. Rodgers	"
Stephn C. Rowan	4th "	Lewis B. Robinson	"
Cicero Price	5th "	Chas. W. Aby	"
Otway H. Berryman	6th "	Jona. C. Carter	"
Fabius Stanley	7th "	Ino. W. Bennett	"
Geo W. Doty	Actg. Master	Wm. D. Austin	"
Benjn, S. Gantt	" "	Peter Kemble	"
G. R. B. Horner	Fleet Surgeon	Edwd. C. Pasteur	"
Saml. P. Todd	Purser	Jesse M. Smith	"
Chas. Henry Alden	Chaplain	Ino. R. Barker	"
Wm. B. Benedict	Prof. of Maths.	Wm. H. Fauntleroy	"
Stephen A. McCreery	Ass't. Surgeon	Thos. W. Brodhead	"
James B. Gould	" "	Pend: G. Wetmough	"
Danl. L. Bryan	" "	John Wilkes Jr.	"
Willm. H. Macomb	Passd. Midn.	Thos. C. Harris	"
M. B. Woolsey	" "	Willm. Mitchell	"
Soloman Jenks ?	Commo Clerk	Jefferson Maury	"
D. S. L. Porter	Capt's. "	Van Rennr. Hall	Boatswain
Abner Read	Midn.	Thos. Robinson	Gunner
Jas T. Bullock	"	Fras. Sagee	Carpenter
Albert A. Allmand	"	Nicholas Buck	Sail Maker
Robt. B. Storer	"		
Alvin Edson		Capt. Commdg. Marines	
Wm. A. T. Maddox		Lieut. "	
Wm. B. Slack		" "	



Wood engraving of a boatswain's mate beside a carronade, circa 1840, which Johnson inserted in his journal immediately following that part describing the cruise on the *Delaware*.

Notes by the Way

WHILE ON BOARD THE
U. S. SCHOONER ENTERPRISE

Lieut. Commdr. Jas. P. Wilson Esq.

ON THE BRAZILS

BY

Daniel Noble Johnson.

A WAYFARER

Title page of Johnson's journal of his cruise on the *Enterprise*.

PART II

LIST OF OFFICERS ATTACHED TO U. S. SCHR. ENTERPRISE

December 6th 1842

James P. Wilson	Lieut. Commdg.
Henry French	1st Lieut.
Fras. B. Renshaw	2nd Lieut.
Edws Bissell	Purser
Jas. McClelland	Ass't. Surgeon
Wm. B. Fitzgerald	Midn.
Thos L. Dance	"
John T. Walker	"
T. Branford Shubrick	"
Danl. Noble, Johnson	Capt's. Clerk
Geo. H. Baker	Masters Mate
Jefse Ingram	Actg. Boatswain
Robert P. Thompson	————— Carpenter

U. S. SHIPS ON THE STATION

Delaware 74.	Flag ship	Captain McCauley
Columbia	Frigate	Captain Shubrick
John Adams	Sloop	Commander Conover
Enterprise	Schooner	Lieut. Commdg. Wilson
*Decatur	Sloop	Commander Farragut

* Bound home.

NOTES BY THE WAY WHILE ON BOARD
THE U. S. SCHOONER ENTERPRISE
LIEUT. COMM'DG.: JAS. P. WILSON, ESQ.
ON THE BRAZILS

By

DANIEL NOBLE JOHNSON
"A Wayfarer"

Rio de La Plata December 5th 1842

Joined the U. S. Schooner "Enterprise" Lieut. Comm'dg. Jas P. Wilson, lying off Monte Video. Shortly after got underweigh and stood out of the Harbour, received on board a river pilot. At 12 M., Commodore Morris came on board and hoisted his broad pendant, which was saluted by the "Columbia" and "Decatur" with 13 guns each, which it was impossible to return in consequence of the disordered state of our decks.

At sundown we came to an anchor off St. Greggoire, and lay until daylight of the morning of the 6th, when we got up our anchor, and again stood up the river. At Meridian on the 7th we came too off the City of Buenos Ayres! On our anchoring we were visited by Capt. King of the Buenos Ayrien Navy, with the respects of Admiral Brown, whom we found here with his entire fleet; consisting of one large ship carrying guns on her main deck, four large Brigs, the largest of which, a fine double decked vessel, bore the Flag of Admiral Brown, several schooners, most of them Baltimore clippers, built expressly for this river service, carrying from two to four guns in the waist, and one long thirty two pounder on a swivel amidships; besides all these, there was a numerous squadron of gun boats, scattered about the harbour.

The Flag ship saluted our broad pendant with 13 guns, which we returned with an equal number. During the afternoon Commodore Morris left the vessel, accompanied by Captain Wilson ¹ for the City; which by the

OFF BUENOS AYRES

bye, is nearly eight miles distant from our present anchorage, (in the outer roads) thereby giving us a very imperfect view of the City and harbour.

¹ James P. Wilson, Midshipman, 1 January, 1817; Lieutenant, 28 April, 1826; Commander, 3 November, 1842; died, 13 March, 1848.

December 8th

During all this day the crew were busy unreaving the running rigging, unbending the light sails, etc., etc. The following bearings were observed by compass viz. Cathedral SSW $\frac{1}{2}$ W, Recoleta S.W. $\frac{1}{4}$ W, the Mast N by W $\frac{1}{4}$ W. At Meridian saluted the Buenos Ayrien government with 21 guns, which was returned gun for gun from a fort that appears from where we lay to be situated in the centre of the city. The usual routine of exercising at the great guns and small arms, loosing and furling, flogging with the colt Etc. etc. incidental to all well regulated and wholesome disciplined men of war, was gone through with, and the day closed clear and pleasant. Some of my young messmates, anxious for what they term a spree in Buenos Ayres, have already gone on shore to remain a week. As my turn does not come until they return, I am compelled to make myself as contented as possible, in the meanwhile on board.

In every Port on the station with the exception of Buenos Ayres, it is a standing regulation, and one that cannot be infringed with impunity, that the permission of the Commander must be solicited and obtained, to remain out of the vessel after a specified hour, leave is sometimes granted to remain as late as ten o'clock in the evening, but it is most generally limited to sundown. Here, and here only, the regulation is, by common consent dropped, suffered to become a dead letter. If an officer's funds will admit, and he can be spared from his duties, on board, he is allowed to remain on shore from the time the vessel arrives, until she is again put under orders for sea; and so in proportion, according to the pecuniary abilities of the individual without once visiting the vessel or her Commander.

This circumstance renders it the favorite port with the officers on the station, and they vie with each other to become attached to the smaller vessels of the squadron, as the report circulates that a visit to Buenos Ayres is to be made by them, and they as generally endeavor to become detached as soon as they leave the place. A large number of officers from the larger ships, invariably make it a rule to go up and down the river as passengers in the smaller vessels.

December 10th 1842

During this morning we got underweigh, and stood in for the inner roads, where we anchored in 14 feet water, distant from the town between one and two miles. About 4 P. M. we experienced a very heavy gale accompanied with heavy rain, thunder, and lightening. The fore yard and gaff were sent down, the starboard anchor let go, and the guns housed² etc. etc., and we turned in, letting the wind blow itself out, the rain exhausted its fund of the element and the thunder and lightening to crack and blaze away.

² Housing a gun consisted of running it in until the muzzle was out of the gun port and then closing the port.

December 13 1842

Nothing worthy of note has occurred on board for the last few days. The "Steerage,"³ who have been on liberty returned on board this morning very much pleased with their visit, but equally displeased with the Purser, who had refused to advance them the necessary funds to prolong their stay. As their return gave us pratique, we could not, "as a matter of course," see the justice of their attacks of our very worthy nipcheese, nor condole with them, their misfortunes. We received permission to go on shore by the first boat in the morning, and from that time until "turning in," time we were busily employed brushing up and overhauling lockers.

As may be supposed, we had turned out on the following morning, at least two hours before seven bells our usual time, and were figged off in the very best of our go ashore toggerly. My companeros were two hairbrained, "devil may care" reefers, who as well as myself were as yet utter strangers to the fascinations of the Capital of the Argentine republic, and its many beautiful daughters. After a not very hearty breakfast, we made our appearance on deck to solicit a boat to convey us on shore. Our appearance was, if I may be allowed to say so, rather preposs[ess]ing, or at all events was not calculated to convey a very bad impression. We had ransacked our lockers thoroughly and the very best they afforded was made subservient to this grand occasion. But then we were to remain on shore several days, probably two or three weeks, and carpet bags, Portmantaus, etc., etc., were altogether unknown except by name in our steerage. What then were we to do, it is true we had no spare coats, vests or pants, to carry, for they would be too cumbersome (albeit if we could have found them) but we must certainly have a spare shirt or so for a stay of eight or ten days, and at least one pair of "whites" each! But what were we to do without a carpet bag or something of the kind to contain them; this was a matter of mature deliberation with us, and after duly canvassing the subject we came to a conclusion.

And one might easily conceive our manner of overcoming this difficulty, would that youngster but turn round and give a stern view of his well proportioned figure, but no — that he will not do, I was just admiring him in front, therefore, being in the secret myself, I have an undoubted right to give a view of him behind. Observe for a moment, the taut and neat fit of his coat about the back and shoulders — but what in the name of common sense causes his pockets to protrude, as if they were fearful of contamination by coming in contact with his person — Ah! there is the mystery — Carpet bags etc., having been unanimously voted a bore, it only remained for us to divide our spare duds among us, and carry them as best we could. One coat pocket served to carry our one pair each of clean socks, one other was sufficient for a spare collar or two apiece, and the remaining four were

³ "Steerage," the compartment used by junior officers; thus Johnson applied the term to his messmates.

completely monopolised by as many clean shirts, the "whites" we were obliged to discard entirely, as it would not comport with our suddenly assumed dignity, to perambulate the streets of the city from the landing place to our intended quarters carrying a bundle of clean clothes in a handkerchief or paper upon our arms.

The reader no doubt will say this was a very *spare* outfit, for three persons going on an excursion of ten days, but he or she will please recollect that there were two young reefers, and one "Oh! no we never mention him" in the case, that their pockets were exceedingly well-laden with the "needful," besides having an invitation to *call* from the Purser. And that they had in their possession several invitations from as many (I surmise) beautiful and accomplished young ladies, both American and native. And it will not appear so surpassingly strange, that we should be so anxious to get on shore, without better providing for our personal appearance while there.

Or if she or he chance to be familiar with Marryatt she or he may probably bring to mind a case similar to our own, of a young reefer setting out upon a journey of indefinite length, with *one spare dickey in his vest pocket*.

Our first Luff being, very fortunately for us, in a good humour when he turned out, which is but very rarely the case with him, favored us with a boat for our own personal accomodation (which is a thing unparralelled in his history) — and off we set.

We were met on the beach by a friend who conducted us forthwith to the hospitable mansion of our fair countrywoman Mrs. Palmer where we were welcomed by our beautiful hostess with unfeigned cordiality, and where we soon managed to make ourselves as perfectly at home as we possibly could at our respective family firesides. The remainder of our first day on shore passed without the occurrence of anything of note, except that we remained up until a late hour at night knowing full well that we should not be obliged to turn out at any specified hour on the morrow.

December 15th 1842

We were roused at daylight this morning by the cry of "All hands! Ahoy! not however, from the stentorian lungs of a Boatswain's mate, but from the more delicate ones of our assistant sawbones, who is staying at the same house, and having retired early on the preceding evening, had turned out, and came to awake us to accompany him in a ride before breakfast, but we were too comfortably disposed of, to honour him with our company on this occasion, and being without the least fear of losing an appetite for our morning meal by thus refusing to bear him company. Besides, we had made arrangements for an excursion on horseback in the afternoon, in which he had refused to join, throwing himself on his dignity, (be it known his rank is a step above that of a reefer) and us to the devil, so we were well content that he should take his morning ride solus, and were soon, once more locked fast in the arms of "Murphy", until such time as we should be summoned

for something more congenial to our taste, than a morning ride with one who refused to accompany us at our own time.

At 10 o'clock or thereabouts, we were roused for breakfast, which, having despatched, we started on an exploring expedition about the city. The first port we made was the Cathedral, this is a new and splendid quadrangular building covering about three acres of ground, and situated upon the grand Plaza or square in center of the city. The outside of the building is none of the most inviting, the workman having been abruptly dismissed in the midst of their labours, to take part in the war then, and still raging with the oriental Republic, leaving the outside of the building in an unfinished state.

But on entering, the scene changed, the interior presenting one of the most splendid, and certainly the richest sight I ever beheld. The floor is tessellated with white and black marble squares, laid alternately and the interstices filled in with asphaltum, thus making the floor as smooth and even as a mirror.

The interior of the building is sub-divided into numerous niches, each containing a representation in wax of a particular saint, with appropriate relics etc., on a large and superbly decorated altar; the whole being surrounded with beautiful artificial flowers and the richest ornamental work of every description my eyes ever rested upon. On the walls of each of these apartments is disposed a number of rare and valuable scriptural paintings; one of which, a painting of our Savior bearing the cross, is by the hand of Guido, and cost in England the sum of three thousand pounds sterling. In another apartment is placed three splendid paintings the size of life, which were purchased by the Bishopric of Buenos Ayres so long ago as 1692.

The centre of the building is divided into three corridors, running the entire length of the building, separated by square pillars of marble, in the middle corridor is the organ, grand altar, Bishop's chair etc., etc., and is neatly furnished for the accomodation of the communicants. This is said to be the most splendid Ediface of the kind in South America.

Our next visit was paid to the principal Fort of the place, situated on a very commanding point of land in the western end of the town, but which, even in the present unsettled state of the country is suffered to go to decay.

It has four separate towers, each commanding a perfect view of the River and town, and each mounting five long Brass twenty four pounders. These as far as we could perceive were all the guns mounted in the place, and even their carriages were so decayed as to render them almost useless. There are about 150 soldiers stationed here, who consist of Gauchos from the interior, and vagabonds picked up about the city, who have a most squalid and wretched appearance. Their barracks consist of several temporary huts, which have been erected for the purpose while there are within the fortifications large and commodious brick buildings, capable of accomodating thrice the force now occupying the place, which are now empty, and going to ruin [for lack of] proper care and repairs. This fort is extremely

well calculated for the defense of the town from approaches by way of the River but in its present state is useless as a defense.

The market place is situated in a large square in the centre of the city, where large and commodious brick buildings are erected for the use of the butchers, and the adjacent ground occupied by dealers in fruit, fish, fancy articles, etc.

The market was exceedingly well supplied with beef and mutton, the price of which is merely nominal, and the surrounding stalls, made an excellent display of the various fruits of the country, an abundance of every variety and kind of the fresh water fish of the La Plata. While those stalls occupied by those dealing in fancy articles, put forth a gay and holiday appearance.

December 18 1842

Having spent last evening at the "Quinta" of the hospitable Mr. Fairfield, an American merchant in the city; where he had provided an entertainment for our especial gratification and where we had the pleasure of meeting several of our young, beautiful and accomplished country-women who proved so fascinating, that it was with great difficulty we tore ourselves from their society at a late hour in the morning, "Our hearts overflowing with gratitude, and heads overloaded with wine" and wended our way towards home. I say in consequence of the preceding nights dissipation, the sun was already many hours above the horizon, when we awoke this morning, with our brains filled with illusions of beautiful girls, Mazy dances, suppers, toasts, sentiments, etc. etc.

Directly after dining, we again mounted our mettled steeds, and off we started on another cruise. This time we brought too at the "Recolita," about two leagues from the city. This is a large Chapel, adjoining which is the public cemetery, where may be seen in one part of the grounds, the most splendid and costly monuments and tombs erected over the remains of the former governors, senators, and generals of the Republic; while a little farther on you behold an immense ditch, wherein, are thrown the bodies of those whose friends are unable or unwilling to defray the expense of a private burial.

This mode of burial appears to an American or European as revolting in the extreme, the pit is allowed to remain completely open to the elements, until it is filled, the majority of the bodies being hove in with their clothes still upon them. A quantity of lime is then thrown in, and the whole mass is covered with a little earth. Another pit is then dug adjoining it, through the skulls and dust, filled and covered in the same manner. They are all dug over in the course of twelve months, and it is a common sight to behold the ground strewn with human skulls and bones. While nothing can surpass the beauty of that portion of the grounds occupied by the remains of the higher classes.

The most splendid tombs and monuments of every possible design and

description, with epitaphs and elegys emblazoned thereon in golden characters, may here be met with. Among these are many erected to the memory of foreigners, some with their inscriptions in English. I noticed among the rest a plain white marble slab, with the plain and unassuming inscription of "To the memory of 'Josephine'," with no dates or epitaph to inform the reader who or what "Josephine" was.

The walks here, are tastefully laid out and gravelled, with hedges formed of a species of the Cactus plant, while interspersed about the grounds are numerous ornamental-trees, flowers, and shrubs. Each of the tombs is enclosed with a neat paling of wood or iron.

At the entrance to the grounds stands a small lodge, in which are placed several coffins of different dimensions, for the reception of the bodies as they are brought in for interment until they receive the benediction of the Priests.

Stopping in here the curiosity of one of my companions induced him to raise the lid of one of smaller size, and found it to contain an infant apparently but a few days old, and in a perfect state of nudity. By the time we left this place, it was near sunset, and we proceeded home to sup, and dress for a party given by a native lady, who had honored us with invitations, and where we spent a very pleasant evening.

Dec'r. 20th

One of the most pleasant rides in the vicinity of Buenos Ayres, is on what is called the Bocco Road, or the road by the shore. This is the most public as well as favorite ride with the residents. And the Buenos Ayriens may well be proud of it; for the distance of three miles from the city, the road leads along the River, in a line parrelel with it, the most part through an Avenue of lofty poplars; it then branches off more to the northard, through the country in the vicinity of the city, or within eight leagues of it.

This afternoon we were again mounted, and pursued this road for about three leagues. When we drew rein at the "Hock House," where we were refreshed with bottle of wine, and a sight of the Dutch hosts buxom daughter, which latter was by no means the least acceptable of the two, being by far the most beautiful girl I have as yet seen in this country; and to render her company more agreeable, she spoke the English language like a native, and favored us with a number of airs on the piano Forte, accompanying herself with her own sweet voice.

After spending an hour or two at this place, it seemed like leaving a paradise, when we were obliged to tear ourselves away, and depart for the town, where we arrived safe and sound a few hours after sunset. So well were we all pleased with this visit, that it was repeated daily until our departure, so that we had become quite intimate with my host, and equally so daughter and there is no surmising what may have accrued from our intimacy, had we remained a month longer in Buenos Ayres. The youngest of my companeros, (a youth of eighteen) already talked long and loud of resigna-

tions, matrimony, and a life among the Diegos; and truth to say he has not yet entirely conquered the passion for resigning, and taking to wife the beautiful daughter of mine host of the "Hock House" on the Bocco Road.

As our purses lightened so did the necessity of our early departure for the [ship] become more and more apparent, and our circumstances had at last become so particularly *embarrassed* that we were absolutely obliged to take our leave of the hospitable Mrs. Palmer, and were to be seen wending our way towards the beach, looking very much like three dejected and heart-broken lovers after paying their final adieus to their lady loves, such was our sadness of heart upon leaving the many pleasures of the good city of Buenos Ayres. But our "petacons" were exhausted, we had already, while on shore made a heavy haul on our "nipcheese" for the replenishment of our purses, and could not well make a second, as that might look too large in the column of "Amount Overpaid," in his next quarters accounts, and needs must, when a certain gentleman drives, so we were fain obliged to seat ourselves in the stern sheets of a cutter one pleasant evening shortly after sunset, just 10 days after the day we had first set our feet upon the beach. Having just left the dinner table, where we had dined with the celebrated Admiral Brown, it is almost needless to say that we had rather overtopped ourselves; upon retiring we were individually and collectively more than half seas over pardon *me* ye charitable temperance men, and in the plentitude of your grace, forgive a poor, weak mortal, for having once trespassed, against your wise and omnipotent proclamations. But such was the case and according to the old saw "What's done can't be helped" and — Boat, Ahoy! sang out the quartermaster, as our boat approached the schooner, in a course as zig-zag and irregular as a Virginia rail fence, notwithstanding the most arduous exertions of my companeros to keep her in a straight course "No, No! and may old nick take you for making such a confounded noise," answered he at the helm. That rascall of a quartermaster old Peart, always hails loud enough to wake all hands.

Peart, by this time, had a lantern at the gangway, and we passed over pretty well considering circumstances. "I say, Bill," says one beauty to another as they came up the hatch, from their hammocks, minus everything but their shirts, to take a cooling promenade on deck — "What a list a-port Mr. S. has, eh! Bad stowage that. I tell you what — them three officers has more grog under their jackets, than you and I got a dozen a piece for yesterday.

Of course we paid dearly for our dissipation on the following day, and soda powders commanded a high premium, but we managed to survive all this, and in a short time were as happy and contented as possible, turning in at three or four bells, turning out at seven and dining on a piece of salt pork, boiled with black Rio Beans in the ship's coppers, with "hard tack" for an accompaniment — instead of our late hours, fine dinners, wines, and desserts on shore.

December 24th 1842

At 10 this morning we got underweigh and stood out to the outer roads, to be in readiness to depart at any moment the Commodore should come aboard. The Commo. has not as yet been able to bring to a close his negotiations with the Government, in relation to the claims of certain American citizens, for spoiliations; but expecting to do so every day, he has ordered the Schooner to be kept in readiness to sail at a moments warning.

December 25 1842

“Room, room, brave gallants, give us room to sport,
For in this room, we wish for to resort,
Resort, and to repeat to you our merry rhyme,
For remember good sirs, this is Christmas time”

Old Play

Yes: good, old merry Christmas has once more rolled round, and here am I still, thousands of miles from the scene of my more youthful merrymakings. It is upon such occasions as the present, and upon such only, that the pangs of home-sickness shoot through my mind, and cast a gloom over my feelings; and I revert with many sad thoughts to the many happy hours I should spend among my relatives and friends upon occasions such as the present, were I but once more at home and among them! Providence, or my evil genius I know not which, has ordained otherwise, however, and I am content with my lot, such as it is. I can easily imagine the scenes this day enacted at home, the recollection of which, alone sets my heart in a glow only to be the more deeply darkened, by the idea, forcing itself upon my mind, that I am a voluntary exile from all these allurements of home. This is the second anniversary of the kind, that has found me an absentee from the family fireside; and I feel my protracted absence becoming more insupportable at each return of the anniversary. This day twelve months since I spent in the harbour of Rio De Janeiro, and here am I at present in the Rio de La Plata — where I am to spend the ensuing one, the Lord only knows.

Being a field day in the sailor's calender, the decks were cleared up after breakfast, and the men dressed in their best; the main-brace was spliced several times during the day, so that, at night all hands were as merry as crickets, and as happy as lords.

December 30th 1842

This morning a portion of [the] Buenos Ayrien fleet, consisting of 4 Brigs and as many Schooners, with their complement of gun boats, got underweigh and stood down the river, destination supposed to be Montevideo. The Argentine General Oribe, is marching with a large body of troops towards that city, for the purpose of besieging it, and it is supposed these vessels, are destined to co-operate with him, in his intended operations. General Don Manuel Oribe was formerly Governor of the Oriental Republic, elected

by the Senate for the term of six years, but the administration which had elected him, going out of power before his term had expired, he was illegally ousted from the Presidential Chair by their successors, and General Rivera, the present Governor placed there in his stead. For this harsh treatment on the part of his countrymen, he is determined to be revenged, and having recently procured the countenance of the Argentine Government, he succeeded in raising an army of sufficient force to meet Genl. Rivera in the field. A grand battle was fought a few days since on the banks of the Uruguay River, of which both parties claim the advantage — but which is very generally ceded to Genl. Oribe, and the event was celebrated with great pomp in Buenos Ayres. Both armies are now on their way to the city of Monte Video.

I stood between the meeting years,
The coming and the past,
And I aske'd of the future One,
Wilt *thou* be *like* the last?
The same in many a sleepless night,
In many an anxious day?
Thank heaven! I have no prophet's eye
To look upon thy way!

—————R. T. D.

Still flies unwearied time;—On still we go
And whither?—Unto endless weal or woe,
As we have wrought our parts in this brief play.
Then came old January, wrapped well
In many weeds to keep the cold away;
“The laugh, the hearty kiss, the good new year
Pronounced with honest warmth.”—

January 1st 1843

Laus Deo! Was the first entry by merchants and tradesmen of our forefather's days, in beginning their new account-books with the New Year. Laus Deos then, shall be my starting point in this volume of nonsense, for the New Year. This is another holiday, both on board the little Schooner “Enterprise,” here in the Rio de La Plata, and at my home in the good old city of Manhattan, among the followers of the good and venerable Dutchman “Diedrick Knickerbocker,” the patron Saint of my native city, and much do I regret my absence there from, upon the like occasions of conviviality and good feeling. Aye! how well should I be pleased to call upon my young female acquaintances; and, wishing them many returns, of the “happy new year,” receive as a querdon for my good wishes, a buss of their red, ruby lips. And to drink a “Wassail Bowl” ’to their very good healths, for the ensuing twelve months. As it is I will drink, and do hereby drink to the very good health of all my relatives, friends and acquaintances, wishing them all a very “happy new year.” How I envy those whom fortune has favored so far, as to cast their lot in the city of New York, on the occasion of the time honored festival of the New Year calling in upon friends and neighbors, and mingling with them in congratulations at the return of

another "happy New Year." The custom I think, is purely a Knickerbocker one, and I am therefore excusable in lamenting my unhappy lot, in being thus obliged to pass two successive anniversary's of the kind in exile.

January 3 1843

This morning the remainder of the Buenos Ayrien squadron got underweigh, and stood down the River. All hands, with the exception of the Captain and Commodore are now on board. The boat is now on shore for them, and their arrival is hourly expected. At sundown, the boat returned with word that they would remain on shore over night. On the following morning, they came off, and the cry of "All hands up anchor, Ahoy!" was soon heard resounding through our little Schooner, and we were underweigh for Monte Video.

After coming to anchor several times, and experiencing a heavy gale of wind or a pampero, we at last made the mount, and soon after came too on the Larboard quarter of the "Delaware." The Commodore left the Schooner, we hauled down the broad pennant, and it was again hoisted on board his *own* ship.

After receiving a supply of provisions from the "Big Ship," we got underweigh again and stood into the inner roads, where we came too and moored ship, about three fourths of a mile distant from the town. We found Admiral Brown and his fleet anchored off the point, and a number of British, French and Sardinian Men of War in the Harbour.

OFF MONTE VIDEO

The town is in a state of alarm at the near approach of Oribe and his army, who, it is said are now within nine leagues of the place, and rapidly marching towards it, notwithstanding all the efforts of the Riverista's to check his progress.

January 8th 1843

Unbent our light sails, unrove running rigging etc etc., this morning, in anticipation of a long stay.

11th

This day my old tried and respected friend the "Delaware," got underweigh and stood down the River, bound to Rio de Janeiro, and from thence to the Mediterranean Station to finish her cruise, where it may be supposed, I was extremely anxious to go. The Columbia saluted the Commodore with 13 guns as he left.

My feelings were of no very enviable description at thus parting company with my first ship. But the fates had so ordained it, and my business is to take the world as I find it, and I consoled myself with the knowledge that it was all for the best.

The army of Genl. Oribe is daily approaching the town, being now within six or seven leagues of it. Admiral Brown has recently landed a

considerable force from the squadron under his command to re-inforce the army of Oribe which has suffered considerably of late in skirmishing, as well as in a general engagement with the Riverista army, in which, however they proved the victors.

The Monte Videans have become frightened, and many of them are daily leaving the place; all the citizens capable of bearing arms, are enrolled in the militia, and are exercised in the plazas, at the Forts, and at the camp outside the city, from two to three hours each day.

The dissaffected, (of whom there are many in the city) are arrested and confined as they become known to the authorities. The prisons are already crowded with them, and arrests are daily becoming more frequent. Some of the most wealthy and respectable inhabitants have declared themselves in favor of the administration of Oribe, and have, in consequence thereof been arrested.

Being on shore one Sunday, shortly after our arrival from Buenos Ayres, my notice was attracted to huge handbills posted upon the walls in every part of the city. Giving notice that there would be a grand "Combatir do Toros" or Bull Fight that evening, a short distance outside of the city.

I was particularly anxious to behold a scene of this description, and, as I found upon my return to the Hotel, that a number of my acquaintances were forming a party for the occasion, I immediately determined to make one of the number. Soon after dinner we set out for the ground; which we found to consist of wooden boxes built around an arena, covering about three acres of ground, and capable of accomodating 50,000 spectators. We were fortunate enough to procure two very eligible boxes, capable of seating our whole party, consisting of ten or twelve persons, the place was already crowded when we arrived. The Chief of Police, having taken his seat in a private box allotted to himself and deputies ordered the performances to commence.

Thereupon about ten or a dozen Torero's or Matadors who fight the bulls on foot, and several Toreadors, mounted upon very sorry looking, but evidently active steeds, entered the arena, and after making their obeisance to the audience, stationed themselves in different parts of the amphitheatre for action. The band playing in the meantime. At the roll of the drums, the gate of the Toril, or place where the animals are kept until brought forth, was opened, and in came a large and furious bull. He was played with for sometime by the Toreras, who were without arms of any description, but held each a long scarf of flaming red muslin with which they enraged the animal until he turned and gave chase when they adroitly slipped behind a bulkhead raised for the purpose in differend parts of the arena; he was next set upon by the Toreadors, who were armed with a long stout spear, with which they would successively turn the bull when making his desperate plunges at their horses.

At the second roll of the drum this mode of amusement was stopped, and the Torearos again made their appearance, each armed with two pointed and

barbed sticks, loaded with fireworks, and ornamented with various colored ribbons. These they dexteriously slipped into the bull, immediately over the fore-shoulders, where they were held fast by the barb, the fireworks igniting as they were forced into his flesh, thus enraged the animal became perfectly furious, plunging and tearing about the amphitheatre after his tormentors, the fireworks blazing and firing the whole time. The third roll of the drum was the signal for putting an end to his torments, and one of the Matadors appeared for the purpose armed with a sword and a short red scarf, he went through a number of manoeuvres, jumping over the horns of the bull as he plunged at him etc., etc. After which he put an end to his life by stabbing him with the sword between the shoulders and spine, which killed him instantly. This is by far the most delicate part of the whole business, requiring a sharp eye, steady hand, and considerable experience to be performed to perfection. Several lasso's were made fast to the body and it was dragged from the arena.

In this way, twelve animals were put an end too, with the loss of only two horses, gored to death by one of the bulls. One of them also, made a desperate attempt to leap the partition separating the pit from the arena, and partly succeeded, getting his fore-legs and part of his body over into the pit. Thereupon commenced a scrambling to get out of the way of the enraged bull, and the place was cleared in a very short time. They succeeded, however in getting him back in the arena and put an end to him. After the performance, the arena was soon crowded with boys of all ages and colours, and a Toreta or small bull was let in among them, for their especial amusement, many of these juvenile amateurs displayed considerable agility and address in avoiding the Toreta's plunges. One youngster was thrown over his head, but he immediately picked himself up, and came to the charge. This closed the days amusements, and we took our departure and was soon after once more on the deck of our little "Goleta."

January 15th 1843

This morning we were visited by our old and much esteemed friend General Quarters. I say much esteemed, but I am wrong, for the General is not *generally* esteemed in the service, being by many, voted a decided bore; and his room much better than his company. For my part, I am always pleased with his visits, being an idler, and nothing to do, but look on and laugh at "All hands repelling boarders" and "all hands boarding" the enemy. To see the Reefers heading the Boarders, and running from the taffrail to the eyes of her, and exercising at the great guns, Old Janacai pouring down his scorching rays on their poor devoted heads in the meanwhile, hot enough to roast them should they forget themselves and remain on deck one whole hour at a time. An American Brig arrived from New York, not a single letter or paper for the Schooner, nor one word of news could be got out of any one belonging to her. During the day the Argentine Squadron got underweigh, and stood up the River. The Brig "San Martine," one of

the finest, fastest and most warlike vessels in Admiral Brown's Fleet, was, through the negligence or ignorance of the Pilot or Captain in getting underweigh run upon a reef of rocks near the entrance of the Harbour, where she immediately bilged. The squadron then came too again in the vicinity of the wreck, and set their boats to work immediately getting off the guns, furniture, stores, provisions, and everything of value that was moveable, in which they were assisted by the boats of the Brazilian squadron and those of the Sardinian Frigate. At sunset they had succeeded in removing everything that was most valuable, and after two or three days working with their boats, they stripped her completely, got underweigh again and proceeded up the River, leaving her hull a perfect wreck, where she now lies, the water being even with her spar-deck.

Being on a sailing excursion a short time after the squadron left her, we paid a visit to the wreck, and found her full of water, her decks torn up, to get at the articles in the hold; and otherwise much mutilated. She had evidently been a very fine vessel, mounting four guns between decks. The cabin was painted and gilded after the style of our packet ships. The people from the mount visit her at night, and have commenced breaking her up to procure the wood for fire-wood.

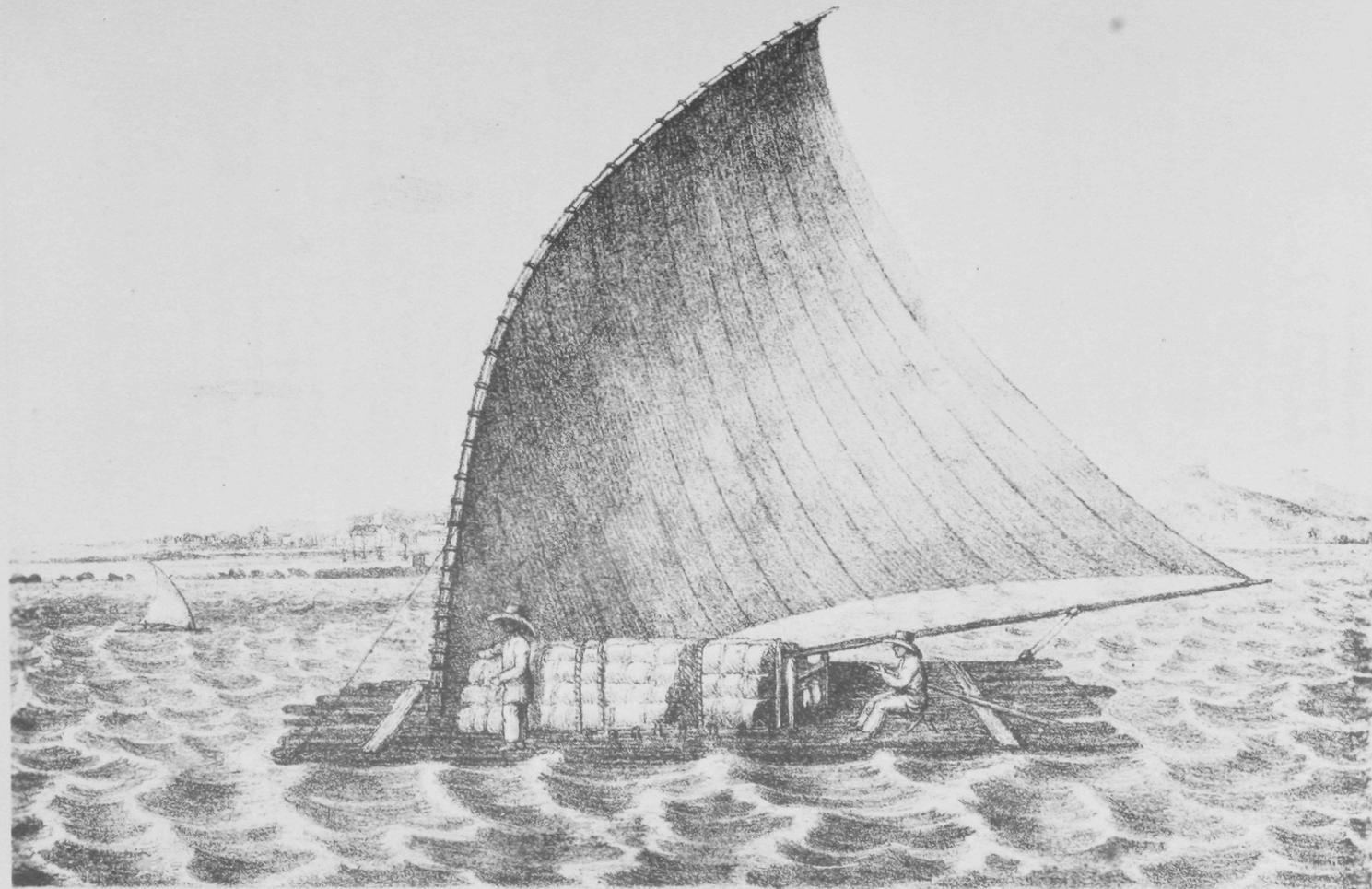
January 17th 1843

This morning, the signal was made from shore, that an American Sloop of War was working up the river, and all hands concluded at once that it was the "Concord," which vessel has been daily expected some time from the coast of Africa via Rio de Janeiro, we were all extremely anxious for her arrival, as we expected to receive letters, papers, etc., from our friends and acquaintances at home, which the Concord was to bring us from Rio, and had already made up our minds which of our friends had written and which not, which to answer first etc. When the aforesaid Corvette made her appearance coming round city point, and you may judge our disappointment when we beheld the cross of St. George flying at her peak. She proved to be H. B. M. Corvette "Daphney" last from Portsmouth, England, and designed for this River service. She came too, and anchored near us.

January 18th 1843

A Brazilian Sloop of War arrived this morning, and anchored in the inner harbour. The stores in the town here, are all closed. The army of Oribe are rapidly approaching the city and are expected to make their appearance at the walls of the town in a very few days, or sooner if Oribe should see fit to make a few forced marches.

The Government appear to be dubious about the Town's withstanding the attack of the enemy's forces, as they have already chartered vessels to carry them to Europe in case they should be forced to surrender. The troops, heretofore kept without the city have been called in, and they, together with those quartered in the city are occupied in building a *trench* around the



The Steady Catamaran from a Sketch by J. Henderson

J. Henderson del.

A JANGADA OR CATAMARAN NEAR PERNAMBUCO.

From a lithograph appearing in Henderson, James, *A History of Brazil*, circa 1820. Johnson describes these vessels in Part 2 of his journal.

walls of the town. Arrests are becoming every day more frequent, and those inhabitants who dare utter a word or sentiment in opposition to the present administration, are shot down without the least ceremony. In consequence of this, most of the merchant vessels in the harbour are crowded with refugees from the city, and every packet leaving for Buenos Ayres, is crowded with them, many also, seek refuge on board the vessels of war in the harbour. There are now three of the most respectable inhabitants of the place, who are in favour of Oribe, sojourning with us, and the "Columbia's" also have several of the same kidney on board. Towards evening, a Portuguese Sloop, and British Brig of war arrived and anchored in the inner harbour. The Buenos Ayren Squadron also made their appearance from up the River, and anchored off the entrance of the harbour.

On the following day, a portion of the army of Oribe made their appearance upon an eminence a short distance from the city, and fired a salute of 13 guns, which was returned from the Flag Ship of the Argentine Squadron.

The Monte-Videans have manned the walls of the city, and are hourly expecting an attack. This party proved to be a scouting party only, from the camp of Oribe, the main body of the army having encamped about one days march from the city. It is supposed for the purpose of awaiting for reinforcements from up the River, or for a favorable opportunity to attack the town.

January 27th 1843

A Brazilian Corvette and Brig, and the French Brig "Tactique" and Schooner "Eclair," arrived and anchored in the inner harbour, which, by the bye is now completely crowded with the vessels of war of every nation, looking after the interests of their respective Governments during the ensuing melee, which it is expected will take place every day. Oribe's army are encamped at present, a few miles outside of the city walls, and Rivera is attempting to form the remnants of his army in their rear. There are skirmishes every day, and very often in the evening, and we have already had several exhibitions of bombarding by moonlight by the army outside, who frequently station themselves on a hill a short distance from the city, and amuse themselves for a few hours, by throwing shell rockets, etc. into the town. Item — Our immaculate steerage mess boy having yesterday experienced the pleasures of "Hoisting" in the gangway, became suddenly disgusted with the service. This morning he was despatched to market, with the necessary funds, to procure a week's supply of *Grub*, but when the boat returned, Lo! and behold, the aforesaid commissary General of the Steerage mess was among the missing, and what was still worse, he had entirely forgotten to return to the rightful owners the funds entrusted to his charge. Now, this was a very serious loss to us, money being just now particularly scarce, and provisions of all sorts uncommonly high-priced, so high indeed, that we were per force obliged to come down to the ship's ration entirely for the ensuing week. Many and deep were the curses heaped

upon the head of the delinquent Defaulter by the members of the aforesaid steerage Mess, upon making this discovery — “salt Horse” then, must be our principal food for the forthcoming week! Who that has ever sailed in the service of his Yankee Majesty Samuel 1st and has not, in his heart cursed the celebrated “Salt-horse” issued therein. There is a traditional yarn among the sailors in regard to this savory dish, that may not come amiss here — it runs somehow thus — Some years since, a beef dealer procured the contract to supply the Navy with beef for a certain length of time, his prices were remarkably low, being little more than half the then market prices. By some means or another it was discovered by some curious “matelo,” that the major part of the contents of his beef barrels consisted of horseflesh, cut up and salted down after the manner of beef, he was arrested, tried, convicted of the offence, and sentenced to be confined in one of our state prisons, and fed upon his own beef; it is believed he still remains in confinement. I leave the reader to judge of the truth of this yarn, but it is generally believed in the service even among the better-informed of the sailors, and they will bring forth the most convincing proofs and arguments, to prove to you that the diabolical practice is not yet entirely discontinued, but a few pieces of “old horse” are artfully packed in every Barrel of Beef opened on board ship. The following appropriate lines are often repeated when a piece of beef, harder and dryer than ordinary makes its appearance upon the mess cloth.

“Old horse! Old horse! What brought you here?
 From * Cambridge down to Navy pier
 I’ve carted stone this many a year:
 ‘Till killed by blows and sore abuse,
 They salted me down for sailor’s use;
 The sailors they do me despise,
 They turn me over and damn my eyes;
 Cut off my meat and pick my bones,
 And heave the rest to Davy Jones.—

* Cambridge, near Boston, Mass. the residence of the present contractor for supplying the Navy beef.

Notwithstanding the bad odour in which Navy beef stands in the service, we each managed to destroy our full allowance of it, a hearty appetite giving it more than a tolerable relish; when we came athwart a piece of “Mahogany,” as the toughest pieces are usually styled, we made it up into dishes of Lobscouse,⁴ dunderfunk⁵ etc., with the addition of “hard tack.” In this way we managed to survive all the indignation heaped upon us by our renegade steward. Oh! Thou wicked, ungrateful wretch, thou received one dozen categorical allusions to the flesh of thy back one day, and in return, as if to show thy appreciation of this civility, the most common one in vogue among thy brother dish-cloth’s of the steerage. Thou didst turn traitor,

⁴ “Lobscouse,” a cracker hash consisting of salt meat, baked or stewed with vegetables and hardtack. The word is derived from “lob’s course” the sailors expression for stew.

⁵ “dunderfunk,” also called dandyfunk, a casserole consisting of broken sea biscuit, baked with salt pork, beef fat, and molasses.

and most ingloriously desert thy country and her Flag. And worse than this, thou didst maliciously deprive us poor devils, of one whole week's good living, and didst appropriate to thine own private use, one bright Gold ounce,⁶ for which offence thou wilt most assuredly and deservedly receive a berth in that place prepared for the devil, and all such as thou, of his Angels.

May your successor prove himself worthy of that confidence, which you have so *blackly* abused!

February 2^d 1843

A Brazilian Sloop-of-War got underweigh this morning and stood up the River.

The Buenos Ayren, or Argentine squadron made their appearance at the same time, coming down.

One of our mess-mates, Mids. Shubrick,⁷ received orders this morning for the "Columbia," and in accordance thereto, took leave of *us*, and the little "Goleta" to repair on board that ship. We were all of us very sorry to part with our messmate, he had been our companion during all our cruises ashore, and had borne a conspicuous part in our "company speers."

Although such a short time together, we had conceived a brotherly affection for each other, and to have our little family, thus early broken in upon, and separated, is rather too hard to be borne without murmuring.

February 3 1843

This morning H. B. M. Brig "Fantome" arrived and anchored in the inner harbour.

The hostile forces have not as yet come to any very decisive measures. The orientals⁸ continue fortifying the walls of the city and the immediate environs. While the forces of Oribe are encamped within gunshot of the fortifications, and endeavoring to distress the town, by stopping their supplies of fresh provisions from the interior, which the Argentine Fleet also *endeavor* to do by water. They have frequent skirmishes, generally in the evening, much to the *enlightenment* of the surrounding country, and the harbour, but I should judge with very little advantage to either of the opposing factions.

February 5th 1843

This morning Capt. Shubrick⁹ of the "Columbia" visited the Brazilian Commodore's Flag Ship, and was saluted with 13 guns, which was returned from the "Columbia," gun for gun.

⁶ "Gold ounce," the Spanish or Spanish-American doubloon.

⁷ Thomas Branford Shubrick, Midshipman, 3 March, 1841; killed in action, 25 March, 1847.

⁸ The Uruguayans.

⁹ Edward R. Shubrick, Midshipman, 16 January, 1807; Lieut., 9 October, 1813; Commander, 24 April, 1828; Captain, 9 February, 1837; died at sea, 12 March, 1844.

The Argentine Squadron got underweigh, and after backing and filling off the entrance of the harbour, and capturing a felucca loaded with Hides, bound in to Monte Video, they filled away and stood up the River. During the afternoon, A French Brig of War was observed, endeavoring to beat in, but at sundown she had not come too.

Sunday February 6th 1843

This morning, all hands were called as customary on this day, the articles of War read by the first Lieutenant, and the crew mustered. A French Brig of War arrived and anchored in the inner harbour.

There are at present a more numerous Fleet of National armed vessels in the harbour and Roads, than I have ever before seen collected together, and the number is daily increasing by arrivals from every quarter of the Globe. The concentration of such a large force at this place, where there has heretofore been comparatively, none at all, is caused by the disturbances on shore, as a numerous part of the residents of Monte Video are foreigners, and claim the protection of their respective Governments during the melee.

February 6th 1843

This morning the number of foreign armed vessels in the Harbour, was further augmented, by the arrival of two Brazilian Sloops and a Brig of War from Rio de Janeiro. These vessels brought an Ambassador, from the Court of Brazil, with offers of mediation by that Government, between the two contending parties here.

February 9th 1843

I have again to record an augmentation to the foreign armed force in the Harbour, by the arrival of H. B. M. Frigate "Alfred" bearing the broad pendant of Commodore Sir John Purvis, and H. B. M. Brig "Partridge" from Rio do Janeiro. This arrival makes the list of Admirals or commanding officers complete.

There are now flying in this Harbour a French, English, American, Sardinian, Portuguese, Brazilian and Argentine Broad pendants.

February 12th 1843

Commodore Edward R. Shubrick hoisted his broad pendant on board the U. S. Ship "Columbia" this day; which was saluted with 13 guns from the different vessels of war, and returned from the "Columbia," gun for gun. It was also saluted from this vessel with 13 guns, and returned with 5.

A party of soldiers belonging to the army of Oribe, came round point Bravo, and landed under the mount, in the vicinity of Rat Island. They made their appearance in broad day-light, and in open boats.

February 14th 1843

Oribe's forces having this morning commenced bombarding the city, and preparations being made by the English and French squadrons, that denoted landing men. We made signal to the Commodore to that effect, and soon after received two boats armed and containing eight marines and a sargent in addition to their crew. This force is to remain on board, although under the orders of the U. S. Consul, who is to direct when and where they shall land, in case such a step should become necessary. Received news of the loss of the U. S. Sloop-of-war Concord, one of this squadron — which vessel was wrecked on Macausa Bar 25 miles north of Quillamaine, on the east coast of Africa, and of the death by drowning of Commander Willm. Boerum¹⁰ and Purser Benj. F. Hart;¹¹ in going off from the shore to the wreck in the "Concord's" gig.

February 15, 1843

This morning an English merchant Brig, got adrift from her moorings, the wind and setting her out, she came afoul of us and carried away our flying jib-boom. We sent a party of men and warps on board of her, who warped her clear of us. Made signals to the "Columbia" for a spare spar received from that ship a spare studding-sail boom, altered it and rigged it out. At sunset the bob-stays head guys etc. etc. were set up, and our head booms all ataunto again. For several nights passed, we have observed a very luminous Planet,¹² showing a tail of immense length and uncommon brilliancy.

February 17 1843

Oribe's forces again commenced firing into the town. The French and British squadrons landed each a large body of seamen and marines for the protection of the property of the subjects of their respective governments. Made the necessary signals to apprise the Commodore of this movement, and soon after received from the "Columbia," four armed boats, with several officers and fifty marines, who are to be landed in case they are required by the consul, American merchants or residents. During the evening, the British Sloop-of-war "Pearl" got underweigh and stood in nearer the town. The firing was kept up during the whole of this night, between the forces outside, and those on the walls.

¹⁰ William Boerum, Midshipman, 1 September, 1811; Lieutenant, 5 March, 1817; Commander, 9 February, 1837.

¹¹ Benjamin F. Hart, Purser, 8 February, 1838.

¹² "Luminous Planet," one of the most brilliant comets of the nineteenth century. In Baldet, F., and De Obaldia, G., *Catalogue General des Orbites de Cometes*, Paris, 1952, this comet is given number 218. It was discovered simultaneously by many observers so that it is without a name. The reported discovery date in the *Catalogue* is February 27 although it was evidently seen at Montevideo many days before this. The duration of its appearance was seven weeks.

February 22^d 1843

Being the anniversary of the birth of the illustrious General George Washington, at sunrise the Yankee Jack and ensigns were hoisted in their appropriate places, an ensign at each mast-head and gaff end, and a flowing Jack on the end of the bowsprit. At Meridian the Columbia fired a National salute of 21 guns, the Schooner followed her example, after which the foreign vessels of war in the Harbour commenced, each firing, 21 guns with the American Flag at the fore. It is worthy of remark that upon this occasion, every foreign National vessel now lying here, from the large and pondrous Frigate to the tiny "Goleta," with two guns, united as of one accord in paying this tribute of respect to the memory of the "Father of his country."

February 24th 1843

The parties on shore having ceased, for a time at least, their hostilities and our Consul on shore having signified his willingness, we, this morning re-transferred the boats, with their Officers, crews, and Marines to the "Columbia."

The seamen and Marines from the British and French squadrons are quartered on shore, occupying the store-houses of their merchants as barracks.

March 6th 1843

Since my last, the place, and opposing parties have been remarkably quiet. The outside party content themselves with intercepting provisions from the interior, intended to relieve the besieged, and occasionally firing into the town from an eminence near their encampment. While the inside party arrest and execute every person found within the walls of the town who venture to declare themselves favorable to the assumption, by the rebel Oribe, of the Presidency of the Oriental Republic.

Discharged David Hutchings, Capt.¹³ F. Castle, George W. Rathbone, and John Murray, Seamen, whose terms of service having expired sometime since, and no opportunity offering to send them to the United States, preferred leaving the Schooner here, to remaining on board for an indefinite period, after their times were out. They all proceeded to Buenos Ayres in one of the packets, to spend the fruits of three years labour and toil, which having done, they will no doubt ship on board the first U. S. vessel that visits that place.

March 10th 1843

This morning the signal was hoisted at the "Telegraph," that an American Corvette was working her way up the River, but as the "Columbia" was laying some miles from the city, with a full and fair view of all vessels

¹³ "Capt." must be a given name and not an indication of rank.

coming up, and not having made signals or showed her number, the signal was regarded as a mistake by us, as they had made a similar mistake a few days since. But some hours after the "Columbia" was observed to show her number to some vessel, as yet out of sight to us, round city point, she also made signal to the stranger, to anchor near her. In consequence of this, we soon got a squint at our strange friend, showed our number and discovered in return that the stranger was no other than our old friend and consort the "John Adams."

She having returned from her cruise to the coast of Africa, and despatched to the River by Commo. Morris. The "Adams" brought a well filled letter bag for the "Columbia" and Schooner, but unfortunately for me, my friends have either forgotten me entirely, or are too lazily disposed to write me a line, or envelope or a newspaper. A stolen view of a newspaper or two, from the city of Gotham, was all I could obtain to remind me of home or friends.

The "Adams" left at Rio, the "Delaware" to sail shortly for the Mediterranean, the Brig "Chipola" bought by Commo. Morris, to proceed to the coast of Africa, to recover if possible, the guns and stores of the "Concord," and the merchant Barque "Margaret Hugg," to proceed to the U. S. with the officers and crew of the lost "Concord."

March 12th 1843

The anniversary of the birth of Princess Paulina Maria of Brazil, sister to the Emperor Don Pedro. The Brazilian vessels of war in the harbour saluted at sunrise. At Meridian all the vessels of war saluted with 21 guns, the Brazilian Flag at the fore. Which were each answered in turn, by the Brazilian Admiral's Flag Ship. During the day bent our light sails—Boarded the American Barque Aurora 40 days from the Isle of May—

March 13th 1843

This morning all hands were called, unmoored ship, hove up the anchor and shifted our berth nearer the town.

American Barque Elvira, arrived from Buenos Ayres. The parties on shore appear to have suspended hostilities for the present, and everything is now quiet in the city.

March 16th 1843

At daylight this morning, crossed top-gallant yards and received a River pilot on board. Shortly after, we hove up our anchor, stood out for the "Columbia," and came to close under her lee.

We had prepared for a trip up to Buenos Ayres, and the Commodore had made arrangements for proceeding up the river in the Schooner, but the arrival of an American vessel yesterday, from Maldonado, bringing intelligence of the interference of one of Admiral Brown's vessels with the American shipping at that place, rendered it doubtful whether we were to

visit Buenos Ayres or the town of Maldonado first, until some hours after we had come too alongside the Flag ship. We first observed the "Columbia's" hoisting out casks of water, and from that fact it was very evident, we were not at present bound up the river. The Captain had gone on board the Flagship, when we first came too, he came on board again soon after we received the water, and from him we learned that the Schooner was bound to Maldonado to protect the American shipping at that place.

About 11 A. M. got underweigh again and stood down the River, the Buenos Ayrien squadron and H. B. M. Brig "Fantome" also got underweigh, and stood down the river in company.

Received on board from the Flag-ship Jas. Jones, Wm. Frill, James Lee, John Davis and Wm. Jones Seamen, to supply the places of the men discharged here.

March 17th 1843

We continued beating down the river during all this day, with light baffling winds. Passed the Buenos Ayrien squadron and the "Fantome" several times. The mount bearing per compass W by N, light house on Flores Island N $\frac{1}{2}$ E.

During the afternoon the "Fantome" filled away and stood off before the wind, we therefore saw no more of her. At sunset the highlands of Maldonado were in sight, and we were beating in for the harbour.

The Buenos Ayrien squadron filled away and stood up the River again.

OFF MALDONADO

March 18th 1843

During the morning we were beating in for the harbour of Maldonado, against both wind and tide. About the mouth of the harbour, or between the Island of Gouthries and the main land, the current was the strongest, I think I ever saw in a tide way. Towards Meridian it shifted however, and we were enabled to get in. At 3 P.M. came too with the starbd. anchor in five fathoms water, and about five miles distant from the town.

We found here the American Barques "Genl. Pinckney" and "Edward," who had been forbidden, by the Commander of the Buenos Ayrien Schooner "25th of May," which vessel we also found laying off the town, to take in a load of cattle, which they had been sometime collecting and at a considerable expense, alleging as a reason for thus interfering, that the port of Monte Video, whither they were bound was in a state of blockade, by the Naval Forces of the Argentine Republic. As no such Blockade had been acknowledged on the part of our Government, nor in fact proclaimed by the Argentine Government, our commander immediately instructed the Captains of the American vessels to proceed and complete their cargoes. Informing the Commander of the "25th of May" at the same time, that his further interference with, or molestation of, vessels under American colours, would be the signal for our firing into his vessel. This was conclusive, and

he soon after got underweigh and stood up the river, to consult it is supposed with Admiral Brown, whose son he is by the bye.

As not a word has been promulgated by any of the parties or factions in the river concerning, or even intimating the existence of, or intention to enforce a Blockade upon the Port of Monte Video, the interference of Brown in this instance, was, to say the least presumptive, rash and arrogant, and his situation was by all on board considered precarious, as our commander after obtaining written statements of the aggression from the Captains of the vessels, was very much disposed to humour him with a striking proof of his disapproval to such proceedings.

Hoisted out the Launch, and sent her on shore for a load of water. During the afternoon some of our officers went on shore, and returned again in the evening, bringing a boat load of fresh Beef, vegetables, and some very excellent fruit of various kinds. Their description of the town was not very flattering, but as I shall take a view of it, and have an opportunity of judging for myself, in a day or two, I shall postpone any notice of it until then. At sunset sent down royal and top-gallant yard, and veered to 60 fathoms of chain. Took the following bearings per compass viz:

The tower in the town	N $\frac{1}{2}$ E
West end of Gauthries	S by W
East " " "	S S E
Ship's draught forward	8. Ft. 9. In.
" " Aft	11. Ft. 10. In.

March 19th 1843

This morning we were visited by a remarkably heavy blow from the N^d accompanied with heavy rain, thunder and lightening, we hove up our anchor and shifted our berth nearer the town. Let go both anchors again 6 fathoms water, and veered to 20 fathoms chain on each.

March 20th 1843

During this day, the American Schooner "Vigilant" arrived, and anchored in the harbour. This vessel has been twice *fired upon* by different vessels, of the Buenos Ayrien Squadron, while carrying on a traffic between this place and Monte Video, and the Schooner under the Command of young Brown actually compelled her to quit this harbour, after she had collected a cargo of cattle, and in readiness to take them. The Vigilant proceeded at once to Monte Video, and her commander claimed the protection of the Commodore, against such usurpation of authority on the part of the Buenos Ayriens.

The Commodore immediately despatched her back to this place, and has placed her under our charge, with orders to resent any insult offered to the Flag, either by Argentines or Orientals. She has hauled up close to the beach, and will, no doubt, fill up immediately with a load of cattle.

The Launch was employed during all this day in getting off water from shore. A party of Officers went in her in the morning, bound on a hunting

expedition, and returned in the evening, with a goodly load of game of different kinds.

March 22d 1843

This day I, in company with one of my messmates, visited the famous town of Maldonado. We landed upon a sandy beach, where we were immediately surrounded by a score or more of young lads aged from 10 to 16 years, dressed in the peculiar style of the modern Gaucho, and each mounted upon, or leading a short scraggy poney. By these we were beset, each one offering his services and that of his horse, to guide and convey us to the town, which is situated about three miles from the beach, between which, and it, is a succession of sand hills. The sand being six or eight inches deep the whole distance, it is an utter impossibility for one who has been treading the decks as long as ourselves, to wade through it. The youngsters on the beach are well aware of this, and therefore have their horses in readiness to remedy the difficulty.

We mounted our steeds and proceeded to the town, where we dismounted and paid our guides their moderate demands of one "petacon"¹⁴ each for their hours service; their horses being worth in this country from 6 to 12 petacons or dollars.

The so called town, although showing many marks of its former wealth and importance, is at present a most miserable place, presenting a truly poverty-stricken appearance. In the center of the place is an immense tower, erected in years gone by, for its defense, but at present occupied a signal stand, of vessels entering the harbour. About the town there are many old castellated buildings, and a large and handsomely designed, though decayed church, erected by a former generation. The town contains about four hundred dwellings and stores, but from the fact of one half these being closed in consequence of the frequent visits of parties from both armies to the place, it is impossible to form any idea of the number of inhabitants.

We met several English and American residents during our ramble through the town, and were very hospitably entertained by them. In the evening, we walked out a short distance into the country, where we perceived several very beautiful Quanta's, and were very politely invited by Don Aquila, to enter his estate, and make ourselves perfectly "at home" therein, we took a stroll through his grounds, which contained between three and four hundred acres, the whole of which is planted with fruit trees, and never before did I see profusion and waste so amply illustrated; about fifty acres of the grounds is laid out as a peach orchard, and planted with young trees all in full bearing, as this fruit is most plentiful in this part of the country, it will not repay the cost of gathering, it is therefore left to rot upon the ground where it falls, and the ground in this part of the Quinta was completely covered with the most splendid and deliciously tasting

¹⁴ "petacon," probably derived from patagon, a Dutch silver piece of 50 stivers, about the size of a silver dollar.

peaches I ever saw or tasted. From a rough estimate formed upon the spot, I believe there was fifty bushels of the fruit upon each acre of the ground, which had already fallen from the trees, and lay rotting upon the ground. It was precisely the same with regard to the apples, pears, quinces, grapes, melons etc., etc. in other parts of the grounds.

We spend a very pleasant evening at the summer house, which Don Aquila keeps up in the grounds, in addition to his family residence in the town. This house is beautifully situated upon a knoll of ground, overlooking every part of this splendid garden, and surrounded by several springs of water which have been converted into two artificial cascades.

We were obliged, and very reluctantly, therefore took our departure from the grounds of our hospitable entertainer, and late in the evening proceeded on board the Schooner.

During this day, a boat came in the harbour from the Island of Lobos, with intelligence that an American Schooner, the Ohio of Newport, Captain Smiley, had driven them from the Island, where they had been engaged taking seal, being employed there for that purpose, by Capt. Usher of the American Schooner Vigilant, who has a grant of the Island from the Oriental Republic.

Captain Usher immediately waited upon our Commander, and requested his assistance to prevent the depredations of Captain Smiley, but Captain Wilson did not deem it incumbent upon him to interfere in the dispute, and would not therefore, go out to the Island.

The Vigilant got underweigh and stood out of the harbour. About 10 P. M. she returned again followed by the Ohio, the Captain of that vessel having agreed to come in here, and settle the dispute. The Ohio stood in close under our stern, sailed completely round us, and, although hailed several times from this vessel, refused to communicate a word, but set all sail and stood out of the harbour again. This conduct so exasperated our Captain, that he gave the order to up anchor and follow him, to demand an explanation of this disrespect to the Flag of his country, but the Ohio was too far ahead, to afford us any prospect of overtaking her, as she is well-known to be a remarkably fast sailor, we therefore, kept fast and let her run.

This is the same vessel that sent the Delaware and other vessels of the Squadron, then cruising off Capt [Cape] Frio, back to Rio, with a false report of an insurrection in that city, after we had supplied him with a main boom to supply the place of one which he had carried away a day or two previous.

March 25th 1843

This morning we got underweigh shortly after daylight, and took our departure from the harbour of Maldonado, and stood up the River, with a fresh and fair breeze. During the morning we passed the "Genl. Pinckney" from Monte Video bound in. Sent a boat on board to inquire for com-

munications for the Commodore, but finding none, stood on our way. During the night discovered Flores light on the lee bow.

March 26th 1843

At 3 this morning passed Flores light and shortly after daylight came to anchor on the larboard quarter of the "Columbia" and furled sails.

At 8 hoisted the Brazilian ensign at the fore. At 11 got underweigh again and stood in for the inner harbour, and shortly afterwards came too near our old berth off the town, and close alongside the "Adams." After communicating with that ship, and with the shore, and firing a salute of 21 guns in honour of the Brazilian Flag at the fore, we up *killeck*¹⁵ again and stood out for the Flag ship. Passed Midm. Stephen D. Lavallette¹⁶ and Midm. Jeff. H. Nones¹⁷ from the "Adams," reported for duty on board this vessel.

We backed and filled about the "Columbia" some time, when a boat boarded us with several officers from that ship, and then filled away and stood up the River, bound to that "el Dorado" of home sick midshipmen and gentlemen fond of sport, called Buenos Ayres. We have been anxiously hoping that we might be favoured with another visit to this bright spot before leaving the River, so it may be expected we are in excellant spirits, with the anticipation of soon having excellant spirits in us.

There is considerable crowding among the youngsters in the steerage, having no less than twelve persons stowed away in a place calculated to accomodate but five at farthest.

March 27th 1843

About daybreak, discovered the light boat on the lee beam, and about 9 land was discovered on the weather bow. Several sail of vessels in sight standing up and down the River.

This day ends pleasant, with light breezes from the S^d and E^d, standing up the River for Buenos Ayres.

Made shift to accommodate our friends by making a field bed of Guanacho skins on deck, capable of accommodating eight, by turning in the lump.

OFF BUENOS AYRES

March 27th 1843

At 3 o'clock this morning, came too off Buenos Ayres, with the larbd. anchor in $3\frac{3}{4}$ fathoms, water, and veered too 60 fathoms chain. The following bearings were afterwards observed viz.

Cathedral S. W. $\frac{1}{4}$ S.

Point Isadore W. N. W. $\frac{1}{2}$ N.

¹⁵ "killeck," loosely, any anchor; originally a stone anchor.

¹⁶ Stephen D. Lavallette, Midshipman, 8 December, 1835; died, 14 February, 1845.

¹⁷ Jefferson H. Nones, Midshipman, 19 December, 1840; appointment revoked, 3 February, 1846.

About 9 o'clock the launch was hoisted out and she was sent on shore with our friends of the "Columbia" and two of our own officers. At 10 sent down top-gallant yard and saluted the town with 21 guns.

During the day the French Schooner of war "Eclair" arrived from Monte Video, and anchored in the inner roads.

March 29th 1843

This was a sort of field day on board the Schooner. In the morning we had another visit from our friend General Quarters, and we exercised about two hours; after which the guns were all dismounted and overhauled. The gunners crew were set to work breaking out the magazine.¹⁸

During the day we shipped David Hutchings Sea. This is one of the men whom we discharged a short time since at Monte Video. He has already spent the hard earnings of three years toil and hardships amounting to nearly three hundred dollars, and is now sick and debilitated from his constant dissipation.

During the afternoon, I left the Schooner and went on shore, once more to enjoy the pleasure of the society of my Buenos Ayren friends and acquaintances.

March 30th 1843

Having spent the last evening very pleasantly and sociably at the residence of our fair countrywoman Mrs. Fairfield, a splendid Villa or Quinta as it is termed in this country.

It was late in the day ere I could summon resolution to turn out. Breakfast there was none for us, as it had all disappeared long before. And we were consequently obliged to forego our morning meal for this day at least. About noon we started for a ride to the "Hock House" to renew our acquaintance with landlord thereof, and his beautiful daughter, we were exceedingly well received by the old man, but the principal object of our visit was not to be seen, for the very sufficient reason that she had been placed in a boarding school some distance from the city, to finish her education.

I was not at all displeased at this state of things, for instead of three, our party now numbers nine, as hairbrained, wild and mischief-loving "Reefers" etc. as could be gathered together from the "Columbia," "John Adams," and "Enterprise" — and should our young lady have been residing at home, there would have been no accounting for the result.

I have stated in the foregoing pages that one of the party in our former visit to the "Hock House," had become violently enamoured of the landlord's daughter; he afterwards left the Schooner for the "Columbia" and applied for leave to revisit her, this time, but did not succeed in his efforts.

¹⁸ "breaking out the magazine." Periodically the casks of powder and the ball and shells from the magazine were taken out, inspected, and replaced if in satisfactory condition.

As our primary attraction was not to be found, our stay was much shorter than usual.

and we set out in time to reach our quarters before dinner hour. At dinner we made ample amends for our morning's fast; not having any particular object in view for the remainder of the day, we concluded to have *a time of it*, viz: make it *seven bells* as often as possible until the time for turning in. In this we succeed to a charm, but as such a scene would serve to disgust the peruser with these pages, I will draw a veil over the proceedings of the evening.

March 31s 1843

At daybreak we were all astir, headaches and drowsiness was the order of the morning, and to get rid of these, and acquire an appetite for breakfast, a ride along the beach was unanimately decided upon.

After settling our stomachs with anti-fogmatic, i.e. a certain admixture known to the initiated, as cider and brandy, and called by those who are unacquainted with its reviving qualities "Stone fence," we set off in a party and proceeded along the beach, the weather was pleasant, the sea-breeze coming in rendered it doubly so, and we enjoyed a most delightful ride; returning an hour or two after sunrise with bright intellects and enormous appetites.

The "Rosinante" of young B. of the "Columbia" appeared in excellent spirits, and when a short distance "off the pavements" became perfectly unmanageable, kicked curvetted and went through a great variety of movements which tended much to the discomfort of his young rider, and more to the amusement of Gaucho's collected in the road; and finally ended by launching the youth over his head into a ditch, from which he was extricated in a miserable plight; and the horse seemed perfectly satisfied with the mischief he had caused, for he afterwards conducted himself in a quiet and orderly manner.

During the day I took a stroll through the city to observe the fashions and inform myself of what was transpiring about the city. Was politely invited by the officer of the gate, to enter the Battery on the point, and as rudely notified when in, that my presence could be dispensed with, by the officer of the day, he being vexed that his permission had not been requested before strangers were allowed to enter the gates. Looked in at the Cathedral, where a body lay in state before the principal altar, lighted by hundreds of wax candles; as they were busy performing masses for the soul of the departed, and not wishing to intrude upon their devotions, I backed out.

My next object was to get a view of the interior of the State House, but did not succeed, the session being over and the House closed, I therefore had a walk of four miles for my trouble, and being somewhat fatigued concluded to return to head quarters.

The evening of this day we spent very pleasantly at the house of Mrs. Brown, the lady of an eminent American Merchant of this city. There being

several of our fair young countrywomen present, it may be supposed we enjoyed ourselves to the fullest extent, and old Jamaica's bright countenance appeared peeping above the horizon as we were proceeding to our quarters in the morning.

April 15 1843

Turned out this morning sometime after the clock had told off ten strokes of its tingling tongue; breakfasted and amused ourselves until the dinner hour, with some late papers from the United States, and our Havana's.

After dinner started out in a party for the Governor's Quinta, where we were very politely received, and hospitably entertained by Miss Manueleta, the accomplished daughter, and only child of his Excellency Governor Rosas. There was quite a numerous party of young ladies at the Quinta, but the males including his Excellency were absent with the army. We accompanied the young ladies in a walk through the grounds, and spent a very pleasant hour on board an American Brig, which was blown high and dry on shore here, sometime since, and which, Miss Rosas has caused to be fitted up as a magnificent dancing hall, saloon etc., etc. We danced and waltzed for sometime, when a race from the spar-deck into the main-top was proposed by an ambitious Reefer, in which race, the proposer was most shamefully distanced by his competitors, this trial of *professional skill* added considerably to the amusement of the ladies, and the victor was most graciously smiled upon by the Governor's daughter, which he apparently considered, quite "glory enough for one day."

We took our departure from the Quinta about sunset, and arrived at our quarters in time, to make preparations for the evening's campaign; the nature of which might be unacceptable to my friends at home although infinitely amusing to ourselves.

April 3d 1843

Having exhausted our supplies of ready money, we took our leave of terrafirma this morning, and once more joined our little Goleta.

Some of our companeros having more than a usual plentiful supply of the "root of all evil" have determined upon remaining on shore until the Schooner sails, but the majority are now on board.

During the night we were struck with a Pampero, accompanied with very heavy rain and sharp lightening, the lower yard and topmast were got on deck and the lower booms alongside. The Schooner rode it out in fine style. There were several vessels went on shore during the night, among others the American Brig Franklin.

April 4th 1843

This morning all hands, Captain included made their appearance on board during the morning hove up the anchor, and got underweigh bound down the River. We came to anchor and hove up again several times during the twenty four hours, and at sunset the spire of the Cathedral was still

in full view. Jas Corbett *O. Sea.* and Hugh F. Campbell App. Boy, deserted from the boat that was sent on shore for the officers.

On the following day we were still beating down the River, being obliged to come to anchor at each change of tide — during the latter part of the day, we passed the “light boat,” distant about half a mile. At sunset several sail in sight standing up, and beating down the River.

RIO DE LA PLATA

April 6th 1843

During this morning the mount was discovered bearing per Compass N. E. shortly after showed our number to the U. S. Frigate “Columbia.”

At 10:50 came too on the starboard quarter of the Columbia, in $4\frac{1}{2}$ fathoms water. The Commodore made a number of signals, the “Columbia’s” boat shortly after boarded us, and our young guests from that ship took leave of us for the time being.

We had lain here but a few hours when we were notified by the Commodore that we were to make preparations for sea immediately, destination supposed to be Rio de Janeiro. Accordingly, we hove up again, and stood in to the inner harbour to fill up with such articles of provisions as we stand in need of for the pasage; having, during our long stay in the River, consumed most of our provisions of all kinds. A Brazilian steamer of war arrived and anchored near the Brazilian Commodore.

During the day, Henry Williams Ordy. Seaman, a native of Peekskill N. Y. departed this life, of consumption; having caught a slight cold a short time since, which the execrable climate of this River, soon caused to convert into the above fatal disease. The launch was hoisted out, and sent on shore with his remains for interment.

Sleep on—thy corse is far away,
But love bewails thee yet. —
For thee the heart-wrung sigh is breathed,
And lovely eyes are wet: —

April 7th 1843

This morning we hove up again, got underweigh and stood out of the harbour. Came too alongside the “Columbia.”

At sunset the Commodore made signal “Underweigh to get,” hove up our anchor accordingly and stood down the River, under bare poles, going at the rate of three or four knots without a inch of canvas set.

About ten o’clock the “Columbia” joined us, it having taken her some hours to get underweigh. At this time we had left Flores light some miles astern, and were piloting the “Flag ship” out of the River.

April 8th 1843

This morning we were some miles outside of “Lobos,” and once more upon

“the deep unfathomed blue”
with nought [but] billows and sky in view;

during the latter part of last night we ran the "Columbia" out of sight, and she is now not to be seen, nor is she at all likely to trouble us with signals, orders, etc., during the passage.

During the morning we passed, and showed our colours to an English Barque bound in, and a Brazilian Sloop standing down. Exercised the crew at quarters, and shotted the guns. We are now running off under a single reefed top-sail breeze, going our course and in high glee at the bright prospect of beating the Flag ship in to Rio.

Distance run during these 24 hours 163 miles.

AT SEA

April 11th 1843

We have been going along at the rate of five and six knots since my last under the influence of a fresh breeze from the Eastward. Have hugged the land close, and have experienced thus far most delightful weather. Yesterday we saw several sail standing in different directions, and this morning a large steamer was discovered standing to the southd. supposed to be an English steamer from Rio, bound to the River. Got a cast of the lead with 60 fathoms out but found no bottom.

Lat.: Observed $29^{\circ} 14' S$

April 13th 1843

During the morning we passed and showed our colours to a Brazilian Brig standing to the Sd and Wd. This was about the only circumstance that occurred for several days to relieve the dull monotony of our trip—except the exercising on board at reefing, loosing furling, quarters etc., etc. On the 17th our officers and crew exercised at firing with muskets and pistols, at a target placed on the end of the lower boom, which was rigged out for the purpose. There was several exceedingly good shots made, and one man struck the target three time out of four, two of the shots being very near the center, and the third near its edge. We have been jogging along very moderately for the last week, with our full share of light winds and calms, caused by being so near the land, being not above forty or fifty miles to the Eastward of the Southern coast of Brazil.

Lat. Obs: Apr. 17th $27^{\circ} 05' S$

April 20th 1843

For the past two or three days, the only occurrences worthy of note has been one visit of a few hours from our old friend General Quarters. Who exercised the officers and crew in all the evolutions of a naval engagement. And the catching of several Porpoises and sharks by the crew, one of the sharks measuring 14 feet and a few inches from snout to tail, being the largest by some three feet that I have ever seen.

This morning at daylight the report of "Land Oh!" came from the mast-head, and about ten o'clock or thereabouts, the "Peak of Paratii," a high

peak on the southern end of the Island of St. Sebastian was seen from on deck bearing per compass N. by W. $\frac{1}{2}$ W.

April 21s 1843

We have not lost sight of land since we first made St. Sebastian yesterday.

During the afternoon of this day, the Island of "Rodonda" or "Round" Island was discovered directly ahead of us. This Island is situated but a few miles to the southward of the entrance to Rio harbour, and is the first land made in standing towards that harbour from the South. We are now lying becalmed, with sails furled; but anxiously expecting a breeze from the Eastward, which has been trying to reach us for the last two hours, and which will be perfectly favorable for us to reach the harbour.

OFF THE HARBOUR OF RIO DE JANEIRO

April 22d 1843

This morning the Sugar Loaf was discovered on the weather bow, and we were beating up for it, against a light baffling land breeze.

There were several sail in sight during all this day, all of whom were beating in for the Harbour, but at sunset there was apparently very little probability, of any of us being able to enter the harbour tonight.

April 23d 1843

Still beating in for the harbour; showed our colours to a British Man-of-War Brig, cruising about for the interception of slavers.

We had succeeded in beating up some miles inside of "Raza," when the wind died away, and we came to anchor between that Island and Fort Santa Cruz.

We were not destined to remain here long however, for about nine o'clock in the evening, a sea breeze came in, and as soon as our Captain had become satisfied that it was something more than a mere catspaw,¹⁹ all hands were called, the anchor hove up, and we stood in for the harbour, the breeze freshening as we neared the entrance.

About ten or eleven o'clock we passed Santa Cruz, and received the customary hail of "Boo, oo, oo," from the fort, and the usual signals of blue lights, false fires, rockets etc. were passed between Santa Cruz and Villagagnon to notify to the latter, that we had duly reported ourselves and might be permitted to pass in. Which we accordingly done, and anchored about 11 o'clock in a beautiful little bay on the north side of the harbour. It was too dark to distinguish the vessels at anchor, and we must wait for daylight before we know whether we are before or behind the Columbia.

April 24th 1843

We turned out betimes this morning to take a look at our old friends about the harbour; the "Columbia" however, was not to be seen, showing

¹⁹ "catspaw," a light temporary breeze.

that the little Schooner will yet stand a fair trial, even with the remarkably fast sailing Frigate "Columbia"; before carrying the "Jackknife."

We made our number to the U. S. Storeship, "Erie"²⁰ and the Brig "Chipola," and a boat come on board from each of those vessels. The former we found to be the last from Boston, Commanded by Lieut. Thomas J. Manning,²¹ and bound to the Pacific, with stores for that squadron — the latter is commanded by Lieut. John M. Gardiner,²² was purchased by Commodore Morris to proceed to the coast of Africa for the purpose of recovering the guns, stores, rigging etc., of the lost "Concord." She sailed from hence for that purpose but after proceeding some five hundred miles, was compelled to put back in a leaky state, and now awaits the further orders of Commodore Shubrick.

At 10 A. M. we hove up our anchor, got underweigh, and stood across the harbour for the usual anchorage. Shortly after came too and moored ship between Rat Island and the old "Guardo." The crew were employed during the remainder of the forenoon unbending light sails, unreeving running rigging etc., etc.

About two o'clock the telegraph on signal hill, hoisted the number of American Line of Battleship coming in, but as there is no vessel of that class on the station, nor expected for some months to come; we all came to the conclusion that it could be no other than the "Columbia," and that the telegraph had mistaken her rate. Sure enough a short time afterwards that gallant ship came dashing into the harbour in beautiful style, under the influence of a fresh sea breeze, and anchored near her old berth off "Prio Grande."

They were much chagrined and disappointed, at finding the little Schooner snugly moored and with sails already unbent, when they had so fondly anticipated getting rid of *that* "Jackknife," which was transferred to the "Columbia" from the "Concord" upon the arrival of the former on the station after her memorable passage of *only ninety eight* days from New York. The "Concord" was proverbially a dull sailer, but could not compete with her friend the Frigate, and it was deemed advisable to let the "Columbia" enjoy the enviable reputation of the dullest sailor on the station, until she could recover her lost reputation.

In the passage to the River she was most shamefully beaten, upon every point of sailing by my old friend the "Delaware," and ditto, ditto, I may say on the passage back, by the Schooner, so that she still continues in undisturbed possession of the "Jackknife."

We found at anchor in the French Frigate "Belle Poule," line of Battleship "Villa de Marseilles" and Corvettes "Favorite" and "Coquette." The

²⁰ *Erie*, store vessel, 4 guns, long 9-pounders, 611 tons, built in Boston in 1842. Second ship of this name.

²¹ Thomas J. Manning, Midshipman, 1 January, 1817; Lieutenant, 28 April, 1826; Commander, 24 July, 1843; died 7 January, 1857.

²² John M. Gardiner, Midshipman, 1 June, 1826; Passed Midshipman, 18 April, 1832; Lieutenant, 8 March, 1837; died, 27 November, 1847.

former is commanded by Prince de Joinville, and is a splendid specimen of Naval architecture. The town is a complete "Hurrah's nest," preparing for the approaching marriage of the Prince de Joinville with the Princess Francesca, youngest sister of Emperor Don Pedro ^{2d} which is to be consummated in splendid style on the first of the ensuing month.

It is said the Prince will convey his wife to France, in the "Belle Poule," after the consummation of the nuptials, and will be attended by the "Ville de Marseilles" and the other vessels.

April 25 1843

We expected to have found a vessel here to relieve the Schooner, but were disappointed. This Schooner has now been on the station upwards of three years and has been nearly four years in commission, some of the officers now on board, having been attached to her during the whole of that time. We certainly had every reason therefore, to anticipate being sent home, but Commodore Shubrick, deeming his command of the Squadron in these seas, as temporary, declined taking upon himself the responsibility of such a measure, and it was only upon the urgent solicitation of all the officers, that he consented to order a survey to be held on her.

But as two of the three persons ordered on the survey, are interested personally in the proceedings, we have no great expectations of condemnation, following their survey, which will, we understand, take place in a few days. Captain Wilson, commanding this vessel, has this day received his commission as a Commander in the Navy, and in the event of her being condemned by the survey now ordered, will retain command until we reach the United States, but if not condemned, he will be compelled to relinquish command, in favor of a Lieutenant, whose legitimate command she is.

The crew were occupied during all this day unrigging, vessel, getting the top-masts on deck, rigging in head booms etc.

April 26th 1843

The officers composing the Board of Survey, consisting of 15 Lieut: Duke ²³ of the Frigate, Lieut: Commanding John M. Gardiner of the "Chipola" and Carpenter Boardman ²⁴ of the Frigate, came on board this morning to perform the duty assigned them. They overhauled the vessel pretty thoroughly, bored her in several places and found her very defective in every part of her — but after completing the survey, they decided she was in a fit condition to remain on the station another twelve months after being repaired.

This decision was precisely what we anticipated, from the officers composing the survey — Commander Wilson will relinquish command. Lieut;

²³ Nathaniel W. Duke, Midshipman, 1 May, 1822; Passed Midshipman, 24 May 1828; Lieutenant, 3 March, 1831; died, 8 July, 1852.

²⁴ Charles Boardman, Carpenter, 23 August, 1833; dismissed, 6 April, 1838; Carpenter, 7 January, 1842; Retired List, 23 September, 1868; died, 2 December, 1884.

Duke will receive command as Senior Lieutenant on the station. Lieut: Commandg. Gardiner will retain his command, which would otherwise have been transferred to Lieut: Duke. Marryatt says, and very truly, "There is a vast deal of humbug in this world."

We have nothing to do now, but to patiently bide our time; each of the officers on board, who have been absent from home more than three years, have applied to Commodore Shubrick, for permission to return at the expense of the United States, but do not seem very confident of the success of their applications. The times of the majority of the crew have already, or are about expiring, and will expect to be sent home by the first opportunity. We will therefore, be compelled to ship almost an entire new crew. During the day the Flag-ship made a number of signals. The French vessels saluted, and H. B. M. Brig of War "Curlew" sailed for England. Crew occupied stripping ship and cutting and fitting rigging.

April 28th 1843

During this day all hands were "knocked off" from work, and mustered aft; when Captain Wilson proceeded to read the order for him to relinquish command of this vessel, and proceed to the United States, in charge of the men whose terms of service have expired, and invalids from this vessel and the "Columbia."

He also introduced to them his successor in command Lieut. Commanding Thomas I. Manning, late of the store ship "Erie," whose commission was also read, and who addressed the crew in a very ungrammatical and not over sensible speech and the hands were piped to work again. Upon Captain Wilson's leaving the ship, the crew, to a man, mounted the rigging, and gave him three hearty, soul-stirring cheers, and well does he deserve such demonstrations of their good will. Captain Wilson, as a gentleman and an officer, is one whose like is but seldom to be met with. Liberal and gentlemanly in his deportment towards his officers, and kind and attentive to comforts of his crew. Although a disciplinarian, yet such is his perfection in the profession to which he is one of the brightest ornaments, that in obeying his orders his juniors are well aware they acquire a knowledge of the intricacies of their complicated duties.

Of all the naval officers with whom I have yet sailed, or have known, none have so deeply impressed me with a knowledge of their honour and virtues as my late commander, and of all the commanders on the Register, there is not one with whom I should so delight to sail, as with Commander James P. Wilson.

May 15 1843

Everything is in an uproar today. guns, squibs²⁵ and rockets are blazing away. Bells ringing and colors flying, all in honour of the Marriage of the

²⁵ "squibs," quills filled with priming powder used for firing the big guns but apparently used as fireworks in this case.

Prince de Joinville, to the Emperor's sister, which was solemnised this day at Meridian. The knot was tied at the residence of the Emperor at "Bota Fuego," and a signal being made from shore that, the two had been made one, the French ships in the harbour commenced firing, being followed by all the National vessels lying here with the French Flag at the main and such another banging as was kept up for the remainder of the day, is seldom heard.

The Princess Francesca is the prettiest as well as youngest of Don Pedro's sisters, and is said to be the most amiable and intelligent in the family. I saw her some eighteen months on board the "Delaware" where she was on a visit in company with the Emperor, and the elder, I was at that time particularly struck with her whole appearance, which was so different from any of the Brazilian ladies whom I had seen — since then, she has if possible, improved in her beauty and appearance.

Independent of the marriage we had other objects to attract our attention, this being the day on which the contemplated changes in the squadron were to take place, and we were on the "qui vive" all day, to learn what they were to be. They were as follows: Lieut. Duke from the "Columbia," to command the "Erie," Lieut. Hurst²⁶ of the "Erie" to return home, Midn. Smith of the "Erie" to the "Columbia" Midn. Robinson²⁷ of the latter to take Midn. Smith's place on board the "Erie." Passed Midn. Lavallette of this vessel to the "Columbia" as acting master, vice Barrett²⁸ promoted to acting Lieutenant Midn. Fitzgerald also of this vessel to the "Chipola," and Lieut. Hunter²⁹ ordered to this Schooner.

These were the most material of the changes, although there were several acting appointments made on board the Frigate, Erie and Chipola.

Commodore Shubrick has "negatived" all the applications for permission to return to the States, from the officers of this vessel.

May 3d 1843

This morning the "Chipola" got underweigh, and worked out of the harbour bound to the coast of Africa. The "Erie" also got underweigh and stood up to the Island of "Enchados," upon which is our government storehouse, for the purpose of discharging some of her stores, for this squadron.

A gang of carpenters came on board from the Flagship this morning, and commenced their duties of patching up the Schooner for another twelve months siege. The first thing they done was to cut out three of the planks

²⁶ Probably George Hurst, Midshipman, 1 January, 1825; Passed Midshipman, 4 June, 1831; Lieutenant, 9 February, 1837; Reserved List, 13 September, 1855; died, 9 July, 1860.

²⁷ L. B. Robinson, Midshipman, 4 March, 1840; resigned, 12 March, 1845.

²⁸ Thomas B. Barrett, Midshipman, 8 May, 1832; Passed Midshipman, 23 June, 1838; Lieutenant, 11 February, 1844; died 11 November, 1847.

²⁹ Charles R. Hunter, Midshipman, 25 April, 1831; Passed Midshipman, 15 June, 1837; Lieutenant, 8 September, 1841; Commander, Retired List, 9 June, 1862; Captain, Retired List, 21 June, 1866; died 22 November, 1873.

from her quarter, each about fourteen feet in length; these they found to be very much decayed.

Should a board of impartial and disinterested officers have been ordered on the survey lately held on her, we should at this time, without the least doubt, be refitting for the passage home, and thereby have saved the government a useless expense of many thousands, expended in patching her up, each time she makes a voyage to sea.

The crew occupied cutting and fitting rigging and scraping outside.

May 5th 1843

This evening we had a most splendid aquatic illumination in the harbour.

The Emperor accompanied by the Prince de Joinville and the Princess his wife, had been on a fishing excursion up the Bay in one of the Government steamers — returning about eight o'clock in the evening, a constant blaze of fireworks marking her track as far as the eye could reach. Upon her reaching the "Belle Poule" a signal was made from that ship, and in an instant, as if by magic, every French vessel of War in the harbour, numbering some eight or ten, became one brilliant illumination, and each of them fired a royal salute of 21 guns. This was, without exception, the most brilliant spectacle I have ever beheld, each vessel represented a wreath of variegated lights, and a blue light was burnt at each of the yard arms, this, with the thunder of their great guns, the flashes of which rendered the whole harbour one mass of illumination, was a magnificent sight to behold.

The Emperor remained on board the "Belle Poule" for the remainder of the night.

We have, for the last two or three days been giving our men a run on shore, for the benefit of their health, and strange to relate, there has not occurred one instance of misconduct requiring the use of the Boatswain or his cats to correct. This is accounted for by the majority of them being on the eve of departing for home, and unwilling to carry with them the marks or seeds of irregularities committed while absent from friends and home.

Transferred Thos. Teasdale and Thos. Brown to the Erie, and received Edwd. Sanborne, Wm. T. Kennedy and George Edgerton from that ship.

Sunday May 7th 1843

This morning all hands were called, the articles of war read by the First Luff,³⁰ and the crew mustered around the trunk.

One of H. B. M. Packet Schooners arrived from the River La Plata, bringing dispatches to the Commodore from Captain Conover³¹ of the John Adams, requiring our presence on that station, and in consequence thereof, we have received orders to finish repairs now going on, and pre-

³⁰ "First Luff," the first lieutenant.

³¹ Thomas H. Conover, Midshipman, 1 January, 1812; Lieutenant, 5 March, 1817; Commander, 28 February, 1838; Captain, 2 October, 1848; Commodore, Retired List, 16 July, 1862; died, 25 September, 1864.

pare for sea with all possible despatch. The carpenters from the "Columbia" came on board, and were busily employed during the remainder of the day, tinkering and hammering in every part of the vessel. The crew were also set to work after dinner, refitting and tarring³² down rigging, painting vessel etc. etc.

During the afternoon, and while we were in the midst of our dirt, the Prince de Joinville came on board to pay us a visit. He was received at the gangway by the Captain, and by him into the Cabin, where he remained a short time, during which the men were knocked off from work, and the decks cleared up, so that upon his re-appearance on deck, everything was in its proper place. Upon his leaving the vessel, he was saluted with 17 guns, which was returned from "La Belle Poule" with a like number. The Prince has improved very much in appearance, since I first saw him, several years since in the City of New York, he was then a thin consumptive looking passed Midshipman, he is now a bluff, hearty, and withal a very good-looking Post Captain.³³

Arrived the French Frigate "La Darnee" from Brest.

May 8th 1843

Intelligence having been received on this station, of the decease of the veteran Commodore Isaac Hull, the Commander of that pet of the service "Old Ironsides" during our last war with Great Britain, this day was set apart for paying the usual tributes to the memory of a good man, a brave and beloved officer. The colors were half mast during the day and each vessel of the squadron fired 13 minute guns.

It would be difficult to point out one single man more universally beloved and venerated in the Navy, than Commodore Hull, he has left but few behind him, who took so active a part, in procuring for our little Navy the enviable reputation she now enjoys or who have more manfully upheld the honour of the stripes and stars in every quarter of the globe. Peace be to his manes.

May 9th 1843

This afternoon the Emperor and his court were afloat on a visit to the "Belle Poule," the French vessels were dressed in Flags, and the other national vessels in the Harbour wore the Brazilian Ensign at the fore. Upon the Emperor's embarking the French Squadron saluted with 21 guns each; upon his coming down the Harbour, each vessel manned yards and gave him 21 guns as he passed them. The French vessels saluted again when he arrived on board the "Belle Poule," and a third time upon his leaving her, which being after sunset, none of the other vessels took notice of.

The mechanics from the "Columbia" were at work all day repairing

³² "tarring," painting shrouding with tar to preserve it.

³³ "Post Captain," captain of a ship rating as a frigate or larger.

vessel. Shipped Chas. H. Griffen, Mathw. Willis, Willm. Whittaker and Thos. Griffeths.

May 13th 1843

For the last two or three days we have been busily employed filling up with wood, water, provisions, etc, for our approaching cruise. We have also shipped some dozen or more men during that time, to supply the places of those discharged or going home. The carpenters from the Columbia are still at work on board, and, notwithstanding the orders from the Commodore to be ready for sea in two days, it is very doubtful if we are in a condition to sail by the 20th inst; so much for the survey's "slight repairs."

During the afternoon, the Emperor, his sister and court, were again afloat on a visit to De Joinville's Frigate, to take their final leave of the Prince, and his spouse.

The National vessels in the Harbour hoisted the Brazilian Flag at the fore, manned yards, and saluted with 21 guns each, as the Emperor passed down the Harbour in his magnificent 30 oared barge. Soon after the Emperor and his party arrived on board the "Belle Poule," that ship together with the "Villa de Marseilles," 74, and corvettes "Coquette" and "Favourite" got underweigh and stood down towards Fort Santa Cruz, where they came to anchor again, and the Emperor left the "Belle Poule" and pulled over to his Palace at Bota Fuego. Arrived during the day the American Barque "Amelia Mulholland" from New York, with scores of letters, papers, etc., for the squadron, among which were several for myself, being the first tidings I have had from home for some six months, it may be imagined they were most welcome. About nine o'clock this evening the French squadron got underweigh and stood out of the harbour, under the influence of a light land breeze, saluting as they went by Santa Cruz.

May 14th 1843

Since we arrived at this place, we have discharged about one fourth of our crew, their terms of service having expired, and they preferring their discharge here, to awaiting until an opportunity offered to send them to the United States, at the expense of Government.

There are many, however, who preferred the latter course, and Captain Wilson, having made the necessary arrangements for their passage in the Barque "Amazon" bound to Baltimore, they were this morning transferred to that vessel. She soon after got underweigh and stood out of the Harbour.

May 17th 1843

We have this day finished taking in provisions, wood, water, etc., the crew have also completed their work on the rigging etc., so that we are perfectly equipped for a six months siege in the La Plata, and anxiously waiting for the "Columbia's" carpenters, who are still hard at work, to conclude their share of the "slight repairs," and we will be off with all

speed. The Schooner has been newly painted both inside and outside, so that she now looks more respectable than she has done before since I have known her. The arrangements of her interior have also been so altered as to render her vastly superior, in point of cleanliness and comfort, to any other vessel of her class in Uncle Sam's Navy, that I have heretofore fallen in with. Our officers are the beau ideal of young Naval heroes; *Our* Captain, it is true has left us, and in his room we have a commander, concerning whom the less said the better, by me especially, as he claims to be a Manhatanese by adoption. Nevertheless we confidently anticipate a very pleasant winter's cruise, between M. Video and Buenos Ayres.

May 19th 1834

We have at length got rid of the mechanics who have been at work on board for the last three weeks, they finished the "slight repairs" this morning and left the Schooner for a full due, very much to our satisfaction, as well as their own — instead of a continued din of hammering and tinkering from morning till night, we are now quiet and comparatively contented.

The commodore has ordered this vessel to be in readiness to sail tomorrow, and as we are now ready for sea in every respect, there is little doubt but we shall, ere another twenty-four hours passes over our heads, be on our way to the Rio de La Plata, and the cities situated thereon.

May 20 1843

This morning several of our best men, comprising, among the rest all our quartermasters, were transferred to the "Columbia," to be sent to the United States per first Government conveyance offering; their terms of service being on the eve of expiration.

During the afternoon, our distinguished pendant, with the signal annexed of "underweigh to get" was flying on board the Flagship. All hands were called, the anchor hove up, and were soon after beating about the Harbour, waiting for the Captain and Purser to come off from shore. About 4 o'clock they came on board, when we filled away and stood down towards Santa Cruz. By the time we reached the "convent cove" however, the land breeze with which we were running out, died away, and we came to anchor in 10 fathoms water, with Santa Cruz bearing S by E.

OFF THE HARBOUR OF RIO DE JANEIRO

May 21s 1843

"Away! Away! in tangled wreaths
the rock-weed dashes by,
And every swell that round us seethes
Grows greener as we fly."

We were underweigh before daylight this morning, about eight A.M. passed "Rodonda," and "Raza," and at meridian we were booming it off at the rate of nine knots, the wind fresh on our quarter, Santa Cruz and the

Islands nearly out of sight astern, and all hands in better spirits than I have known them to enjoy since we have been lying in Rio.

I have often remarked that a sailor is never better pleased, than when leaving a port for a cruise, nor more contended and happy than when actually at sea, with nought to intercept his view of the canopy of heaven, or the wide expanse of ocean. It has been said, and there is more truth than poetry in the remark, that

“A sailor ever loves to be in motion,
Roaming about he scarce knows where, or why,
He looks upon the dim and shadowy ocean,
At his home, abhors the land; ev'n the sky,
Boundless and beautiful, has naught to please,
Except some clouds which promise him a breeze.”

It is true the idea of going into port is always pleasing, but the sailor soon becomes disgusted with the pleasures of a city, and after a brief stay, returns to his “Native element” with redoubled pleasure, and invariably, with a worse opinion than he had previously entertained, of the dull strife of a city, and its equally dull, plodding citizens. There is a certain witchery in the sea, which, to a sailor is irresistible, and to a landsman would seem marvellous. But this sad attempt at reasoning may be deemed out of place here, so I cry, “hold enough!”

AT SEA

May 22d 1843

We are still making good way, under the influence of a moderate breeze from the Northd., bringing it about two points on our quarter. During the day, our comparatively new crew were exercised at general quarters, loosing and furling, reefing and hoisting sails, etc., etc., during the exercise at quarters, the guns were loaded and shotted for sea service.

About 4 P. M. passed a large black “puff and go ‘long” steamship, but she was too far distant to distinguish her colours, which were kept flying. She was standing to the Northd., and going from seven to ten knots, with steam, against a head wind. Supposed to be an English Man-of-war steamer from the River, bound in to Rio.

May 24th 1843

We parted, last evening with the breeze we had enjoyed up to that time, and which we brought with us from Rio Harbour; and have been knocking about for the last twenty-four hours, without a breath of air to help us on our way. This was considered by our 1st Luff, an appropriate opportunity for exercising our *green* crew, they were called up accordingly, and were kept at work three hours, loosing and furling sails, and at general quarters.

They went through the exercises of loosing and furling sails very well indeed, but in exercising with the Great guns and small arms, they were not so much at home, still they were in very tolerable train, considering the

short time they have been on board, and the unfrequency of their being called upon to exercise. Lat: obs. $26^{\circ}28' S$.

May 26th 1843

Here we are still bobbing about in an Irishman's hurricane, i. e. with the wind right up and down, or in other words a dead calm and smooth glassy sea.

I do not believe we have had wind enough to blow out the dogvane³⁴ for the last forty eight hours. This is the most tedious part of a sailor's life, and a calm is generally counted by Jack, as so much time irrecoverably lost. The watch below it is true, have a fine time for the once, but in their approaching trick at the wheel, conn,³⁵ mast-head, sheets or halyards, they know full well they will pay dearly for their present enjoyment.

The watch on deck are humbugged from morning till, and their curses on the "clerk of the weather," though not loud, are deep. Perchance they have just braced round the yards, in the hope of catching a slight catspaw, which was detected coming up by the sharp eye of the officer of the deck; this attempt to court a breeze however, has failed, and the watch have coiled themselves away again for a comfortable siesta, or have taken up a hat or piece of clothes to make or mend, thereby relieving the dull monotony, and improving their finances at one and the same time. But ere ten minutes has elapsed, the attentive eye of the anxious young officer of the watch, has in his imagination detected a breeze coming up on our starboard quarter, and "hands by the Larboard sheets and braces," is echoed about decks, while the Boatswain's mate goes round to give the sleepers a rouse, everything is manned at length, but the anticipated breeze proves to be nothing more than a catspaw, and passes by without filling our pocket handkerchief of a royal. This is invariably repeated some twenty times in the course of a twenty-four hours calm, and is a fair speciman of our humbugging for the past three days.

May 27th 1843

"Through rattling block, the cordage rings,
The arching wave its pearl shower flings,
The winds have found a tongue."

Hurrah! we have at length caught a breeze of wind; light though it is, still it put an end to our dull monotony, and our anxious hopes and anticipations. We are going along at the rate of from two to three knots, with the wind from the Nd and Ed.

This is not as fast as we would desire, still it were preferable to be retracing our way to the port we have just left, to lying, as though at anchor, in the middle of the Atlantic, without air enough stirring to lift the pendant at the mast-head or raise a ripple upon the bosom of the sea.

³⁴ "dogvane," a small arrow with a feathered tail usually placed on the rail near the helmsman to show the direction of the wind.

³⁵ "conn," the post from which the helmsman is directed.

Sunday, May 29th

We are still proceeding but slowly on our course, not having logged over three knots for the last two days, and during a greater part of the time, making but two knots good. We are perfectly contented with this however, for the present, anticipating fresh breezes and pleasant weather, as we go further south.

This being the Sabbath day, "all hands" were dressed in clean working clothes, and at 11 o'clock mustered round the cabin trunk.³⁶ The remainder of the day was spent in quietness and comfort. Some of the men reading, some making and mending, and many sleeping. Some of the officers poring over some old newspapers, some playing the flute, some playing backgammon, and others indulging in a quiet siesta.

May 30th 1843

The wind is already on the increase, we have been running off from six to eight knots for the last twenty-four hours, under the influence of a fresh top-gallant breeze; clewing up,³⁷ every two or three hours, to a passing squall, for, be it known we are rapidly approaching, and are at present, in close proximity to the region of "Pamperos" "Southeasters," "Northwesters" etc., who are inveterate enemies to a sailor's comfort. At sunset the crew were mustered at quarters, after which the top-gallant sails was taken in, two reefs taken³⁸ in the top-sail, one in the fore and mainsails, and the watch below turned in.

May 31st 1843

The breeze continues to freshen, the weather is thick and hazy, with every appearance of an approaching gale. The reefs which had been shaken out during the morning watch were again taken in. During the afternoon the vessel pitched so heavily that the wheel was unshipped, and the Tiller substituted, to render her more obedient to her helm.

At sunset, and for the four or five hours previous, we were going at the rate of nine and ten knots alternately.

At 8 P. M. furled the topsail, and took another reef in the foresail and mainsail, sent down the top-gallant yard, set up the fore and main rigging afresh, and otherwise prepared to meet the evidently approaching storm.

'—like a misty veil,
The white sails shiver in the rising gale.'

³⁶ "cabin trunk," an enclosure between decks surrounding the hatchway to the cabin area.

³⁷ clewing up," the act of hauling the lower corners of the sail up to the yard preparatory to furling.

³⁸ "two reefs taken," the sail shortened by tying up a portion of it to the yard.

June 15 1843

Ho! dwellers on the stable land,
Of danger what know ye,
Like us who boldy brave the surge,
Or trust the treacherous sea.

This has been the hardest day and night I have ever spent upon the open ocean. It blew tremendously all last night, and this morning until Meridian, when the wind hauled a little, and increased to a hurricane.

So long as we had daylight to guide our movements, we proceeded along very smoothly, keeping the Schooner directly before it, and showing but very little canvas to the wind. About eight o'clock in the evening, while running about five knots off the reel, under a close reefed fore and main-sail, with the wind right after us. We were suddenly taken aback, by a most tremendous gale from the S. E. and thereupon commenced the greatest uproar imaginable. The watch below had just turned in, and the hatches were all battened down to prevent the water, which completely flooded the decks from getting below, upon the gale's taking us aback, all hands were called on deck, but how to get on deck not one of them knew, the lights below had all been extinguished and it was therefore perfectly dark.

They first attempted to force the fore-hatch (which had been battened down since they turned in) and found it impossible to do so; their next attempt was to gain the fore scuttle and main hatch, but they were as securely fastened as the fore-hatchway. Thus they remained below for upwards of half an hour, the vessel pitching and rolling very heavily, the water ankle deep, mess chests pots, kettles, pans and bread bags adrift, tumbling and pitching about their feet and legs, and all in perfect darkness. A part of the steerage bulkhead was afterwards knocked away, and they were released from their uncomfortable position below, only to assume a more uncomfortable one on deck. I will give an abstract of the log, for the minute particulars of the night's work. —————

From the log of the Enterprise June 1st. 43.

From 8 P. M. to midnight strong gales and cloudy weather — At 8:30 struck aback by a heavy gale from the S. E. — hauled down the storm staysail, furling the mainsail and hove too under single reefed fore-sail and furling mainsail. — Large and heavy cross sea, vessel very uneasy — At 10:30 the Gig got partly filled with water, which bent the stern davit down, cut her away — called all hands, cut away the steerage bulkhead to get the crew on deck — spliced the main-brace.³⁹

From midnight to 4 A. M. heavy gales, with frequent squalls and rain — At 1 the vessel labouring very heavily, appearing much pressed down forward, and making 6 inches water per hour — Hove overboard the two forward

³⁹ "spliced the main brace," gave the crew a ration of spirits. This was often done when the crew had been exposed to foul weather and had been under extreme exertion.

guns,⁴⁰ (long nine pounders) when the vessel appeared very much relieved, as she rose quickly, and made less water by one inch per hour — laying too under close reefed foresail heading up to S. S. W. off to W.

From 4 to 8 A. M. heavy gales with a very large cross sea — during the watch set a small portion of the mainsail to keep her more head to sea, which was making a complete breach over her — At 6 spliced the main-brace.

Shortly after the commencement of the hurricane, the water began pouring down the steerage hatch-way, in such quantities as to fill all the hammocks in the wake of the hatch, and completely flood the steerage. It was a necessary measure therefore, for the inmates of this part of the vessel to turn out, and weather the gale as best they could, one or two managed to stow themselves away upon lockers, out of the reach of the water — the remainder, myself among the number, were not so fortunate, being obliged to choose a berth below, among drifting campstools, crockery, cooking utensils, provisions etc., or to battle it out on deck; for my part I preferred the latter, and arraying myself as well as circumstances would admit, to offer defiance to the storm, I went on deck. Never before did I spend a night so uncomfortable — when I reached the deck the crew were in the act of cutting away the starbd. quarter boat, she having filled, and in danger of carrying away the davits; the boat was no great loss, as she was much too heavy and clumsy for our purposes.

The next order was to throw overboard the bow guns, this was rather a delicate business to perform, as the Schooner was rolling and pitching so heavily, that the least blunder in launching them would be likely to knock a hole in our bottom; but it was a critical moment, each time the schooner plunged, we expected to be the last, she would lie for a few moments, with her nose completely submerged, and apparently undecided whether to rise again or go down, but she would come up each time trembling like an aspen from stem to stern, as though overcome with her encounter with the enraged elements. It was plainly perceived that she was "too much down by the head," and as it was an utter impossibility to get the guns aft, the order was therefore given to launch them overboard, and this order was executed after much difficulty, and our beautiful little nine pounders went to the bottom of the ocean.

These two "long nines" were great favorites with our ships company, and their loss is considered by them an irremediable one; they were taken in the British ship "Cyane," when captured by Old Ironsides, and were stamped with the mark of †⁴¹ or "Kings own." The vessel was much easier after they were got rid of, rising light and bouyant, and making five inches water, instead of six as before.

⁴⁰ In time of emergency the heavy (and expensive) guns were thrown overboard. The fact that this had been done indicates that the *Enterprise* had been in real danger of sinking.

⁴¹ The broad arrow which had been used for centuries to indicate English crown property.

June 2d 1843

This morning the gale had considerably abated in its violence, and at Meridian had subsided into a stiff reefed top-sail breeze.

The sea continued very large and heavy however, during the whole of this day. The Schooner pitched and rolled so deeply all day, that it was impossible to do much towards clearing up the decks, and we were obliged to undergo the privation, or deprivation, whichever it may be called, of our days allowance of "Beef and Duff," as it was found impossible to keep a fire in the galley to heat the coppers; in lieu thereof however, we had plenty of "*raw salt pork*," of which, with the addition of ship's "*hard tack*" we managed to make several hearty meals during the twenty-four hours.

Long before sundown, or rather, long before the sun should have gone down, had he been visible during the day, which I am constrained to say was not the case, the crew were given their hammocks; at the customary hour for evening quarters, the watch below, both officers and men, were snugly esconsed in their dreaming bags, and completely dead to this world, and all that's in it.

June 4th 1843

Our observations yesterday, warned us of our close proximity to the mouth of the La Plata, and as we were logging eight and nine knots per hour, look outs were stationed at the mast-heads all day and last night, to apprise us of the first appearance of land. Their efforts were unsuccessful however until Meridian of this day, when the cry of "Land Ho!" was heard from the mast-head, and a few hours after the Cape of St. Mary's was discovered from on deck, bearing per compass NW by W and distant about eight miles, being so low as not be visible any further off. From that time until sundown, the crew were employed in bending the cables, getting the anchors on the bows, and other customary preparations for entering port, while the "people aft"⁴² were busy overhauling their lists of acquaintances, arranging whom among them should be the first recipients of their devoirs, and whom they should *cut*, breaking out their dirty linnen, to be in readiness for the first visit of the washer-woman etc., etc.

We continued standing into and up the River, until about ten o'clock in the evening when, the wind hauling dead ahead, and the tide running so strong as to render it difficult to beat, all hands were summoned on deck to "bring ship to anchor" for the night, and we accordingly came too in fifteen fathoms water, with 60 fathoms on the starboard cable.

Furled sails, and the people were again sent below, to finish the "cork,"⁴³ from which they had been so unceremoniously called.

⁴² "people aft," the officers.

⁴³ "cork," nap. The expression "corking off" is still used.

RIO DE LA PLATA

June 5th 1843

At daylight this morning, the Island of "Lobos" was discovered bearing S. W. distant 9 miles. At 5 o'clock all hands were called, and we hove up our anchor, making all sail, with the wind nearly abeam, on the starboard tack. At 8 o'clock "Lobos" bore S. W. $\frac{1}{2}$ S, distant only 3 miles, the high-land[s] of Maldonado were also in full view at this time bearing W by N distant about 7 miles.

We continued backing and filling about "Lobos" with a light head wind, until 10 A. M., when, not gaining anything on our way, came too again nearly abreast of, and to the southd. of, the Island.

June 6th 1843

We broke ground again this morning about 4, got underweigh and commenced beating up for Maldonado, with the intention of remaining in that harbour until the wind hauled round fair, after making several tacks, it was found impossible to weather the Island of "Gathries," at the mouth of the harbour, and we soon after came to anchor again, between "Lobos" and the main land.

During the afternoon spoke the Brig "Sarah Haviland," of Glasgow, bound up to Monte Video; She had been standing off and across the harbour of Maldonado all day, in the expectation of receiving a pilot from thence to take her up the river; as those gentry seldom, if ever, come below the mount, we advised her to come too, and follow us up when the wind hauled, she accordingly came to close under our lee.

June 7th 1843

The wind shifted last night, and we got underweigh again, and stood up the River; the "Sarah Haviland" in company astern, she was unwilling or unable to keep up with us, although we burnt several rockets and blue lights to advise her of our whereabouts during the night; but we lost sight of her in a few hours after getting underweigh, and saw no more of her afterwards.

At 6 A. M. we passed the light on "Flores" Island, and at daylight discovered the mount, and shipping in the harbour of Monte Video; commenced our preparations for entering port; by drawing the shot⁴⁴ from the guns, unreeving studding-sail gear etc., etc.

About 8 o'clock we passed point Bravo, and came in full view of the town, and the shipping in the inner harbour; made our number to the "John Adams."

During the morning we came too, in the inner harbour, near the "John Adams," and furled sails.

Everything in and about the city and harbour, bears the same appearance as when we left this place some two months since. Oribe, with a large

⁴⁴ "the shot," or ball, was taken from the guns when entering a friendly port to prevent the possibility of an accidental discharge into the town or city.

force is still encamped outside the city, his head quarters being within one league of the gates of the town; he does not appear to have distressed it greatly, as there are vessels continually plying between this and Maldonado, furnishing the inhabitants with a constant supply of fresh beef etc., while other vessels bring bread, flour, salt provisions, etc., from the United States and Europe. The foreigners not acknowledging the blockade declared by Admiral Brown in behalf of Governor Rosas.

OFF MONTE VIDEO

June 9th 1843

We hove up our anchor again yesterday, and shifted our berth further in shore, we now lay within one cables length of the mole.

Captain Manning has applied to Captain Conover, as senior officer present, for another survey on the Schooner, in consequence of the injuries received on the passage down. Midshipman Alex. J. Dallas⁴⁵ from the "John Adams" reported for duty on board this vessel.

June 10th 1843

The survey ordered by Captain Conover, composed of Lieuts. Moore⁴⁶ and Yard⁴⁷ and Carpenter Barnicoat,⁴⁸ all of the "Adams," held their survey on the vessel this morning, and ordered her to be re-caulked throughout, and otherwise repaired. The crew employed scraping the masts, and picking oakum.⁴⁹ The officers off duty, enjoying themselves as well as may be on shore.

June 13th 1843

We have had a gang of about twenty caulkers, from shore, at work on board for the last two days, their charges are three dollars each, per day, and their rations; as they calculate to remain on board about two weeks, it will consume a round sum to pay their bill.

H. B. M. Corvette "Daphne" got underweigh this morning, and stood up the River.

A Buenos Ayrien Brig of War stood past the harbour during the afternoon, bound down the river.

⁴⁵ Alexander J. Dallas, Jr., Midshipman, 25 January, 1840; Passed Midshipman, 11 July, 1846; resigned, 28 September, 1847.

⁴⁶ Henry Moor, Midshipman, 1 March, 1825; Passed Midshipman, 4 June, 1831; Lieutenant, 22 December, 1835; killed by the explosion of a boiler, 21 March, 1853.

⁴⁷ Edward M. Yard, Midshipman, 1 November, 1827; Passed Midshipman, 10 June, 1833; Lieutenant, 28 February, 1838; Commander, 14 September, 1855; Retired List, 18 January, 1862; resigned, 3 May, 1866.

⁴⁸ Edward W. Barincote, Carpenter, 17 December, 1841; Retired List, 16 November, 1872; died, 12 December, 1882.

⁴⁹ "oakum" was the loose hemp fiber used in caulking. Picking oakum consisted of pulling apart old rope for the fiber in it.

June 17th 1843

Nothing remarkable has occurred, either on shore or on ship-board during the past three or four days. The caulkers are still hard at work on board, and the crew have been employed in overhauling and rattling down rigging. William Gibbs Seaman, gave himself up on board this vessel, as a deserter from the U. S. Frigate "Columbia," when here some two months since. Unshipped the rudder and towed it on shore to be repaired.

June 19th 1843

Being Sunday, the crew were mustered, the articles of war read, and a number of petty officers allowed to go on shore on liberty.

The American Barque "Madonna" Capt. Wise, arrived from St. Catharines. During the afternoon the water-tank came alongside and supplied us with two thousand gallons water — shipped George W. Rathbone (Sea) and Willm. Pointer (O. Sea), the former being one of three men discharged at this place, sometime since, in consequence of the expiration of their respective terms of service. We shipped one of these men while at Buenos Ayres in March last, and here we have the second, both of them having squandered the fruits of three years labour and toil in as many months.

The third worthy has been pressed, or voluntarily entered, the gun boat service of Buenos Ayres, having been picked up drunk in the streets, the first night after entering that place.

June 23d 1843

The weather has been cold, bleak and uncomfortable, not unlike in many respects, the weather in the Northern United States during the months of March and April, except that in the latter, is generally interspersed a few pleasant days, while here such a thing is almost unknown at this season of the year.

The caulkers from shore have worked as often as the weather permitted, and their labours are now nearly at an end, the vessel being completely re-caulked outside, and the decks nearly so.

The parties on shore have had several skirmishes lately, generally early in the evening, but they have not amounted to much. The majority of the French residents of Monte Video, (about two thirds of the whole population, by the bye) known as Basques, have recently taken up arms in defense of the city, and formed themselves into a number of regiments, after the manner of our volunteer uniform militia in the United States.

They have adopted the title of "the French Legion," and proffered their services to General Paz, who is vice president of the Republic, commanding the forces within the city during the absence of Rivera, but with the understanding that they should not leave the city on any account, but hold themselves in readiness to defend the town against invasion. Notwithstanding

this arrangement, they have several times sallied out voluntarily, and engaged parties of the enemy, and have invariably come off victorious.

MONTE VIDEO

It is confidently anticipated by the inhabitants generally, that Oribe will soon be obliged to raise the siege, and retire with his army to the Argentine provinces, as his supplies of provisions is becoming everyday more precarious, and uncertain.

While the state of things in this vicinity are to say the least, discouraging.

There has been several transactions of an inhumanly barbarous character, carried on by both parties lately. Among these, was the case of a colored man, who was arrested by a foraging party from Oribe's camp, burnt at a stake, and afterwards horribly mangled. He was found by another party from inside, brought into the city, and exhibited in a public square, as a specimen of Argentine barbarity.

Another was, the murder of a very respectable elderly gentleman, living a short distance from the city, the forcible violation, and subsequent murder of his wife, two daughters, and young son, together with the utter demolition of his dwelling and furniture. The minute particulars of this outrage would not become these pages, so I abstain from giving them. Suffice it to say, the sole cause of this bloody deed was, that a son of the old gentleman had entered the service of the opposition.

During the afternoon of this day, a boat was sent from this vessel to the assistance of the American Barque "Hobart" ashore abreast of Rat Island.

Our consort the "John Adams" left the harbour, and stood down the River, bound to Rio de Janeiro, leaving us sole representative of the stripes and stars in the La Plata.

OFF MONTE VIDEO

June 26th 1843

We had a remarkable heavy gale from the Southd. and Westd. this day and night. A Spanish Barque anchored ahead of us, got adrift from her moorings, and came foul of us, we sent a number of men on board of her, who succeeded in warping her well clear of us, we let go our starbd. anchor, and veered on the larbd. chain, after which we rode it in fine style.

A small schooner, or more properly, a Felucca, which had been moored astern of us some two or three days, went down during the night, and two of the four persons on board were drowned; another Schooner in-shore of us, capsized and drifted among the small boats moored off the mole, staving some, sinking others and setting a great many of them adrift, on a voyage of discovery up the harbour.

In addition to these disasters, was several among the large shipping, at the custom house anchorage, carrying away masts, bowsprits, dragging anchors, parting chains, drifting foul of each other etc., etc.

June 27th 1843

There is an old proverb extant, "that it's an ill wind that blows nobody good," which was fully verified, in the gale of yesterday and last night.

The American Barque "Hobart" which had been on shore in the upper part of the harbour, for some weeks, so long in fact, that but faint hopes were entertained by the parties concerned, of ever getting her afloat, made signals this morning for assistance from this vessel, to aid in heaving her off, as the tide was higher in the harbour than it had been for weeks.

We sent our launch on board accordingly, and they succeeded in heaving her off.

June 29th 1843

At 8 A. M. hoisted the British Ensign at the fore, in company with the other National vessels in the Harbour, and at Meridian we made our little battery heard, even among those of the larger and heavier vessels surrounding us, in honour of the coronation of Queen Victoria of Great Britain.

During the day the caulkers finished caulking the vessel (for which the Lord be praised) and went on shore for a full due. The crew have also finished setting up, rattling, and tarring down rigging, and have painted the vessel anew outside, so that she now looks as neat and as clean as a new pin, or a fine lady.

The weather, for the last few days has been cool, clear and pleasant, cold enough to render a Pea Jacket necessary at night, but warm enough during the day to allow one to dispense with it.

July 1st 1843

The American Barque "Olinda" 72 days from Salem, Mass., arrived in the harbour, she supplied us with papers up to the date of her sailing, but we received later news from the states, nearly a month ago, so they were not exceedingly interesting; though we are none the less obliged to her gentlemanly commander, for his kindness in supplying us with the *best* he possessed.

We had another tolerable heavy blow last night, let go an extra anchor, and gave her 20 fathoms extra chain. It did no damage in the harbour of any consequence.

July 3d 1843

Our Schooner is in a complete hubub today, in consequence of the breaking out, on board, of that most detestable pestilence, the Small Pox.

This disease is at all times and in all places, considered as one of the worst afflictions that providence can entail on man. Often have I seen, in a large and crowded city, one isolated instance of this disease, cause the dispersion in every direction, of some hundreds of the inhabitants in the neighborhood of its occurrence. What then, must be the feelings of a body of persons, con-

fined within the limits of a ship, upon the sudden appearance among them of such a frightful and unwelcome visiter, there is no retreat for them, but they must "beard the Lion in his den," and defy the monster with what will they can.

During last night, one of our best men reported himself to the surgeon, his body being covered with small fistules, which, he said, were very painful. Nothing more was heard of this case until nine o'clock this morning, when he again presented himself before the doctor, with his face and hands also covered with the fistules, and shortly after two others reported themselves with nearly the same symptoms, upon a closer examination, the doctor decided that the first was a case of malignant small pox, and the latter of varioloid. So soon as this was made known, the vessel was thoroughly fumigated, fresh water let into the hold and afterwards pumped out, berth deck and holds scrubbed and white-washed, etc., etc. During the afternoon the first case was sent on shore to the Hospital, permission having been obtained from the authorities to that effect.

It is supposed the disease was introduced from the Spanish Barque, which came foul of us some days since.

July 4th 1843

"We hail Columbia's natal day,
And see its glories shine
To light the votive gifts we lay
At freedom's holy shrine!
This hallowed day our fathers gave
The shout of "Liberty"!
And by their spirits and the glave,
Avowed their country free!
They fearless then, the battle braved,
And stood the haughty foe,
Where light and high their banner waved,
They laid oppression low —"

The sixty seventh anniversary of the Declaration of American Independence, and one, of the two national holidays, observed on board our vessels of war. At sunrise the American ensign was hoisted at our fore and main-mast heads, and at the gaff. At 8 bells, all the foreign vessels of war in the harbour displayed the "Star spangled Banner" at their fore-mast heads, and at Meridian, every National vessel in the harbour, without one single exception, and even the Forts on shore, who had borrowed flags of us in the morning, to hoist upon the occasion, saluted with 21 guns, the ever glorious birthday of liberty and independence.

Immediately after saluting "All hands spliced the main-brace," and a number of them were permitted to visit the *Beach*, to enjoy themselves during the afternoon and evening.

John M. Ryburn apprentice, deserted while on liberty.

July 6th 1843

A perfect succession of light airs from the Northd. for the last three or four days, with clear and cold weather; the small pox continues on board, but the unfortunate victims do not increase very rapidly in numbers, and the latter cases have been of so mild a character, that they have been kept on board in preference to sending them to the hospital on shore.

The man who was sent to the hospital some days since, is rapidly recovering, the disease having assumed a milder form, than was anticipated when it first made its appearance.

Affairs on shore remain in the same state as usual, Oribe's foraging parties making frequent incursions among the neighboring "Baraccas" and "Saladeros," and causing confusion and distress, among the unoffending inhabitants, in whatever part of the country they make their appearance. Not unfrequently does it occur, that men, women and children are put to the sword, or inhumanly butchered by these miscreants, and their habitations razed to the ground, without the slightest cause or provocation. In such proceedings, the Monte Videans themselves are not at all backward, any person, against whom the slightest suspicion rests, of being inimical to the present administration, is arrested, confined, and shot like a dog in the public plaza or square.

During the afternoon of this day the American Schooner, "Saratoga" arrived from Buenos Ayres, and sailed again for Salem Mass.

Number of sick 10 or 1/5 crew.

July 8th 1843

Clear, cold, and pleasant weather. At 8 A.M. the Portuguese vessels of war in the Harbour hoisted their national flag at the fore; at Meridian *all* the national vessels in port hoisted the Portuguese ensign, and saluted with 17 guns, ourselves among the number of course.

In firing this salute, our wads being rather heavy, went on board the French Schooner of War "Eclair," laying close alongside of us, and caused quite a disturbance on board that vessel. After the firing had discontinued, her Commander sent on board, and politely requested us to depress or elevate our guns in future, so that the wads might go over, or strike before reaching his vessel.

July 9th 1843

At daylight this morning, the Monte Videans were banging away with the guns mounted on the forts, which we soon afterwards learned was in honour of the Anniversary of the Declaration of Independence of the United Provinces of La Plata.

At Meridian all the National vessels in the harbour saluted with 17 guns, the Monte Videan Flag at the fore. At sundown there was some dozen

or more salutes fired in the town, and from the Forts in and about the Harbour.

During the evening the town was brilliantly illuminated, and a ball was given by the inhabitants, at which a portion of our officers, myself among the number attended, it was such a sorry affair, that I must deny myself the pleasure of describing it.

July 10th 1843

Our friends, the Brazileros, appear to [be] determined to cause a rapid consumption of our limited supply of gunpowder;

At daylight they hoisted their colors, and commenced firing in honor of some unknown saint. As it would be considered wanting in proper respect, for a foreign vessel of war, to refuse to salute with them, all hands hoisted the flag, and saluted at Meridian with 17 guns. It has been said, and there is more truth than poetry in the application, that the Brazilians have "three hundred and sixty four holidays in the year, and the remaining one day is a *Sunday*."

Received a new boat on board to replace the one lost in the gale, coming from Rio to this place.

July 12th 1843

H. B. M. Steamer of War "Gorgon," arrived from Rio de Janeiro, and anchored in the Harbour. She brought us a quantity of letters and papers of a late date, for which they have our thanks.

A French Brig of War, the "Petite" arrived from Bordeaux, and anchored in the Harbour. This vessel is fresh from the stocks, having been built expressly for service in this River, her draught of water, when completely equipped for service, not exceeding eight feet.

A Portuguese Brig of War got underweigh and stood up the River.

July 13th 1843

Cold, wet and disagreeable weather, with frequent heavy squalls during the day, and a perfect deluge of rain, An American Barque arrived from Valparaiso, and anchored.

Our first Lieut. and Carpenter surveyed the American Barque "Hobart," and found her uninjured by her late cruise on the rocks in this harbour.

A French Man-of-War Brig saluted with 17 guns, the Monte Videan Flag at the fore, which was returned gun for gun by the Fort on shore.

During the evening another American Barque, the "Cuba" arrived from Rio de Janeiro — bringing letters and papers ten days later from the U. States.

July 17th 1843

Nothing worthy of notice has transpired, either on board ship or on shore, during the past three or four days. Several American vessels have arrived,

and some have sailed, from and for different parts of the world. Our men have been exercised at the great guns, small arms, general quarters, and at the sails.

The weather has been variable, one day cold and disagreeable, the next warm and pleasant. I have been on shore frequently, learned the principles of the game of "Spanish Monte," played numerous games at billiards and have had one grand "blow out" at the "Steam-boat" in company with my friend and messmate Sandy Dallas, which constitutes the sum total of the occurrences at all worthy of note, for the period above mentioned.

July 18th 1843

This afternoon Mr. R. S. Hamilton Consul of the U. S. for the port of Monte Video visited this vessel, in company with several American merchants residents here, we saluted the Consul, upon his coming on board, with 7 guns; The company partook of the hospitality of the Captain, and inspected the vessel in every part. At 3 P.M. the Consul left, and was again saluted with the same number of guns as before.

July 19th 1843

"The cry is, still they come" — This day being still another holyday with our friends the Brazilians, we as in duty bound, hoisted their ensign at the fore at 8 A.M. About 9 A.M. the Monte Videans found out by some means as yet unaccounted for, that it was a holiday with them also; they hoisted their colours accordingly and commenced saluting from the different forts. As they had gone so far as to send to us on the 4th inst., to borrow an American Ensign to hoist at the fort, and saluted with 21 guns upon that occasion; we could do no less than return the compliment, the Monte Videan Flag was therefore run up at the main, and the little Schooner looked quite gaily dressed, with a large and splended Brazilian Ensign at the fore, a Monte Videan banner at the main, and an immense "Yankee" Stars and Stripes at the peak.⁵⁰

At Meridian we first saluted the Brazilian Flag with 21 guns, dipping the M. Videan during the salute, we then saluted the Monte Videan flag with the same number of guns, and dipped the Brazilian, as before.

July 21st 1843

During the past two days, our Schooner has been comparatively quiet. A boat went yesterday, about ten miles up a very shallow and intricate River, or more properly speaking, a creek, which runs some twenty miles or more into the interior, rising among the sand hills, twisting itself in every possible direction, and emptying into this Harbour.

In consequence of the exhorbitant price of all and every article of food on shore here, the speculators charging from 25 to 30 cents per pound for

⁵⁰ "peak," the outer end of the gaff, on the main mast in this case.

very poor beef, and other articles in proportion; our crew had been living altogether on salt provisions, since our arrival, which is without precedent in the history of the vessel.

A scheme was devised sometime since to obviate this difficulty, in the following manner—A pass was first obtained from the authorities of Monte Video, permitting our boats to pass the fortified Island of "Rat," which is situated at the entrance of the above creek. Permission was then obtained by our Consul, from the besieging army, for our boats to procure supplies from the residents along the banks of the creek, which is in the immediate vicinity of their encampment. By these means we are at times supplied with a sufficiency of fresh beef, vegetables, eggs, milk, etc., etc. at a very trifling cost, a large full grown beeve costing but \$5.

Several American vessels arrived during the day, one, the Brig "Susan," from New York, but without a single letter or newspaper for us God forsaken cruisers.

July 22d 1843

We have been congratulating ourselves for some days past, upon the apparent extermination of our direful visitor, the small pox, but during this day, another of our crew presented himself to our Medical Officer, with his entire person completely covered with the fistules of this horrible disease, this man was immediately placed in the hospital on shore, and the vessel again thoroughly fumigated, to prevent the contagion from spreading.

This man had been vaccinated for the disease when quite young, but when the disease first made its appearance on board, he appeared very much frightened, refused to mess or sleep on the berth-deck, for some days after the first case became known, and even prevailed upon the Doctor to vaccinate him again, to render him less likely to contract the disease, the vaccine matter did not appear to take, but the incision made for the purpose of its introduction had not yet healed, when, lo and behold, he presented himself a victim of the detestable pestilence, in its most malignant shape.

We most sincerely hope and pray, that this case may be the last of the kind that will ever occur on board our little craft.

A Brazilian Brig of War arrived 14 days from Rio with despatches for the Brazilian Commodore, she filled away again and stood up the River, bound to Buenos Ayres. This vessel brought a letter bag for the Schooner, and I was so fortunate as to receive a letter and several newspapers, from my friends at home, which were not the less welcome from their being at the time entirely unexpected.

July 24th 1843

At 8 o'clock this morning, the Brazilian Ensign was again hoisted at our fore, and at Meridian we again went through the ceremony of firing 21 guns in company with the other men of war in the Harbour, in honor of some unknown Saint in the Brazilian calender. This saluting the Brazilian

Flag has become such a matter of course proceeding with us, that that ensign is continually kept bent on to the signal halyards, and a look-out continually kept on the Brazilian flagship.

The British Steamer of War "Gorgon" arrived from England, via Rio de Janeiro, and anchored in the Harbour.

Affairs on shore still continue in the same posture, each party apparently well satisfied that his opponent is gaining no advantage over him.

July 25th 1843

This being a National holiday with the Portuguese, their ensign was hoisted at our fore in the morning, and a salute of 21 guns fired at Meridian, in honour of this occasion.

During our short stay here, we have completely emptied our magazine, which contained a supply of powder when we arrived, calculated to last us three months. It is exhausted already, and we have again filled up, ready for another start with our friends the Braziliers, who should, by the bye, be obliged to furnish us with powder, as they are the principal cause of its inordinate expenditure.

July 29th 1843

This is the anniversary of the three days Revolution⁵¹ in France in the year 1830.

At 8 A. M. we hoisted the French ensign at the fore, and at Meridian, fired a salute of 21 guns in company with all the men of war in the harbour.

During the day the crew were exercised at reefing, hoisting, loosing and furling sails, at which they have become remarkably apt.

A brisk cannonade was kept up during all this day between the besieging army and a number of gun boats, which comprise the entire Naval force of the Banda Oriental, neither party obtained any decided advantage in this action, and at sundown the gun boats drew off and returned to the city.

A Guerilla⁵² also came off between the opposing parties in the vicinity of the Mount, the result of which is comprised in the burning of a number of houses along the beach at the foot of the Mount. We had a very clear view of the whole of this affair, and were considerably amused thereat.

The Monte Videans appear very confident of holding out, and, in consequence of Rivera's close proximity to his rear, expect in the course of a few weeks, that Oribe's army will become reduced, especially his cavalry, from the want of food. He is said to be considerably distressed already, and they are sending him clothing, arms, and ammunition in large quantities from Buenos Ayres.

The Monte Videans continue to receive plentiful supplies of fresh pro-

⁵¹ This revolution brought the "citizen king," Louis Philippe, to the throne.

⁵² "Guerilla" in this case is used in the literal sense, that is, "a little war."

visions from below, and vessels arrive daily from the U. States and Europe with supplies.

July 31s 1843

Being Sunday, and consequently no work going on. After the crew had been inspected at quarters, and mustered around the "Trunk," a number of the Petty Officers and Seamen, were permitted to go on shore to "stretch their legs a bit" until tomorrow morning.

At 8 A. M. the Portuguese ensign was hoisted at the fore, and at Meridian we again went through our daily exercise, of firing 21 guns, in company with the Portuguese Squadron, in commemoration of some unknown National holiday with that nation.

Being the last day of the month, the Reefers were all quite "flush" having in the morning drawn their month's pay from the Purser, they were all on shore in time for a dinner at the "Steamboat," with their hearts as light as cork, and their pockets as heavy as a pocket full of "shiners" could possibly make them. The latter however, was considerably lightened by the time they returned on board, which they did at 10 o'clock in the evening.

August 1s 1843

On the 4th July last a number of our crew were permitted to go on shore to spend the day, and upon that occasion, one of our apprentice boys gave us leg bail. It was at first supposed, as he was a sort of half witted boy, that he had strayed about the town until he had become lost, and we accordingly expected him to make his appearance on board so soon as he "found himself" again, days and weeks passed away without our hearing from or seeing him, and he was given up for gone, with a large "D" placed opposite his name, to denote that he was considered a deserter.

Yesterday, some of our men who were ashore on liberty, strayed during their round-about cruise to the "lines" outside the town, where, who should [they] meet at one of the gates, stationed as a sentinal, with musket in hand, but this same weak minded boy. He appeared very much rejoiced at the meeting, and expressed a strong desire to return on board. His story, which I have no doubt is strictly correct, was that he had wandered about the city for two days without knowing where he was, or in what direction to seek the mole, or the usual landing place.

In his rambles he chanced to stumble upon a notorious villian, an Englishman, commanding a detachment, in the service of Rivera, who immediately took the unfortunate youth, under his "*protection*" gave him a trifling sum of money, as an earnest of the contract, and then, declared him a legal and regularly enlisted soldier.

He was hurried out to the lines and placed upon duty the same evening, and has continued there, without being able to effect his release until today, when intelligence was furnished the Captain of his whereabouts, and a requisition accordingly made on the authorities for his delivery, on the

above grounds. They were obliged to recognise the requisition, and he was discharged, and sent on board, where he was the attraction of the day, being clad in his Gaucho dress, red petticoat and cap.

John I. Waters, an American Seaman, who had been entrapped in the same way, made his escape from the barracks, came on board this vessel and shipped.

August 3d 1843

This morning the British packet schooner "Viper" arrived from Rio de Janeiro, and anchored in the Harbour. The "Viper" brought us letters and papers eight days later from the United States. The "John Adams" was to sail in a few days after the Viper, for this place, it is supposed to relieve this vessel to return to Rio.

At 8 A. M. hoisted the Brazilian ensign at the fore, and at Meridian saluted it with 21 guns in company with all the men of war in the Harbour.

Loosed and furled sails — crossed T. Gal't. yard — received a tank of water and a boat load of wood and scraped the masts and booms during the day.

August 5th 1843

H. B. [M.] Steamboat "Ardent" arrived, 6 days from Rio, with despatches for the English Commodore. The "John Adams" sailed for this port the day before the "Ardent" left.

A Brazilian Corvette got underweigh and left the Harbour, bound up the River.

During the day we unmoored, hove up our anchor, and shifted our berth further out — came too with starboard anchor 10 fathoms cable out.

The parties on shore continue in the same situation precisely, as they have occupied for the last six months, they appear to have given up their favorite amusement of skirmishing, as we have not observed an action between the combatants for some time past.

August 7th 1843

We are anxiously waiting the arrival of the "John Adams," she having been some ten days on the passage. Every vessel entering the Harbour is closely scrutinised for be it known, the Adams is expected to bring orders for our return to Rio, and from thence it is confidently anticipated that we shall sail direct for the United States. Is it any wonder then, that the Officers and our crew are so extremely anxious for her arrival?

Yesterday being Sunday, a number of our men were allowed to take a run on shore, two of their number having misconducted themselves on the occasion, they were this morning brought to the "Gunner's daughter," to pay the forfeit for their misdeeds. Thos. Whiley Capt. Foretop received one dozen with the cats for smuggling liquor off with him, and Willm. Pointer ordy. Seaman received six, for insubordinate conduct.

August 9th 1843

About 10 A. M. this day, a large ship was discovered beating up the River, which from her general appearance was immediately pronounced to be a large Corvette, it was very apparent also, that she was painted black, whereas when the Adams left this place, she was painted with a black hull and heavy white streak thereon. She soon after hoisted an American ensign, and made her number, by which it was made very evident that was no other than our old friend the Adams, and no mistake. At 1 P. M. she came too in her usual berth, and we received a *plentiful* supply of letters and papers etc. per first boat. She brings intelligence of the arrival at Rio, of the outward bound East India Squadron, consisting of the "Brandywine"⁵³ Frigate and "St. Louis"⁵⁴ sloop of war, the whole under the command of Commodore Foxhall A. Parker,⁵⁵ who carries his broad pennant on board the former. Commodore Daniel Turner,⁵⁶ the future Commander in chief of the naval Forces of this station, came out as passenger in the "St. Louis," and hoisted his broad pennant on board the "Columbia" immediately upon his arrival.

The "Columbus" 74 was daily expected to arrive at Rio, when the "Adams" left with Commodore Morgan on board.

As we anticipated, she brings us orders from Commodore Turner, to return immediately to Rio. During the day we hove up our anchor, got underweigh, and shifted our berth to the outer roads, in order to be ready to proceed to sea at a moments warning, let the wind blow from what quarter it may.

August 11th 1843

We have been very busily employed yesterday and today preparing for sea, yesterday we got off a tank of water from ashore, and a plentiful supply of firewood from the John Adams.

We received also from shore, a quantity of provisions and stores, after which the launch was hoisted in-board and stowed for sea. The remainder of this day was spent in reeving running rigging, bending light sails, and making other minute, but very necessary arrangements for proceeding to sea as early as possible tomorrow morning.

During the night we experienced a heavy pampero, and were obliged to let go another anchor and veer too some forty or fifty fathoms of extra chain, to prevent the Schooner from dragging her anchors.

⁵³ *Brandywine*, frigate rated at 44 guns, carried 50; launched at the Washington Navy Yard in 1825; destroyed by fire at Norfolk, Va., in 1864.

⁵⁴ *St. Louis*, sloop-of-war rated at 18 guns, carried 20; launched at the Washington Navy Yard in 1828.

⁵⁵ Foxhall A. Parker, Midshipman, 1 January, 1808; Commander, 3 March, 1825; Captain, 3 March, 1835; Reserved List, 13 September, 1855; died 23 November, 1857.

⁵⁶ Daniel Turner, Midshipman, 1 January, 1808; Lieutenant, 12 March, 1813; Commander, 3 March, 1825; Captain, 3 March, 1835; died 4 February, 1850.

August 12th 1843

At daylight this morning, the gale of last night having subsided to a fresh breeze, all hands were called to get the vessel underweigh, as this is expected to be our last visit to this River, and that we were now to proceed on our way to the United States, all hands worked "with a will," so that a very short time only intervened, from the moment all hands were called, until we found ourselves lying at single anchor again, and a short scope of cable on that, ready to be tripped in a moment. At this stage of the proceedings, the "people" were "knocked off work," and breakfast piped.

At 9 A. M. all hands were called again, we hove up our anchor, got underweigh, and commenced working around the "John Adams" to receive a boat which had left that ship, and was pulling toward us. After she had come alongside and delivered her communication, we filled away, and stood down the river, with the wind directly after us, and all studding sails set. We passed "Flores" about 12 o'clock, and at 6 P. M. the Highlands of Maldonado were in sight on the larboard bow. At sunset, mustered the crew at quarters, and shotted the guns for sea service.

At midnight, when I turned in, we were booming along at the rate of nine knots, and had entirely lost sight of every appearance of land. This is decidedly the best run out of the River, that I have ever experienced, although we are far from fairly out of the mouth of the La Plata, yet it is so wide here that we have plenty of room, and may consider ourselves once more fairly "at Sea."

AT SEA

August 14th 1843

We are jogging along very slowly and quietly towards our destination, all hands in high glee at the prospect of returning home; and God knows, the officers and crew of this vessel, have sufficient cause to be elated at the anticipation of soon leaving the Coast of Brazil and River La Plata, for the homes of their youth, from which, some of our officers and a few of the crew, have now been absent upwards of four years, a very long period for one to look back, who has been, during that time, buffeted about on the fathomless ocean, or enjoying the scanty pleasures afforded a stranger in the Brazilian capital, with, perhaps a semi-annual visit to the Rio de La Plata, where, in spite of the attractions on shore, a person spends, to say the least of it, an uncomfortable time, for one is obliged to spend the major part of the time on board, and during the frequent heavy gales of wind here, to be confined within the narrow limits of so small a vessel, is scarcely preferable to purgatory.

But these things are now entirely forgotten for

"It is gently whispered round,
The little Schooner's homeward bound."—

And such is the elevation of the spirits of all hands on board, that even all the inconveniences, and hardships, experienced during the past three years, are now sunk in oblivion.

Made and reduced sail as occasion required, and showed our colours to an English Brig to leeward.

Latitude $34^{\circ} 18'$ S.
Longitude $50^{\circ} 20'$ W.

August 16th 1843

Fresh and fair breezes with pleasant weather, vessel going along at the rate of eight and nine knots.

Nothing worthy of note has transpired on board during the past two days, except our discovery yesterday, of a large shoal of humpback whales, who passed close under the stern; and our Boatswain, who is an old down-east fisherman, struck with the "grains," and brought on board porpoises and "barracutas," which latter formed no disagreeable addition to our table, after lying for more than two months in the harbour of a besieged, and comparatively speaking, blockaded city, where you are obliged to exert your most powerful means to procure a sufficiency of very poor, and extremely tough "Bull meat," which, independent of ship's provisions, is the sole article of food, we have been able to obtain during the past two months.

If twice the quantity of fish actually caught, could possibly have been procured for love or money, they would have been devoured with equal avidity and gusto, as were those "victims" whom the Boatswain succeeded in getting within his unmerciful grasp. As it was, even the flesh of the porpoises, which is not generally esteemed as an article of food, was hissing and frying about the galley a few moments after being hauled on board, and while the remainder of his body was yet quivering with life on deck. Such was the eagerness of all hands to obtain a portion of the spoils of the day.

Lat: $30^{\circ} 15'$ S
Long: $45^{\circ} 18'$ W

August 18th 1843

I have somewhere heard, or read, that

"Two things relieve the monotony
Of a full Atlantic trip,
Sometime you 'ship a sea'
And sometimes 'see a ship'."

The author of this pithy remark, whoever he may have been, must have been circumstanced precisely as we are at present. Yesterday we experienced a tolerable heavy gale of wind, and shipped not only one, but at least a dozen seas, some of which, by the bye, were tremendous heavy fellows. And today was discovered, overhauled, and showed our colours to, an American Barque — thus "seeing a ship" and "shipping a sea," or seas, is the only relief we have had to the dull monotony of the last two days.

We are edging our way slowly, but surely, to the Northard, making from five to eight knots, directly on our prescribed course. Our Captain, whose mind, at best of times, is not very powerful, appears now so completely overcome at the cheering prospect of returning home, that he is perfectly childish, actually dancing and skipping about the decks, like a boy in his teens, out of pure excess of delight.

As I have not before spoken at any length of our present Commander, who, it will be remembered, assumed command during our last visit to Rio de Janeiro, a word or two in regard to him may not be amiss here.

Thomas J. Manning is a native of the state of New Jersey; his father was for a number of years, a member of the Legislature of that state, and afterwards a Representative to Congress. It was through his influence that the subject of these remarks obtained an appointment as a Midshipman in the Navy, in which situation it is well known he conducted himself with distinguished ability and success. After faithfully and honorably serving the prescribed period of his "apprenticeship," (for what else is a Midshipman's service in that grade) he was examined, and passed as eligible to promotion to a higher grade, and he was, a short time afterwards, promoted to a Lieutenancy accordingly.

He had not enjoyed the honours and priveleges of his elevated rank but a short time, before he contracted a habit of dissipation, which rendered him incapable of performing the necessary duties of his grade on board ship, and he has consequently been kept, since that time, on leave, shore duty, or in receiving vessels. Through some powerful influence with the present Head of the Navy Department, who is no doubt unaware of his infirmity, he obtained the Command of the store ship "Erie," here he was threatened with "charges" of incompetency by his officers, and he managed by some means to shift himself to this vessel. I should have mentioned before, that the constant habit of drinking has completely unsettled his mind, and he is little better than a confirmed idiot. As a matter of course, he is a perfect nonentity on board, not the least attention being paid to his orders by the Senior Lieutenant; pitied, but not respected by officers or crew.

While lying off Monte Video he had an attack of the apoplexy, and the doctor has since refused to allow him any spirituous liquors whatever, and he is now worse, if possible, than ever.

August 20th 1843

Our observations of yesterday led us to expect to make the land this morning, a bright lookout was therefore kept from the mast-head all day, to notify us of the first appearance of terra firma.

It was not, however, until late in the afternoon, that the long drawn cry, of an old forecandleman, stationed as a lookout at the top gallant mast head, was heard, announcing the appearance of "la-a-and o-oh!" and to the question of the officer of the deck, "where away," the answer was "right ahead," proving the accuracy of our little chronometer.

Before the sun had disappeared below the horizon, the land loomed so high, as to be clearly perceptible to the naked eye of those who were anxiously upon the look, from on deck, and it was equally certain that the most prominent, of the high and mountainous cliffs then in full view, was the bold and lofty peak of the Island of "Rodondo," which is situated some twenty miles from, and in a straight line with, the entrance to the Harbour of Rio. We continued standing in for this Island, until some time after sunset, when we made the light on Raza Island, which had just then been lighted up, and we as a matter of course, shifted our bearings from the "Rodondo," to the "light" on "Raza."

About 10 P. M., the land breeze set in, and being directly ahead, or from the exact quarter which we were endeavoring to make, I hardly need say that it was anything but acceptable to us. We undertook to beat against it, and when I turned in at midnight, had so far succeeded as to be nearly up to Raza.

ARRIVAL AT RIO DE JANEIRO

August 21s 1843

All hands, being on the "qui vive" to obtain a view of the Harbour, came tumbling on deck so soon as it was light enough to distinguish the surrounding objects, and at sunrise I venture to say, there was not a single soul below the hatches, although the "watch in" had still some three hours to sleep. We had not made as rapid progress during the night, as I had anticipated, but we were nevertheless, nearly abreast of "Pay" and "May," and a light sea breeze was setting in. The Schooner was yesterday touched up with paint both inside and out. Masts and booms scraped and varnished, boats prepared for Harbour service etc., etc., and early this morning the dirty hammocks were tumbled out of the nettings, and their places filled with the clean, snow white "dreaming bags," scrubbed a few mornings since, for the occasion.

It was about 9 o'clock when we came flying up towards our destined haven; the only port upon the station, that I feel a delight upon reaching, and sincere regret at leaving, the only place in fact, wherein "we cruisers" feel ourselves "at home." At 10 A. M. we came up with Santa Cruz, and again passed through the oft described, and really magnificent strait which forms the inlet from the ocean into the expanded harbour of Rio de Janeiro. This pass is exceedingly striking, grand, and beautiful, although I have several times adverted to its singular, though sublime formation; yet, each successive time I enter the Harbour, the beauties of the entrance appear more striking.

It may be a mile wide, but seems like a creek only, in width, as it runs between the high bluff of the Sugarloaf, which rises more than one thousand feet on the left, with Fort Santa Cruz and high mountain side on the right. The sea breeze had set in fresh, and we stood boldly in, passing immedi-

ately beneath the ramparts of Fort Santa Cruz, answered the customary hail, and were permitted to pass into the Harbour.

HARBOUR OF RIO DE JANEIRO

Soon after we had got inside of the entrance, the sea breeze died away to almost a calm. We showed our number to the U. S. Line of Battleship "Columbus," Captain Benjn. F. Cooper, bearing the broad pennant of Commodore Danl. Turner, successor to Commo. Shubrick in the command of the squadron on this station — saluted the broad pennant with 13 guns, which was returned from the "Columbus" with 7.

Shortly after, a boat came down to us, from the flagship, but her occupants appeared at first, reluctant to come on board, having heard of our having being visited by the small pox, while in the La Plata, but having succeeded in allaying their fears on this head, the boat came alongside, and several officers jumped on board.

From them we obtained all the news stirring in this quarter, and I received some momentos from my friends in the Mediterranean, the "Columbus" having arrived but a short time since from that station, where she had cruised in company with, and failed to out sail, my old friend the "Noble Delaware 74."

The "Columbia" left this place a few days since, for another cruise to the Rio de La Plata, which I sincerely hope they will enjoy to their hearts content!

The East India squadron, consisting of the Frigate "Brandywine," and Corvette "St. Louis" Commander H. Cocke,⁵⁷ under the Command of Commodore Foxhall A. Parker, whose broad pendant is borne on the former vessel, had also sailed a few days for her destination, via Valpariaso, Callao etc. etc. Soon after the "Columbus" boat had taken her leave of us, a breeze sprung up, and we stood into our customary anchorage, passing close under the stern of the flagship, whose officers were assembled on the poop, surveying our movements with critic's eyes. The sun had reached its zenith as we let go our anchor once more, and we hope for the last time, in the harbour of Rio de Janeiro, having been absent therefrom just three months.

We found everything on shore in much the same situation as when we left. When we sailed, the citizens of Brazil had scarcely recovered from the excitement caused by the marriage of the Prince de Joinville to their favorite Princess Francesca, we found them in a greater excitement by far, preparing for the marriage of their "fat boy" of an Emperor, Don Pedro 2d himself, to the beautiful and accomplished Princess, Theresa Maria Josephine of Naples, who is expected to arrive at this place in a few days.

They are busily employed in erecting a number of triumphal arches over

⁵⁷ Harrison H. Cocke, Midshipman, 18 June, 1812; Lieutenant, 1 April, 1818; Commander, 3 March, 1839; Captain, 22 April, 1851; resigned, 22 April, 1861; Virginia Navy, commanding James River Defenses, Petersburg, Va., 1861.

the principal streets, through which the Royal cortege are to pass on their way from the landing place to the Imperial Palace, attached to which, is the Royal Chapel in which the marriage ceremony is to be performed, and which they are gorgeously decorating for the occasion.

A Brazilian Frigate has gone out to Naples, to convey hence the future Empress of all the Brazils. She is accompanied by several corvettes belonging to this government, and it is understood that several Neapolitan vessels of war are also to join the squadron, thus forming a really imposing escort.

These vessels are now daily expected to arrive here, hence the unwonted, and extraordinary activity of the Emperor's loyal subjects, in preparing for the occasion.

The only foreign Men-of-War we found lying here were, the British Corvette "Curacoa," Brig "Frolic," Brig "Penguin," and a Transport, bound to the East Indies with a load of troops. A Danish Brig of War the "Ornen," and a number of Brazilian vessels of different rates.

A boat had gone on shore immediately upon our "anchor's kissing the mud," and she returned on board a few minutes before sundown, with a full load of oranges, bananas, etc., which fruits are just in season, and exquisitely flavored; these were discussed until the bell tolled six, or 11 o'clock P. M., when we individually and collectively took to our "Bags" perfectly well pleased with ourselves, and the world.

August 22d 1843

This morning broke bright and clear, a real "Simon Pure" tropical sunrise, intimating very plainly, that we were once more in our "home."

At daylight the crew were set to work unreeving running gear, unbending sails etc., etc., after which the Schooner was well moored, in anticipation of a prolonged stay, which we hope will, at least, extend to a sufficient length to allow us to be present at the approaching flare up, that the daily expected arrival of the Princess will occasion.

The Commodore has already notified us that this vessel is to remain on this station, for a considerable length of time yet, and as there is no appeal from his fiat, it only remains for us to bear up against our misfortunes as best we may. As soon as this decision was made known, our "worthy" Commander lost no time in forwarding to the Commander in chief, an official request for a survey to be held upon his precious person, and it is confidently hoped by every person on board, that he will succeed in procuring permission thereby, to return to the United States, as a "Non Compis Mentis." He has, since he assumed command of this vessel, rendered himself perfectly ridiculous as a naval commander, and it will be a pure act of charity on the part of the surveying officers to order his return home, to his family and friends, out of whose sight he should never again trust himself.

During the day, an English Transport arrived from England, loaded with troops of the 61st Regiment, bound to the East Indias of course. H. B. M. Brig "Frolic" got underweigh and proceeded to sea, on a cruise along the Brazil coast, to intercept slavers, this vessel arrived here a few days before us, with a Portuguese Brig, having on board a cargo of 280 slaves. In capturing her the "Frolic" lost two of her men, who were shot by the Captain of the slaver, as they were attempting to board his vessel, and one of the crew of the "Frolic" thereupon run the aforesaid Captain through the body with a boat-hook, causing his death instantly. The slaves were deposited on board the "Crescent" guard vessel, and the "Frolic" started on another cruise;

Each of the three transport ships now lying in this harbour, have a splendid regimental band on board, and during the evening of this day we had any quantity of music around us, the bands on board the Columbus and the Brazilians joining in the concert. The several bands play national and opera airs, alternately. I can scarcely conceive anything more enlivening than the manner in which this thing is conducted. First commenced the Brazilians, at seven o'clock, playing their sublime national hymn, by a band consisting of some twenty different brass instruments. next came the band of the "Columbus" (a magnificent one by the bye, shipped in Genoa) playing of course, Hail Columbia — after this, the band on board one of the transports gave us God save the Queen, the next an opera air, and the third transport, on board of which is a portion of a scotch regiment, gave the company, a lively, old-fashioned Scotch Ballad air, thus they continued until a late hour in the evening, each band playing in regular rotation, and I never recollect having heard such a beautiful display of music, in my life. The moon shone out in all her splendour, and the weather was clear and delightful so that her rays, brightening the harbour with a soft and gentle light, rendered it a most enchanting sight to behold, and enhanced the effects of the music around us.

Our berth is in the midst of the fleet, so that we can see and hear, without either being seen or heard.

August 23 1843

Having received the necessary passports from the first Luff., and the indispensable plata⁵⁸ from our close and grasping commissary.

I set off this afternoon for a stroll about the streets to observe for myself the magnificent preparations said to be making, or already made for the reception of the future Empress. Having considerable experience of the necessity of being accompanied, in such cruises ashore, especially in this part of the world, I was not dolt enough to go poking about the streets, without a trusty companion at my side.

Not, allow me to say, through fear, but a more manly and less objec-

⁵⁸ "plata," silver, hence money.

tionable motive, did I mention to one of my messmates that such a cruise was in contemplation, and the moment I mentioned it, he determined to bear me company in spite of every obstacle, for he was equally anxious as myself to behold the wonders, and ferret out the secrets of the Capital of the Brazilian Empire.

It is some three months or thereabouts since we had taken a similar round turn; and how many wonders might have been brought to light during our protracted absence, which it was perfectly proper that we strangers, in search of, and wishing to make ourselves acquainted with the "signs of the times," should behold and study. We bounded from the boat that had brought us on shore, upon Terra Firma, at the usual naval landing place, and immediately proceeded to pay our respects to Madame and Monsieur Pharoax, and to solace ourselves with a bottle of the nectar — with which their splendid hotel is most plentifully supplied, and which cannot be equalled, for its brilliant, enlivening, and "heart opening" qualities in the whole city of Rio. Having bespoken a dinner at this house, to be ready at our return, we sallied forth to view the arches, which appear to be a principal cause of excitement.

The largest and most expensive one of these arches is situated on the "Rua Direita," at its junction with the "Ouvidor," it is not yet entirely finished, although nearly a hundred workmen have been engaged upon [it] during the past three weeks, and in all probability, will continue so for a week to come. It is some 20 feet in width, and its front extends completely across the Rua Direita, a distance of about one hundred and forty feet.

It forms a splendid arched Colonade over that street, and, when finished, will be a most magnificent piece of workmanship.

The second in size, is immediately fronting the Alfandega, or Custom House, it is neither as large, as gaudy, nor by any means as expensive a structure as the first, although it is a very creditable affair, it is finished, and ready for immediate use, there is a company or part of a company of the Royal or Imperial guards on post around this arch, and a person must overhaul his pockets for "dumps," before he can pass one of these "Guards."

The third one of these arches is situated at the junction of Rua San Pedro, and the Rua Quitanda, in the very heart of the city, and is, in my humble opinion, the prettiest and most appropriate among the whole of them, it is not as large as either of the others, but it is extremely chaste and simple, thus forming quite a contrast to the others, which are completely the reverse, gaudy and rich to a fault.

The latter was erected at the expense of the private citizens residing in the neighborhood of where it stands; while the others were erected and adorned at the expense of the "free and enlightened," many, i. e. the Government.

From examining these arches, we adjourned to the Imperial Chapel, a simple, unassuming white marble building, attached to the Palace, of which

it may be said to form a part, as the entrance to the chapel is from the interior of the Palace, as well as from the public square. This is where the marriage ceremony is to be performed, a few days hence; it [is] fitted up in magnificent style, and the affair, so far as the church itself is concerned, will no doubt go off very well indeed. Ah!

It was by this time, long past the hour agreed upon to refresh our inner man, and for my part, I was not sorry, when I became well seated before one of "old Pharoux" excellent dinners, a long string of dishes at my left, a bottle of excellent wine at my right elbow, and a friend, equally well provided for, staring me in the face, from the opposite corner of the mahogany — suffice it to say, that in a short time we had succeeded in clearing the table of one of the best dinners I ever ate in "old Pharoux," and washed it down with a moderate quantity of delicious *fluids*, and after having proceeded thus far, we concluded it was best to slope — which we soon after done, and retired to our respective bags on board the Schooner.

August 25th 1843

One would suppose here, that there was an extraordinary commotion among the European powers. This morning still another British transport ship arrived from England, with a load of troops, making the fourth of the kind in this Harbour, and each of them completely crowded with government troops. Towards evening our curiosity was somewhat excited by the appearance of another transport Barque, under French colours, coming into the Harbour, bound to the Marquesas Islands, where the French have already, several Men of War, and an infinite number of troops.

Preparations for the approaching marriage are rapidly progressing, the Churches are all splendidly decorated, and the principal triumphal arch is nearly completed, if the squadron does not arrive very shortly it will [not] be "on hand" for the occasion. The squadron are anxiously expected, every vessel heaving in sight off the Harbour, creates a great sensation on shore, until her character becomes known, when each man mutters a "Diablo" between his teeth, and returns to his legitimate business.

It is absolutely impossible for a stranger to get a single article of clothing made until after the marriage, I have several times endeavored to prevail upon as many different tailors to make up a few necessary articles of clothing for myself, but in vain, the answer invariably has been, "we have some five hundred coats, and twice that number of pants, vests etc., to prepare for the marriage levee and we cannot accommodate you, for love or money." This, it may be supposed, is rather provoking to us, who know not at what hour we may be ordered to "take up our beds, and walk," on a three month's cruise at sea; and the idea of going hence to Monte Video, for instance, a blockaded city, without the necessary clothing for such a cruise is absolutely provoking.

Sunday, August 27th 1843

As I anticipated and remarked a few days since, the Board of Surgeons, ordered to survey, and report upon the bodily health of our Lieutenant Commanding, condemned him at first-sight as totally unfit for use or service, and recommended his return to the United States without delay. His detachment from the command of this vessel is dated from today. At the usual hour this morning the crew were called aft to muster, when Lieut; Manning produced and read his orders to return home and afterwards, in a very *pithy, unique, and humerous* speech of *five minutes* duration, handed the vessel, for officers, and crew, over to the command of his successor, Lieut. James M. Watson,⁵⁹ late first Lieutenant of the flagship "Columbus."

It would be foolish in me to say that our late Commander's absence is lamented, after the remarks I have heretofore made concerning him; but I do say his situation is such as to entitle him to the pity at least of every person on board the vessel, and I do from my heart feel for him, and sincerely hope he may never again publicly display his inbecility, by venturing on board a sea-going vessel.

I do not know the character of our new commander, except through the reports of his late shipmates, which are, by the bye, very favorable—we shall see however, and judge for ourselves.

One of my messmates, and a very clever one too, Alex J. Dallas Jr. by name, and a Pennsylvanian by birth, having received orders to the flagship, took his departure from the Schooner, to report himself for duty on board the "Columbia" in accordance thereto.

The British Steamer of War "Cormorant" arrived in the Harbour during the day, from England, via Cape de Verde. The Brazilian, and Neapolitan squadrons, with the Princess, had left Madeira some days previous to the "Cormorant," so that we may now look for their arrival daily.

August 30th 1843

Several of our crew, whose terms of service have expired, were this day discharged and sent on board the Barque "Douglass," in which vessel they are to accompany commander Manning to the United States.

We have been filling up with wood, water, provisions etc., during the past few days, and are now in perfect readiness to sail at a moments warning.

The squadron has not as yet hove in sight, although their appearance is momentarily expected. Everything is proceeding in the usually, quiet train, among the vessels in the Harbour, and it is worthy of remark as something

⁵⁹ James M. Watson, Midshipman, 1 February, 1823; Passed Midshipman, 23 March, 1829; Lieutenant, 30 December, 1831; Reserved List, 13 September, 1855; Commander on Reserved List, 1 February, 1861; Commodore, Retired List, 4 April, 1867; died, 17 April, 1873.

unusual, that there has not been a salute fired in the Harbour for the last three days.

August 31s 1843

During this day, the Columbus and this vessel half masted their colours, and the former fired 17 minute guns to the memory of Hugh S. Legare,⁶⁰ (deceased) late Attorney General of the United States, and at the time of his death, acting Secretary of State.

An American ship arrived from New York, and I was made happy by the receipt of numberless most welcome epistles from my relatives and friends at home; they have my heartfelt thanks for their kind remembrance of an absentee.

September 2 1843

This being a holyday with the Brazilians, all the vessels of war in the Harbour hoisted the Brazilian Ensign at the fore, and at Meridian saluted it with 21 guns.

During the afternoon a Portuguese Sloop of War, the Don John 1st arrived from Monte Video, and anchored in the Harbour. She saluted the town with 21 guns, which was answered from Fort Villagagon with the same number. An American Barque arrived from Philadelphia, but brought no news — John Carter and Alfred Cilley, came on board and shipped as seamen.

The squadron with the princess has not yet arrived, and the excitement on shore increases daily, in consequence.

September 3d 1843

Hurrah! Crack and bang away, is the order of the day with all hands, for the vessel containing the precious person of the future Empress of Brazil, with a large squadron in company, has actually hove in sight at last. The telegraph on signal hill notified us during the morning, that there was a large fleet of Men of War coming in, but they could not for some time thereafter, distinguish their colours. At three o'clock or thereabouts the signal was run up, that this was the anxiously expected squadron and no mistake, as they had drawn in near enough to make out the Brazilian and Neapolitan Flags at the vessel's peaks. Such another excitement, as this discovery produced among the already frantic Brazilians, I do not believe was ever seen, or heard of.

All the old field pieces, carbines, muskets, and pistols, to be found in Rio de Janeiro, were collected together in Palace square, and made to belch forth their noisy welcome to the future Empress of their beloved Nation.

⁶⁰ Hugh S. Legare, born Charlestown, S. C., 1789. He died suddenly in Boston while there as a member of President Tyler's party attending the unveiling of the Bunker Hill monument.

It was about four o'clock in the afternoon when the sea breeze sprung up, and the squadron entered the Harbour under all sail. Their entree was the signal for a grand salute. Each and every vessel of War in the Harbour hoisted the Brazilian Ensign at the fore, and Neapolitan at the Main, and blazed away right and left for nearly half an hour. By the time they had all finished saluting, the squadron had come up, and anchored abreast of the village of Pria Grande on the north side of this extensive Harbour. The fleet is composed of a large 44 gun Frigate, bearing an Admiral's flag, being the flagship of the Brazilian squadron, and having on board the Princess, two Brazilian Corvettes — one large, and warlike looking, Neapolitan line of Battleship — and three Neapolitan Frigates. I must say that these vessels form the most imposing, as well as effective squadron I ever saw.

Their anchoring was the signal for another salute, and at it they went a second time, each vessel of war firing 21 guns. The Neapolitans and Brazilians joined in this sport as a matter of course. The concussion of air was so tremendous during, and shortly after this salute, as to actually cause a light shower of rain, although it was a perfectly clear, bright sunny day.

The vessels of the squadron had been at anchor some minutes, and we had concluded that the saluting etc. was done, for this day at least, when a gun from the Navy yard announced to the initiated, that the Emperor had embarked, and, as a matter of course, he was to pay a visit to his betrothed, for, what other reason could induce him to go about the Harbour at this time of day, nearly sunset. As I said before, this was more than we anticipated, for it was not supposed that so much majesty would deign to greet his intended bride, until the following day, if so soon, but there is no accounting for taste in such matters, "especially among Monarchs." Don Pedro is probably as frail as the rest of us poor mortals — he is no doubt anxious to have a peep at, and interview with, the future partner of all his joys and sorrows. And here he comes accordingly, in his splendid Barque, round "Cobras." The vessels of war are getting up their "life lines" to man yards as he passes them by.

The moment he entered the outer, or man of war Harbour, the Brazilian vessels blazed away, and cheered with yards, gaffs, and head booms manned. But the more civilized, as well as more sensible portion of the commanders, were not quite so enthusiastic, but waited very patiently his coming up to them, when each successively fired as the Emperor and retinue passed, cheering at the same time, with manned yards. The Emperor at last gained the Frigate containing the precious person of his intended, and another salute was thereupon fired all round. As it was now some time after sunset, the colours of the vessels of war were hauled down for the night, and Don Pedro left on board the Frigate.

About 9 o'clock, the British sloop-of-war took us by surprise, in firing another salute — it appears that they had been on the watch for the Emperor's departure for shore, and when they perceived his barge shove

off from the Frigate, and pull in for "Bota Fuego," they commenced a display of fireworks, a la de Joinville, to light him on his way. They commenced operations by firing a salute of 21 guns at the last gun, they commenced throwing up rockets from the deck, and burning blue lights on the mastheads, yard arms and head-booms. It was on the whole, quite a pretty display, and excited the admiration of every beholder. But it was, nevertheless a foolish outlay of materials, and what is termed a "thankless salute," as it was not returned. His Lordship of the "Curacoa" has my thanks for his trouble.

As the Commanders of the other vessels no doubt thought they had already wasted a sufficient quantity of powder during the day, they declined following the example of the "Curacoa."

The "Columbus" alone fired away upwards of forty barrels of prime American Powder, (worth seventy five barrels of Brazilian powder) during the day, and this is but the commencement of the jubilee. Midshipman Charles K. Graham⁶¹ from the "Columbus," reported for duty on board this vessel.

September 4th 1843

Early this morning the word was passed among the men of war, that the Princess and suite would disembark during the day, and the Emperor, in company with his sister, and their ministers and attendants, would be afloat to escort the Princess to the landing place. It was also understood that the marriage ceremony would take place immediately after she had landed, in the Palace Chapel. The foreign Officers were invited to witness this part of the performance, of course.

This was neither more nor less than informing the foreign National vessels, that they, the Brazilians, intended kicking up a bobbery all day, and, as they had so politely invited the officers to witness the solemnization of the nuptials, they expected the compliment returned by the expenditure of a few hundred barrels of powder in saluting.

At sunrise the Brazilian and Neapolitan vessels commenced operations for the day, by dressing ship and saluting. Their example was followed by the foreign vessels, so far as dressing ship was concerned, but they, one and all, declined firing a National salute of 21 guns, without some definite and cogent reason for so doing. According to etiquette in every Naval service, a salute fired before 8 A. M. or after sunset, amounts to nothing and is not returned by the flag saluted. As soon as the colours were run up, at 8 A. M. however, they commenced firing, each vessel furnishing her quota of 21 guns, in honour of this glorious occasion.

At this time the Harbour presented a very spirited and beautiful appearance from our little craft—she lying just far enough in shore, and out of the way, to give us a full view of the whole Harbour, and the lower

⁶¹ Charles K. Graham, Midshipman, 19 October, 1841; resigned, 3 May, 1848.

part of the town, including palace square, the Palace, Chapel, etc., etc., where the principal and most interesting portion of the ceremonies, was to be performed. The large Neapolitan and Brazilian squadrons, stretched along the northern side of the Harbour, from the point of Praya Grande, nearly up to Enchados Island, about a cables length apart, and each splendidly decorated with flags of every hue, from stem to stern, and from truck to kelson,⁶² the magnificent white and gold Neapolitan Flag, fairly glittering in the bright sunshine. In a line from "Villagagnon" to "Cobras," lay the American, British, Danish, and other vessels of war, each apparently endeavoring to bear off the palm, for the brilliancy, profusion, and tasteful disposition of their flags and banners. Even our little schooner came in for her share of the sport; and indeed I never before saw her so gaily dressed, nor look so remarkably well in her holiday costume. The principal object of attraction, and I suppose envy, by some, was the pretty little Portuguese Corvette "Don Juan 1st," and she bore off the "rag" for the splendour, and taste of her decorations.

The town was also decorated, not a single point, whereon a standard could be placed, was unoccupied. The signal hill was beautifully dressed from its base to its summit. The fortifications on "Cobras," and Villagagnon, the dwellings on "Enchados" and "Bueto Fuega" even the little rocky, usually unnoticed, Island of "Rat" displayed each, a variety of Flags and transparencies. The Merchant vessels in the inner harbour, were as gaily dressed as their national representatives further out, and not a few of them joined in the morning salute.⁶³

About every half hour, the Brazilian vessels fired a salute, the Admiral setting the example from the flagship.

and they were banging away continually, from every part of the town; for the first half hour, each salute put us on the "qui vive" for the appearance of the Emperor, but after that, the excitement somewhat subsided, and we awaited very patiently for the usual official salute from the Navy Yard, which was to be the signal of his embarkation.

It was about the hour of Meridian, when the sound of the salute from the Navy Yard proclaimed to us, that young Don Pedro had, at last, "taken to the water." And in the course of half an hour after, his magnificent Barge, containing himself and sister, accompanied by a much more splendid forty oared Barge, built at the Navy Yard here, expressly for the use of the Princess on this occasion, and followed by some twenty Barges containing the officers of the household, foreign Ambassadors, ministers, etc., besides some hundreds of Boats of every size, shape, and hue, crowded with the subjects of the Emperor, called plebians, who had adopted this mode of showing their attachment to their almost idolized "fat Boy" of an Emperor, and his betrothed, no less than to satisfy their curiosity to view the pageant.

⁶² "truck to ke[e]lson," the top of the mast to the bottom of the hold.

⁶³ Merchant ships still carried armament at this time.

Although, these Barges, Boats, Feluccas, etc., formed a continued procession of at least three miles in extent, and, as each Barge was painted and decorated in the most expensive, and gaudy style, and the boats gaily dressed with flags, it was a very enlivening one.

The splendid "Triumphal" Barge, intended for the use of the future Empress, was universally admired. She is, indeed an exquisite piece of workmanship. Her length is a trifle over 60 feet, beam 6 feet. Her stern-sheets, or more properly speaking, her cabin is the most perfect thing of the kind I ever saw — surpassing in elegance, even the Emperor's own Barge, and that surpasses in its turn the most expensive and luxuriously furnished Drawing Rooms on shore. She is not so gaudily painted as the Emperor's Barge, the Neapolitan white being beautifully blended with the Brazilian light green, and touched off with a delicate fawn color. The whole interspersed with various gold and gilded ornaments. The crew were dressed much after the fashion of the Emperor's Bargemen, the Brazilian coat of arms on their caps were dispensed with, and Neapolitan substituted. With one or two other such trifling alterations. As I said before, she was propelled by forty oars, and steered by a Neapolitan Post Captain, in full dress.

The Emperor's coxswain on this occasion, was the one usually employed, Admiral Taylor of the Brazilian Navy, also in full dress.

The boats came close under our stern, on their way to the Frigate, and I had an excellent view of the whole party, Emperor, plebians, and all. Don Pedro looks thinner and more careworn than when I last saw him, but he is still in what is called "good condition." I suppose the anxiety consequent upon this affair has caused this alteration in his appearance.

Princess Paulina, the sister of Don Pedro, looks a little soured at her brothers and sisters thus "going off the hooks" by turns, and she not allowed to partake of the sport. It is understood here that her hand has frequently been solicited by members of the Royal families of Europe, but none of them as yet accepted. Until the Emperor Don Pedro has issue, she will not be permitted to form an alliance; as in case of his death without issue, she becomes Empress of all the Brazils, and must form an alliance according to her elevated position.

Whether this is really the case, or whether the true reason of her not accepting any of these offers was because "the face or figure did not suit," I leave those better acquainted with the details than myself, to determine. H. B. M. Corvette "Curacoa" lying furthest up the Harbour, was the first to open her battery in honour of the Emperor's arrival in man of war harbour; and who would believe it, the taunt little "Enterprise" was the second to belch forth her welcome from her deep mouthed 24 pounder carronades and it was caught up and echoed, by each vessel in her turn, until he reached the Frigate. On his gaining the Frigate's deck, the Brazilians and Neapolitans commenced firing, and kept it up until he left which was about half an hour after.

The same formalities were gone through as upon passage out, and the saluting was kept up for the remainder of the day, the vessels firing at intervals of half an hour or thereabouts, and the people on shore firing continually.

Being myself determined to see all the sport, I went on shore immediately the cortege passed us on its return, and saw the grand triumphal entry, and procession from the landing place at the Navy Yard, to the Imperial Palace. There were at least one thousand coaches in this procession, some private, and many public; each one crowded with the nobility and gentry of the land, with a "great sprinkling" of ladies among them. The Imperial carriages, for the accommodation of the Royal family, were the richest specimens of coaches I ever saw. There were three of them, all perfectly new, and, it is said, imported expressly for this grand occasion. They were most magnificently painted, gilded, decorated, and furnished with light *green* (Brazilian) and white (Neapolitan) silk and satin, trimmed with gold, each drawn by eight richly caparisoned horses, instead of mules, as is usually the case here, and a postilion to each pair, in the royal livery.

One of these state carriages cost the Imperial Coffers no less a sum than eight thousand milreis, or upwards of four thousand dollars; add to which the cost of importation (they were built in Europe) and touching up after its arrival, will make it cost the enormous sum of a fraction less than five thousand spanish dollars. The dress of the Nobles, Gentry, Ladies etc., were on the same scale of magnificence as their equipages.

Upon the arrival of the Emperor in front of the Palace, the Royal Imperial Guard, under arms in the square commenced firing, and continued it until sundown.

The Royal party entered the Palace, where they remained about an hour, and then took up their line of march to the Chapel, proceeding through the passage in the interior of the palace leading thereto. The Chapel was crowded almost to suffocation when they took their places before the altar, but I was so fortunate as to secure a standing place against a pillar near the grand altar; which allowed me a full view of the parties and proceedings, and at the same time prevented my being crowded to death by the assembled multitude.

The Emperor was, or at least appeared to be in very good spirits. He was plainly dressed in the uniform of a Colonel in the Army — green dress coat, pants of the same, with the usual appurtenances to a military dress, including an immense pair of gold epulettes. The only ornament of any kind he wore on the occasion, was a single military order composed of brilliants, on his left breast. The Princess was dressed remarkably plain, wearing a dress of white lace over white satin, with a single band of splendid large Brazilian Diamonds, to confine her jet black hair, which was parted in front, smoothed over her temples, and *gathered up* behind. A style of hair-dress called, if I mistake not, "a la Victoria." Altogether, the appearance of the Princess was rather prepossessing. She is plain, modest,

intelligent looking, and exceedingly healthy — although not what would be called a beautiful lady.

The Emperor was attended by the young Duke of Syracuse, brother of the Princess Maria Josephine, a handsome commanding looking young fellow of two or three and twenty, a Lieutenant in the Neapolitan Naval service, and at present attached to the Neapolitan Line of Battleship now in the Harbour.

He was neatly dressed in his appropriate naval uniform of blue, red, and white, with several stars, crosses etc., of different orders upon his breast. The future Empress was attended by the Princess Paulina, who was dressed after the same manner as the Bride, except that she wore more ornaments about her person, which in my humble opinion did not improve her otherwise beautiful appearance.

The hymenial knot was tied by the head of the Roman Church in the Brazils, but whether he was a Bishop or a Cardinal I do not know. However, he was a very young, but exceedingly grave looking personage, dressed in a black gown, with a large star of brilliants glittering on his breast. He performed the marriage ceremony in a very solemn and impressive manner; at least, I should suppose so from the movements, for owing to the unavoidable noise occasioned by such an immense concourse of persons, I could not hear a word of the service. The Emperor and Empress remained at the altar of the Chapel sometime after they had been united, during which time numerous ceremonies of the Catholic Church, the nature of which I did not understand, were performed, by nearly one hundred priests and boys. At the conclusion of this performance, the Royal couple arose, and retired through the same passage as they had entered, to the privacy of the Palace.

Here they remained until nearly sunset, when they again made their appearance in the square, entered their carriages, and proceeded through the Rua Direita and Rua San Pedro, on their way to their country palace at Bueto Fuego, attended by the same procession of carriages, military etc. as before.

In the evening the whole town was brilliantly illuminated, the Public buildings and churches displayed their thousands each of variegated lamps, the private dwellings and stores each furnished their quota of "light upon the subject," while the "arches" appeared like so many vast pyramids of fire. They were each illuminated by thousands of globular glass lamps, similar to those known as "Hall lamps" in the United States, and at each of the arches, as well as in every quarter of the city, were stationed splendid bands of music, belonging to the different ships of war in the harbour, the band of the "Columbus" among the number.

These arches drew immense crowds abroad to witness their almost magical appearance, and indeed they [are] well worth viewing. I never before this day had any conception of the immense population of the city of Rio, nor of the number of beautiful young ladies comprised in that population.

During the day, the windows of the dwellings in the streets through which the cortege passed were literally crammed with these beautiful damsels of Brazil, to welcome with their bright smiles, their future Empress. In the evening, the usually quiet streets of the city, were equally as crowded with these bright eyed beauties, as they had been during the day with the sterner sex. I have seldom before seen a truly beautiful girl in Rio Janeiro; but have now come to the conclusion, that there are more pretty girls in this good city, than in any other I have ever visited. I admire a brunette above any other complexion, and the Brazilians are noted for this one particular *style* of complexion. Were it not that the customs of society here, so rigorously excluded unmarried females from appearing in public, or even venturing beyond their own thresholds, I should be half inclined to "cast my lot" among them. But to my yarn — as I said before, the streets, and particularly those in the vicinity of the public buildings and "arches," were a perfect jam, the sidewalks and a greater part of the carriage-ways being occupied exclusively by these bright eyed daughters of Brazil, the lights on the arches and other places being completely eclipsed by their laughing bright black orbes and the music as completely drowned by their merry voices chattering away in Portuguese.

There was an unusually numerous assemblage of "Columbus's" and "Schooner's" on shore this evening, and not one escaped unscathed, each and every one of us had received a shot, and was forced to surrender, to as many of these southern beauties, who had caused the more havoc in our ranks, as they took us all so completely by surprise. However, we succeeded in reaching "Pharoux's," by some still unexplained miracle; for our strong hearts were subdued, and our clear heads bewildered, by the shots of our enemies, and not one among our number could account for our arrival at this, the port of our destination; where we were, for the time being "all right."

Here we discussed one of old Pharoux's most bountiful suppers, which we had scarcely succeeded in despatching, when a sleepy "reefer" broke in upon us, with "Boats at the stairs, gentlemen! Orders to wait only ten minutes!" and we accordingly separated, the cathedral clock tolling the hour of midnight as the order was given to "shove off" from the landing place. Thus ends the first day of the grand Jubilee, and I think we have quite sufficient of it.

The manner in which the "thing" was got up, and carried reflects great credit on the Brazilians; I must admit it exceeded my most sanguine anticipations.

September 5th 1843

This morning broke bright and clear, and the first appearance of old Sols beaming countenance denoted a bona fide tropical day, and sure enough the heat was so excessive during the day, that the pitch in our vessels deck fairly boiled out of the seams, wherever the sun's rays could

reach them through the interstices of the awnings. The vessels in the Harbour particularly the Brazilians and Neapolitans, as well as the people on shore, were unusually active in the morning, some clearing away the wrecks of their yesterday's "bout," and others preparing for another siege — while the Brazilero citizens were employed at both. At 8 A. M., the Brazilians and Neapolitans dressed ship, and at Meridian each of their vessels saluted with 21 guns. As this mode of proceeding is to be continued until the 18th inst., none of the foreign vessels followed their example as it would cause a very wasteful and totally unnecessary expenditure of powder — the above two nations being the only ones interested in, or at all benefitted by the "new union," can undoubtedly use their own discretion in regard to their expenditures; but the idea of us "disinterested individuals" consuming a barrel or two of powder each per day for nine days to come, and that without some good and sufficient reason, is preposterous. At least so reasoned our Yankee Commodore, and it appeared the other Commanders of vessels and squadrons, with the above exceptions, were of his opinion.

The town was as brilliantly illuminated this evening as the last, but I did not leave the vessel during the day or evening and cannot therefore give the faintest clue, as to what was said or done by or among the people in the streets — except that they kept up a continual firing during the day; and the illuminations in and about the city appeared to great advantage from on board ship. The Emperor and his better half are in seclusion at the San Christova Palace, but is said they are to hold a levee at the town palace on the 8th inst., when they will also attend the Theatre, exhibit themselves to their loving subjects from the Palace windows etc., etc. It will be a rich scene I have no doubt.

September 6th 1843

This morning H. B. M. Frigate "Fiscarde" arrived and anchored in the Harbour, during the day she saluted the authorities on shore, and the American Flag, the former with 21 guns, the latter with 13 guns. The Brazilians returned gun for gun from the Fort of "Villigagnon," and the Americans did the same from the flagship. During the afternoon, the "Columbus" hoisted the Brazilian Ensign at the fore, and saluted it with 13 guns, in honour of the Brazilian Admiral and Commander-in-Chief of the Naval forces of that Nation afloat, who was then on board, this salute was duly returned gun for gun from the Brazilian Admiral's flagship.

There was quite an excitement created in our little squadron this evening, by the appearance of an American Corvette off the Harbour. We supposed of course that it was the "Levant" as we had been for some time expecting her arrival, and were perfectly well aware that it could not be one of the Sloops of War attached to the Pacific squadron. We were therefore on the "qui vive," the moment after the signal was run up that she was off, for news from home. But judge of our surprise, when she came up by

“Santa Cruz” to hear the veteran quarter master, who was conning her with spy glass in hand, and who was well-acquainted with every timber in the frame of the “Levant” decided that this was not her.

Our excitement rose to such a height that a boat expedition began to be talked of, but just then the strange vessel broached too across the entrance of the Harbour, and showed us [her] number, which effectually decided the point, and relieved us from our quandary. She proved to be no other than the Corvette “St. Louis” Commander Cocke, one of the outward bound East India squadron.

The “St. Louis” left this place about twenty days since in company with the Brandywine for her destination, but having experienced a very heavy gale of wind off Cape St. Mary’s which caused her to leak badly, Commander Cocke did not deem it safe to make the passage round Cape Horn in her, but turned back and made the best of his way to this place to repair and refit. He is rather severely censured by the majority of the officers of this squadron, as well as those of his own ship, for thus delaying, for an indefinite period, his passage to the East Indies, without sufficient cause. His ship makes about 4 inches water, where our little Schooner has frequently made 5 without exciting any considerable alarm for her safety. But as he is “Captain of his own ship,” he undoubtedly has a perfect right to use his own judgement in matters for which he is solely responsible.

A large number of the “St. Louis’s” were on shore this evening to view the illuminations and expend the small amount of pay accumulated on the Pursers books, during their twenty days cruise. And a more gentlemanly set of junior officers I never saw collected in one ship. They were merry and jovial without being dissipated—fond of good living, though not intemperate—and fond of sport without being vicious or immoral in word or deed. I spent an exceedingly pleasant afternoon and evening in their company, viewing the grand illuminations, beautiful young ladies and other attractions of the town, and it was with much regret that I took my departure at 11 o’clock when the usual “Boats at the stairs, Sir” forced me off.

September 7th 1843

The people on shore, and especially the artizans of every kind, are unusually busy preparing for the reception of the Emperor and his newly wedded wife tomorrow, when, as I have already informed the reader, they are to parade through the city in an open carriage, hold a levee, *exhibit* themselves from the Palace windows to the populace who will assemble in the square below—review the troops—inspect the cadets and aspirantes at the military and naval schools—visit the theatre etc., etc.

The public buildings and arches are to be decorated with evergreens and artificial flowers. The streets through which they are to pass are now being strewn with the leaves of orange trees, which really cause this actually

filthy city, to emit something like an endurable flavor. I say the city of Rio, or the greater part of the city, comprising all the business streets is absolutely and indisputably filthy.

It was no later than this very morning that in passing through the Rua do Alfandego, one of the principal streets for business in the city, my attention was drawn to a Negro slave in the last stage of a foul disease, lying in the middle of the street, rending the air with his piercing, heart rending groans, and not one of the multitude continually passing the spot, deemed his case worthy of a single remark or a passing notice. Even his fellow slaves, who were lounging about in the vicinity, refused to approach him.

I left him in this state, and a short time after in repassing the spot, I found that death had put an end to his sufferings. Although his naked body still lay fully exposed to the view of the passers by, in the same spot.

September 8th 1843

According to previous arrangements, about noon this day the Emperor his newly wedded wife and his sister paraded through the City with great ceremony. They were accompanied, as a matter of course, by all the dignitaries of the Imperial Government, in the grand state carriages, and were followed by an immense concourse of citizens and strangers in carriages, on horseback and on foot, the whole cortege being escorted by the various regiments of Imperial soldiers quartered in the city and its vicinity. Of the latter, I should suppose there were some fifteen thousand or more, the majority of them being free persons of colour whom the government have adopted, and educated for the army, they are a remarkably orderly and cleanly body of men and I should not be surprised if they made excellent troops for the field provided they had the advantage of valiant and experienced officers, which, however, is not the case. The cortege passed through the principal streets on their way from the palace at St. Christova to the city Palace, at which latter place they arrived about two o'clock.

They held a levee immediately after, at which Commodore Turner and suite attended, and were duly presented to their Majesties by Mr. Hunter the American Minister. As no one was allowed to witness this ceremony, except the above officers, I am, of course, too ignorant to give the details of the ceremony of a court presentation. At 4 P. M. the Royal party made their appearance in one of the balconies of the Palace, and from thence reviewed the troops, with which, and spectators, the immense square fronting and surrounding the Palace, was densely crowded, the Infantry went through a great variety of manoeuvres, after which the artillery and cavalry were exercised. The whole ended in a grand feu de joi, artillery, infantry and even the mounted cavalry joining in this part of the performance.

At the conclusion of the review, and as the Royal party were about to retire within the palace, the whole assemblage of soldiers and citizens, broke out in a tremendous "Vive La Emperor," which the Emperor graciously returned by bowing slightly his royal head, ears and all, and retired before the cheering could be repeated.

In the evening they rode, on their way to the Theatre, through the arches, which were illuminated more brilliantly than ever on this occasion. The majority of the better classes of the inhabitants attended the Theatre this evening, and the streets in consequence, were not so densely crowded as usual. At the conclusion of the first part of the evening's performances, the Royal party quietly left the theatre, and returned to the St. Christovan Palace.

During the day a Brazilian Corvette and British packet Schooner Viper arrived from the La Plata; everything there remains in statu quo, "Oribe" is still besieging the town of Monte Video, and provisions at that place, are daily decreasing in quantity, and increasing in price, the President Don Fructuose Rivera, is marching towards the city, with an army of "Gauchos" collected in the interior, a general action is anticipated when the armies meet.

At 3 P. M. the "Columbus" hoisted the French and Spanish Flags, and saluted each with 21 guns.

September 10th 1843

This morning the Neapolitan prince amused himself by pulling round the Harbour, in his new Barge, and visiting the different Men-of-War. He first of all visited the "Columbus," and remained on board of her nearly one hour, upon his leaving, the flagship hoisted the Neapolitan flag at the fore, manned yards, and fired a salute of 21 guns, of course the "St. Louis" and this schooner followed her example. The Prince next visited the English, Danish, and Brazilian vessels in turn and received the same civilities from each, as from the "Columbus." These salutes were duly returned gun for gun from the Neapolitan Flagship "Le Hercules." In the afternoon (a curious time for visiting, by the bye) the Brazilian Admiral also paid his respects to Commodore Turner, upon leaving he was saluted with 13 guns which was returned with the same number from the Brazileros flagship "La Fragata Januari."

Everything is as usual on shore, except that the excitement caused by the recent marriage is very evidently on the decline. All the inhabitants have viewed the illuminations and they are consequently becoming staler and tamer each succeeding night. The streets, which have been crowded to excess every evening for the past week or ten days, seem absolutely deserted now, and a great many of the private dwellings have already "doused" their respective quota's to the general glim — strangers who came in from the surrounding country to participate in the jubilee, are leaving the city daily for their homes.

September 12th 1843

This is another field day, or as "Jack" terms it "A rope-yarn Sunday." At 8 A. M. all the vessels of war in the Harbour hoisted the Brazilian Ensign at the fore, and at Meridian each and every one of them united in

saluting some dead saint in the callendar with 21 guns. I really begin to think the "Brave Brazilieros" have at least one "Birthday," "Victory," Saints day or something of the sort for every day in the year, and I am surprised that the foreign national vessels are foolish enough to waste such an immense quantity of powder in saluting a petty victory anniversary, or a batch of "Black saints," to salute on the birthday of one of the Royal family, or on the anniversary of their Declaration of Independence or Coronation, is perfectly proper and ship-shape, but to fire away a barrel of powder each every day is "Coming it rather too strong over weekend nerves."

Our crew are enjoying a run on shore, as usual every time we come into port, and the result of thus frequently allowing this privilege is, that they invariably come off in good order and at the proper time, and are ready, the moment they return on board, to commence their work, laid aside twenty four hours previous. We have not thus far had a single man break his liberty, by absenting himself after the time allowed him to remain had expired. Another result is, that our men *never* desert while on liberty, which is a consequence worthy of consideration. I am therefore decidedly in favor of giving a ship's company a short leave, say for twenty four hours, and a small amount of money, say three dollars, or if preferred by them, more than that amount, once a month if convenient, in preference to keeping them cooped up on board ship six months, and then giving them liberty with a proportionately large sum of money in their pockets, to remain two or three days. In the latter case, they will have money and time sufficient to create a vast deal of mischief, and will generally come off drunk and without their clothes. In the former, we know from experience, they will act differently. An American Barque and also a Brig arrived this afternoon, the former from Philadelphia, the latter from Boston, they brought a quantity of papers of a later date, but no news of very special import to myself.

September 13, 1843

The last day of the grand Jubilee, and unfortunately a very disagreeable one, there was some grand moves in contemplation for "easing the nine days wonder" off handsomely, but a shower of rain, which came up in the morning and continued nearly all day, put an effectual stop on all proceedings during the day. It brightened up however, towards sunset, and they of course lighted up for the last time, throughout the city; the illuminations were more brilliant, if possible than ever, and everything went off with great eclat until about nine o'clock in the evening, when, alas for the wax candles and fireworks, another tremendous shower of rain fell, dousing the glims, and wetting the pedestrians to the skins in "quarter less no time." It was a laughable scene to those who, like myself, were protected from the rain, to behold men, women, and children scampering in every direction, as though their lives depended upon the result, and the town which had a few moments before appeared in one complete blaze, now dark, damp, and dirty.

September 16th 1843

To those who are fond of noise and din of hammers, adzes, etc., our Schooner has been a perfect paradise for the last two days, and will continue to be for some days to come.

We have a party of carpenters and armourers from the "Columbus" on board making, mending, and patching, the noise and confusion they create is tremendous. We have received positive orders to be ready to sail hence, on a six months cruise to the La Plata, in one week, and every body is on the "qui vive" to get off to sea.

The city since the recent jubilee has become exceedingly dull, tame and tiresome, and I for one am well pleased at the idea of a change of scenery, variety is indeed the spice of life.

On breaking out our spirit-room this morning, to fill up with that indispensable article for the ensuing cruise, it was found that a full cask, containing eighty gallons of the "raw material," had fallen to pieces, and its contents escaped into the hold and lost, this would have been a very [un?]-fortunate occurrence had there been no more to be procured, but as there is an immense quantity now in the store-house here, from which we will draw another supply, it can be regarded in no other light than a loss to "Uncle Sam." We have been busy all day, taking in barrels, of beef and pork, rice, beans, cheese, butter, etc., wood water, etc.

During the day H. B. M. Brig "Racer" arrived in the Harbour 60 days from Portsmouth Eng. via Cape De Verde. She is, without exception, the most warlike in appearance of any vessel of her class I have ever seen.

September 17th 1843

This morning H. B. M. Brigs "Frolic" and "Racer" got underweigh and proceeded to sea bound on a cruise along the coast to intercept slavers, and at the same time test the relative sailing qualities. These two vessels are comparatively new, this being their first cruise; the "Frolic" is said to be the fastest vessel of her class in the British service, by her officers, but although the "Racer's" say nothing of their vessel's rate of sailing, she is supposed by the "knowing ones" to be the best sailer and most weatherly vessel of the two. They are what is called twin sisters, built by the same constructor upon "Simonds" approved models.^{63a} The wind was "dead on end" when they got underweigh; and they were consequently obliged to beat out against it, as well a strong flood tide; this match attracted considerable attention from all those in the Harbour who felt an interest in such matters, and it was a sight well worth observing by even a landsman, for they beat out under all sail to Royals, and as each vessel worked like a top, it was quite an exciting race.

^{63a} These brigs were not sisters; the *Racer* was designed by Sir Wm. Symonds, the *Frolic* by a Royal Navy captain.

The "Frolic" was evidently the fastest sailer of the two, but as the "Racer" kept full one point nearer the wind on each tack than her competitor, she succeeded in getting outside of "Santa Cruz" first.

Caulkers, carpenters, armourers, and painters are busy on board, and we confidently anticipate leaving Rio de Janeiro for the Rio de La Plata by the 22d or 23d of the present month. Everything on shore has again settled down to its usual quiet state, and is to me uncommonly stupid.

September 19th 1843

This being the birthday of his majesty the King of Denmark, our Danish friend, the little "Ornen" was bedecked off with flags at sunrise, and at 8 A. M. all the National vessels in the Harbour hoisted the Danish flag at the fore. At Meridian each vessel fired a salute of 21 guns in honour of the occasion. The "Ornen" of course saluted at sunrise, Meridian, and sunset. During the day three English Frigates (the clumsiest looking men-of-war I ever saw) arrived in the Harbour and anchored close to us. The senior Commander saluted the town and also the American flag, the former was returned from Fort Villagagnon, and the latter from the flagship, "Columbus" — these ships are direct from England, bound to the East Indies and Pacific.

In the afternoon the French Corvette "Arethusa" arrived from Monte Video, and anchored in the Harbour, she also saluted the broad pendant of Commodore Turner, which was returned gun for gun from the "Columbus." There was nothing new at that place when she left. Provisions were becoming scarcer, and consequently dearer every day, as the forces of Oribe effectually interfere, to prevent any supplies of fresh provisions reaching the inhabitants. Admiral Brown is still before the town with a very respectable Argentine squadron, composed mostly of vessels of the smaller class, for the purpose of preventing supplies of fresh provisions reaching the town by water.

September 21st 1843

Another Brazilian holyday; at sunrise this morning all the Brazilian vessels of war in the harbour commenced saluting, and as several of them are very close to us, the noise they created put sleeping out of the question, and I was fain obliged to turn out full two hours before my usual time, to observe what was going on in the Harbour; my simple toilet preparations for the day were soon despatched, and I was on deck in a very few minutes.

The Brazilians were gaily dressed in flags, and had that moment finished their salutes, the smoke of the guns hung about them like a huge curtain of mist, the air being so perfectly quiet, as to prevent its rising above, or floating past them, I do not recollect ever having witnessed a more grand or imposing sight. The sun was just above the horizon, and his beams reflecting upon the immense body of smoke, tinged it with a golden hue, without in the least, dissipating it.

Their Neapolitan cousins too were dressed in flags from truck to Kelson, but they were wise enough to reserve their salutes until a more fitting hour of the day. At Meridian all the vessels in the Harbour saluted the Brazilian ensigns which they had hoisted at their fore — and at sundown the Imperial vessels again saluted, but none others followed their example.

A Brazilian Steamer of War, and H. B. M. Steamer "Ardent" arrived, both of whom are direct from the River La Plata with despatches from their respective Commodores on that station.

September 22d 1843

The sun was already below the horizon last evening, when a boat came alongside from the flagship, and the officer in command came on board with several "Yellow documents" in hand, which he delivered to the Captain and immediately shoved off again. As these were known full well to be official documents of some importance, it may be supposed that all hands were on the qui vive to learn their import, and as the Captain opened the mysterious packages, a group collected near him to obtain the first whiff of intelligence. Their curiosity was soon satisfied, by our worthy skipper giving orders to unmoor, and have his "Gig" manned, in the same breath. The officers were also informed that we would take our departure from Rio de Janeiro on the morrow. We had anticipated this for some time previously, and had made our arrangements accordingly, but nevertheless, we confidently expected at least 24 hours notice, and therefore left many minor matters to be arranged in that time. But we are ordered to sea, and to sea we must go. Caterers were in a quandary concerning their supplies of "Grub," noting what their messes stood in want of in their blank books, fearful of trusting to their memories in such important matters. Reefers were in a worse stew for their clean shirts, which were in the washerman's hands. However, these matters were satisfactorily arranged by sending a boat on shore with the caterers, to stop at "old Joe's" and hurry off the washed clothes. About 10 o'clock in the evening the boat returned, towing off two or three shore boats in her wake, and all loaded to the waters edge with stores of every description, the washed clothes also, would be off in time, so all hands turned in very well satisfied with our anticipated cruise to the River La Plata. At sunrise this morning we were unmoored, sails bent, running rigging rove, and all ready for a start at a moments warning. Our first Lieut. Fras. B. Renshaw,⁶⁴ having yesterday received a leave of absence from the Department, took leave of us and proceeded immediately on board

⁶⁴ Francis B. Renshaw, Midshipman, 1 November, 1828; Passed midshipman, 3 July, 1835; Lieutenant, 8 September, 1841; resigned, 22 January, 1861; First Lieutenant, Confederate Navy, October 23, 1862, to rank from October, 2, 1862; Commander, Provisional Navy (Nominated) to rank from May 13, 1863; Pensacola Navy Yard, 1861; Commanding CS Steamers *Livingston* and *Jackson*; New Orleans Station, 1861-62; participated in defense of New Orleans, April 24, 1862; Jackson station, 1862; Army duty, 1862-63; Naval defense, Mobile, 1864; Commanding CSRS *Dalmon*, 1864; paroled May 20, 1865, Montgomery, Ala., as a Lieutenant Commander.

an American Barque bound to New York, which vessel was then preparing to get underweigh at the very next change of tide, had his leave been forty eight [hours] longer in reaching him, he would then have been on this way to the La plata, and probably been detained there two or three months before he could have sailed for home. Mr. Renshaw is one of my truest friends, and it was with no very enviable feelings I parted with him as he stepped over the side, to return to the happy home, and loving friends from whom he has been separated for four long years. To supply the place of our 1st Lieut. came Edwd. F. Beale,⁶⁵ passed Midn., with an appointment as acting master. During the morning we hove up our anchor, made all sail and stood across the Harbour, where we have a clear field to get underweigh, and work out with the sea-breeze and ebb tide—hoisted in the boats and made every other necessary preparation for sea. At 3 P. M. the tide shifted, and the sea-breeze set in strong, the Commodore made signal "underweigh to get." We hove up our anchor again, and beat out of the Harbour. At sunset we were abreast of "Round Island," going at the rate of 8—4 with everything set. The guns were loaded and secured for sea service, cables unbent and paid below etc., and we were all taut and secure for fair weather or foul. The Danish Brig of War "Ornen" sailed this morning for the La Plata, and is now in full sight directly ahead. At four bells or ten P. M. when I turned in, we were abreast of "Raza," or as *Jack* calls it Razor Island light, with a fresh 8 knot breeze directly after us.

AT SEA

September 23d 1843

This morning we are well off the land, the entrance to Rio Harbour; with its "Santa Cruz," Sugarloaf, Corco Vado, Lord Hood's Nose and all the other peculiar features of the same, has entirely dissappeared from our view, and there is now nothing to be seen but the Blue Sea below, and the sky above while here and there, like so many specks on the horizon, may be seen vessels of every class bound to or from this grand mart of South America.

Our Danish friend "Ornen" gave us the slip last night, by altering her course more to the south'ard. We are all very sanguine of beating the "Ornen" to the River, although I must admit, there are some on board who doubt it. She is a very pretty vessel of her class, and apparently built with a view solely to sail fast, but as the "Enterprise" is proverbial for her quick passages, if not rapid sailing, I for one would almost stake my existence upon her winning this race. We are running along under the influence of a fresh fair breeze, and have averaged eight knots, since we squared away abreast of "Raza Island."

The breeze was so fresh in sooth, this morning, that our studding sail booms commenced cracking and coming down one after another, as though they were so many pipe stems. Others were fitted in their places however,

⁶⁵ Edward F. Beale, Midshipman, 14 December, 1836; Passed Midshipman, 1 July, 1842; Master, 1 August, 1849; Lieutenant, 28 February, 1850; resigned, 5 March, 1856.

as they were carried away, for the breeze was too good to lose a breath of, and everything was kept on her during the day that would draw; but at night she was stripped of her light hamper, and went booming along at the rate of 8-4. under top-gallant sails.

September 25th 1843

We are still making very good headway, we have been in port long enough to make the "Deep Blue sea" charming, one feels relieved from the revelry of shore, in stepping into the quiet regularity which always obtains at sea. Now we have all hands during the day, and regular watches at night. Now the quarter masters are overhauling and mending their ensigns on the lee side of the quarterdeck. The sailmaker at work in the gangway. Gunner's mate and Quarter Gunners leather and serve new rigging about to be rove Carpenters sawing away on the fore castle. While between the guns and on the booms are tailors, shoemakers, and manufacturers of hats, frocks, and bag-lanyards; all have apparently eschewed idleness, and each man set about his self imposed task with a good humour that is pleasant to behold. We have been completely mobbed all day today by myriads of Cape Pigeons, some of the youngsters on board amused themselves by hooking these little rangers o'er the wide wide sea, and, after bringing them on board, tied a piece of Bunting to one of their legs, and sent them back again to their mates. Several were thus caught and let loose again during the day, and it was amusing to behold the excitement they created among their friends with their long flowing trains. Their mates were not seemingly pleased with this artificial plumage, but set to work directly to peck it off with their bills; thus a dozen or more would surround our liberated prisoner, and commence tearing from him his borrowed plumes, which they generally succeeded in effecting in a very short space of time. During the afternoon we showed our colors to a strange Barque steering north.

September 27th 1843

After enjoying a fresh fair wind for five whole days, we were in hopes of carrying it to the River, and we all prognosticated a very pleasant, and remarkably short passage thence, but alas, we were taken aback this morning, with a breeze from the S.W. which left us a few minutes after completely becalmed — and here we are with sails furled and awnings spread, as though we were lying anchor in a friendly port. Not a breath of wind to ruffle the glassy surface of the sea. While lying thus becalmed we were surrounded by sharks, which is accounted by Jack rather a strange and decidedly unusual, for a shark seldom approaches a vessel at sea, unless she be going eight or nine knots through the water; but there is an old saying among sailors, that, to catch a shark in a calm is a certain sign that you will shortly have a wind. Now as a dead calm is proverbially a sailor's detestation, it may naturally be supposed that hooks and lines baited with pieces of salt pork were trailing from every part of the vessel, and were

anxiously watched by their respective owners. It was not until late in the afternoon however, that any success befel the fishermen . . . it was about 5 P. M. when the cry of "a shark! a shark!" was heard through the vessel, and all hands flocked to the forecastle, where lay a shark some eight or nine feet long, writhing and splashing about in the last agonies of life. He had been struck by the Boatswain, and the "grains" were still in his body — he was cut up, and his backbone, jawbone, and flesh were distributed about among the ship's company.

Contrary to the predictions of the old salts however, wind, or anything bearing the slightest resemblance to wind, had not made its appearance when I left the deck at midnight.

September 29th 1843

We have been becalmed all day. At sunset a light breeze from the Nd and Wd sprung up, which soon freshened to a stiff top-gallant breeze. During the night a sail was discovered ahead, which was pronounced by all the knowing ones, a Corvette. As we have been expecting to fall in with the "John Adams" on her way from the River to Rio, this was supposed to be her; we showed a light, and ran down to speak her, but lo, and behold! upon coming up with her, we discovered she was a large Brig.

September 30th 1843

This morning at break of day, we discovered our friend of last night on our lee bow, and who should it prove to be but our Danish friend "Ornen," in whose company we came out of Rio Harbour, we showed our colors and stood on our way together. There were two other sails in sight all day, one of which we found to be an English Merchant Brig, the third we were unable to make out, further than that she was a Brigantina, and steering the same course as ourselves. We are running along at the rate of 6 knots, on our course, are at present very near Cape St. Marie, and very confidently expect to make the land ere another twenty four hours passes over our heads. As it is, lookouts are already in the crosstrees, with a view to guard against any possible error of our chronometor.

October 1st

As we anticipated. At Meridian or thereabouts the lookout at the mast-head notified us that we had come within sight of land, and shortly after, the highlands of Maldonado were plainly visible from the deck, two points on our lee bow, and about twenty miles distant. About the same time we got soundings with 18 fathoms, found the bottom to consist of blue mud and shells. At sundown, "Lobos" was directly ahead, and not more than eight miles distant, but as luck would have it, the wind failed us and we were obliged to come too, and await a wind.

RIO DE LA PLATA

October 2nd 1843

A breeze sprung up last evening, with which we got underweigh and stood up the River, passing "Lobos" and the Highlands of Maldonado on our way. I was out, washed, dressed, and on deck betimes this morning to get a view of the shipping and the town, for we were just then (5 o'clock) passing the little Island of Flores, and had not more than ten miles to run, before we would be snugly at anchor in the Harbour of Monte Video. The watch below had been turned up, and "All hands" were engaged slinging clean hammocks, removing chafing gear, and otherwise preparing for a respectable appearance upon going into port. The larger shipping in the outer roads was already plainly visible, and as we drew nearer, the black hull and white masts of the "Columbia" rendered her easy to distinguish from the rest. At 7 o'clock we hoisted our colors and number to the "Columbia," which she duly answered. We came too under her stern shortly after, and our skipper went on board to report himself and the arrival of his vessel to his senior, Captain Shubrick. We got underweigh again a few minutes after, and stood in for the inner Harbour, where we came too in our old berth.

We had been at anchor but a very short time when the "Ornen" came in and anchored close to us. Thus has the "Enterprise" fairly beaten what was supposed to be a very remarkable vessel of her class, as well for her weatherly qualities as for fast sailing — but the Enterprise has fairly beaten her.

HARBOUR OF MONTE VIDEO

October 3d 1843

The anniversary of the birth of a Sardinian Prince, at sunrise the Sardinian Frigate "Eurydice" and Brig "Bridano" saluted with 21 guns. At 8 A. M. all other National vessels in the Harbour hoisted the Sardinian Ensign, and at Meridian, all joined in a feu de joi in honor of the occasion.

Everything on shore appears in much the same train as when we left here a few months since, "all hands" in the town are armed, and there is a great deal of talk about war, but very little fighting actually going on. We have commenced again, tearing the vessel to putting her to rights again tarring down rigging, painting etc., etc. — which will continue for a number of days.

October 14th 1843

This morning several sail of vessels, evidently men-of-war, were discovered coming down the River, and shortly after sunrise they anchored off the mouth of the Harbour, and hoisted the Argentine Flag, from which we learned that they were a part of the blockading squadron under the Command of Admiral Brown — having occasion to visit the shore this afternoon, I was somewhat surprised to find the town in a complete uproar, people running hither and thither armed with swords, blunderbusses, muskets and

whatever came first to their hand; the French Legion, consisting of some thousands of French residents who have taken up arms in behalf of the orientals, were parading the street with drums beating and colors flying — add to this hundreds of women and children hurrying to and fro, and the reader may form some idea of the confusion raging in the town of Monte Video on the morning of the 14th October. I could not imagine for a long time, what could possibly have caused this unusual commotion, until I was informed by a friend, whom I chanced to stumble upon in my peregrinations, that the indomitable “old Brown” had brought his forces into the Harbour, and would commence besieging the town immediately, hence all this hurrying to defend it by the citizens. I left them in this situation and returned on board, when lo and behold the terrible “Old Brown” was underweigh and already some five miles or more from the town, increasing the distance every hour.

Tomorrow, I have no doubt the newspapers in the pay of the Government will expend a few columns of editorial upon the foolhardiness of Brown, in risking himself and vessels so near the town; and will extol to the skies, those *brave* men who showed themselves ready to suffer martyrdom for the good of their beloved Republic. Whereas, these brave and gallant citizen soldiers were to be met by hundreds at every corner in the centre of the town, while the batteries on “shoal point” which command the whole Harbour, and where they could possibly have been of some service in case of an attack, were about half manned, and that by foreigners, who were in no wise interested in the case, except their desire to witness the sport, had led them to the most favorable spot for so doing. Nothing worthy of note has occurred on shore or afloat since my last. We are once more in apple pie order, the Schooner is completely regenerated — a coat of paint inside and out has so altered her appearance for the better, that her best friends would scarcely know her.

The flagship is daily expected from Rio, and our little craft is then to be converted into a pleasure yacht, for the special use of the Commodore.

October 17th 1843

A Brazilian Corvette arrived this morning from Rio, reports the “Columbus” still there but was to sail in a day or two for this place; as this Corvette has been a long time on the way, and the Columbus is an exceedingly fast sailing ship, she may even now be hourly looked for.

The parties on shore, or rather a small party of the opposing factions, had quite an extensive “Guerilla” last evening, just outside of the walls, they fought for upwards of three hours, and to all appearances, this was the very hottest engagement I have yet beheld between the Belligerents, for they were within pistol shot of each other, and no wise sparing of their powder. As usual they both claimed the victory this morning, although the Orientals lost 21 killed and mortally wounded, while the Argentines had but 16 killed and wounded in all. The party from the town consisted entirely of French-

men, being one or two of the companies composing the French Legion. The party from Oribe's camp were of course all "Gauchos," of which his army almost entirely consists.

October 20th 1843

As soon as it became light enough to distinguish surrounding objects this morning, our attention was directed to a Line of Battleship which lay quietly at anchor in the outer roads, and which very much resembled the flagship of our squadron in the mist which still hung over her. The mist soon cleared away however, and sure enough the stars and stripes floated from her mizen peak, which proved her beyond a doubt, the "Columbus." We made our number immediately it could be discerned, which the flagship answered with her own.

The Columbus arrived in the River last night after a passage of twenty days from Rio. She made the land near Cape St. Mary six days after leaving the "sugarloaf" but was blown off by a pampero, and has been thirteen days backing and filling off the mouth of the River, unable to come up in consequence of head winds and gales, she was once caught by a gale of wind in the "bight" of Lobos, just below Maldonado, and came very near getting on a lee shore, but with great difficulty succeeded in clawing off, and put out to sea again. We were exceedingly pleased to see her safe, but more so to see a well filled letter bag make its appearance, which by the bye, contained several epistles for "poor pilgarlick" which nearly proved fatal to him, by causing him such excessive joy. The moment we beheld the "Columbus" we commenced getting ready for sea, as we expect to be very actively employed during the Commodores stay in the River.

21st to 24th October 1843

For the last three or four days I have been laid on the shelf with the Dysentary, caused by drinking the water of the La Plata, which is hard and dirty. After being accustomed for a long time, to the pure and wholesome spring water procured by us in Rio. I was so bad as to be compelled to live on shore for a few days, which time I spent very agreeably, as I chanced to meet there some old acquaintances, among whom were some masters of merchant ships, whom I had known at home, and as they had lately arrived from the city of my nativity, their company was to me most agreeable.

October 25th 1843

This afternoon, our boat returned from the "Salidiero," where she had been to procure fresh beef and vegetables for the crew, and in her, came one of the queerest fish, probably, that ever stepped foot on board an American Man of war, this was neither more nor less than a Negro man, dressed from head to foot in the most ridiculous suit of Gauchos apparel imaginable, I had seen many bona fide "Gauchos" in my excursions into the country about the La Plata, but never did I see one to equal the present — first he

wore a long red cap, with a "fly" long enough to reach to his heels, then came a red poncho, trimmed about the neck with blue cloth — next came a flaming red chiripa, reaching nearly to his ankles — next was a pair of untanned, home made bootees, with holes through which the great toe protruded, to facilitate riding, as a Gaucho never puts more than one toe in the stirrup. Add to this a belt of leather, untanned, which he wore around his waist to carry his Gauchos knife in, and which was fastened in front by two counterfeit gold ounces, made into a kind of clasp and you have the description of the external man of a curious customer who gives his name "Tip," and who has acknowledged and delivered himself up as a deserter from the Columbia Frigate. "Tip" says he has been on service in Oribe's camp since he deserted about four months since, from the "Columbia," and during his sojourn there was more than once actively employed against the enemy, and if he can be believed, he has slew his hundreds during his short career as a soldier. He afforded all hands considerable amusement by his droll relations of hair-breadth escapes, and marvelous adventures among the followers of General Oribe; and he at last ended his tale by begging to be allowed to remain on board the Schooner, but this was impossible, and he was soon shipped off to the vessel from which he deserted, there to receive the *back* rations which may have accumulated during his prolonged stay in the camp of the Argentine Army, poor zip!

There is a great scarcity of Beef in the town, it has lately sold for twenty seven cents per pound in the market, but it cannot be procured now at any price; two vessels under the Lucca ⁶⁶ flag, have today been siezed by Brown's Fleet, each of which had sixty or seventy head of cattle on board.

October 26th 1843

This morning we received orders to get underweigh, and proceed to the outer Harbour to be near the flagship. As there was not a breath of air stirring during the forenoon, and the tide on the flood, we unmoored hove short, and otherwise prepared to take advantage of the first breeze which might spring up. This did not suit the Commodore, and about 2 o'clock the signal "underweigh to get" was run up on board the flagship. This most positive order must be obeyed let what would betide, and we accordingly hove up our anchor, made sail, and stood across the Harbour, for by this time a catspaw had sprung up, although directly ahead.

We made a tolerable good tack of it, but when abreast of the mount, it fell calm again and we came too. A breeze sprung up shortly before sunset, which was fresh, fair, and every prospect of being steady, we hove up again and stood over towards the "Columbus," we had not gone far when the Schooner thumped on the sand, and on sounding, we found there was but 11½ feet water under the main chains. The Schooner merely stopped for one moment, and then thumped herself over what we found to be a sand bar, about six feet wide, this she did without the least injury to herself, and

⁶⁶ Lucca, the Italian Duchy of Lucca and Piombino.

when fairly over, she bounded off at the rate of eight knots, and in a very short time, we were alongside the Broad pennant, where we came too for the night. This is the second time the Schooner has been on shore, during the time I have been attached to her.

OFF MONTE VIDEO

October 27th 1843

This morning soon after breakfast, the Jack was run up at the Columbus's mizen, and a gun fired; which was to inform the initiated, that a court-martial had convened on board, which court had assembled for the trial of Lieutenant Samuel C. Munn,⁶⁷ late 1st Luff of the Columbia on a charge of drunkenness. As the circumstances of the case are somewhat out of the usual routine, I give them here. While the Columbia was in Rio a month or two ago, and shortly before she sailed for this River, it was deemed advisable by Captain Shubrick to shift her berth preparatory to, as well as to facilitate her getting out to sea. Mr. Munn received orders accordingly to get the ship underweigh and stand across the Harbour, where he was to bring her too again.

It so happened that Commodore Morgan, Capt Cooper, and Commander Tilton, who had been dining with Captain Shubrick, accompanied that gentleman on deck to witness the manoeuvres of getting the Frigate underweigh, when behold, Lieut. Munn made his appearance on deck in a state of intoxication; by the efforts of his subordinates to screen him as much as possible from the observation of the Captain, the ship was got underweigh without his interfering or giving the necessary orders, which indeed, he was perfectly unable to do; but when the anchor was on the bows, it became necessary for the 1st Lieut. to give orders in regard to the sails, but Mr. Munn paid not the least attention to ship, sails, or anything else, until the tide carried the ship close aboard the "Columbus," and a collision seemed inevitable, when Captain Shubrick interfered, and worked the ship over to her anchorage himself. Mr. Munn was immediately arrested, and is now on trial for the offence.

During the day my old and esteemed messmate, Jno. T. Walker, received orders from the Commodore to rejoin his "old ship" the Columbia, for which I am extremely sorry. Four of us, among whom was Walker, joined the Schooner the same day, nay the the very same hour, in December last, since then one of the number has joined the "Chipola," now another goes to the "Columbia," and there are still two left to buffet it out as well as circumstances will admit. Walker and myself have been much together since we joined the Sch'r. and I had formed for him a strong, almost brotherly attachment, and it was with no enviable feeling I saw him depart from our little craft, although I was well aware of his anxiety to rejoin the "Columbia" before she left this station for the Mediterranean, which

⁶⁷ Samuel E. Munn, Midshipman, 27 August, 1923 Passed Midshipman, 23 March, 1829; Lieutenant, 31 December, 1833; died, 23 November, 1854.

Madam Rumour says will be in a few months. During this night we experienced a heavy pampero which obliged us to douse everything about the lower masts, and let go our best bower; it blew tremendously all night, but our little Schooner being perfectly accustomed to such "fitfull bursts of nature," rode it out in fine style. Our officers with but one or two exceptions had left the vessel to spend the afternoon and evening on board the Columbus and Columbia as it was remarkably mild and pleasant during the day; the pampero, of course prevented their return, and we were left with only two officers on duty.

October 28th 1843

About nine o'clock this morning, Commodore Turner came on board. He was very much surprised to find no officers on board, and made signal to the "Columbia," (whither Capt. Watson had gone to spend yesterday evening) for the Commander of the Enterprise to return on board immediately. The "Columbia" made no answer, but shortly after her first Lieutenant came on board and informed us that our Captain and 1st Lieut; had left their ship a few moments before the pampero came up last evening, and they had not seen or heard from them since. We managed to get the Schooner underweigh in very good style, and stood in for the Harbour, we had not got half way in however, when the Gig was discovered coming off with the Captain, we accordingly hove too for him to come on board; he had found it impossible to reach the Sch'r. after leaving the "Columbia," in consequence of the wind and tide, it was equally impossible to regain the Frigate, after once getting to leeward of her, they were therefore obliged to put her before it and let her run, as it had, by this time got to be too dark to distinguish anything. After running about an hour the boat brought up as luck would have it on a sandy beach near the "point," where she was soon hove up by the sea high and dry without starting a nail in her — had she grounded at any other part of the town or near it, she would have been dashed to pieces on the rocks, and some of her crew severely injured, as it was, they escaped with a good ducking.

about ten o'clock we came too once more in our old berth in the inner harbour and the Commodore went on shore.

Tomorrow morning we are to hoist the broad penant of Commodore Turner and proceed with him to Buenos Ayres.

October 29th 1843

About ten o'clock this morning the Commodore came off from shore, and we got underweigh and stood out for the Flagship, it soon after fell calm, the Commodore made signal to the "Columbus" for his boat, which arrived soon after and took him on board his own ship.

At 2 P.M. Commodore Turner returned to this vessel and his broad pennant was hoisted on board the "Columbus" hauling down the pennant and substituting the "coach-whip." By permission of the Commodore he

was accompanied by twenty one officers belonging [to] the "Columbus" and "Columbia," who will form his suite while in Buenos Ayres. As the constructor of our little Schooner made no calculations for the accommodation of so many supernumeraries, we were obliged to make our own arrangements to render our visitors comfortable during their short sojourn with us, this we done by fitting up the "*Launch*" as a sleeping apartment for *ten* persons, we managed to accommodate half as many more by making up a field bed across the storage deck, and the remainder slept about in spots, on the trunk, etc., etc.

OFF BUENOS AYRES

October 31st 1843

During the forenoon came too in the outer roads of the Harbour of Buenos Ayres, when our guests one and all took their leave of us for the shore, which was a consummation most devoutly wished for by us, for twenty one are a *few* too many strangers on board such a small vessel as ours. As soon as the Commodore and his party had left the vessel, we recovered our anchor and selected a better berth in the upper part of the roads.

At Meridian hoisted the Flag of the Argentine Republic and saluted it with 21 guns, which was returned gun for gun from the Fort in the town.

During the afternoon the French Brig of War "*Tactique*" arrived, from Monte Video, and anchored in the roads, this brig left M. Vo. the same morning as ourselves, but as she draws only seven feet of water, and therefore made a straight course from M. Vo. [to] this place, whereas we were obliged, by our draught of water (13 feet) to make a circuitous route to avoid the banks and shoals of this intricate River, we of course calculated to be beaten in the run up, but it would certainly appear that the "*Enterprise*" cannot be beaten in making a passage, let her competitor be whom she may.

BUENOS AYRES

November 2d 1843

Having nothing better to do, I packed up a few traps yesterday, packed myself into a boat, and was soon after packed ashore with the aforesaid traps, which I unpacked in a very snug, comfortable room in the domical of my friend Mrs. Kidd, where I succeeded in obtaining bed and board during my stay on shore.

The Commodore having made arrangements to visit Governor Rosas, at his Quinta today, all the officers on shore were invited to accompany him. Accordingly at the appointed hour, 4 P. M., we mustered on horseback at the Commodore's quarters, the cortege numbering twenty three persons, including the consul, who acts the chaperone to the Commodore. Off we started then, three abreast — and I doubt if Buenos Ayres ever beheld such a numerous party of Uncle Sam's officials collected together within its precincts before.

We took the usual route along the beach, and after an extremely pleasant ride of a couple of hours arrived at the Quinta of Governor Rosas. We were admitted by the guard, and received and entertained by Miss Manuelita until the arrival of her Father, in a very pretty little summer house in the grounds.

As soon as Rosas made his appearance we took a stroll through the Quinta, bringing up as usual at the "Brig" mentioned, in the preceding pages, we found that the shores erected to support her in an upright position, had been partly carried away, thereby causing her to careen so much as to render it almost impossible to stand up on her decks, and dancing, for which purpose she was purposely fitted up, entirely out of the question. Her furniture and embellishments have been removed, and a party of workmen were engaged in replacing the shores, to put her on an even keel again. On our return to the summer house, we found a bountiful array of refreshments of various kinds awaiting us, and of which we, nothing loth, plentifully partook. A ride was then proposed by our hostess, and we accordingly mounted, Miss Manuelita and the Commodore on the lead, the Governor being unwell did not accompany us. Our young hostess endeavoured by every means of her power, to persuade our staid old Commander in chief to follow her example in leaping fences and ditches in the road, but it was no go. The old gentleman was much too wise to attempt to vie with probably the best horsewoman in a horse riding country in her daring feats. It was nearly dark when we again pulled up at the house, and time to think of returning to town; as the governor and his daughter were about doing the same thing, the Commodore determined we should form their escort. The Governor rode in his state carriage, which by the bye, is not unlike a "Broadway omnibus," but Miss Manuelita preferred riding by the side of the Commodore, to whom she has evidently taken quite a *shine*.

We arrived at the town residence of the Governor about 8 o'clock in the evening, took our leave of the parties in the courtyard, and betook ourselves to our several quarters, I, for one completely used up from the unusual long ride.

OFF BUENOS AYRES

November 4th 1843

About a month since the Argentine squadron under Admiral Brown, saw fit to sieze the American ship "Herald" of new York while on her passage from Maldonado to Monte Video, under the pretence that she was engaged in a contraband, or illegal trade with the enemy. The owner of the "Herald," Silas T. Burrows Esqr, having made a written statement of the transaction to Commodore Turner, and requested his intercession to obtain the liberation of the vessel, the Commodore determined to wait upon the Government of Buenos Ayres in person, and demand her restitution; this is the principal cause of our present visit to the capital of the Argentine Confederation.

Commodore Turner had an audience with Governor Rosas and his ministers yesterday, when he fully proved the "Herald" to be bona fide American property, and her capture illegal and contrary to the laws of nations. She was consequently delivered up to the Commodore, and was this morning brought out from the inner roads, and anchored under the guns of the "Enterprise," where she will remain until we leave, when we will take her to Monte Video and deliver her up to her owner.

Spent the morning in loafing about the city, and after dinner rode out to the "Bocca" in company with Tom D———⁶⁸ and Dallas.

November 6th 1843

Having become perfectly disgusted with the dust and dirt of the city, I made my exit yesterday, and returned to the quiet and orderly life on board ship. About 10 A. M. the Danish Brig "Ornen" arrived in the Roads, she saluted our broad pennant with 13 guns, which we returned with the same number. My old shipmate, and messmate for the last twelve months, Tom D. received permission from the Commodore to proceed to the United States to prepare for his approaching examination. Thus another of the "original" mess has left us, and I am the last man of that party. Midm. I. L. Maury, who joined us when we were last in Rio, from the flagship, also left us for home.

As we sail hence for Monte Video tomorrow, all hands were busy today preparing to leave, crossed top galt. yard, rove studding sail gear, hove in to a short scope, etc., etc.

November 7th 1843

About Meridian the Commodore, followed by his *suite* came on board, all hands were called, the anchor hove up and we got underweigh with a fresh breeze from the Westd. and stood down the River, the "Herald," manned by men from this vessel, in company astern. Our passengers appear to be very much pleased with their visit, and I have no doubt they are, as

RIO DE LA PLATA

it is their first, but for my part I would prefer laying at Rio or Monte Video, as there one can visit the shore, remain all day and return on board at night, without bringing with him a load of little remembrances in the shape of *fleas*, which are inseperable from the hides and wool with which Buenos Ayres is crowded.

A few minutes before sundown this evening a squall came up and we anchored, the squall however, passed within two cables length of us without reaching us.

We had reached the head of the "Ortiz" bank, and were out of sight of all land, the horizon on one hand completely beclouded. While on the opposite appeared one of the most superb sunsets I ever beheld.

⁶⁸ "Tom D———." Johnson refers here to Thomas Dance, Midshipman.

The squall having condescended to pass by us, we hove up again and stood on our way, making signal for the "Herald" to follow our motions, we were obliged to heave too however, and await the slow motions of our consort, as it took her nearly three hours to recover her anchor, and a six knot breeze blowing.

While lying at Buenos Ayres, seven men, among them George H. Baker, Master's mate, deserted from the boats and have not since been heard from.

We commenced another siege of camping out tonight to accommodate our guests, the *Launch* accommodated twelve of us, the *Trunk* six more, and a field bed on the steerage deck made the remainder comfortable for the night.

November 8th 1843

At daylight this morning we could barely perceive the "Herald" astern although we had been under easy sail all night, whereas when we lost sight of her about 10 o'clock she was under top Galt. sails. We were of course obliged to douse everything to allow her to come up, and continued all day to keep ahead of her with our fore and aft sails and our topsail on the cap. This was extremely aggravating to us, as we could easily have reached Monte Vo. by Meridian today, had she not been in our company, or had she been able to keep up with us. And only think of a mess of four poor devils, with fourteen hungry guests thrust upon them, who would have been able to consume thrice the quantity of provisions we were obliged to procure for them, to say nothing of the trifling inconvenience of sleeping on deck, to afford our guests comfortable cots, hammocks, etc.

November 9th

At daylight the mount was discovered directly ahead. We hove too and waited for the "Herald" to come up with us, when she was directed to steer direct for the Mount, and upon her arrival there, to anchor alongside the "Columbus." We then stood on our way with topgalt. studding sails set, and about 10 A. M. came too alongside the "Columbus," the Commodore left us, and we doused the broad pennant, which was again hoisted on board

OFF MONTE VIDEO

the "Columbus." The Commodore's suite also left us, and during the afternoon a boat came from them with a quarter cask of excellent old madeira wine, a present to the officers of the "Enterprise," in consideration of the hospitable manner in which they were entertained while on board here.

At sunset the "Herald" arrived and anchored close to us.

November 10th 1843

This morning we were ordered by signal from the flagship, to get underweigh and stand in to our usual anchorage, which order we did not hesitate to obey. Hove up our anchor and proceeded in under easy sail. Came very

near running foul of H. B. M. Sloop "Pearl" on our route. At 10 A. M. anchored in our old berth, and I went on shore, where I found everything in precisely the same situation as when we left, except that fresh provisions had entirely disappeared. While we were absent a company of the French Legion made an attack upon the Buceo, and succeeded in routing a party of Oribe's soldiers who were encharged with the defense of the place, they killed one man, burnt one or two houses, and destroyed some hides, but were disappointed in their principal object, which was to seize some cattle for the use of the troops in the town.

November 12th 1843

As it is understood that we are to remain here some weeks, we commenced preparing for harbour duty, i. e. carrying the Commodore to and from the Flagship to shore etc., etc. The boats were hoisted in for repairs, paint pots and brushes in requisition, all running rigging unrove, top galt. yard sent on deck, and many other little preparations made to hide such defects as have been caused by wear and tear in this detestable river.

Called all hands to witness punishment, and gave Willm. Densford, Thos. King, and Ino Waters each one dozen of the cats for drunkenness and disobedience of orders.

Acting Master Edward F. Beale,⁶⁹ and Midshipman Jefferson H. Nones⁷⁰ having received orders to join the Frigate "Columbia," left us in obedience thereto and went on board the Frigate. We were all sorry to lose the company of the former, as he is in every respect a pleasant and agreeable shipmate, and a valuable friend. The latter however enjoys the unenviable reputation of being the scapegoat of the squadron, having been jostled from one ship to another through the whole squadron, during the short space of twenty months that he has been on the station.

During this night came up a heavy gale from the Sd. and Ed with rain, sent down topgalt, masts and topsail yard. Several vessels in the Harbour parted their moorings and drifted foul of each other.

HARBOUR OF MONTE VIDEO

November 13th, 14th, and 15th 1843

The gale continued unabated until the afternoon of the 15th, when it cleared up, and the wind hauled to the Northd., which brought with it as suffocating weather as I ever experienced, even in the vicinity of Rio Janeiro, where the weather is *tolerably* warm even in the winter months. Some twenty or more vessels broke adrift during the gale, and caused more or less damage to themselves and others by getting foul of each other, but one out of the whole number was unfortunate enough to get on shore.

⁶⁹ Edward F. Beale, Midshipman, 14 December, 1836; Passed Midshipman, 1 July, 1842; Master, 1 August, 1849; Lieutenant, 28 February, 1850; resigned, 5 March, 1852.

⁷⁰ Jefferson H. Nones, Midshipman, 19 December, 1840; appointment revoked 3 February, 1846.

November 17th

Acting Lieut. Stephen D. Lavallette⁷¹ joined this vessel from the "Columbia," and Midshn. James L. Ferguson⁷² joined us from the flagship. The former, is an old shipmate, having joined the Schooner some months since from the "John Adams" as a Passed Midshipman, after a short sojourn, he left us to join the "Columbia" as master, and now, after the lapse of a few months, he returns with a Lieutenant's strap on his shoulder, such speedy promotion is unusually rare in the naval service of Uncle Samuel.

A court of inquiry composed of Midshipmen from the "Columbia" visited the Schooner, to investigate the conduct while on board here of Midn. Nones; this was done at the suggestion of Captain Shubrick, in consequence of the officers refusing to admit him into a mess, alledging as a reason for so doing, that he had repeatedly proved himself a coward, and had afterwards resorted to lying to shield his character from that accusation; this occurrence took place on board the "John Adams," and as they obtained but very little satisfaction on board here, they decided upon deferring the investigation until they fall in with that ship.

At sunset, the "Columbia" got underweigh and stood down the River, bound to Rio de Janeiro, and from thence to the Mediterranean; she gave the Commodore a parting salute as she left, which was returned from the flagship.

November 18th 1843

At 8 A. M. hove in to a short scope, sent aloft top galt. yard, and otherwise prepared to get underweigh. At 2 P. M. Commodore made signal "underweigh to get." Although the wind was directly in our teeth, and the flood tide running like sluice, the order must be obeyed, and we hove up our anchor and commenced beating out to the flagship. With wind and tide against us it was impossible to make much headway, but we stuck to it manfully until six o'clock when the tide changed and the wind hauled a point or two, which allowed us to lay our course; here occurred another mishap, as we were running along three or four knots, two hammocks dropped from the nettings overboard, and we were obliged to heave too and send a boat to pick them up. We then filled away and stood out, and about nine o'clock came too alongside the Commodore.

RIO DE LA PLATA

November 21st 1843

It was the intention of Commodore Turner to have sent us to Maldonado, when he ordered us to get underweigh on the 18th, but having learned that it was the intention of a number of "contraband" American shipmasters and owners here, to follow us down, and by making it appear that

⁷¹ Stephen D. Lavallette, Midshipman, 8 December, 1835; died, 14 February, 1845.

⁷² James L. Ferguson, Midshipman, 9 September, 1841; resigned, 5 March, 1847.

they were under our convoy and protection, obtain a cargo at Maldonado, and follow us up again, thereby preventing Brown's squadron from interfering with them, he determined to frustrate their intentions, as he did not choose to make a catspaw of a United States vessel to cover the illegal traffic of our countrymen, as well as compromising our hitherto strict neutrality by so doing. Our destination was consequently altered, and we were sent on a pleasure cruise in the River. We got underweigh this morning and proceeded down to the Island of "Flores," about fifteen miles from Monte Video, where we landed, caught a number of gulls, gathered a few bushels of gulls eggs, saw a rookery of seals, and returned on board. We lay at anchor off "Flores" all night, and on the following morning hove up and started on a fishing expedition, notwithstanding we "spread our nets with care," it was impossible to seduce into them any of the finny inhabitants of the River La Plata. Our next essay was to entrap oysters by means of a large drag, manufactured for this special purpose on board the flagship. Our success in this undertaking consisted in the entrapping of three or four remarkably small clams — we then came to the conclusion to give it up for a bad job. We continued cruising all this night between "Flores" and "Lobos," without any definite object in view. The next morning we stood in for the main land, dragged once more for oysters with very ill success, and cast our nets, which we succeeded in filling this time with every variety of fish in the River, we anchored during the forenoon about two miles from the beach, and after dinner several of us landed on this barren, sandy beach in search of adventure, we walked about ten miles without meeting a single individual except a few soldiers belonging to Oribe's army, who had erected a tent near the shore, and were very busily engaged in the pursuit of small fish with nets formed of twigs and a piece of linen. These men are stationed, in parties of four or five, at intervals along the shore of the River, acting as a sort of coast-guard. They treated us rather cavalierly, and we left them in consequence and lost no time in returning on board tolerably disgusted with our afternoon's excursion. We remained at anchor under the land this night, and on the following morning we got underweigh again and stood for the "Bucco."

The "Bucco" is situated about ten miles from the city of Monte Video, and to the eastward of it, many years ago it was a place of considerable importance from the number of "ostancias,"⁷³ and hide-houses here situated, and vessels not drawing more than twelve feet water could anchor in the harbour, and take in a load of hides, tallow etc., much more expedi-

BUCCO, RIO DE LA PLATA

tiously, and at cheaper rates than at Monte Video or Buenos Ayres. The trade carried on here became so extensive at one time, that the Government directed the port to be closed, in order to divert the trade to the city of M. Video. Since that time it has dwindled away to almost nothing, but

⁷³ "ostancias," estancias, estates.

being an excellent harbour for small vessels, and offering an excellent opportunity for the exportation of the vast amount of property, accumulated by the besieging army, (within whose territory it is situated) it was a short time since declared, by a special edict of Oribe, a legal port of entry and departure for neutral vessels, the consequence is, that all the trade of the interior is carried on with the "Bucco," instead of Monte Video as formerly and there are now lying here from twenty to thirty vessels of all nations. The Oriental Government have strongly protested against this trade, but it has been decided by our Commodore, that an invading army has undisputable right to establish ports of entry, and appoint collectors of the revenue thereof, on coasts occupied by them by the force of arms. The M. Videans have gone so far as to seize vessels coming from the Bucco, as in the case of the American Schooner "Carolinian," which vessel they clandestinely seized and have secreted her cargo, the vessel however was taken charge of by the Commodore, and a demand subsequently made for the cargo which had been stolen, but the authorities professed to know nothing of it; although they have given bonds for the full amount of the stolen property, yet such is the bad faith of the Government in pecuniary matters, that these bonds are considered worthless.

We landed at the Bucco, procured several sheep, a Bullock, some calves, a couple of hundred dozen fresh eggs and some vegetables, all of which we obtained at very low rates, inspected the newly established and somewhat primitive custom-house, which was partly demolished in the late attack by the Frenchmen, and then *sloped*.

Our Captain had permission to be absent from the flagship ten days, on this cruise, but he found it so completely devoid of incident or sport of any kind, that he decided upon returning to Monte Video. We accordingly hove up our anchor again and stood up for the town, where we arrived during the same evening. So much for our pleasure cruise in the La Plata.

November 27th 1843

This morning bright and early we were again underweigh, standing out for the flagship, where we hove too, and received on board Dr. Gordon,⁷⁴ who has received leave of absence for the purpose, and goes with us to Maldonado, whither we are now bound, on a pleasure trip.

We filled away at 10 A. M. and stood down the River, the wind very light from the Sd and Wd. About 4 P. M. the wind died away, and we came to an anchor near Flores — where we lay all night.

MALDONADO

November 28th 1843

A good stiff sou'wester sprung up this morning, and by day break our anchor was on the bow, and the Schooner walking it off ten knots down

⁷⁴ Victor L. Gordon, Assistant Surgeon, 23 February, 1835; Passed Assistant Surgeon, 8 July, 1841; resigned, 20 September, 1844.

the River; we continued going at the rate of nine and ten knots all the morning, and about 2 P. M. let go our killeck again in the fine little Harbour of "Maldonado."

I have already noticed, in the foregoing pages, so I will omit a second one. Suffice it to say, we found the town in the same place we left it last March.

We had not let go our anchor many hours before I was comfortably seated in the stern sheets of one of our cutters; and in a few minutes afterwards had landed on the beach of Maldonado, or in anglice "Badly given." There was a half dozen of us in the party, and we were somewhat surprised to find no horses waiting for us, but this was afterwards explained by a soldier; he informed us that since the port of Monte Video had been blockaded, no person from the town had been allowed to approach the beach without a passport, to prevent their communicating with shipping in the Harbour, and the "peon's" were of course included in the prohibition. As it was too great a task to walk through sand ten or twelve inches deep to the town, we remained in an old hide house near by at present occupied as barracks by the patrol who guard the beach, for nearly two hours, at the end of that time, Mr. Fiddis, the American vice consul residing here, made his appearance with horses for the party. We accordingly mounted and rode up to the town, where we duly enstalled in the consul's hospitable domicile.

We found "Maldonado" in the possession of a party of the white, or "Oribe's" soldiers, who had driven the "Red's" (Rivera's party) out of the place into the interior, about a week before our arrival. The soldiers, about ninety in number, are billeted upon the inhabitants, who are, of course, obliged to furnish them with bed and board gratis. Our commander had an interview with the Commanding Officer, who appeared to be very well pleased with our visit, and seemed disposed to afford us every privilege we could possibly desire, facilitating our supplies of fresh provisions, and detailing a Sergeant and two soldiers to escort us about the place, etc., etc.

Mr. Fiddis informs us that he has every reason to be satisfied with their conduct since they have been in possession; they have, however, put a complete stopper upon every description of business. The only excess committed by the soldiers thus far has been the shooting of one Frenchman by a patrol, and that under circumstances that rendered it impossible to convict the soldier. The majority of the inhabitants are very evidently opposed to the party now in power, but are afraid to declare the fact, as it would be certain death for them to do so. There has been three or four thousand immigrants from the Canary Islands landed here within the last few months, the able-bodied males among whom have been sent out to the main army, the remainder are kept in the town, bundled together in one or two old churches, several hundred men, women, and children being huddled together in one building like so many sheep or swine.

When we were here before some months since, fruit of every description

was very plentiful, and as this is the season for spring fruits in this country, we anticipated a rich treat when we come down, but were very much disappointed to find, that in consequence of the war, and the place changing hands so frequently, no fruit, vegetables, or anything of the kind was brought in from the surrounding country, or cultivated in the "Quintas" in the neighborhood of the town, so that our refreshments while we remain here will consist of beef beef and beef.

We found lying in the Harbour a Danish Merchant Brig, a Spanish ship, and the American ship "Elizabeth" Captain Mitchell, of New York. This vessel is owned by Mr. Silas E. Burrows, by whom she was despatched to this place some months since, in hopes she might by some means, whether legal or otherwise, mattered not a straw to her very *enterprising* owner, obtain a freight of cattle, with which she was to run the blockade, and thereby afford him a profit of eighty or a hundred dollars each head. But the vigilance of the party occupying the place have thus far defeated all their well digested schemes, and Captain Mitchell has now determined to return to Monte Video, as empty as he came away, our Captain having offered to convoy him thither, for be it known, Mr. Burrows is so obnoxious to Argentines, in consequence of his illegal trafficking, that his vessel, although in ballast, requires a convoy to protect her from falling into the hands of Brown's vessels. And for this there is no remedy, Burrows himself acknowledges the justice of the charge, but at the same time, declares that so long as an opportunity exists for him to add to his already overflowing coffers, he is fully determined to improve it.

After partaking of a bountiful dinner at the consul's, a party of us set out for a ride, but there was so little pleasure in riding under a hot sun, over a succession of sand hills, that we soon became disgusted and returned.

The Consul not being able to provide all of us with beds, some of our party were obliged to billet themselves upon the only other American family in the place, that of Mr. Richard Usher, who, with his wife, exerted themselves to render our visit as agreeable as possible.

During our stay in this place, there arrived a Brazilian Corvette in the Harbour, but not being able to procure any refreshments from the shore, she sailed again the next day, and stood up the River. H. B. M. Brig "Racer" arrived also, and had an altercation with the authorities, concerning some hides, said to belong to a British merchant in Monte Video, which hides the Commandante has taken possession of, and refuses to allow them to be shipped. The quarrel will no doubt prove a serious one, and should the Captain of the "Racer" attempt to gain possession of these hides by force of arms, as he has already threatened to do, there will be some bloodshed, as the party on shore seem determined to defend them.

The truth of the business is, the British Government, and the British Merchants in Monte Video, among whom the man to whom the above hides are said to belong (Mr. Lafone) is a sort of master spirit, have compromised themselves by taking sides in the quarrel between the Oriental and Argen-

tine Governments, for which they will be annoyed upon every opportunity, by the "Argentines," to whom they are violently opposed.

It is in consequence of the strict and guarded neutrality invariably observed by our Naval Commanders and consuls, in reference to the contest going on, that the Americans are well treated, and their property respected by both parties; that is as it should be, while due respect is paid to the persons and property, of citizens of the U. States residing in the River La Plata, we can have no legitimate right to interfere in any manner, in the private quarrels of the two parties now at war.

While lying here, we emptied our tanks of the water taken in at Buenos Ayres, and filled them up with pure spring water, obtained from a spring within thirty yards of the beach, in the neighborhood of "whale" point; this water is really delicious, clear as a crystal, and cool and refreshing. The uninitiated can form no idea of the rich treat of quaffing a bumper of cool, transparent spring water, after being necessitated to drink the muddy, brackish, and unwholesome water of the River for five or six months. My friend Christopher Grum would go into ecstasies with a jug of this water, another of "Cognac," and a goodly supply of mint, within his reach. I know from experience, that it [is] excellent in its pure state, and delicious, when diluted with a more "spirited" liquid, which it would ruin my character with the "crotonities" to mention; and I would therefore recommend to all shipmasters, who may chance to visit Maldonado, to fill up with water from this spring, and thereby save the expense of medicines, administered for the cure of diseases, engendered by the use of River water.

December 8th 1843

We have been here now eight days, and having been on shore the greater part of the time, I had become rather wearied with the dull monotony of the very dullest of towns, and was therefore, not at all displeased when the Captain set a day for our departure.

It was about four o'clock P. M. when we hove up our anchor, and made sail, bound up the River, with the "Elizabeth" in company astern, we soon discovered however that she was no match for our little Schooner in the way of sailing, for at sunset she was a long distance astern, notwithstanding we kept under easy sail all the time. At ten o'clock, when I turned in, the light which she carried at her mast head, to warn us of her whereabouts,

RIO DE LA PLATA

was barely discernable in the distance. One would suppose that she was a poor vessel, to pretend to run blockades, and carry on a contraband trade, with a hostile squadron close at hand. Yet with this vessel, whose original cost, to her present owner, did not exceed fifteen hundred dollars, has Mr. Burrows cleared some twenty thousand dollars within the last twelve months.

December 9th 1843

At daylight this morning the "Elizabeth" was not to be seen, we had run her completely out of sight in a little more than twelve hours. Although we had agreed to convey her to Monte Video, the agreement was made with the impression that she was to "hold her own" with us, it is not to be supposed that we would miss a fresh and fair breeze for the purpose of affording her our protection, especially as, had the vessel been a strictly honest trader, our presence would be unnecessary — "those who dance must pay the fiddle," is an old, but very applicable saw. We passed "Flores" about 5 A. M. and three hours afterwards came too under the stern of the Commodore, where we remained only an hour or two, and then proceeded in to our customary anchorage in the inner Harbour.

The "Elizabeth" arrived safe during the day, and anchored near the "Columbus."

HARBOUR OF MONTE VIDEO

We remained quietly at anchor here for a number of days during which time not a single incident worthy of note occurred on shore, and our Log presents a beggerly supply of food for the pen, during the five or six days that our anchor remained in the mud of this Harbour, the most interesting entry, in that receptical of watch officers meditations runs thus, "from 8 to Meridian light breezes from the Nd and Ed and pleasant weather — inspected the crew at quarters — received on board a launch load of sand — cross in the hawse"⁷⁵ Such instructive items, I am well aware, cannot be otherwise than tiresome to whoever may chance to peruse these pages, and I will therefore omit them.

By the bye, how do I know who may overhaul this long rigmarole of nonsense, is a question I have often times of late, asked myself. When I left home, nearly three years ago, I made a rash promise to some of my friends to preserve, for their instruction, some little memorandums of the cities and town[s] I should visit, and my reflections while so far away from home. With this view I commenced a little "log," and this *little* log has continued to grow until this present moment, when it may well be called a *big* log, and brought to a close; for I am under the impression that those of my friends, who have had the patience, and application to follow me thus far, are pretty well disgusted with my dry, and unsophisticated remarks, and meditations. They are not compelled to accompany me however, and those who are already worn out with the journey, may retire, and I will proceed on my way alone. I am resolved, as I have continued my log thus long, to finish it only with my wanderings.

I mentioned some time ago, that the American ship "Herald," owned by Mr. Silas E. Burrows, had been captured and detained by order of the Argentine Government, but subsequently delivered up to Commodore Turner, and brought down to Monte Video.

⁷⁵ "cross in the hawse," a term used to describe two anchor cables that have crossed owing to the ship's swinging 180 degrees.

The owner of the "Herald" has now set up a claim against the Argentine Govt. for the sum of *four thousand dollars* or thereabouts (Mr. Burrows bought her out and out two years ago for \$1800.00) for her illegal capture and detention, and for the damages she sustained while in the possession of the captors. These claims are duly authenticated by the Captain of the "Herald," Silas E. Burrows Jr., a youth of nineteen, her mate, and the U. S. Consul at Monte Video, and have been delivered to Commodore Turner, for him to obtain a settlement with the Government at Buenos Ayres, in the matter. As it was impossible for the Commodore to wait upon the Government at Buenos Ayres in person, our Captain was entrusted with the business, being deputed to present the aforesaid claims to the Buenos Ayrien Government and obtain an answer in reference to them, at as early a day as possible.

We are consequently bound, once more to the far famed Capital of the *Glorious* Argentine confederation, and on the afternoon and evening of the 13th December, we are busy as bees preparing for the passage, by reeving studdg. sail gear, unmooring etc., etc., to be in readiness to take advantage of the first favorable wind that occurs.

RIO DE LA PLATA

December 14th 1843

We received a River pilot on board this morning, hove up our anchor, and were soon standing out for the flagship, we hove too for a few minutes, near the "Columbus," and received from her some letters and despatches, after which we filled away and stood up the River, with a spanking breeze directly after us, and all studding sails set, the Schooner running the log-line off the reel to the tune of 9—6 each successive hour. Between 8 and 9 P. M. we made the light boat off the tail of the "Artiz" bank, and at 11:20 P. M. we passed her, and shortly afterwards I *dipped*, and was soon asleep in my comfortable dreaming bag, yclept⁷⁶ by some a hammock.

When I turned out on the following morning, we were snugly and safely moored, in the outer roads of the Harbour of Buenos Ayres, having arrived at 5 A. M. thus making the passage in about thirteen hours. Our Captain and all the officers that could be spared from duty went on shore; I was among the number, but not of my accord, for it would have afforded me much more pleasure to have remained on board to ruminate on the past, present, and future, but such a course was not allowed me, I was *ordered* to accompany the Captain, to reside on shore at an expense of \$30, currency per diem, in order to assist him in negotiating with the Argentine Government for the payment of Mr. Burrows' claims.

BUENOS AYRES

December 23rd 1843

The "Enterprise" still lays quietly at anchor in the outer roads, and I still remain almost as quietly at anchor here on shore. The Schooner how-

⁷⁶ "yclept," called.

ever, takes the thing as a matter of course, riding very contentedly with 30 fathoms of chain out, swinging round whenever the tide changes, except when the wind is stronger than the tide, when she, of course, swings to it. While I, poor pilgarlick, rant and storm, affirm and protest against the admirable plan of the Captain, whereby I am detained on shore, on duty altogether distinct from, and consequently unconnected with the Navy Department, (to whose liberality I am indebted for my pittance of pay) at a daily expense of at least \$35, currency per diem, which I am obliged to defray out of a salary that does not amount to half that sum, when divided into three hundred and sixty five fractions.

My commander says, and I am well aware that his statement is too true, that he is ordered by his commanding officer to conduct the negotiations before mentioned, with this Government, that he is compelled to live on shore while so engaged, at an enormous and most ruinous expense, and that my services are indispensable to him, consequently I must be near him, to be always *on hand* when required.

This may be good and wholesome law, nay more, I believe it is according to a regulation of the Navy Dept. which says; "All Purser's in the Navy are hereby forbidden to pay the expenses incurred by any person belonging to the Navy of the United States, while on shore, without the previous consent of this Department." Nevertheless, I say it is most illiberal and unjust, and that the foregoing regulation was enacted and put in force for the sole purpose of checking the immense draughts upon the Depm't. for hospitals etc., on shore, wherein were quartered all those officers who could successfully feign sick, and obtain from the surgeon of their vessel, a recommendation for shore quarters. As well as for Junior Officers living for weeks and months, at an expensive Hotel, or Cafe, for the equivocal purpose of apprehending deserters from their several vessels, as though they were so many bum bailiffs, in search of runaway creditors, or swartwouting officials. While the dullest of all dull intellects will readily perceive, and comprehend the vast distinction between my case, as now existing, and either of the former. I have been *ordered* on shore, and notwithstanding my repeated remonstrances, I am *kept* on shore, against my wishes, and at personal expense.

I have remonstrated with the Captain, I will remonstrate with the Commodore, and if need must I will carry it to the Secretary of the Navy, and if I do not eventually recover the amount I am now being compelled to expend for the "benefit of the Republic," I will at least have the satisfaction of grumbling at their penuriousness. Why does not our much respected uncle appoint a Charge to transact these affairs, they do not properly appertain to the Navy, or its officers — more anon.

"Bring me a garland of holly,
Rosemary, ivy, and bays;
Gravity's nothing but folly,
Till after the Christmas days."

December 25th 1843

Again has this time honored festival, and no where more honored than in the good old city of New Amsterdam, returned upon us. And once more is my seat in the family council, assembled this day in the home of my youth vacant, while I am occupying one at the board of a stranger in a foreign clime, and in company with a parcel of sunburned, forbidding looking decendants of castile, with whom I have not one idea in common.

But it cannot be remedied, although I do earnestly hope, that before another Christmas shall have rolled round, I shall be among my kindred and friends. At no other period of the year do I feel my present situation so unbearable, nor the thoughts of my happy home so glowing.

My heart is with my friends at home, and my mind is so completely theirs at the present moment, that I find it impossible to portray my feelings here, and I must needs give up the attempt.

The morning on which it was first proclaimed "Unto you is born this day a Savior, Christ the Lord" broke upon us calm, clear, and most intensely hot, but before Meridian there came up a most tremendous *pampero* which first blew the dust about this goodly city, in dense and impenetrable clouds, and afterwards showered it down upon such poor wights as were unsheltered from its fury, mixed by the rain into a thin paste, the spatterings of which, in one's face, was anything else but agreeable.

I could have enjoyed, with all my heart, a good, old-fashioned December snow storm on Christmas day, and reveled with unalloyed pleasure beneath its inspiring canopy; but to venture abroad on the 25th day of December in a heavy shower of *mud*, was rather more than I could possibly stand, and was obliged to confine myself to a wet and uncomfortable room during the greater part of the day, and all the evening.

However, I succeeded in obtaining, no matter how! an old volume of sports and pastimes, wherein was set forth, all the old customs observed on this day by our venerable ancestors. And I much regret that "Ancient Chrismasse" is treated with so much neglect by our degenerate race. That these good old customs have entirely passed away. But I am determined for myself to enjoy it as far as I can, I join with an old author, who once exclaimed "But is old, old, good old Christmas gone? Nothing but the hair of his good grey old head and beard left? Well, I will have that, seeing I cannot have more of him."

January 1st 1844

I once more commence a new year; here, thousands of miles from home, and among strangers, but I hope, sincerely hope, it will prove the last.

Will my friends at home remember the absentee, as he remembers them, when the "Happy New Year" shall burst from their overflowing hearts, and echo through every nook and corner of the domicile? Is a question I ask myself, and the ready reply is invariably in the affirmative, for should I deem an answer in the negative necessary, all my happy dreams of *home*

would be at an end; I consequently look at the bright side of the picture, and thrust any thought that may protrude of the dark side, from my mind.

I feel in better spirits today, than has been usual with me for some time past, for who can see a new year open to him, without being better for the prospect — without making sundry wise reflections (for any reflections on this subject must be comparatively wise ones) on the step he is about to take towards the goals of his being? Every first of January we arrive at, is an imaginary mile-stone on the turnpike track of human life; at once a resting place for thought and meditation, and a starting point for fresh exertion in the performance of his journey.

The man who does not at least *propose to himself* to be better *this year* than he was last, must be either very good, or very bad indeed! And only to *propose* to be better, is something; if nothing else, it is an acknowledgment of our need to be so, which is the first step toward amendment. But, in fact, to propose to oneself to do well, is in some sort to do well, positively; for I do not believe there is any stationary point in human endeavors; he who is not worse today than he was yesterday, must be better; and he who is not better must consequently be worse.

When I was a school boy some dozen years ago, a text hand copy, written "Improve your time," was placed before me when I was better taught to write than to understand what I wrote. How often these three words recurred to me at that time without their meaning being discovered! How often and how serviceably they have recurred since to some who have obeyed the injunction contained in them! And how painful has been the reflection to *others*, who recollecting it, preferred to *suffer* rather than to do!

But I have this day formed many good and wholesome resolutions for the future, and God willing, I hope to be a better man this day, twelve months hence, than I am today.

Speaking of our school-boy days, forcible to me is the remembrance of my youthful pleasure, on the coming of the New Year; when, in company with my young school-mates and friends, escaped, for the time being, from the unnatural thralldom of our taskwork — with our untamed hearts shouting in our unmodulated voices, and our happy spirits dancing and untaught measure in our eyes, shouting the praises of the New Year's Day — enjoying our presents from St. Nicholas, or Santa Claus — our dough-nuts, and mince pies — our forfeits and fortune tellings — our blindman's buff and sittings up to supper — our panoramas and pantomines — our new pen knives and pastry — in short our endless round of ever new nothings, the absence of which or relish for which, is now but ill supplied by enjoyments of a more serious caste; whereas our childish pleasures have given place to a feverish lingering and thirsting after excitement, which usurp without filling their place. Oh! that I might enjoy those nothings once again in fact, as I can in fancy! But I fear the wish is worse than an idle one; for it not only may not be, but it ought not to be.

Our little craft still lies moored in the roads, and I am still at anchor

here on shore; our negotiations with the Government have been abruptly suspended, in consequence of the Holydays, until after the ninth of the present month. The Argentine Government do not seem disposed to view the claims in a very favorable light, and I am of opinion that Mr. Burrows will be obliged to wait a considerable length of time, ere he touches the Four thousand dollars, claimed by him for damages inflicted on a vessel worth only one third of that sum at most.

However, we shall see, and the sooner His Excellency the Governor decides in the matter, the better I shall be pleased with him.

We remained here then, until the Governor, and his Ministers had fully recovered from the effects of their unusual indulgences during the Christmas holidays; and we confidently anticipated a definite and final answer from them, so soon as they had recovered their shattered faculties; but no, we were still delayed. They acknowledged to Commodore Turner, when they delivered her up to him, that the "Herald" was undoubtedly bona fide American property, and the fact of their releasing her without a word or struggle, proved that they knew and considered her capture and detention to be illegal, and contrary [to] the Laws of Nations, whereby they are bound to respect the Flag of a friendly power, as much as to protect their own.

They are now disposed to dispute the fact of her being an American vessel, inasmuch as she did not carry the papers necessary to constitute her as such. Now for my part, I am no particular friend to Mr. Burrows, nor to his very peculiar manner of transacting business, but I must admit, that in this particular instance, he has justice on his side. He purchased the "Herald" in the River La Plate, without register or other papers, he could not procure these documents without sending the vessel to the United States; he thereupon took out a consular certificate, by which he was allowed to carry the American Flag to the United States.

The "Herald" was in the River La Plate when captured, and the party who captured her were informed that she was bound to the United States, she was *in ballast*, not having a single article of merchandise on board at the time, and she may, or she *may not* have been bound to the United States, still she professed to be, and as she was infringing no law, they were bound, under the circumstances of the case, to respect the Flag she bore, instead of which, they placed a prize crew on board, and sent her to Buenos Ayres.

She was detained here a considerable length of time, with a party of soldiers on board to protect her, they no doubt committed some excesses while on board, and perhaps injured her slightly, but I [do] not consider Mr. Burrows at all justified in claiming twice the value of the vessel for these injuries, had his demands been on a more moderate scale, he might possibly have recovered them, but being so heavy, I think he will be obliged to go without them.

The sole cause of all the difficulty experienced by Mr. Burrows, in his trade with the River La Plata for the last ten years, has been his own lawless conduct towards the natives hereabouts; and in the present instance, it is

well known, that the Argentines mistook the "Herald" in the first place, for another of Mr. Burrows' ships, the "Elizabeth," which latter vessel was then, and I suppose is still, engaged by the Orientals, to carry arms, provisions etc., from Monte Video to other places occupied by the Riverista Army, in contravention of the law of neutrality, and should they hereafter be so fortunate as to capture the "Elizabeth," she will without doubt be burned, or otherwise destroyed, to be effectually and forever rid of her. They do not look with a very favorable eye upon this unlawful commerce, carried on under a neutral, and by them, a much respected flag, and by a man whose every movement, excites in their minds suspicions that some new operations for the relief of the besieged, are contemplated by him.

On the 9th while we were busily engaged in this affair, we were apprised of the arrival at Monte Video of the Honourable Harvey M. Watterson, special diplomatic agent of the United States, to the Government of the Argentine Republic, and at the same time received orders to return to Monte Video with all possible despatch, to afford him a passage to Buenos Ayres in this vessel.

January 10th 1844

At Meridian we got underweigh, made all sail and commenced beating down the River bound to Monte Video. As the wind was "right in our teeth," or dead ahead, we did not make much on our course, and about sunset, when the tide turned against us, we were obliged to anchor, the town being then in full view, not more than ten miles distant. During the night, the anchor was hove up, and another trial of the Schooner's qualities was made, in beating against a head wind. The tide changed in our favour towards morning, and when I turned out, the tide was horsing us down at the rate of three knots.

RIO DE LA PLATA

January 13th 1844

We have been beating for the last three or four days incessantly, we have not had one hour's fair wind during the whole of that time. On the 12th we were in sight of the Mount from the mast head, and beating up for it. At sunset it came up thick and cloudy, with every appearance of squally weather still we stuck to it, determined to make as much of the ebb tide as possible and we were, actually, steering within three points of our course, and going at the rate of nine knots, when as the bell struck four, our Schooner struck a bank, and threw all hands into confusion by the suddenness of the concussion. She struck with considerable violence at first but as soon as all sail was taken in, she became much easier, running her bows further on the reef, until she could go no further, there being only three feet water under the fore chains when she checked herself.

The shock was so sudden that we were taken completely aback, but a very few moments sufficed to recover ourselves, and the most profound

silence reigned again, fore and aft. The guns were run aft, water started, and a kedge run astern, and by these means it was attempted to get her off, but she did not budge, and the kedge commenced "coming home." There was a considerable sea running, the Schooner thumping hard, and the wind increasing fast, we would certainly bilge before morning, should our efforts to heave her off prove futile, consequently we went to work with a will, a second kedge was run out, and the topsail, topgallant and squaresail were set, and braced aback.

About half past twelve she began to move, and soon after began to go astern, until she had got completely clear of the ledge, when we stood off, the Pumps were sounded and it was found, our tight little Schooner was still uninjured. This is the third time this vessel has struck upon rocks since I became attached to her. Once, while going into Monte Video, she struck upon a reef off city point. Again, when going into the "Bucco," she struck on the "Bucco Shoal" with considerable force, but beat over it; when we sounded on this shoal a few hours after, we found only nine feet water on it, and the Schooner was then drawing twelve, by what miracle we found our way over it, without the slightest injury to the vessel, is still a mystery to me! Again we find ourselves hard and fast on a dangerous shoal, and on a dark stormy night. The third time, as though by a special interposition of Providence we escape unscathed, without the loss of life or limb.

It was not more than one hour after we had succeeded in getting off the shoal, and we had not proceeded above five miles, when there came up a tremendous squall, to which we were obliged to doff everything. Had we remained on the Panilla one hour longer, we should, without the least doubt, have either bilged, or otherwise been permanently injured. we weathered the gale however in fine style, and after it had blown itself out, and we were once more on our way to our destined haven, I dipped, and a very few minutes thereafter I was sound and fast in the embraces of Morpheus, for it had got to be nearly three o'clock A. M. by this time, and I had turned out early the morning previous, which circumstances, in conjunction with the unusual excitement of the evening, rendered the drowsy god most welcome.

January 14th 1844

After a night spent in constant dreams of shipwrecks and disasters at sea, from the days of St. Paul down to the present, I awoke shortly after day-break, and found it impossible to compose myself to sleep again. Notwithstanding I had not slept above three hours, and that very unsoundly, I was compelled to turn out again and proceeded on deck to cool my burning temples in the fresh sea breeze then blowing.

Our Schooner's usually clean and well ordered decks presented a strange appearance this morning—here were poultry coops capsized, and their occupants scattered about dead or in a dying state—kedges and hawsers lying about in admirable disorder—the first cutter bottom up in the

weather gangway, and No. 1 gun dismantled in the lee — a harness cask upset on the fore-castle, while its former contents, pork was floating about in the manger — the launch had been broken out, and her load of spare rigging and lumber of every description was scattered about the decks from stem to stern — round, grape, and cannister shot were rolling about, and to sum up, the decks were covered nearly an inch thick with the abominable blue mud of this River. Could a stranger have had a view of our deck this morning, he would certainly have mistaken us for some lumber loaded merchantman in distress — and indeed, it was some time before I could convince myself that I was on board the neat and cleanly little *Enterprise*.

Such then was the state of our decks when I turned out, but such a state of things were not destined to continue long — six bells soon rolled round, and with it came the cry of the Boatswain's mate "All hands, Ahoy!" and a stream of men came pouring up the fore-hatch, their hammocks were soon stowed in the nettings, and then commenced the duty of clearing up the decks, so that by eight o'clock every thing was in its proper place, decks washed clean and rigging coiled down ready for running.

The Mount was in full view from the deck at daylight, and we were standing in for it under a light breeze, with studdings sails set — about nine o'clock we showed our number to the "John Adams," and a few minutes after ten we came too alongside of her.

OFF MONTE VIDEO

We found Monte Video in precisely the same state as when we left, the forces of "Oribe" being still encamped on the "Cerita," just outside the walls of the city; while the Argentine squadron under Admiral Brown are continually cruising off and on the entrance of the Harbour.

Oribe keeps up the siege, and Brown effectually prevents supplies of fresh provisions from reaching the town. All kinds of salt provisions, flour, beans, rice, potatoes, farinha etc., are admitted however, and upon these the inhabitants seem to thrive as well as they ever did on fresh beef and vegetables.

They are still confident that they will be able to hold out until the besieging army either raise the siege, or their President Rivera makes his appearance before the town, and by dispersing the hostile forces, extricate them from their difficulties. At the last advices Rivera was on the frontiers of Brazil, where he had succeeded in raising an army of nearly four thousand "Gauchos," and with these he was to make his appearance before the town, where he was to be joined by as many more from inside, and then risk, a general engagement.

All manner of business is completely used up in consequence of this protracted war. Stores, shops and manufactories are closed and their owners, clerks, and laborers, are idling about the streets and mole.

The Harbour is almost entirely destitute of merchant shipping, and instead thereof is crowded with men of war of every nation, drawn hither by

the war, to protect the persons and property of their different citizens and subjects during its continuance.

We remained here for three days, detained by a head wind, being the same by which we entered the harbour, and seemed fully determined to blow itself out at leisure.

During these three days we took in supplies of salt provisions, bread, whiskey and such other articles as we stood in need of, besides completing some slight repairs of the vessel, her sails, boats, etc., etc.

January 17th 1844

This morning the wind hauled fair — we received a River pilot on board, and commenced preparations for getting underweigh. About 1 P. M. the Honble. Harvey M. Watterson came on board, saluted him with 15 guns hove up the anchor, got underweigh, and stood up the River bound to Buenos Ayres. Mr. Watterson may be, and I have no doubt he is, a remarkably intelligent scholar, a polished gentleman, and an *accomplished* politician — but I must acknowledge that his appearance belies it — he looks to me, very much like a reformed drunkard, or a back-sliding missionary, but his conversation proves him in the full possession of a vigorous intellect, and a truly Christianlike disposition. The breeze freshened towards evening and at eight o'clock we were running along at the rate of nine knots, having passed the light boat about an hour before.

OFF BUENOS AYRES

January 18th

We have had another short, and consequently pleasant run up the River, we came too in the outer roads a few minutes after four o'clock this morning, thus making the passage, from the time we got our anchor in the Harbour of Monte Video, until we let it go again here, in fourteen hours; when we consider that twelve hours run is something remarkable, and very seldom made, and that the average passage is twenty hours with a fair wind, we may well think our little craft a tolerable sailer.

After breakfast, or about ten o'clock, Mr. Watterson left the vessel for shore, and received another salute of 15 guns as he went over the side. Captain Watson also went on shore in company with Mr. Watterson, and I suppose we shall remain here until that gentleman is accredited by the Government here.

January 27th

As I prognosticated some days ago, we are still here, and in all probability will remain here for some time to come; notwithstanding Mr. Watterson's arrival, we are still to adjust the affair of the ship "Herald"; as he is perfectly ignorant of the details of the case, and it would *consume* too much of his *valuable* time to become acquainted with them. N.B. Mr. Watterson

was appointed by the President, *Special Diplomatic Agent of the United States, to the Government of the Argentine Republic.*

RIO DE LA PLATA

January 30th 1844

Having received orders from Commander Conover, of the "John Adams," to join him at Monte Video, with all possible despatch on business of importance, we commenced at daylight this morning, making preparations for getting underweigh — hove up one anchor, and hove in to a short scope on the other — rove running rigging and studding sail gear — hoisted in launch and 1st cutter — filled up with water etc., etc. — and received a River pilot on board, so that at sundown we were in perfect readiness to start on a three months cruise.

January 31st

We got underweigh this morning and stood down the River. Our passage down to Monte Video was long and tedious; head winds and calms all the way. Coming to anchor, and getting underweigh again at every change of the tide etc., etc. We were three days on the passage before we made the light boat on the "Ortiz" shoals; we left our Pilot on board the light-boat, and again commenced beating up for the Mount.

In five days from the time we left the roads of Buenos Ayres we made Monte Video Lighthouse, and we were three days more beating up to the Harbour.

This was without exception the most unpleasant passage I ever experienced on this River, we had strong head winds, and were consequently compelled to beat every inch of the way, and the sea created by the wind and tide coming in contact was very disagreeable.

MONTE VIDEO

February 8th 1844

We passed close under the stern of the "John Adams" as we came into the Harbour this morning and as we did so, we were hailed by Commander Conover of that ship, and informed, that it was unnecessary for us to moor, as we should sail immediately, possibly tonight, but tomorrow morning at the farthest. This was certainly keeping us on the move and no mistake — but the thing of it was, none of us could imagine where we were bound in such great haste — it was generally acknowledged that it must be on business of some moment, or we should not have been ordered from Buenos Ayres so precipitately. It could not be that we were to proceed to Rio, for in that case we should certainly be allowed a few days to prepare for the voyage. Where then were we bound?

We were kept in a state of excitement but a short time however, before it leaked out that we were to proceed to the river "Rio Negro." This River is some five hundred miles to the southd. of cape St. Antonio, which is the

southernmost cape at the mouth of the La Plata, and is the very boundry line of South American civilization. Our business so far out of the cruizing limits of the Brazilian squadron, is as follows:

Those who have followed me through these pages will no doubt recollect the circumstance of the American Schooner "Ohio," running into the Harbour of Maldonado while we were lying there last March, and running *out* again, contrary to our wishes, without communicating with us.

When the "Ohio" left us so unceremoniously at Maldonado, she was to proceed to the Rio Negro, where Captain Smiley had erected a store house and works to try out the oil he takes during his rambling cruises in search of seal.

The whole coast of South America, and especially that part of it to the southd. of the La Plata, is so perfectly familiar to Captain Smiley, that he deemed such things as "look outs" altogether unnecessary in approaching the land thereabouts.

She was proceeding along very steadily, one clear pleasant afternoon in March last, with a fair wind and a smooth sea; when she suddenly struck on one of the reefs with which the coast is lined, and in a very short time bilged and sunk, notwithstanding the Captain's intimate acquaintance with the dangers, and their exact positions. This accident occurred when off the Bay of "St. Blas," about one hundred miles to the Northd. of the Mouth of the Rio Negro. The vessel sunk immediately after she struck, and her officers and crew took themselves to the boats, spare spars etc without being able to save a single article except the clothes they then wore.

Soon after they left the wreck a westerdly wind sprung up, and they were buffeted about by the winds and waves four days, in open boats, and without food, before they succeeded in reaching the shore, and had lost three of their number by drowning, and one by starvation, during that time. After landing they proceeded as best they could to a small town situated on the Rio Negro, some sixteen miles from its mouth, to procure food and clothing, of which they stood so much in need. They all succeeded in reaching the town in safety, and had been there several days, when one morning a cart came into the town, loaded with casks of bread, clothing, rigging, drygoods, flour, provisions etc., etc., and this cart was soon followed by another, equally as heavily laden as the first, with the same valuable articles. These goods Captain Smiley immediately recognised as belonging to the lost vessel, and having instituted a strict inquiry, learned that they had floated ashore from the wreck after she went to pieces, and were picked up on land owned by a man named Ivan Crespo, who had thus appropriated them to his own use, and brought them into the town for disposal, (notwithstanding he was fully aware of the wreck of the Ohio, and of the presence of Capt. Smiley at the town) without giving the necessary information to the authorities, or to the Captain of the lost vessel, that such articles had come into his possession, as the Laws of Buenos Ayres, and every civilized nation requires.

Captain Smiley immediately acquainted the authorities with the robbery,

and applied to them for restitution of the property, then in the possession of one of their citizens — he did not, however, receive any satisfaction from them, and although he has used every means in his power to recover the stolen property, they still persist in their refusal to give it up.

The remainder of the "Ohio's" crew had been living at the town some weeks, when one evening several of them went in a whale boat to an Island in the River, to gather some fruit — while on the Island, and conducting themselves very peaceably, they were attacked by the owner of the place, and some negroes all armed with muskets, and before they succeeded in making their escape, one of their number was knocked down by a blow with the butt of a musket in the hands of one of the negroes, and afterwards brutally murdered and horribly mutilated by these barbarians. The remainder of the party succeeded in reaching their boat, had shoved off, and were rapidly leaving the Island, when a musket was discharged at them, and one of their number seriously wounded. These men had scarcely landed at the town on their return from this unfortunate excursion, when two of them were arrested for *Robbery* by the authorities, and thrown into prison, where they remain to this day, having been in close confinement for the space of ten months for eating a few grapes on an Island which had previously been considered public property, and whither every person in the place were in the habit of going for the same purpose almost every day.

The body of the man that was so brutally assassinated was subsequently picked up in the River, with his hands and feet lashed together, and a heavy stone tied to his neck — it was decently interred.

About six months ago the American Brigs "Two Sisters" of New Bedford, and "Sea-bird," of Newport R. I., were also wrecked in the neighborhood of the Rio Negro, and the crews of both vessels are now at that place in a state of complete destitution.

A statement of these facts having been forwarded to Commodore Turner, and also to our Minister at Rio, and our Consul at Buenos Ayres; the former, at the request of the two latter has ordered this vessel to proceed thither with all possible despatch, and afford protection to the persons and property of citizens of the United States, "peaceably if we can, forcibly if we must!" for the Commodore has given positive orders to our Captain, that while nothing must be wanting to conciliate and preserve an amicable relation with those in power at the Rio Negro, he is to permit no violence to the persons, or depredations on the property of our citizens there to go unpunished. And if, on investigation he shall discover, that any aggressions or injuries whatever, have been inflicted, in violation of law, upon our fellow citizens, he must demand, and insist upon full indemnification for the same, according to the circumstances of the case.

Mr. Edwards, our Consul at Buenos Ayres, having expressed a desire to accompany us on this occasion, and the Commodore given his consent thereto, we will proceed first to Buenos Ayres to take him on board, and obtain a competent pilot. Such then is the cause of our sudden recall from

Buenos Ayres; and the object of our visit to such an out of the way, secluded, and uncivilized part of the coast. We shall, however, be the first American Man of War that has ever visited the place, and may consequently anticipate some excitement.

We all expected to receive news from home when we came in this morning, but were disappointed. My *latest advices* bear date of *November 1843*, which to me is exceedingly late, and I cannot complain.

RIO DE LA PLATA

February 9th 1844

We had a fair wind this morning, and having taken in a few necessary articles of provisions, and obtained a pilot, we got underweigh and stood out of the Harbour, bound to Buenos Ayres. For the first time since I have been in this vessel, we passed through the Northern channel, and I never made a more agreeable and pleasant passage, either up or down. We were not above half a mile from the shore, at any one time during the passage, and we escaped entirely the peculiarly disagreeable short, chopping sea, always met with in the main channel, but which breaks on the Ortiz shoals, and leaves this passage quite smooth in almost any wind that may blow; it being protected from northerly winds by the main land, while the Ortiz serves most effectually as a breakwater in a southerly one.

The banks of the "La Plata" do not strike a person by any natural beautys — for they are particularly tame, and unpicturesque. Consisting of a never ending succession of low sandy plains, with a clump of stunted beach trees interspersed at intervals of two or three leagues — and occassionally may be seen a cluster of miserable looking huts, inhabited by the laborers on some "estancia" in the vicinity, around which are scattered herds of cattle and sheep, each herd apparently containing some hundreds of head. We were off "Colonia" at ten o'clock at which time I turned in; and was soon after visited by numerous friends and relations to congratulate me upon my safe return! I dreamed that I had arrived at *home*.

OFF BUENOS AYRES

February 10th 1844

At 4 o'clock this morning we arrived in the outer roads of Buenos Ayres, and came to an anchor in our old berth. Mr. Edwards will be in readiness to embark tomorrow morning, so that, in all probability we shall be underweigh during the afternoon, bound to the Rio Negro. I am very much pleased at this, as I am completely disgusted with Buenos Ayres and its contents, and long for some novelty, which we shall no doubt meet with during our ensuing cruise.

On the following [day] it blew half a gale of wind in the River, which, as a matter of course, created such a heavy swell that boats were unable to land, and consequently our passengers could not embark; so we are obliged to remain here another day.

I say passengers, for there are two of them, although the Commodore's permission to accompany us was granted to Mr. Edwards alone. That gentleman however, has obtained the consent of our Commander, to take with him Mr. George Usher, of Buenos Ayres, with the view of appointing him Vice Consul of the United States at the Rio Negro, should Mr. Usher be pleased with the place and its inhabitants. They are both to be accommodated in the Captain's cabin, and will therefore incommode no one but themselves by their presence on board. Our market boat brought off a couple of bushels of delicious ripe peaches yesterday, and I wondered what my friends would think, should they receive a few bushels of peaches or grapes, fresh from the trees, in the month of February; and for the sum of forty cents per bushel.

February 12th 1844

Our boats were sent ashore bright and early this morning to bring off our passengers and their baggage. They returned about meridian with such a motley cargo, take them all together, as I never before laid eyes on. First came the "Gig," containing Mr. Edwards, Mr. Usher, our Captain, a dozen fowls, a few eggs, two live sheep, a number of turkeys, a box containing a dozen of B. . . .y.⁷⁷ and a large quantity of segars. Next came the "2d cutter," containing our 1st Luff; Mr. Elsgood, (a very fine man by the bye) sheep, poultry, mess stores, rigging, and two quarters of fresh beef, with vegetables *to match*. The third in order was the 1st cutter, containing the Cabin and Ward-room stewards, a real bona fide, full dressed "Gaucho," servant to Mr. Edwards, and a full load of small traps too numerous to mention, no inconsiderable portion of the boat was however, occupied by half a dozen or more bushel baskets of fruit. Last but not least came the launch, with the baggage of the whole party, and verily she had enough for a dozen persons going on a six months cruise, she was loaded down almost to the waters edge with chests, trunks, portmantaus, valises, hatboxes, gun cases, pistol ditto, bags of shot, and among the rest no less than four large South American saddles and bridles complete. The boats all came on board with the space of half an hour and it took all nearly an hour to stow away their contents.

It was then "all hands up anchor," and we were soon underway, stand-

RIO DE LA PLATA

ing down the River with a three knot breeze and two knot current in our favour. All hands in *tip top* spirits.

February 14th 1844

We are now clear of the River, Cape St. Antonio is out of sight, and bears due west from us, so that we have once more "the blue above and the blue below"; and never did ocean bird fly to its native element, after a long con-

⁷⁷ Probably brandy.

finement on some dull tame shore, with greater delight than that with which *we* hailed the white crested billows of the deep blue sea, after being so long cruising in three fathoms, mud and water.

Our passengers; the consul, vice consul, and the servant have been buried since yesterday, being rather unwell from a dizziness in the head, and a very *peculiar* sensation of the stomach. Oh! Sea sickness, though art truly an arch fiend. How many youthful as well as aged aspirants for neptune's honors have you unrelentingly driven from his proud domains, to spend a dull, monotonous life in the midst of some populous town or city. And how near you came sending me on the same passage, when you were suddenly arrested in your career by the timely interference of your enemy "exercise." "Moderate breezes and pleasant weather, a large sail on the lee beam." says the master's mate of the watch in his "Log Book" lucubrations.

AT SEA

February 16th 1844

We are still running along at the rate of eight or nine knots, with the wind right after us, and everything set that will draw.

For the last two days our Schooner has been completely surrounded by shoals of sharks and Porpoises. Our fisherman have been on the "qui vive" with grains and harpoons, yesterday they brought on board half a dozen or more porpoises, and this morning they caught several "Bonites" and one tremendous large shark, who created quite a sensation by his powerful struggles while lying on deck, to convey some idea of his strength I would remark that he measured from snout to tail nineteen feet, and his other dimensions were in proportion. The harpoonersman had succeeded in getting the latter fish on deck, and had commenced cutting him up to secure his back bone, which is highly prized by sailors, as they manufacture it into many little fancy and useful articles. When, lo and behold, our "First Lieutenant," who prides himself, upon his descent from one of the most aristocratic families in our republican land, but whose heart contains meanness enough for all the Democrats in the world, stepped up and peremptorily ordered the grains and harpoon to be hove overboard, thus depriving all hands of their fresh fish for breakfast; not content with this, he ordered the fish already caught to be thrown into the sea, and any person who shall be caught fishing hereafter is to be flogged at the gangway, as for the most heinous offence.

AT SEA

And what was the cause of this, one might ask in perfect propriety! It was, I would answer such an one, solely because he was so perfectly hated by every one that they would not offer him a share of their spoils. "Some men are born great, others achieve greatness, and others have greatness thrust upon them." Of the latter class, in spite of his vain boastings, is our First Luff; although his paternal parent now resides as Minister at the Court of the Emperor of all the Brazils, the mind and manners of the son

have been suffered to run to waste, until he has now become a disagreeable, vain and pompous puppy disliked, and consequently shunned by his more generous and liberal minded brother officers, and only happy when an opportunity occurs to "run" i.e. make miserable and discontented, those who are for a short period, necessarily under his authority.

Thank heaven I am not of those truly pitiable objects, my situation on board the vessel places me beyond his interference, but I can nevertheless appreciate his mean spirited conduct to others, with whom he is not to be compared in any point of view, and deplore with them that our gallant little Navy is disgraced by such a disgusting image of our maker.

February 17, 1844

Shortly after breakfast this morning "Land Ho!" was reported from the mast head and at meridian the entrance to the River "Rio Negro" was in full view from the deck; we were afraid however to attempt to cross the bar, until we had sounded it, for which purpose our River La Plata pilot was despatched in one of the cutters, accompanied by the Captain in his Gig. They were gone two or three hours, and returned disappointed, having found only ten feet water on the deepest part of the channel; it was only halftide however, and the wind blowing almost directly out of the River, so that with a full tide and propitious wind, we shall no doubt find water enough in the Channel to allow our little craft to pass in.

We should be very much disappointed if obliged to return to the River La Plata without visiting this very interesting portion of God's creation, after coming so far for the purpose; to have bright anticipations nipped in the bud will be rather discouraging to our little party of "River sick" reefers, whose hopes of a pleasant cruise among the half civilized citizens of Rio Negro, and their beautiful and accomplished daughters, were extremely lofty. and then what a disappointment this will be to these same bright eyed damsels of Patagonia, who are already prepared for our conquest.

RIO NEGRO

February 19th 1844

We were underway and laying off and on the mouth of the River all day yesterday until nearly sundown, when a boat came alongside from shore bringing off a Pilot, (who is a downeast yankee by the bye, named Bacon) who gave us to understand that we could cross the bar without difficulty, by waiting patiently for the flood tide, this morning, which he said would give us at least fourteen feet of water on the shoalest part of it. Our anchors were then let go for the night, and our Captain engaged Mr. Bacon to pilot us over the bar, and up to the town.

At daylight this morning we hove up again, and trusting implicitly in the pilot's thorough acquaintance with the dangers around us, stood boldly in for the entrance to the River. At 9 A. M. we crossed the bar in twelve and a half feet water, the Schooner drawing twelve feet, and passed into

the River Negro in safety. The wind was fair, although very light and we proceeded very leisurely up the River, which is no where more than seventy yards wide, and dotted with small Islands, each covering about half an acre.

The banks of the River were completely bare for four or five miles from its mouth, after which they assumed a more verdant appearance, with here and there an estancia, surrounded with hundreds of cattle, or a Quinta, with its stately poplars planted like so many sentries along the bank equi distant from each other.

About 2 o'clock P. M. the wind hauled ahead, and the tide changing about the same time, we were obliged to come too, about ten miles from the mouth of the River, and six or seven from the town.

As luck would have it, our Pilot chose the very worst place in the whole River for us to anchor in; when the tide fell a few feet we grounded, and at low tide we had only four feet water under us, in consequence of which the Schooner heeled over on her bilge, so that we could not stand up on deck, but were obliged to crawl on our hands and feet from one part of the vessel to the other.

The tide rose again during the night and we got underweigh and stood a little further down the River, where we anchored again in deeper water, and remained until the following morning about nine o'clock when we hove up again and stood up for the town. We had a fair wind up, and proceeded along with all studding sails set. We did not perceive this oft mentioned town until we were within half a mile of it, and when we did see it for the first time, we were under the impression that it was small settlement contiguous to the town, but we were taken completely aback when the pilot told us we were to come to here, for this, said he is the famous town of "Patagones"; this assemblage of primitive looking mud huts, is the *town* we have come so far to see.

"PATAGONES," RIO NEGRO

It was a very pleasant Sunday morning when we came to anchor, and the beach was crowded with the "elite" of the town, to view our vessel, she being the first man-of-war that has ever visited the place. We fired a National salute of 21 guns soon after we anchored, with the Argentine Flag at the fore, and the Fort commenced immediately to answer it, but when they had fired twelve guns their powder gave out and the saluting was discontinued. The Commandante however sent round among the inhabitants and succeeded in borrowing from them sufficient to finish the salute, and after allowing an intermission of about two hours to elapse he fired the remaining nine guns.

I was somewhat surprised when I first took a squint at the town from the vessel, to observe a Yankee flag hoisted on one of the houses, yes, there was the stars and stripes floating proudly over a "pulperia," here, thousands of miles from home, and where we expected to find a parcel of half civilized semi-barbarians.

The town of Patagones appears to contain about one hundred and thirty dwellings all of them of one story, and from where we lay appear most miserable apologies for dwellings, but avast until I go ashore, and I will then have a better opportunity of judging of it. Our Captain and the Consuls went on shore this morning to call upon the authorities, who consist of a Commandante and a Juez de Paz.

February 21st 1844

“Your town is a d——d good for nothing town,
I wish I ne'er had come to it.” W. Indian

Captain Morrell, in his narrative of voyages, gives quite a vivid description of this place, and would lead one to suppose that it was a second paradise, on a small scale, but for my part I do not see anything beautiful or interesting in or about it. There is not more than a hundred and fifty houses in the town; they are one story high, and built of mud, the exterior being painted red, or white washed, to give them a respectable appearance, and in truth, many of them appear quite respectable dwellings. The whole number of inhabitants does not exceed five hundred, including about seventy itinerant patagonian Indians, who idle away their time about the town, sleeping in caves scattered about the outskirts.

One thing struck me as rather singular, small as the place is, and without any trade with the interior, yet nineteen out of twenty of the dwellings contain what is here called a “Pulperia,” but what would be called in the United States, a country store, each of which have precisely the same articles for sale, and how they manage to extract a livelihood from the profits of their trade passes my comprehension; yet they have no other visible means of support.

There are many very pretty little Quintas a short distance from the town, one of which, the “Washerwoman’s” where we stopped, contains immense quantities of delicious grapes, and also a very pretty young girl, a daughter of the washerwoman, who is the “pride of the village,” and to say sooth, such another pair of beautiful, bright black eyes, lovely, ruby lips, and pearly teeth, with a countenance, the tout ensemble of which was beyond description, and such a form, oh! I have not beheld for many a day. — As a matter of course this old lady received all our dirty clothes, and of course we called every day to see how they came on; the clothes, I mean!

Bullocks, sheep, poultry, eggs and vegetables are plenty here and remarkably cheap, milk too is so remarkably plentiful that they bring us off five gallons pure and fresh for one york shilling ($12\frac{1}{2}$) ϕ , which is a cheap and wholesome substitute for coffee and tea, especially when *hard up*.

It will be remembered that we came here to investigate certain charges, preferred by Capt. Smiley against the authorities, and some of the inhabitants of this town, for robbing his vessel, murdering one, wounding another, and illegally imprisoning several, of his crew.

Captain Smiley being now absent on a voyage to the Falkland Islands,

and and it being impossible to proceed in the business in his absence, our Captain decided to wait, without broaching the subject, until Smiley's return, which is daily expected.

February 22d 1844

The anniversary of the birth of "George Washington," the illustrious soldier, the renowned statesman, and the honest man.

At 8 o'clock we hoisted our colors and dressed the little Schooner in Flags from truck to kelson, and from the end of the flying-jib-boom to the taffrail.⁷⁸ Yesterday invitations were given to the inhabitants to visit and inspect our vessel today. Accordingly, at 10 o'clock we were pretty well crowded with the "beau monde" of the town; the major part of whom were ladies, and some very pretty ones too, but not one could compare with the pretty washerwoman's daughter. We set before our visitors the best refreshments we could muster such as cake, wine, coffee, sandwiches, and fruit; but nothing would they touch, in the shape of drink, except their infernal "Mate",⁷⁹ which is to them both meat and drink, but to me is little better than poison.

We managed to keep them on board until meridian, and as the bell struck eight, they were somewhat alarmed at the explosion of the first of twenty one guns, which all United States vessels are required to fire this day, in honour of the birth of him who was, and is "first in war, first in peace, and first in the hearts of his countrymen." Their alarm increased as the salute proceeded, and before it was half done they were absolutely beside themselves with fear.

Their grotesque actions and grimaces when the after guns were fired was indescribable, not only the women, but many of the sterner sex, crowded aft until they were *brought up* by the taffrail, and there they stood, a laughable sight, pale from fear. After the salute our guests were set on shore again, nor do I think they will again venture on board a man-of-war for some time to come.

During the evening we gave them an exhibition of fire works, and the manner in which Uncle Sam's Rockets, false-fires, blue-lights, etc., were expended on this occasion would terrify some of the economical members of congress, could they have witnessed our exhibition.

It was our intention to have given the citizens a Ball on this occasion, but as there was not a room in the whole town suitable for this purpose, we were obliged to give it up.

February 25th 1844

As there are so many facilities here for heaving a vessel down on the beach, to examine or repair her bottom, our Captain determined to haul the

⁷⁸ "taffrail," at this time the rail across the stern of the ship.

⁷⁹ "Mate," yerba mate, a tea made from the leaves of *Ilex paraguariensis*, an evergreen of the same genus as holly. The popular drink of Paraguay and the surrounding area.

Schooner up, and have a look at her copper etc., We hauled on the beach about 8 o'clock this morning, so that at Meridian we were high and dry, some eight or ten feet from the water line.

Having been cruising so constantly for the last eight or nine months, we anticipated finding some of her copper worn out or rolled up; but we were surprised to find a piece of her fore-foot, about three feet long, entirely gone; this was under the forward part of the fore-chains, and was no doubt knocked off when we struck on the "Panilla" rock sometime since, going into the Harbour of Monte Video. This is the only place on her bottom requiring repairs, her copper being in as good order as when first put on.

When I left the vessel in the afternoon she was down on her side, so that a person was compelled to walk on her bulwarks instead of on the deck, and confusion reigned paramount, part of the crew on shore and part on board — part of them working, and not a few of them taking advantage of the occasion to have a skylark. As it was absolutely impossible to live on board while the vessel was in this plight, we made arrangements with Don Fernando Merchados for our grub, and we are to sleep — the Lord knows where — we cannot find so many spare beds in the town — so I suppose we shall per force be obliged to sleep on board.

Captain Smiley has not yet arrived from the Falkland Islands, consequently the business which brought us here still remains in statu quo — nevertheless we have enough to do to attend to the repairs of the Sch'r., so that, by the time he does arrive, she will be ready to blow the town about the ears of its inhabitants, should they refuse to render unto Captain Smiley, his crew, and ourselves, ample justice for injuries done, him, them, or the Flag.

Before hauling our vessel on the beach, all her guns, shot, shell, provisions, sails, spare spars etc., etc. were put on board the American Schooner "Jersey," which vessel was lying near us, idle.

February 28th 1844

I really begin to admire "Patagones," the longer we remain the more accustomed I become to the solitude of the place, and the greater is the charm thereof. For the last three or four days we have had some excellent sport among the ducks, teal, pigeons, etc., which abound in the vicinity, and of which I have made many an excellent meal during that time.

What with spending the morning in the Lagoons on the south side of the River after game, and calling in the evening to see if my clothes are washed, (which occupies at least two hours) with an occasional ride on horseback, I spend the day very agreeably.

We have a carte blanche to all the Quintas in the vicinity of the town, and as some of them are extremely well laid out, and contain a profusion of fruit, a walk of an hour or two therein, early in the morning, is a very pleasant method of obtaining an appetite for breakfast, better by far than all the wine and bitters that were ever concocted. A cold bath in the River too,

before breakfast, is much more pleasant to take than a dose of epsom salts, and is far more beneficial to the general health.

When the old spaniards first attempted a settlement here, the Indians were very hostile, never allowing an opportunity to escape them of burning, pillaging, and destroying the property of the white man; to protect themselves, the Spaniards constructed caves in the solid rock for their dwellings, furnished with loop holes through which to discharge their pieces at the enemy. But it was impossible for their small band to protect themselves from the wiles of these crafty savages, and finding their number rapidly decreasing they were obliged to relinquish their design, and embarked again for Buenos Ayres, from whence they set out.

About fifty years ago another party of adventurers attempted a settlement and with better success than their predecessors, being more numerous they were better able to cope with their savage neighbors, and after many a hard fought field succeeded in obtaining the mastery over them, which their successors hold to this day. The inhabitants are however, still troubled occasionally with these unwelcome intruders, within the last ten years the town has been more than once completely sacked by them. A few days before our arrival the people from the estancias in the neighborhood were ordered into the town, an attack being then anticipated, but they now consider themselves quite safe.

I have had the curiosity to visit several of the caves used by the first settlers, and cannot imagine anything better calculated for the purpose for which they were constructed. Many of them contain two rooms, they have every facility for culinary purposes, without exposing the inmates in the least; and might be made very comfortable dwellings in case of necessity; the doors are necessarily small, too low for a person to enter standing upright, and are surrounded with loop holes. Being excavated in the solid rock, they show well for the industry and perserverance of the hardy architects.

I have this day made a grand discovery, one which I must admit, somewhat surprised me at first, and may not the less surprise whoever chances to peruse these pages. In the ordinary course of events, our Captain had occasion to communicate in writing with the "Commandante," and the "Justice of the Peace," the former encharged with the civil, and the latter with the Judicial affairs of the town. We were taken aback when, in answer to our well written despatch, we received a mere verbal answer from by one of the Commandante's suite, upon the subject on which we had addressed him, and very plainly and unequivocally expressed as much, and what do you think, was the answer we received? Oh, shades of New England pedagogues listen! neither the Commandante or the Justice of the Peace of this renowned town can read, write, or even spell!!!

March 1st 1844

Sometime between ten o'clock last night and daylight this morning, there arrived, and anchored near us, the American Schooner "Sarah Ann,"

Captain Willm. H. Smiley, from the Falkland Islands. About 8 O'clock this morning Capt. Watson of our vessel, and Captain Smiley, had a conference, the result of which was, a communication from Captain Watson to Senor Don Nicholas Garcia, the Commandante demanding the immediate arrest of Pedro Crespo and all others concerned in the murder of George Ogleby, an American seaman belonging to the "Sarah Ann," and also of Juan Crespo for secreting and disposing of property belong to the wrecked Schooner "Ohio," knowing it to be such, without giving the *Customary* notice to the Commandante, or the *required* notice to the Captain of the wrecked vessel; and that they should be detained in prison until the Governor General of the Province should decide in the matter. A second communication was also addressed to him, requiring the instant liberation from confinement, of James Funcheon and Francis Elliott, two American Seamen.

Of the former communication we heard no more during the day. But to the latter we received a very hasty and satisfactory answer, in the shape of the two men making their appearance on board almost immediately after the inditing of the despatch.

Captain Smiley's descriptions of life on the coast of Patagonia are highly amusing. He has been knocking about on the east coast of South America about twenty years, and during that time has had many hairbreadth escapes, and many humerous adventures. For several years past he has occupied a store-house here, and has made "Patagones" a sort of rendezvous. He has had, at times, as many as four vessels here at one time, so that the revenue arising from his visits has been considerable.

March 3d 1844

This morning Captain Watson received an answer to his communication of yesterday, in which the Commandante says, that the men who were assaulted, together with George Oglesby, who was murdered, went to the Island belonging to Pedro Crespo, in the middle of the night, for the sole purpose of robbing and pillaging the same; that they committed a great many excesses while there, and were repeatedly warned off by Crespo's servants, but considering themselves superior in force to the party on the Island, they resisted "with knives in hand," when the owner of the Island ordered one of his negroes to use the arms in his hands for his own defense.

This negro accordingly attacked Ogleby with his musket and killed him, the other negro fired at the men in the boat, and wounded one of them severely.

For this, says the Commandante, "I have caused to be arrested and have now in rigorous confinement, the first mentioned negro, named Mariana; the circumstances of the case have already been forwarded to the superior Government at Buenos Ayres, and until I receive orders from Gov. Rosas (him), in reference to it, I can take no further steps in the matter."

He says he cannot order the arrest of Pedro Crespo, but in case the Governor should order it, he guarantees that he shall be forthcoming. In the meantime, the negro slave remains in close confinement, and for what?

For refusing to criminate his master; and for obeying the order of that master, which to him was both law and gospel.

In the matter of the robbery of goods belonging to the wrecked Schooner "Ohio," by Juan Crespo, the Commandante says, that it is alleged, and has been satisfactorily proven by the accused, that the goods were given, or sold to him by Captain Smiley, and that when he offered to pay for them, owing to some depreciation in the value of the money of the country, Capt. S. refused to receive it, and out of revenge brought against him this serious charge. There appears to be some mystery about this transaction, and were the truth known, I have no doubt but Juan Crespo would be found more sinned against than sinning. Others think so too, for it has already been decided, that nothing more be done in this until we return to Buenos Ayres, when the matter will [be] submitted to Governor Rosas by our Minister there, and if circumstances should render it advisable, he will be tried for the offence.

Having finished repairing the forefoot, scrubbed the copper etc., etc., we thought it was time to haul the Schooner off into deep water, but when we attempted to heave off this evening, we found it was no go — the Schooner was hard and fast, would not budge an inch in spite of our utmost endeavours.

March 5th 1844

The wind blew down the River all day, consequently the tide was very low, and we did not attempt to move the Schooner. This morning the wind came up strong from the Sd and Ed and at 8 o'clock, the tide being well up, we hauled off into deep water without any difficulty. The American Schooner "Alonzo" arrived this morning from the Falkland Islands, and a Danish Brig from Buenos Ayres.

Several of us have been about twenty miles up the River to have a look at a salt lake. We went off yesterday morning on horseback, and after riding about forty miles in a roundabout direction in search of the lake, did not arrive there until nearly sunset.

The salt lake which we visited was the largest of four in the vicinity of the town. It is about fifteen miles long, and from four to five wide. The whole surface is encrusted with salt to the depth of several feet, and very much resembles a lake frozen over with ice, being perfectly smooth and of sufficient strength to bear a dozen loaded teams. The salt is of an excellent quality, which led to an attempt on the part of some merchants in Buenos Ayres to work it, but after erecting storehouses, dwellings, vats, etc., in consequence of some mismanagement the project fell through, and it now remains for some enterprising Yankee, to enter into, and create a fortune for himself in a very short time, and with but little exertion.

Being too late for us to return to town that night, we obtained some eatables and drinkables at a Pulperia in the neighborhood, and passed the night in an old Rancho on the shore of the lake. We are stirring betimes

the next morning, or I should say all night, for the fleas were too busy to allow us to sleep, and arrived in town about ten o'clock.

I have hitherto thought the tales related by travellers, of the gigantic stature of the Patagonians, to be fabulous, mere chimeras of the brain, invented to satisfy the appetite of the multitude for strange and marvelous adventures. But I have come to the conclusion that there does actually exist a race of Indians in Patagonia whose average stature exceeds by at least twelve inches, the other natives of South America, or of the world. There are many of the giants, who preferring the alcohol abounding in the pulperias in the town to a roving life in the interior, hang about here, performing all manner of drudgery for the recompence of a draught of their beloved fire-water. I have also seen several of the bona fide roving members of these tribes, and they are invariably of the same monstrous size. It is somewhat strange that the hands and feet of these Indians are as remarkable for their diminutiveness, as their other proportions are for hugeness.⁸⁰

Having got on board our guns, shot, shell, tanks, provision, etc., which had been placed on board the Schooner "Jersey"; all hands went to work restowing and getting her in order for sea again. At sunset the topmasts, topgallant masts and yards were sent aloft, and during the evening the rudder was hung, so that we are now in every respect ready to depart hence.

On a hill a short distance from the beach, in a very snug little mud domical, lives a clever little man known as "Peter Bueno," or "good Peter" when rendered into English. Peter of course keeps a Pulperia, for what respectable citizen of Patagones does not! Keeping a Pulperia, as a matter of course Peter also keeps drinkables, which, are generally acknowledged to be the very best in the town, he also has a very comfortable back parlor, in which, about once a week there comes off a grand Ball given by the said Peter for the gratification of his numerous friends. Our steerage officers, being *ardently* fond of Peter, often take a stroll up the hill to call upon, and pay their respect to him. Being on such intimate terms, it was not very surprising that the whole bevy of us should receive invitations to attend his weekly fandango, which came off this evening.

And with our time hanging rather heavily on our hands, it may well be supposed that we accepted the invitations with pleasure, and any one acquainted with the strict discipline of a man-of-war, or with the habits of a reefer when "on liberty," may readily conjecture that this was an occasion on which he would enjoy himself in spite of every obstacle, and forgetful of the past or future, surrender himself to the fascinations of the present. And we did enjoy ourselves. We danced and waltzed, talked Castilian with our eyes, and made all manner of love to the pretty brunettes by dumb signs.

After the Ball we had a supper, this was gotten up entirely by the En-

⁸⁰ This is a remarkable observation, for the word "Patagonian" is derived from the fact that Magellan had observed huge footprints in the sand when he stopped on these coasts. The Patagonians had an average height of between 6 feet 1 inch and 6 feet 4 inches.

terprize's, in return for the many civilities extended to them by Peter. Of course this part of the entertainment went off with as great eclat as the first — one thing I was greatly rejoiced at — several of the ladies actually partook of our delicious coffee in preference to Mate; which, by the bye, we intentionally neglected to provide. It was long after daylight when we again reached our Schooner, completely used up.

March 7th 1844

Our business with the authorities here has been adjusted thus. In the matter of the murder of George Ogleby; the negro who committed the murder is now in prison, and we have the Commandante's guarantee that Pedro Crespo, who ordered him to do so, shall also be imprisoned, should the Governor so order, after the matter has been duly considered by the General Government, to whom it has been referred.

The case of Juan Crespo has also been laid before the Government at Buenos Ayres, with all the details, and will be investigated thoroughly by them in conjunction with our Minister there, to whom the business will be consigned when we return to Buenos Ayres, and should he, after a proper investigation by him, consider it necessary to bring these Crespos to punishment, he will most assuredly do it.

Captain Watson, deeming the long and irksome imprisonment of James Funcheon, and Frances Elliott illegal and unjust, having been done by Pedro Crespo merely to pique Capt. Smiley; made a formal demand on the authorities, for the sum of five hundred Spanish dollars, as some indemnification for their protracted confinement, and consequent loss of time. Three hundred dollars of this he demanded in the name of the first of these men, who was severely wounded in the affray on the Island; and the remaining two hundred for Francis Elliott.

The demand was readily complied with, and the money paid by the Juez de Paz.

It now only remained for us to settle up our bills on shore and slope hence. The Purser came on board last evening with the intelligence that he was ready to depart, having paid the debts of the vessel, and laid in a supply of "fresh grub" sufficient for several days. At 8 o'clock this morning then, the cornet⁸¹ was run up at the fore, a gun fired, and we left the town of Patagones under a salute from the Fort, and one from Capt. Smiley's Schooner. We stood down the River with a fair wind and strong ebb tide, until we arrived within a few miles of the entrance to the Rio Negro, when we came too, to await the arrival of Capt. Watson and Mr. Edwards, the Consul, who remained behind at the town. We found the Brig "America," of Phila. from Buenos Ayres, ashore on the beach in front of the pilot's house, but she will float off when the flood tide makes again.

About 11 P. M. the Captain came on board, bringing with him Capt.

⁸¹ "cornet," a navy signal flag used to signal all hands to report aboard at once.

Smiley, Mr. Hickman, and three full grown beautiful Guanachos,⁸² which latter he intends to take to Rio, but the bipeds will of course leave when we get underway in the morning.

AT SEA

March 8th 1844

The Pilot came on board early this morning, and we got underweigh, and stood out of the River. Our friends left us when off "Point de Mair," and we crossed the Bar in fifteen feet water, having three feet to spare. The Pilot took his departure, and we stood on our way with a nine knot breeze on our quarter.

At 4 P. M. the high land near the pilot's house sunk below the horizon, and we bade farewell to "Patagones" perhaps forever, for the chances are against our ever visiting it again. When we first arrived, I thought the town remarkably dull and disagreeable, but when we had been there a week, and become acquainted with the inhabitants, I thought it rather more pleasant, but when we had been there two weeks, conforming ourselves to the established forms of the denizons, danced a few fandangos, and flirted with the *senorittas*, I thought it the very El Dorado of dwelling places, and it was not without some regret I took leave of the town and its inhabitants.

The visit of our vessel to the Rio Negro will be of great future benefit to American vessels trading there, or who may put in there for supplies, of whom there are a great number in the course of a year; as the authorities will now exert themselves to facilitate their business, and protect their property from depra-dations, having the fear of a visit of an American Man-of-war before their eyes. When we came out there was four American merchant vessels lying there, discharging and loading. It will readily be perceived therefore, that the annual visit of a Man-of-war be it a matter of necessity, for the inhabitants, or rather some of the inhabitants, for I must acknowledge there are some honest, upright, and intelligent men among them; I say, there are some of the inhabitants of Patagones, who cannot clearly distinguish between property of their own and that of a stranger, and should they by any means become possessed of the latter, it will be found rather troublesome to wrest it from them.

When I turned in about 10 P. M. we were well off the land, and making northing at the rate of six miles an hour.

March 10th

We are still making excellant way towards our destined port, yesterday we ran one hundred and thirty seven miles, and today we have done even better than that. This is very fair sailing; but it is not exceedingly pleasant, for the southerly winds bring with them rain, and as the wind has blown from the south for the last two days, it has been rain — rain — rain — until

⁸² "Guanachos," large quadrupeds related to the camel and vicuna. A native of Patagonia where it furnished clothing and food for the inhabitants.

our steerage is now nearly knee deep with water, and we are even now discussing the question whether we shall strip to a girtline, and swim for it, or wade about in full dress! We have not yet decided which is the most advisable course to pursue, but should it continue pouring much longer we shall be compelled to turn mer men. Our hammocks and bedding are already so completely saturated that a dry pea jacket and a hard board bed, is infinitely preferable.

Oh! the comforts of "a life on the ocean wave," especially in a Schooners steerage; who would not sell a farm to go to sea?

March 12th 1844

We made the light boat off the "Ortiz," about nine o'clock last evening, passed her about twelve o'clock, and arrived in the outer roads of Buenos Ayres, where we anchored, and all hands turned in, about five o'clock this morning.

About nine o'clock this morning, all the civilians were out and ready to go on shore, and I was very much surprised when I was informed that I was to accompany the party. It was with a very ill grace that I turned out, and *packed up* my toothbrush, and hairbrush, for a stay of several days, for it is understood all round, I believe, that I am to be victimised every time, and all the time, we stop at B. Ayres.

Being ordered to remain on shore on *Public duty*, at an expense of two Patacons each day, which I am obliged to defray out of my private purse, and that, in consequence of these repeated draughts, has become completely exhausted.

BUENOS AYRES

March 16th 1844

I have been constantly on shore since the morning of our arrival here, and have been busily employed during a greater part of the time.

Nevertheless, I have found time to take two or [three] jaunts into the country on horseback, and to spend a few hours of the evening's at the parties given by some of the American merchants here. But I should have preferred remaining on board after all, for, of Buenos Ayres and its amusements, I am heartily sick! This being the day appointed for our sailing hence for Monte Video, all officers were ordered to be on board at 10 A. M., and it was somewhat extraordinary, they were all, without one single exception, on board at least one hour before the specified time; this goes to show that I am not the only one who leaves Buenos Ayres without the least regret.

About Meridian we hove up our anchor, got underweigh, and stood down the River, bound first to Monte Video, and from thence it is supposed to Rio. We got underweigh with the wind fresh from the Northd., but before sundown it hauled, and came out from the Sd and Ed., so that we were obliged to come to anchor, at the change of the tide about nine o'clock in

the evening. The rain poured down in torrents during the whole of this night, rendering our steerage but little better than a swimming bath.

HARBOUR OF MONTE VIDEO

March 18th 1844

The Mount was discovered at daylight this morning, and we lay becalmed in full sight of it, for more than six hours; but at the end of that time a breeze sprung up from the Southd., and we made all sail upon our little craft, to get in before this wind should fail us. About 5 P. M., we showed our colors and number to an American Sloop of War in the Harbour, which she answered, and we discovered her to be the U. S. Sloop "Boston,"⁸³ just arrived on the station. We passed close under the stern of the "Boston," and anchored in our old berth, just as the sun sunk beneath the horizon.

The "Letter Bag" came on board soon after we came too, and among its contents were several letters for myself, which I was very much pleased at, but what delighted me most, was to hear that the Commodore had expressed his determination to send us to the United States, and ordered us to join him at Rio de Janeiro with all possible despatch, to refit for the passage home. This was glorious news, and upon its receipt such a glorious shout went up from our little Schooner, as was never before heard. The very idea of my revisiting *home* after an absence of three long years, is enough to turn my brain, for joy. I was by far too much excited to eat, drink, or sleep, but spent the livelong night planking the deck, cogitating of home, sweet home.

March 24th 1844

Hurrah! Hurrah! We have at last finished our repairs, the caulkers were this afternoon discharged and paid off; our vessel is now in every respect ready for Sea, and we confidently hope ere this time tomorrow to be on our way to Rio de Janeiro and the United States.

It is utterly impossible to conceive the height of the excitement raging on board the Schooner, in consequence of our being "*Homeward bound*"! There are some of our officers who have [been] absent upwards of *four* years, some three, and none less than two years — who then, can comprehend their feelings, at finding themselves on the way to their friends, and the homes of their youth? I answer no one but he who has been similarly situated!

We received a Letter Bag from the Boston this afternoon, marked, *For the U. States*, which plainly implies that we shall sail with the first fair wind, it being now directly ahead for leaving the Harbour. At sunset we got underweigh and stood over towards the Mount, in order to take advantage of the first change in the direction of the wind. Between 8 and 9 P. M. the

⁸³ *Boston*, second-class sloop, 18 guns, 700 tons; built in Boston, 1825; lost on Eletheura I, the Bahamas, 1846.

wind hauled westerly, and fifteen minutes afterwards our anchors were on the bows, and we were standing down the Rio de La Plata, for the last time.

AT SEA

March 25th 1844

We passed the Island of "Lobos" about six o'clock this morning, at ten we were off Cape St. Mary's; well out to sea, and with our prow pointing towards the north pole. The winds seem rejoicing with us, for they blow directly from the South, and with sufficient force to send us along at the rate of ten knots, stu'n sails alow and aloft on both sides; who cares if we should carry away every boom in the vessel? None of us surely, for there are plenty of spare spars in Rio, and time is precious now, for you must know we are hurrying home. Like some schoolboy, who has strayed too long, and too far from home, will upon the approach of twilight, throw down his load of fruit, and without casting one look behind or around him, or bestowing a single thought upon the loss he has sustained, make a straight wake for the dwelling place of his parents. Nay, he will even summon courage enough to cross the Churchyard, to reach home a few minutes sooner than by the beaten road.

So is it with us, for instead of making some three or four hundred miles easting before attempting to make Latitude, as has heretofore been our custom, we have dared to point her nose directly for Rio, in spite of all the dangerous gales, tedious calms, and hidden rocks, which are said to abound in shore.

"Yes, as gay as a bride on her nuptial day,
She cleaves thru' the seas on her watery way."

March 28th 1844

Who would have believed that all our prayers for a fresh, fair breeze should avail us nothing? And the splendid wind with which we started would fail us after a short two days?

Yet so it is, the wind commenced hauling about noon yesterday, and at sunset it had got round to N. E. and Oh what a fall was there my countrymen! At first change of wind it was hoped that it would merely haul a point; when it had hauled three or four points, we could still lay our course and that was quite sufficient; but when it got round to N. E. and we were obliged to run off to E by S., the jaws fell, and every face on board was at least twelve inches longer than on the day before.

However, they say "there's a sweet little cherub that sits up aloft" etc., and we must content ourselves with chewing the quid and whistling Tom Bowling, until the little fellow sees fit to use his influence in procuring for us a fair wind.

If there is any one thing in this world particularly disagreeable, it is

surely being obliged to be going south, when bound to the United States after three years absence.

“Now by the wind close hauled we go
 And strive in vain our port to near
 I think 'tis thus the fates defer, my bliss with one that's faraway”
 Etc. Milton

March 30th 1844

The wind is still dead ahead, and we are farther from the port of our destination now, than we were four days ago, as we have been running E by S with a current setting us to the Southd. at the rate of seven miles in twenty four hours, as may be supposed, our patience is quite exhausted; we have given up all hope of a fair wind, but are anxiously anticipating some slight variation, which will allow us to reach Rio sometime in next month. During the first day or two that we had this wind, all hands were growling and cursing the winds and their fates. But this feeling has now passed over; we begin to get *accustomed* to it, and those who, but a day or two ago, wore a face a yard long, may now be seen actually smiling, sometimes even laughing, at the bare idea of going south, here in the Southern Atlantic Ocean, and we bound to the United States. It is truly laughable, but the peculiar acidity of my disposition, which I must admit, it very, aye, is remarkably sour, will not allow me even to look cheerful. For this, I am not the least to blame, for had I been allowed a *say* in the admixture of the different ingredients of my composition, I should now be one of the liveliest, gayest, merriest, fellows alive, and would no doubt be as well pleased as the rest with our present situation, and pleasant prospects.

April 1st 1844

The first of April, some do say,
 Is set apart for All Fools day;

We were certainly fooled today, if we never were before. About meridian the wind veered round to west, and we hauled up on our course, which was N.N.E. $\frac{1}{2}$ E., and set studding sails to it, we were very much pleased at this, anticipating a quick and pleasant run up, for we were then going seven knots, with the breeze apparently freshening. All hands were on deck, and not a few were praying for a gale from the direction the wind was then blowing. This was, however, merely to *fool* us, for shortly before sunset the wind commenced decreasing, and at 8 P. M. had died away completely calm.

Here we were then, in a worse plight than ever, for even a direct course to the South Pole would be far preferable to a dead calm, the vessel rolling hammocks nettings under, and campstools, lockers, table and crockery tumbling about one's ears.

He must certainly be an angel who would not complain at such luck; truth it is, that there was not one officer, man, or boy on board the “Enterprise” who did not give vent to his dissatisfaction in a very unequivocal

and unmistakable manner. It *might* be said I was one of the number; I never denied the implication.

April 2d 1844

"Calm and cloudy," saith the log book, which, being regularly authenticated by the officer of the watch, we are bound to believe. The above, with the interesting intelligence that at a certain hour of the day he "inspected the crew at quarters, and exercised the 2d Division at the Great Guns," and at another certain hour he "lowered the mainsail, and furled the topsails," is the sum total of the cogitations of the Officer of the watch for the day.

April 3rd

Calms — calms — and calms —

April 4th

The same — grumbling, growling, cursing, and backgammon playing, are the order of the day. We have actually given up the idea of reaching Rio for the next month. It is perfectly impossible to imagine the gaiety of our little circle of luffs, mipcheeses, medicos, reefers, and nondescripts, now adays. What indescribable feats of agility they now and then exhibit, springing up ladders to take a view of the heavens; While another one stands, in the very height of merriment, scratching the mainmast and whistling with all his strength of lungs for a WIND! Oh, such jolly times!

April 5th 1844

We are once more fairly underway, with a propitious wind, which breezed up early this morning, and still continues to blow. So that we have some hopes of reaching Rio before our hair becomes silvered by age, notwithstanding our dismal predictions of the past few days, and consequent depression of spirits.

When the breeze sprung up this morning, we went at the rate of three knots for the first hour or two, it then began to freshen about one knot an hour until we were going along *eight*, which is very tolerable sailing for our Schooner. As our rate of sailing increased, so, in proportion did we regain our accustomed good humour, until she ran eight knots off the reel, when our cheerfulness was beyond all bounds.

We are at present jogging along very pleasantly with the wind just far enough aft to allow the starboard studding sails to draw. The weather is delightful, being bona fide tropical weather, dashed with the fresh sea breeze, and afterwards settled with a few of the well heated rays of Old Sol; which form together a really delicious, and most refreshing concoction. The more so to us for being exposed to a scorching sun, without a breath of fresh air, for the last week. To render it still more pleasant, we have the moon almost as soon as Sol leaves us.

April 9th 1844

We have been extremely fortunate since my last; having been favored with the wind which we now hold, during the whole of the four days and nights which have intervened, without a moments intermission. The wind is from the Sd and Ed, while our course has been Nd and Wd., which leaves nothing to be desired but a gale from the same favorable quarter, to send us along faster than we now go, towards the desired haven.

Our meridional and chronometor observations today, place us about one hundred and fifty miles from "Raza" at 12 o'clock M., so that with only ordinary luck, and a moderate sea breeze this afternoon and evening, we may expect to make the Light on Raza Island during the night.

At 4:20 P. M. Land was discovered from the mast-head, right ahead, and high land, no doubt the land at the entrance of Rio Harbour. If such should prove to be the case, we have considerably overran our reckoning, notwithstanding we have been extremely careful in logging the Schooner, for fear we should find ourselves close to the land before we were aware of our approach to it. However, there is the Land, and we approaching it so rapidly, that in a few hours we shall be able to decide by the landmarks, our exact situation, and form our conclusions accordingly. The *Croakers* are even now predicting that the Commodore has probably left for the River, and we will consequently be detained in Rio for an indefinite period, until we can hear from him. While another thinks it probable, that we will be sent on another cruise in the *La Plata*, or perhaps to the coast of Africa, which would be still worse. The hopefull few do not notice these pragmatical insinuations, nor will indeed listen to any such croakings.

Light, ho! was sung out lustily by the lookout at the mast-head between nine and ten o'clock, the vessel going seven knots at the time. "turned in."

April 10th 1844

At daylight, this morning, when I went on deck, we were abreast of "Rodonda" becalmed, the sea breeze having a short time previous died away, and the land, not yet set in. At sunrise a fresh land breeze sprung up and we commenced the unpleasant task of beating in for the Harbour, but with poor encouragement, for we had not made five miles of the distance at twelve o'clock when the sea breeze came in to our succour. We immediately made all sail then and stood in for our anchorage in the Harbour.

When off "Santa Cruz" we showed our colors and number to the "Columbus" 74, and Frigate "Raritan,"⁸⁴ lying in the Harbour. At 2 o'clock we came too in our old berth and moored. Captain Watson went on board the "Columbus" to report himself to the Commodore, and re-

RIO DE JANEIRO

mained there, but sent his boat back with an enormous quantity of letters, papers, etc., for *us Schooner's*.

⁸⁴ *Raritan*, frigate rated at 44 guns, carried 50; launched at Philadelphia, 1843.

Among these were no less than fourteen letters, and several packages of papers for myself which afforded me great gratification, for among them were letters from my associates at home, whom I had never expected to write me again. Besides these, were numerous epistles from my Brothers, informing me, among other interesting items, of the birth of Nephews and Nieces in abundance. When I left home three years since I was *uncle* to two young gentlemen; at the last advices there were some half dozen of each sex who stood in that relation to me. Is not this alone a sufficient reason for me to wish to return, and show myself among them?

One thing struck me as rather singular in relation to these letters; there was some of them dated as long ago as November 1842, while others bore date of Feby. 1844 — all coming from the United States by the very same conveyance. Where and how these letters have been so long detained is beyond my comprehension.

From some of the Columbus's who visited us during the day, we learned that the "Raritan" was to relieve the "Columbus" as the Flagship of the squadron, and that the latter ship was to return to the United States as soon as she can fill up with provisions, wood, water etc. for the passage. The Sloop "John Adams" sailed several days since for New York. The Frigate "Constellation"⁸⁵ Commo. Kearney has been here, and sailed for *home*, with Mr. Hunter, our late Minister to Brazil on board; the "Constellation" was from the East Indies, via Valparaiso.

We did not hear anything conclusive in regard to the "Enterprise," although it is very generally understood here that she is bound direct to the shores of Columbia.

Rio appears from where we lay, to stand in the self same place that it occupied when we left. The Corco Vado, Lord Hoods nose, the Sugarloaf, Organ Mountains, Bota Fogo, Signal Hill, Cobros and Mochados Islands, Pria Grande, and all other surrounding objects appear like so many old and tried friends, rising to hail our return, and welcome us back to dear old Rio.

April 12th 1844

During this forenoon Commodore Turner transferred his broad pennant from the Columbus to the Raritan. The former saluting him upon leaving, and the latter, upon his arriving on board.

The "Columbus" will sail for New York with the land breeze of tomorrow morning. And it is settled that we are to follow her about a week hence, stopping at Bahia and Pernambuco on our way. This will occupy but a few days, and never having seen either of these places, I am pleased rather than otherwise to hear that we are to visit them. The squadron will appear less imposing than formerly, after the departure of the "Columbus" and "Enterprise." It will then consist of the "Congress" and "Raritan,"

⁸⁵ *Constellation*, second-class frigate rated at 36 guns, carried 38; launched in Baltimore in 1797.

Frigates, and "Boston" Corvette, whereas when I arrived on the station, the squadron contained a Line of Battle ship, a Frigate, three Corvettes, and a Schooner, six sail of vessels in all.

A short time before sunset the U.S. Sloop of War Boston arrived from Monte Video, and anchored in the Harbour.

April 13th 1844

At daylight this morning the "Columbus" got underweigh and stood out of the Harbour, towed by the boats of the different vessels of war. She fired a parting salute of 13 guns when off "Villagagnon," which was returned by the "Raritan."

At nine o'clock the "Columbus" was no longer to be seen. During the afternoon the French Frigate "Gloire" and Corvette "Arethuse" arrived. These vessels sailed hence a few days previous to our arrival, bound to France. When some hundred miles on their way, the former commenced leaking badly, and they were compelled to return.

We have already commenced filling up with wood, water, provisions, etc., for the homeward passage, and we are in hopes of sailing on or about the 20th.

April 18th 1844

A Neapolitan Frigate arrived and anchored in the Harbour. This vessel brings out the young Prince of Naples, who is to marry Princess [Paulina] of Brazil, the eldest sister of the Emperor Dom Pedro 2d. The marriage however, will not take place for some days, probably not until the 1st of May next, so that we shall lose this grand pageant, for by that time we calculate to be some hundreds of miles on our way to the United States. Soon after the Frigate came too, a number of the Royal Barges put off to her, and the Prince was carried ashore in great state, the vessels of war manning yards, and saluting as he passed.

During the afternoon the "Raritan" and "Boston" saluted the Neapolitan Flag with 21 guns each, which were returned with a like number from the Frigate.

We have taken in our supplies provisions, water, and other stores, so that we are now in every respect ready for Sea, and right eager are we all to depart. Commodore Turner however seems determined to hold on until the last moment, he is very evidently ill disposed to part with the Schooner, as she is the only vessel in the squadron suitable for active cruising in and about the Rio de La Plata, and seems somewhat inclined to retain her in the squadron until she can be relieved by a small vessel. This of course, makes us anxious to be off and out of his sight.

April 21st 1844

We commenced operations this morning by hoisting in the Launch and stowing her. We then unmoored, and hove in to 30 fathoms on the star-

board chain. At 4 o'clock Captain W came on board with sailing orders, the cornet was hoisted at the fore, and all hands called to heave up the anchor.

We were nearly two hours hard at work, in breaking ground,⁸⁶ whereas we have repeatedly hove up, and stowed the same anchor in one sixteenth of that time.

The anchor was at last tripped, and when it came up to the bows we discovered the cause of all our difficulty! We had fished up a large Frigate's anchor without a stock, which accounted very satisfactorily, for the trouble we had in heaving ours up.

It was impossible to clear it without coming to again, and we were already underweigh, running about among the shipping, with two anchors trailing under our bows, causing our vessel to steer very wildly.

After several narrow escapes we succeeded in clearing the shipping, and stood over towards the Flagship, where we came too. Having made known our difficulty to the "Raritan," they sent their Launch to remove the cause of it, which took about two hours, and then, it was too late to get underweigh — we were obliged to wait for daylight.

April 22d 1844

At the very first dawn of day, all hands were called, and we got underweigh with a tolerable fresh land breeze in our favour. We fired a parting salute of 13 guns upon leaving, which was returned by the Flagship — her band also gave us "Home, sweet home"! "Hail Columbia" and several other National airs, in fine style, as we passed close to her.

When we had got as far as Villagagnon, the breeze died away, and we were obliged to anchor. Signals were then made to the Flagship for boats to tow us out. They arrived soon after, and we again stood out, towed by a dozen boats from the Raritan and Boston, besides three of our own. At 12 o'clock we were well outside; a breeze sprung up, the boats cast off, and we were clear of Rio, on our way home.

The wind freshened as the day advanced, every puff of which we took due advantage of, so that by sunset we had obtained a good offing, and were running along at the rate of nine knots, with studding sails alow and aloft, on both sides. We are now bound to Bahia, a City on the Coast of Brazil some six or seven hundred miles to the Northd. of Rio Janeiro, and is said to be the second city in the whole of the Brazils. Our stay there will be limited; when we shall sail again for Pernambuco, where we are to remain a week or two.

AT SEA

"Home of our hearts! our father's home!
Land of the brave, and free!
The sail is flapping o'er the foam,
That bears me on to thee."

⁸⁶ "breaking ground," that is, breaking the anchor loose from the bottom mud or sand.

April 24th 1844

Fortune has at last smiled upon us! We have had a fresh breeze from the Southd. since we lost sight of the Sugarloaf, and what is more, have had a current of twenty miles in twenty four hours in our favor, consequently we are now almost half way to Bahia. Nothing has occurred during the past two days that would in any manner interest the reader of these pages.

April 27th 1844

At daylight this morning Land, Ho! was reported from the mast-head, and at breakfast time was in full view from the deck, the land proved to be Cape "Moro San Paulo" about sixty miles distant from the City of Bahia. The cables were got on deck and bent.

About three o'clock P. M. the Light House of Bahia was discovered "right ahead." At sunset the whole city was to be seen from on deck, and we stood boldly up for the anchorage; when nearly up to the shipping all the light sails were taken in. At 8 P. M. our anchor was let go in the Harbour of Bahia de Todas, Los Santos, but it was too dark at that time to distinguish objects in the town, although if one could judge by the number of lights shown therein, he would conclude that it was remarkably spacious.

ST SALVADOR, OR BAHIA

April 28th 1844

At 8 A. M. hoisted the Brazilian Flag at the fore, and saluted it with 21 guns, which was promptly returned with the same number from the Fort on shore. Our Captain went on shore to visit the consul and pay his devoirs to the local authorities, and upon his return, word was passed to moor ship thereby very slyly insinuating that our stay here will be protracted longer than we anticipated.

During the afternoon Alex. H. Tyler, Esqr. our consul at this port, visited us, upon his leaving we gave him a salute of seven guns.

The entrance to this Harbour is formed on the west, by the Island "Itaporica" and on the east by the Peninsula, on which stands the city, known as St. Salvador, or Bahia.

Within the Bay the land forms an extensive inland sea called "reconcavo," which receives the waters of several large Rivers. The entrance, I should suppose to be about nine miles wide, and the Bay itself some thirty leagues in circumference. The anchorage is perfectly secure — fleets of vessels, riding on clear ground, may be sheltered from every wind, and surrounded by a country exuberantly rich, in a Gulf which seems formed by nature for the emporium of the world.

It is impossible to form any opinion of the Town from where we lay, but as I have a "carte Blanche" to visit the *beach* whenever I see fit to do so, I hope, in a few days, to be able to give some description of it.

May 1st 1844

This being the anniversary of the birth of His most Christian Majesty, Louis Phillippe, King of the French, we, at the request of the French consul

here, consented to do the honors of the day, there being no French vessel of war in the Harbour.

Accordingly at sunrise we dressed our little Schooner in Flags of every hue, and ushered in the day with a salute of 21 guns. We fired a second salute at meridian, and a third at sunset, in honor of this grand occasion.

H.B.M. Corvette "Satelite," and Brazilian Corvette "Dias do Juhlo" each saluted at meridian, with the french flag at the fore. We had received invitations some days ago, to attend a grand Ball, to be given by the French Consul, in commoration [commemoration] of the birth of his gracious Sovereign, on this evening. And at sunset Captain W., Lieut. H., Midn. S⁸⁷ and myself, started from the Schooner. We proceeded to the residence of Mr. Tyler, our Consul, where we took tea; we then set out in "Caderais" for the Villa of the French Consul, which is situated a few miles from the town. After travelling about two hours, we were set down at the door of a most magnificent ediface, adorned with the arms of France in entablature on the front; and the whole building elaborately illuminated with lamps of every hue.

On entering, we were introduced to the Consul and shown into a most splendid suite of rooms, already crowded with the elite of Bahia and its vicinity, besides all respectable foreign residents therein.

The Verandah, which was set aside for dancing, was admirably adapted for the purpose, being open to the breeze on every side, which is a disideratum of no small importance to the dancers, with the thermometer standing at 83°.

The dancing commenced shortly after nine, and continued without intermission until two, when the supper room was thrown open, and champagne commenced flowing freely. There were at least 1000 persons sat down to supper, and some hundreds still in the drawing, and card-rooms, who were unable to obtain seats at table. The fare provided for this multitude was of raciest description; no person had reason to complain of the quality or quantity of the viands with which the tables were loaded. For my part I had no idea that such an entertainment could be provided in Bahia. There was also champagne in abundance, which suffered greatly, during the latter part of the action!

The dancing re-commenced when the company left the supperroom, and was at its height when we took our departure at half past five. Among the gentlemen present, a great number displayed about their persons, their badges of nobility, and of distinction, in the shape of jewelled crosses, stars, etc.

As I said before, we left this gay festive scene at half past five, and returned to our Consul's residence as we came, in caderos, and remained there until "morning."

⁸⁷ Captain Watson, Lieutenant Hunter, and Midshipman Simes.

May 4th 1844

The weather has been particularly fine since our arrival, and has therefore favored our strolls about the city and environs. We have perambulated the city with great diligence, on horseback, in caderas, and on foot.

The streets are too steep for carriages — horses are uncommonly expensive — and the stones are absolutely killing to a stranger. The Caderas, or curtained chairs, are consequently used as much by gentlemen as by ladies; they are carried obliquely, with only one pole from the top of the chair, on the shoulder of each of two Negroes, so that each may see the way before him, and the sitter enjoys the thorough breeze, and see before him too, if he chooses to open the curtains.

At the entrance to the Bay, on the eastern side, the land, at a short distance from shore, rises steeply to a high ridgy hill, on the summit of which is the city, with the exception of a street that ranges parallel with the beach; it occupies a large space, and contains many fine edifices. It is built on very uneven ground interspersed with gardens, and is divided into Upper and Lower town.

The upper town is delightfully situated, with lanes, at least clean, if not trim, and gardens, or rather shrubberies to each house, down to the Sea. This is the part of the town occupied by the foreign population, of whom there are a great number. Among these stands the residence of Mr. Tyler, conspicuous for its neatness.

The Lower Town in which the foreigners have counting-houses only, is very close, dirty, and disgusting; rather from filth and the manners of the Portuguese, than from the mode of buildings for narrow streets insure shade, and declivity of ground commands the sea breeze everywhere by its nature, and would command cleanliness with a very little art. There are but few American Merchants settled here; the principal among whom are the firm of Gilmor and Co., corresponding with Philadelphia, who have treated us with marked attention since our arrival.

Many of the buildings are old and badly constructed, but, as in all other South American cities, which I have visited, the churches are distinguished above all other edifices.

The Cathedral is large, but falling into ruin; while the College and archiepiscopal palace, or house, adjoining it, are kept in thorough repair. They were all, at the period of their erection spacious buildings, and have a proud station on the summit of the hill, commanding a view of the Bay and surrounding country.

The grand church of the ex-Jesuits, is by far, the most elegant structure of the city. It is built entirely of European Marble, imported for the purpose, at an enormous expense. The College and Monastery adjoining it, which were at one time the most extensive, and best endowed of any in Brazil, having for the last forty years been entirely unoccupied, the Government has now converted them into a Hospital.

Among the other churches, those of the Concession, Pillar, and St. Peter are the most distinguished within the City, and those of St. Antonie and Vittorio near the bar, the two latter stand in such prominent situations that they form excellent land-marks for vessels entering the Bay.

In the Royal Square is the Palace, or house, of the Governor of the Province, which is an old insignificant building; opposite to it are the mint and Public offices. The third side contains the court house of the "Relacao," and the remaining one the Hall of the Senate, and the Prison. The latter is the most extensive building I have yet seen; its *lower* divisions are exceedingly strong and secure.

The custom house and wharves are as a matter of course, in Lower Town, on the beach, as is the dock-yard. Near the latter, are the marine store-houses, and offices, with the house of the intendant, or Captain of the port.

May 6th 1844

Since my last I have visited the Public Garden, near Fort St. Peter, but found very little to reward my curiosity. It is inconsiderable in extent, and laid out with bad taste, it contains many varieties of the fruit and ornamental trees of the country, and a few imported species of fruits, flowers, and shrubs. No care being bestowed upon it, it is rapidly falling into decay.

I also passed a very pleasant hour strolling in the Imperial Dockyard. Ship building proceeds very slowly here, as it admits only one ship at a time. It was at this yard the Ship of the Line "Dom Pedro 2d" was built a few years since; but in her passage from hence to Rio de Janeiro, carried away all her masts, and it has been deemed inexpedient to send her to sea since, she is now lying in ordinary at Rio, and it is probable she will continue to lie there until she decays. There are however several private yards at "Tapagipe," north eastward of the city, where well modelled merchant ships of all dimensions are built, and with great despatch.

The town boasts an Opera House, which is open three nights in the week for operas, and the remaining three nights for Theatrical performances. The actors, singer, drama, and scenery are alike despicable.

In the whole place there is scarcely any accommodations for strangers there is indeed a common "Inn" kept by a Frenchman, and known as the "Hotel de Roi," but it is a filthy concern. Those who choose to live on shore must take the whole or part of a house, and furnish it.

This, however, is easily done, as a few chairs, trunks, and a table are amply sufficient, and quite in character.

There are numerous eating houses, all kept by Frenchmen, and are readily distinguished by a tri-colored Flag over the door but they are inconceivably dirty and disagreeable. The Cafes which are equally as numerous, are very little better.

Beggars of every age, sex, color, and country abound in and about the city; a subject of real or affected distress presenting itself at every ten paces.

Assemblages of these mendicants to the number of four or five hundred may sometimes be seen at once.

The climate of Bahia is not oppressive to a visitor, but must be exceedingly tiresome to a permanent resident, as they inform me the thermometer ranges between 80° and 85° , all the year round. The winter rains induce the lower degree, and the higher is always relieved by a sea breeze.

The commerce is very considerable. The imports from Europe are wine, flour, butter, cheese, salt etc. The exports are cotton, sugar, aqua-ardent (a species of Rum) Tobacco, lignum-vitae, mahogany, satiu and tulip woods; gums, balaams, and medicinal roots. From Africa, the Bahians receive wax, and gold-dust, in exchange for coarse printed cottons, spirits, and tobacco. The trade with the United States is of very little importance; the staple productions of the country not being suitable for our market. There are, however, a considerable number of American vessels, who bring out cargoes to this place, and proceed hence to Rio de Janeiro for a return cargo. Many of them are likewise engaged in the carrying trade between Bahia and the coast of Africa, American bottoms being preferred to any others.

Whaling vessels often put in here for supplies, and occasionally dispose of a part, or the whole, of their cargoes of oil.

Coffee is raised in inconsiderable quantities in the vicinity of the city, although it but a short time since any attention has been paid to its cultivation in this province. In a few years, we may expect to derive great advantage from our trade with Bahia, for this article.

The Home, or coasting trade of Bahia is likewise considerable and extensive; and that between it and Rio Grande de St. Pedro employs about forty vessels of 250 tons each. These vessels, as they arrive in Bahia, sell the Jerked-beef, which they bring, by retail. It is purchased, principally, by the lower class of inhabitants, for the use of slaves, and for shipping.

This method of disposing of the cargo, sometimes detains these vessels in port for several months at a time.

There is continually being landed, on the coast in the vicinity of Bahia, cargoes of slaves, from the coast of Africa, who are brought to the city by land, and there disposed of publicly to the highest bidder.

Provisions of all kinds are excessively high; of meat, mutton, lamb, and veal, are nearly unknown, and never seen in the market. The beef is generally very lean, flabby, and nearly tasteless. Vegetables are plenty, and the prices moderate. Fruit is very abundant, and cheap; the oranges of Bahia are the finest I have ever tasted, they are seedless to the main core. The seeds are in a little perfect sub-orange, at the top of the other, which gives the fruit somewhat of a pear shape, with the seed-chamber divisions in the rind of this little top-orange.

The population of Bahia is variously estimated, the best information I could obtain states it to contain 200,000 inhabitants, of whom at least 100,000 are blacks.

May 7th 1844

This being the day set for our leaving Bahia, we commenced getting ready for sea at daylight this morning. And at 10 P. M. got underway, made sail, and bade farewell to Bahia perhaps for ever.

I have been very much gratified with the kind, hospitable treatment I have received, during our short stay here, not only from the American residents, but even from the Brazilians themselves, who have constantly endeavoured, by every means in their power, to render our visit agreeable, and, in regard to myself, they have succeeded to a charm.

Although there has been one of H. B. M. Crack Corvettes lying in the Harbour, with an aristocratic young sprig of nobility for a commander, and some of her officers on shore daily; yet they were comparatively neglected by the Bahians, while they were assiduous in their polite attentions to us plain republicans. The present ill will, existing between Great Britain and Brazil, *may* have caused this, but of that, we, as matter of course, know nothing. At 3 P. M. we took our Departure, the Light-house bearing W by N $\frac{3}{4}$ N, distant 13 miles; and at night we were going north at the rate of eight miles per hour, bound to Per[n]ambuco.

AT SEA

May 8th 1844

We are running off 150 miles per twenty four hours, directly on our course, and as the whole distance is less than four hundred miles, 275 of which we have already come, we can reasonably expect to arrive at our destination tomorrow, if the wind we now hold continues.

I have come to the conclusion that that there is more truth than poetry, in the old saying, "there is a sweet little cherub that sits up aloft, to look out for the interest of poor Jack," for since we took our departure from the Sugarloaf at Rio, we have not had one hours head wind, and scarce one hours calm, but have made, thus far, a remarkable quick passage.

May 9th 1844

During this morning land was discovered, ahead, and along the lee beam. The land ahead proved to be Cape San Antonio, near Pernambuco, and that on the beam is the main-land.

At 9 P. M. the Light-house was discovered ahead, and at midnight we clewed up and came to anchor, the Light-house bearing W by N $\frac{1}{2}$ N distant about three miles.

PERNAMBUCO

May 10th 1844

At sunrise our colors were hoisted, and soon after a whale boat, containing the pilot, and his assistant, came off from shore.

We got underway, and stood in for the Harbour of Pernambuco. Soon after we had passed the extremity of the reef, which forms the Harbour, a large row-boat came alongside; she was manned entirely by negroes, almost

naked. This boat was sent from the Government arsenal to assist us in mooring. The coxswain, who had charge of her seemed to think that, by speaking very loud, he could make us understand his language; and what with his bawling to us and to his own people, and their noise, the confusion was excessive; nevertheless, we doubled the fort in safety, and came to anchor close to the Brazilian Men of War.

The Harbour of Pernambuco, or "PORT of Recife" properly so called, is formed on the coast by the "Recife," or reef, running in a parallel line with the shore, at about a musket shots distance from coconut Island, to the Southward, to abreast of Fort Bruno to the Northward. On the extremity of the latter, is a small octagonal tower, called Picao, and mounting seven guns.

The Harbour is wonderfully convenient. The vessels lie alongside each other in tiers, mored head and stern, at about half pistol shot from the shore, and close to the reef, which at high water, is nearly on a level with the surface of the sea, and forms an excellant break water. The reef is of coral, and so exactly straight and even, that one would almost imagine it the work of art.

May 13th 1844

The city of Pernambuco is said to contain about 100,000 people, and carries on an extensive foreign and domestic trade. It is the principal place of trade on the Brazilian coast, next to Rio de Janeiro and Bahia.

The land in the vicinity is fertile and extremely well cultivated; producing, principally, sugar and cotton. It is not of that elevated and grand description as the land about Rio, but the country is well clothed with woods, in perpetual verdure, which, contrasted with the white cottages scattered along the shore, the Indians fishing in their catamarans and canoes, and the beautiful serene sky, affords to a stranger, as he approaches it, a most pleasing prospect.

Most of the houses in the town are well built, chiefly of stone. The streets are generally wide and spacious, the churches are truly magnificent, and the images they contain are immensely valuable. It is supposed that the religious form one eighth of the whole population, and of the continual crowd passing through the streets, they form no small portion.

Nearly one half of the inhabitants are slaves, as at Bahia, who are, in general, humanely treated, and make good and faithful servants.

The city of Pernambuco is divided into three parts, in the direction of east and west, and separated from each other by the waters of the Capiribe and Biberibe. These Islands are connected by two bridges, one of which is a most magnificent structure, built by the Dutch, when they took Pernambuco from the Portuguese in 1630. It consists of fifteen arches, under which runs a strong and rapid river, that comes many hundred miles down the country. On each side of this bridge are shops full of European and American goods. It is in the middle only a person finds he is on a bridge; he

there beholds an opening, which, during the day, is often full of passengers, enjoying the cool refreshing breeze that comes down the River, and gratifying themselves with the prospect, which, from this spot, is truly delightful.

The River is seen winding up as far as "Olinda," which is situated on a hill; on either bank, beautiful white cottages, interspersed with mangrove and coco trees and fruitful vineyards; the Indians paddling down the River with their large clumsy canoes, the fishermen on the beach drying their nets, and nature displaying her gayest verdure, form altogether a sight which it is impossible to describe.

The other bridge is a very long wooden one, in which there is nothing remarkable, more than its being quite open to the breeze which comes down the River, It is, on that account, much resorted to in the evening, especially by the foreigners, who, seated on each side, seem to amuse themselves greatly with criticising the passersby.

All the houses in the principal streets are lofty, and, instead of glass windows, have green lattices, which have a pretty effect, especially as all their houses are white, and frequently surrounded with beautiful ever greens.

May 17th 1844

The heat here is excessive, the thermometer ranging from 90° to 95° during the day. During the night it is frequently calm, with much lightening. At about nine in the morning the sea-breeze comes in gradually, and is strongest about noon, when by degrees it dies away into a calm, that generally takes place about sunset.

Notwithstanding the extreme sultriness of the weather, I have been almost constantly on shore, "to see what 'eer was to be seen," in this interesting part of God's creation, since our arrival in the port; and have endeavoured to obtain such information, and condense such notes of my own, as I calculated would be acceptable to all who may hereafter peruse these pages.

I have neglected to mention the firing of numerous salutes, on various occasions since our arrival, but the reader is, no doubt, already surfeited with such remarks, and will therefore excuse my neglect in this instance.

During this morning an American Barque arrived from Philadelphia, bringing us intelligence of a horrible accident on board the U. S. Steamer "Princeton," by the bursting of a gun, whereby the Hon'ble Mr. Gilmer, Secretary of the Navy, the Hon'ble Abel P. Upsher, Secretary of State and Commodore Lewis Warrington were killed, and several others of our most distinguished countrymen wounded. Immediately after the receipt of this melancholy intelligence, our colors were half masted, and minute guns fired to the memory of the illustrious deceased.⁸⁸

⁸⁸ The report concerning Warrington was false; he died in 1851. This calamity occurred February 28, 1844, on the Potomac below Washington. In test firing, one of her two experimental 12-inch guns which fired 220-pound balls burst at the breach killing

I have been somewhat surprised at the great number of the religious orders always to be seen in the streets here; they are dressed in their peculiar costumes, and go about soliciting alms, for which purpose they carry a small square box, with the figure of some saint or virgin upon it, or else a fancy colored silk bag.

They do not scruple to receive alms from those whom they consider as heretics, and will kindly bestow any number of benedictions, in return for as many vintems, upon the head of the giver. In every street there are different images of saints, which, on particular occasions, are exposed to view, superbly illuminated with a number of large candles. At about eight in the evening, the children in the neighborhood assemble around them, and sing hymns.

This has a very pleasing effect, especially as they keep time with great exactness, and have a person to direct them by the ringing of a little bell.

To a stranger, another custom which is common in Catholic countries, (but which I have never observed before, except once or twice on saints-day, in Buenos Ayres) appears very singular; twice every day, at about ten in the morning and seven in the evening, at the tolling of a bell, everything is, at an instant, at a stand. Men, women, and children, whether in the streets or in the houses, instantly pull off their hats, cross themselves, and say a short prayer; this continues about a minute. At the second tolling everything goes on again as usual.

During this time a particular part of the Mass is performing in the great church. The effect seems like that of magic, and any intelligent foreigner will, of course, treat it with respect.

As Pernambuco is situated on very low ground, and entirely surrounded by water, intermittent fevers are very common. There is only one Hospital, which consists of a large room, with about forty beds on each side, filled with poor wretches suffering under the most loathsome diseases. A man stands at the door to solicit the charity of the passengers, which contributes to defray the expenses.

When a patient dies, he is laid on a table at the entrance, with a plate on his breast, to receive money for his burial. Three or four were thus exposed when we passed. Great numbers of the slaves die annually of the small-pox, fevers, and dysentary.

The whole country, at a few miles from the town, is covered with thick impenetrable woods, dreadfully infected with wild beasts and reptiles, especially snakes, whose bite is fatal. The most beautiful birds abound in the neighborhood, some of which are very good songsters. Macaws and Parrots are very common, nearly every house displaying several at the door;

Secretary of State Upshur, Secretary of the Navy Gilmer, Captain Kennon, Chief of the Bureau of Construction and Equipment, and three others. Captain Stockton of the *Princeton*, members of the gun crew, and several spectators were injured by fragments. President Tyler who was aboard escaped with other notables, not being in the vicinity of the gun.

and as they often set each other chattering throughout a whole street, they create such a din that a stranger might imagine he was in a second bedlam.

The city of Olinda, at a distance of three miles N. N. E. from Pernambuco, is situated on a small hill, the summit of which is distinguished by a large Monastery. The town is small; and though most of the merchants of Pernambuco have seats here, it is very thinly peopled. The houses are beautiful white buildings, interspersed with delightful gardens; rising as they do, one above another, on the side of a hill, they are seen a great way off at sea.

The great trade and other advantages of Pernambuco, have drawn all the merchants from Olinda, and it now contains little more than two Monasteries and a nunnery, with a few people dependant on them. One cannot imagine a more romantic situation, or one which commands a more lovely prospect than the Monasteries on the hill, especially of the church, which is the highest object on the coast, and therefore visible a long way out at sea.

The Port of Pernambuco is very well fortified apparently, but it would make a poor resistance in case of attack. Merchant vessels, on arriving in the Harbour, are obliged to land their powder, if they have any on board, which is conveyed by proper officers to a magazine, and returned again on the vessels departure; but while so deposited, it is generally well taxed for storage.

Pernambuco is the capital of the Province of the same name, and is visited by Europeans for its cotton and sugar; by American vessels for hides and sugar. Its cotton is esteemed as the best in Brazil, and brings a better price in the European markets than the best Georgia Cotton.

The Government raise about 9,000 military here, comprising the militia; of these the greater part are blacks. The fishes on the coast are numerous, and excellent in quality. The river, a short distance from Pernambuco, contains numbers of Alligators, which are often very destructive; and that extraordinary fish, the Torpedo is frequently caught here. The electric power is so strong in this fish, that even the line which catches it, conveys the shock.

The Negroes have a curious way of catching fish, which is thus performed; on a dark night they go on catamarrans (a sort of canoe composed of three or four long pieces of wood lashed together) on which they make a large blazing fire, which instantly attracts the fish, when they strike them with harpoons.

Most of the fish with which Pernambuco is supplied are caught in this manner.

The catamarrans of the South Americans are commonly used for fishing at and about Pernambuco, although they sometimes convey passengers many leagues both up and down the coast. We met a great number of them before we made the land, and I was at a loss for some time, to make out what they were, the logs being scarcely observable above the water, and their sails of immense proportions.

An incident occurred on board yesterday evening that will effectually prevent my indulging in these delightful excursions about the city and environs during the remainder of our stay here, and will also tend to shorten my stay at home by a week or two.

While we were lying at Bahia, a party was got up among the officers of this vessel, to make an excursion into the interior of the Province, to be absent some four or five days. I was to make one of the party, and to defray my expenses, drew from the Purser the whole amount of pay then due me on his books.

After we had completed our preparations, and were ready to start, Capt. W decided to sail for *Pernambuco* on the following day, the excursion was consequently knocked in the head to our great disappointment. The money which I had drawn was deposited in my private locker in the steerage, under lock and key, and as I had no occasion to use it afterwards, it there remained undisturbed.

I had been on a jaunt to Olinda in the afternoon, in company with one of my messmates, and did not return on board until late in the evening, somewhat fatigued and tolerably hungry, our first essay was to rouse out our mess boy without whom we could procure no *grub*. Word was passed throughout the vessel for Bassett, which was the name of our rascally "duff-maker," but no Bassett answered, Quarter Masters and messenger boys were despatched to hunt him up, but all to no purpose, the missing man was nowhere to be found, the search was relinquished, and our steward set down as *Run*.

His desertion in such a mysterious manner naturally led us to reflect upon the "ways and means" he had used. The first thought that entered my brain, was to overhaul my locker, as I fully expected to find that he had found his way into it; and sure enough I soon discovered to my sorrow, that I was right in my conjectures.

He had forced open the locker, and borrowed all my money, several of my shirts, some of my best pants, and a fancy rosewood writing-desk, I had bought in Rio Janeiro as a present for one of my friends at home. There was a valuable watch in the locker at the time, but he did not chance to see it, and I saved so much of my worldly wealth. The black rascal was not satisfied with such a small amount of plunder; but opened a second locker, and stole therefrom some twenty dollars in money, and about the same value in clothes, besides capsizing a bottle of black ink among three or four dozen of white clothes. He thus procured upwards of one hundred silver dollars, and at least another hundred dollars worth of clothes, and made good his escape, between sunset and ten in the evening, by what means remains yet a mystery.

We were ashore at daylight this morning, and searched the city through; the police were also liberally fee'd, and a reward of twenty dollars offered for his apprehension, and delivery on board, but all in vain as yet; he has no doubt secreted himself where it will be impossible to find him.

This man, together with two others, were shipped at "Maldonado," where they were wrecked a few months previously in an English Brig, but as they were in great distress, our Captain was prevailed upon to ship them on board, this vessel.

Two of them deserted a short time afterwards in Buenos Ayres, leaving a balance of forty two dollars against them on our Purser's books. Bassett was taken into the steerage as a servant, and great reliance was placed in his honesty and integrity, he has invariably been treated with great kindness, and allowed every privilege consistent with the regulations of the vessel, which treatment he has thus repaid.

This is the second steward who has served us in the same manner, since I became attached to this vessel; the former "Swartwouter" however, *borrowed* the funds of the mess, and the loss being equally apportioned among us, was of no great consequence to us individually.

If such had been the case in the present instance, I should have borne the loss with a good grace, as it would then have been comparatively trifling, but the idea of being so summarily dispossessed of nearly eighty spanish dollars, and as much more in goods, is somewhat galling.

There are many very respectable coffee-houses in the city, and a tolerable decent Hotel near the landing, kept by a German, and is the common resort of Naval Officers and Merchant Captains. Good wine, sangaree, and a tolerable breakfast can be procured here at all hours of the day. There is also on the premises a billiard table, and several backgammon tables, which, taken collectively, serve to render it a much frequented house of entertainment. On the 19th the French Brig of War "Tactique" arrived from Monte Video, and anchored within the Recife. The Tactique has been stationed in the La Plata for the last five years, and is now on her return to France.

May 22d 1844

We got underweigh this afternoon, with a pilot on board, and stood out to the anchorage off Olinda, where we were compelled to anchor for the night in consequence of head winds. The pilot being reluctant to beat out to sea after dark, the harbour is so thickly studded with rocks and shoals.

The view from our anchorage is beautiful in the extreme, having Olinda in full view, with its churches, and other large buildings, with the lighthouse, Fort Picoa, Fort Bruno, the Arsenal, Coconut Island, the shipping, and the town of Pernambuco in the distance. While on the other hand we have an extended view of the Atlantic with some half dozen large sails and numerous catamarrans and iangadas scattered about its surface.

AT SEA

May 23d 1844

"Onward thou gallant ship! nor fear
The raving tempest's wrath:
Out-brave it all, and boldly steer,
Right on the homeward path!

feigned delight, and will partake with him the cup of life, whether containing weal or woe. This remembrance sheds a moral purity, a holier atmosphere around him.

If he possesses a spark of conscientious feeling, or any sense of honour, this reflection will act as a charm to secure him from evil habits; and cause him to resist, with little difficulty, all the temptations to vice and immorality, which abound in every foreign port.

May 26th 1844

We have had a spanking breeze from the Sd and Ed since we left Pernambuco, and are now running along at the rate of six knots, which is doing exceedingly well considering our close proximity to the *Line*, where calms are proverbially abundant. Our meridional observations of today place us in $00^{\circ}59'00''$ South latitude, so that, steering as we do, a North Westerly course, we shall in all probability, find ourselves in the Northern Hemisphere, ere the rising of tomorrow's sun. During this afternoon we made a sail on our lee bow, and suppose her to be the whaling ship "John Meigs," of New Bedford, which ship sailed from Pernambuco on the 22d, bound home.

There is but one thing that, in my opinion, can make a long passage, in a small vessel, at all pleasant, or even endurable; and this is, to be "homeward bound," after a three year's separation from kindred and friends.

May 27th 1844

We crossed the equator this morning, with a six knot breeze directly aft; although this breeze has since died away, and we are now lying completely becalmed, we yet continue in excellent good spirits, and anxiously looking out for the northeast trade winds.

The weather has been perfectly "equatorial," for the last day or two, almost constant rain, and frequent squalls, of a few moments duration. These are matters of minor consideration with us at this time, the weather is not heeded, and a gale of wind, instead of being disagreeable, would now-a-days, be extremely welcome, were it to come from a favorable quarter.

The calm that at present prevails, would, at any other period of our passage, cast a gloom over all hands, and increase our impatience to reach the terminations of our privations! Instead of which, we are happy and contented, for we expected that such would be the case, before leaving Rio; indeed 'twould be a miracle were we to pass the *Line* without, at least one days calm.

May 30th 1844

Since my last we have been favored with a strong north easterly wind, our little craft has been going at the rate of nine knots, almost constantly for the past two days.

This afternoon we passed, and showed our colors to an American whaling ship, standing to the Nd. and Wd. We passed very close to her, but did

not hail. This was the "John Meigs" of New Bedford, which ship I have mentioned before, as sailing from Pernambuco the day before us, and the same that we saw some days since ahead of us. While the "John Meigs" was lying off Pernambuco, her Captain, when on shore boasted very loudly of the sailing qualities of his vessel, and made a wager, with one of the officers of this vessel, of five to one, that he would arrive in New Bedford three days before we arrive in Boston. His ship got underweigh, and went to sea from the outer Harbour, on the afternoon of the 22d inst., nearly twenty four hours before us, yet notwithstanding all the start she had of us, we have now come up with, and passed, our competitor in this long race home; and we are sanguine of being able to report the fast sailing ship "John Meigs," some days before her arrival in the U. States.

We are now in the track of the trade wind, and hope to carry them as far as 30° North Latitude, where we are very likely to meet with a wind from the Sd and Ed at this season of the year. Latitude by observation this day 5° 32' 00" N

June 4th 1844

Still we have the same wind, from the Nd and Ed, our gay little craft bounding along nine knots under its influence, and our hearts bounding with joy; for the prospect of our speedy arrival, is indeed enlivening to us sea-weary voyagers. Every heart beats high with hope; yet there is mingled with it an unpleasant emotion — a foreboding that we may not meet all who were dear to us. It is now some five months since I have had tidings from my friends, and, in that time, how many might not have been swept from among the living?

During the past week the weather has been extremely fine, and our crew, gathered in knots about the deck, exchanging, with great sedateness, their different intentions when they shall have reached home. Not one among the number, if one can place any confidence in their protestations, will ever again roam O'er the trackless deep. Yet I am too familiar with the characteristics of a sailor to implicitly believe all he says, and would stake thousands were I master of so much, that in one month from the day of their arrival in the U. States, two thirds of them will have again shipped in the service, and the remainder scattered to the four quarters of the Globe.

Our officers spend the day in conjecturing, and speculating upon the day of our arrival, and all are sanguine in their expectations of a pleasant and speedy passage. Our latitude this, day, by observation. 15° 02' 00" North.

June 7th 1844

Since my last we have continued jogging along, at the rate of eight and nine knots, with pleasant weather, to render our passage as pleasant and agreeable as circumstances will allow.

"And we homeward hie, with a clear blue sky,
And a breeze that is fresh and fair,
What hope so complete, what pleasure so sweet,
What job can with ours compare?"

This carolled some homeward bound tar in days gone by; and of a verity I give him due credit for the sentiment expressed in his happy little ditty. It is a marvel to me if there exists, at this present moment, a more joyous community of beings, than those now cooped up between the wooden walls of the little Enterprise.

We have no more petty tyrannical orders from the First Luff, issued solely from a mean desire to incommode those under him, to succumb to now. Discipline is so far relaxed, as to allow all hands to enjoy a respite from their hitherto arduous and constant labours.

Our honorable Executive Officer begins to realize that he is rapidly approaching our "Land of Liberty," and it would seem that the bare idea is sufficient to ameliorate even his despicable self esteem. He sometime since issued a mandate against the mens sewing on deck — and another against fishing at sea! The former, being an arbitrary and unusual order, was referred to a higher tribunal, and went against him — and he has now thought better of the second, so that the harpoon and grains are once more in readiness for the first shark, dolphin, or boneto that chances to come within striking distance of our lusty fishermen; and we venture to anticipate a breakfast of fresh fish ere many days. On the 9th we showed our colors to an American Brig standing to Nd. On the 12th passed a large American ship and Schooner standing to Sd, wind still fair. Lat. obsd $31^{\circ}03'N$. June 14th During yesterday and today we have passed no less than seven sail, standing in different directions.

15th

Experienced a heavy gale from the Sd and Nd with tremendous rain, reduced sail to close reefed mainsail, and topsail, and double reefed foresail, under which we were scudding; when at 9 P. M. we were struck aback by a squall from the Nd. and Ed., but recovered on the same tack. The wind then died away, leaving us becalmed, with a heavy cross sea.

16th

Weather clear and somewhat cold. Wind very light from S. W. Lat: obsd. $35^{\circ}02' N$. Long: $70^{\circ}00' W$. nearly abreast of Cape Hatteras. First Lieut: very kind and conciliating.

17th

A nine knot breeze from S. W., and cool pleasant weather. Lat: obsd; at 12 M $36^{\circ}05' N$. Crossed the Gulf stream.

19th

Wind fresh from S. W. and cold, foggy weather. Latitude D. R. $39^{\circ}45' N$. At 10 P. M. got soundings with 39 fathoms. On the 19th, at 11 A. M. "Land oh" was reported from the mast head, and echoed throughout the vessel, this proved to be land in the immediate vicinity of Cape Cod, for

shortly after meridian we came up with that point and commenced firing guns for a Boston Pilot. We stood on up the Harbour until 5 P. M. with a

BOSTON BAY

Jack flying, and guns firing, but no Pilot could we find until nearly up to "Governor's Island," when we hove too and received a Pilot from a small boat, we then filled away, and stood up, passing on our way some dozen or twenty small Islands scattered about the Bay, and at nine o'clock P. M. our anchor was let go off "Long Wharf," and under the stern of the Flagship "Ohio." We remained at anchor in the stream until the 22d., when we removed to the Navy Yard and moored alongside the pier; two days afterwards our little craft was stripped to a girtline, and the crew permitted to go on shore and remain until pay-day. I soon left the city of Boston and arrived safe and sound in New York on the 29th day of June 1844 after an absence of three years and three months.

"Cling to thy home! If there the meanest shed
Yield thee a hearth and shelter for thine head,
And some poor plot, with vegetables stored,
Be all that pride allots thee for thine board,
Unsavoury bread, and herbs that scattered grow,
Wild on the river's brink or mountain's brow,
Yet e'en this cheerless mansion shall provide
More hearts repose than all the world beside."

LIST OF OFFICERS ATTACHED TO THE "ENTERPRISE"

On her return to the United States

James Muir Watson	Lieut: Commanding
Charles Hunter	First Lieutenant
Stephen D. Lavallette	Second "
Edward Bissell	Purser
James Mc'Clelland	Ass't. Surgeon
James L. Ferguson	Midshipman
George T. Simes	"
Danl. Noble Johnson	Capt's. Clerk
George H. Baker	Master's Mate
Jesse Ingram	Acting Boatswain
Ino; I. Waters	Acting Gunner
Robert P. Thompson	Acting Carpenter

ABSTRACT OF PASSAGES ETC MADE ON THE "ENTERPRISE"
FROM DECR. 4th '42 to '44

Date of Sailing	From	Date of Arrival	At	Days at Sea	Distance run per Log
1842		1842			
Dec'r 5th	Monte Video	Dec'r 7th	Buenos Ayres	3	148 Miles
1843		1843			
Jan'y 8th	Buenos Ayres	Jan'y. 8th	Monte Video	1	130 miles
March 16th	Monte Video	March 18th	Maldonado	3	80 Miles
March 25	Maldonado	March 26th	Monte Video	2	87 Miles
March 26	Monte Video	March 27th	Buenos Ayres	1	126 Miles
April 4th	Buenos Ayres	April 6th	Monte Video	3	173 Miles
April 7th	Monte Video	April 23d	Rio de Janeiro	17	1597 Miles
May 21st	Rio de Janeiro	June 8th	Monte Video	19	1628 Miles
Aug. 12th	Monte Video	Augst. 21st	Rio de Janeiro	10	1685
Sept'r 22d	Rio de Janeiro	October 2d	Monte Video	11	1563 "
Oct'r 29	Monte Video	October 31st	Buenos Ayres	3	136 "
Nov'r 7th	Buenos Ayres	Nov'r 9th	Monte Video	3	150 "
Nov'r 21st	Monte Video	Nov'r. 26th	Bucco, Isl Flores	5	103 "
Nov'r 26th	Bucco	Nov'r 26th	Monte Video	—	21 "
Nov'r. 27th	Monte Video	Nov'r. 28th	Maldonado	2	83 "
Dec'r 8th	Maldonado	Dec'r 9th	Monte Video	2	74 "
Dec'r 14th	Monte Video	Dec'r 15th	Buenos Ayres	2	142 "
1844					
Jan'y 10th	Buenos Ayres	Jan'y 15th	Monte Video	6	187 "
Jan'y 17th	Monte Video	Jan'y 18th	Buenos Ayres	2	130 "
Jan'y 30th	Buenos Ayres	Feb'y 8th	Monte Video	9	142
Feb'y 9th	Monte Video	Feb'y 9th	Buenos Ayres	1	127
Feb'y 12th	Buenos Ayres	Feb'y 19th	Patagones Rio Negro	9	720
March 8th	Patagones Rio Negro	March 12	Buenos Ayres	5	682
March 16	Buenos Ayres	March 18	Monte Video	3	146
March 24	Monte Video	April 10	Rio de Janeiro	18	1788
April 22	Rio de Janeiro	April 27	Bahia de Toda, Santos	6	838
May 7	Bahia de Todas, Santos	May 10	Pernambuco	4	324
May 23	Pernambuco	June 19	Boston	28	4,187
				178	17,197

Days in Port 336

