R. H. Tucker Jr

Diary - journals. — &c

At Sea Dec. 13th 1837 Lat. 37°9' Long 72°30'

Once more I find myself at sea, on board the Shelton, and as I am about to be absent from home for a considerable time, pass through many scenes and see much of the world, to keep a kind of journal, or "Omnium Gatherum" ~~I shall~~ will afford me present amusement and future gratification to peruse when my voyage shall have ended. — This for preface ——

On Saturday Dec 9th sat sail from Norfolk in company with the Ship Tamerlane bound to Savannah — My Father served as Pilot down the river. — He left us at ½ past 9 A.M and we proceeded to sea with a fine breeze. ——

What a host of feelings rushes upon one leaving home. We seem to be like one deprived of friends and relatives for ever. — We have bid adieu to childhood's scenes and looked, perhaps a last farewell to acquaintances and still more dear relatives. The sea, treacherous, and boisterous lies before us over which we are to wend our toilsome way — One needs to be in Sailors place to have an idea of his feelings. — But why should gloomy thoughts possess us? — God is a God of the sea ~~of the sea~~ as well as the dry land. — May He protect those left behind to welcome my return to the dear home of my childhood ——

A fine breeze lasted us untill the next morning when the wind veered to the Eastward and commenced snowing with an increasing wind — Towards night the wind increased to a gale with rain. We got on soundings about Sandown and were obliged to carry a press of sail to weather Nantucket Shoals as we were in 18 fathoms Water. However we succeeded in fetching clear.—

We stood to the W.S.W about 8 hours when the wind hauled into N.W and blew so heavy as to oblige us to bring the ship under close reefs. Monday eve it blew in very heavy squalls. Furled the main sail, reefed Fore Sail. We lay under close reefed Mizen Topsail reefed Fore sail, Fore Topmast Staysail & reefed Spanker from about 9 P.M untill 8 P.M on Tuesday from which time to the present it has gradually moderated, and we have now all sail set. The wind is from the N.E. and I am in hopes it may continue untill we gain Cape Hatteras a birth — The first day out I was but very little sea sick but oh! how! Sunday & Monday particular when we were crowding as the ship to get around the shoals, how much I did suffer — Cold, faint and unable to free my stomach from it's oppressing load. I felt as if nothing would tempt me to stay the sea again should I once get on shore. I loathed and detested every thing belonging to a ship. — Tuesday afternoon I felt a great deal better, and to day feel as well as ever. My feelings are also wean on better aspect. I look upon seafaring business with a much more favourable eye than when the pangs of sea sickness were upon me. — Eat a part of one of my pies with a good relish. — I find apples as palatable to me recovering from sea sickness as any thing. They should be eaten in moderate quantities. — Cranberry sauce agree with the stomach and I think stop that nauseating feeling. So much for the benefit any one who goes a voyage who may read this —

As a general thing when bound Southward, if from Saguin, a ship should steer a point or two to the eastward of South if the wind inclines easterly, a due South course will carry you clear of the shoals but it is prudence to give it a good birth in the case above mentioned. — The consequences might have been fatal had any thing given way when we were carrying such a press of sail off the shoals —

Thursday Dec. 13th 1837 To day we have been making grand progress. The light wind of yesterday increased gradually. About 10 P.M we were going 9 miles per hour Wind N.E. during the night it blew very fresh with rain At 4 A.M we reefed. — Towards morning the water appeared discoloured as if we were upon soundings. Informed Capt. of the same. When he came on deck, double reefed Topsails, soon after sounded, 17 fms. of water only at 7 A.M saw the land towards which we were driving at a rapid rate. Hove W. at W — we were steering S.W. We immediately hauled off E.S.E deepened our water. — Then stood on to the southward, in a little time made Cape Hatteras light house and had a fine view of the Diamond Shoal

which was making at a fearful rate. — Cape Hatteras at noon bore about W. We stretched on S.S.W. and soon ran into the Gulf Stream. The weather arose from it like a dense fog. — hauled the ship to the westward and sounded in 20 fms. water. Thence steered S.W. which course we are now upon ———

It was lucky for us that the wind was so far to the northward as to enable us to haul off. — The land we made was near the Whemble Shoals. — had we been some miles further southward, & the wind Eastward I think we must have run ashore. It blew a gale with a tremendous sea breezing in. One cannot be too careful on this coast ———

Friday — Another day has passed and we have made fine progress. — The day has been mild with about a 6 knot breeze, wind North — We have just (7 o'clock) made a light supposed to be Georgetown light bearing North sounded — 9 fms. water — We have been in company with a ship since morning: when first seen she was about 3 miles to leeward. but has had the impudence to go before us, and has shown her stern since noon — now is about 4 miles ahead. She sails well whoever she may be. Very few ships can play us the trick she has ———

Have been reading J. Sheridan Knowles' works to day, and find them exceeding interesting His "William Tell" is beautiful, grand & patriotic The "Hunchback" possesses far more pathos, and is capable of exciting more thrilling feelings than the preceding. I have seen both plays performed. Miss C. Tree performed Julia in Hunchback, on Tremont Stage Boston. — Vandenhoff Melmoth. Tell in William Tell at Theatre Royal Liverpool. — One should make themselves familiar with a play which they are to see performed (that is if they wish to judge of the beauties of acting) before they see it acted — I know of nothing more fascinating than Theatricles when some of Shakespeare's noble plays are personified by distinguished actors. — The mind is swayed at the will of the actor. We weep or burst with anger as each succeeding scene brings to view a suffering Desdemony or a treacherous Iago — The Theatre may be the means of doing a great deal of good or infinite damage — Let virtue be held up in its inviting loveliness and vice and crime portrayed in all its hideousness. Let the stage be the vehicle of purity and sound morality — Then shall we see its importance among the list of amusements and it will no longer be held an unclean thing among us ———

Saturday eve Dec 16th 1837. ———

Our passage is now completed and we ride at anchor just off Tybee light — 7 days and about 4 hours from the time we took our departure from Sequin we came to an anchor being the quickest run she has ever made to Savannah. — Last night we thought we saw Georgetown light; but it proved to be the light of a steamboat chimney. — Towards the midnight we sounded our water & 7 fms. and found ourselves off Cape Roman shoals — hauled off the land and about 9 A.M. made Charleston light bearing North — took a pilot at 10 — came to an anchor about 4 o'clock ———

The ship we were in company with yesterday sounded too about 11 o'clock P.M. and spoke us. She

proved to be the Shiloe bound to Charleston from N. York. The wind now blows fresh from E. & E. but we cannot go up to town before morning. — We put a letter on board of the Pilot boat for our consignee which he has probably got before this time (7 P.M.) ———

The Charleston & Savannah Pilot Boats are of beautiful model. They are built very wide, flat and sharp, are schooner rigged and sail admirable. They sit like a swan upon the water — nothing can be more graceful than their appearance as they come bounding over the waves dashing the spray from their bows, their snow white sails and bright copper bottoms flashing in the sun. ———

As they approach the ship the little skiff is launched from off deck. The pilot leaps in with his bag and two ivory blacks pull him swiftly to the ship's side. — Meanwhile the boat lays too under your lee, the Pilots and his servants the blacks standing watching the movements. —

The channels of the southern rivers undergo considerable change in the course of a few years. The channel off Tybee bar has gradually taken a S. Eastern direction. — when once a heavy ship could come in, a vessel out of light draft can sail through. — So the pilot informs me — — here is hoping to write my next journal up to town — good night ———

Sunday eve. — At 4 this morning hove up anchor and changed our situation a few rods. — At 6 got under way and proceeded up the river — the wind S.E. and quite light. After backing and filling half way over the mud flat were obliged to go back to 4 mile point and anchor. — We lie in company with the Vandalia, Choctaw, Eli Whitney & John Dunlap. — We sent up to town in the boat with Capt. Saunders and the Pilot — saw a few old acquaintances and about 8 o'Clock called upon Mr. Gaston our consignee — found he had written my father to inform him of our arrival. — Alas! how different every thing appeared at Mr. Gaston's from last spring when I was a guest in the house of his amiable late lamented deceased — I miss him — his memory I shall ever cherish with feelings of affectionate regard. ——— Alas! so good a man should die. —

I returned to the ship about 4 o'clock — left Capt. Saunders in Town. ———

Tuesday Dec 19th 1837 — Yesterday went to town in the boat wind blowing fresh from the West. Received an invitation to dine with Mr. Gaston which I accepted and remained in town until 10 o'clock to day — Last night I called upon Mr Roche found him in very feeble health. after that called upon Mr Way who invited me to spend the night with him — did so and took breakfast with him at Mrs. Hall's. To day met with a few old acquaintances who greeted me warmly. saw Capt. Harding of Ship Rectolus Capt Lyttlefield of ship Palestine. ———

Called upon several merchants to dispose of my adventure — sold Mackerel at $7 per half Bbl. Tongues & Sounds at $5 per half bbl. —

No news of the ships Stirling & Tamerlane — They are having a dull time of it. ———

Capt Saunders has disposed to day of his hay at $1.00 per hundred being the most he could get for it — he would have held on upon it longer but the prospect of a heavier one was very doubtful. The purchaser is an Augusta man and will cut

it out of the ship into flat boats - He may bring his boats along the side of the ship where she now lays if so it will save the ship some expense.

Mr Gaston thinks it possible the ship may get a freight for Greenock as there is one being made up - this has induced Capt Saunders to get rid of his hay to be in readiness. -

Wednesday eve. To day has been quite cold for this climate - water froze upon deck this morning The Eli Whitney & John Dunlap went to sea to day with a fine wind bound for Liverpool. - At about 9 A.M went up to town and carried with me my Mackerel beat up all the way - delivered my cargo and received my pay $69.00 - So far good - Capt Saunders came down with us in the boat - He sold the potatoes at $1.30 per bbl. - Now the sooner we get to town the better: freights are looking up - I think we shall get one by the time our cargo is discharged. -

Thursday The wind has been blowing from the S.W and pretty cold - of course we were obliged to stay here with the ship. After dinner went up to town with Capt Saunders and took with me my cheese - disposed of the same to Capt Wiltberger of the Pavilion Hotel but shall not get my pay until to morrow - No news of consequence in town - business is pretty lively - plenty of cotton coming in daily. Saw Mr. Mitchel respecting some lumber - wishing to contract for some to be brought out next fall - He tells me he can get merchantable boards at $28 per thousand here on the spot, about the same price asked at the North. - He tells me that he shall probably have an order for some and will consult with Mr Butler as perhaps he will be wanting to order some. - Every thing is higher in proportion at the North than it is here at present. Hay may be had for about $19 per ton. Potatoes $1.37½ per bbl. &c &c ---

I don't know what may be brought to sell to advantage now - There are so many ships which bring hay & potatoes from the North that it keeps the price down - I have been thinking to day that fat beef cattle would pay a liberal some freight - They have very indifferent beef here, and that fetches a high price. A pair or so of oxen might be taken on deck at a trifling expense and would no doubt bring 100 per cent advance. - We think more of this now a days. - Hay must be brought for about $12 to insure a good freight. Mackerel has done very well this season but may be low another time

I have now to sell 6 bbls. Potatoes and 20 pair of blankets - the blankets to be sold on commission and to have all over $5,50 a pair I can get for them with all I am in hopes to have a fair sum to start with. ---

Friday Dec. 22d This evening finds us at anchor a few miles near Savannah - We are now at anchor at 5 fathom so called - During the morning there were light airs from the westward - At noon the Pilot came on board a wind springing up at the same time from the S.E. tripped our anchor at ½ past one and sailed up to our present encampment could get no farther on account a shoal called the wrecks there being but 12ft of water upon it & we drawing upwards of 13 ft. - Capt Saunders and the Pilot went up to town soon after we came to

and will not return to night— A Ship called the Ville De Paris from Bath went up to town by Steam she has a freight for Havre at 1½ cents pr lb.

We now lay opposite the ruins of an old fort which is in total disuse— It may be of service at some future day as it situated advantageously for preventing Ships from getting to town (in case of war) — A little above here lies the afore mentioned bar— It was called the wrecks from the circumstance of some old hulks being sunk there during the last war to prevent ships from getting to town. It is the bane of this river, and obliges vessels to lighter a great deal of their cargo. ——

A mud machine has been at work for several years past but no good appears to have resulted from it. ——

Saturday Dec 23d 1837— This has proved to be an eventful day — a day of misfortunes and mishaps.— Morning opened with a fresh breeze from the N.E. and we were congratulating ourselves with the chance of getting to town on the next tide.— As the tide began to ebb the wind increased to a gale which caused us to sheer very wildly— once we were near locking yards with the Ship St. Lawrence which lie a little distance from us but happily succeeded in sheering off— The next sheer the ship made she tripped her anchor and went on shore upon an old wharf. the helm was put hard a port and we hove upon the anchor which got us off. After we were a good distance from the shore let go the best bower which held us steady.— before low water the long boat was sent after the Kedge which we had slipt yesterday and as no pilots or boats had made their appearance we set signal for the pilot as we considered the ship in a very dangerous posture The pilot came on board soon after and hove up both anchors on the ebb tide and bore away under Fore top mast Stay Sail for a better anchorage— came to with the best bower— We lay there until near high water, when we ran a line to Ship Mersey got under way with G Top Sails & Jib and proceeded up to town. When about 2 ships length to Eastward from the Kedge Boat stuck fast. the ships head swung so as to point towards the afore mentioned Kedge Boat— hauled down Jib & hoisted Spanker set fore sail Main Top Gall. Sail— When first we touched being at the wheel I perceived a ship coming down in tow of a steam boat— It appeared to me as if we were Southward of the channel and that the ship in tow would go to the north of us and began to be in hopes that the motion of the paddle wheels would start us— She gradually approached us. when upon a sudden our ship began to move in the direction heading at the same instant the other ship bore away to the south being considerably to windward our concussion seemed inevitable. our helm was put hard starboard and we hailed the ship to put her helm to starboard or check her headway as she had the power whereas we could do nothing our keel grubbing on the bottom we had no command of the ships— The Envoy (such for that was the name of the barque) did not alter her course but shot across our bows and about half a ships length from the Kedge Boat we struck our bob stays carrying her down below her planksheer and taking away our Jib gaff. Martingale bobstay and completely decapitating our figure head The concussion was very heavy and made both vessels

very much. – All then was confusion, bustle and uproar for a few minutes. – We let go our anchor – the barque backed astern – we then being afloat hove up our anchor and started ahead the barque lie across the stream and had we continued straight on would have been a foul of her the second time. (She had let go her anchor) we however took the ground – the barque then swung head to the eastward. This hoisted the jibb which carried her head to the Northward. meanwhile the steamboat had ranged ahead and took a hawser to haul her to the N. E – It parted or slipped. backed up again the ship in the mean time took on her best swung head to the westward – While this was taking place on board of the barque we had run a kedge off N.N.W to endeavour to warp the ship into the channel – what the barque was going to we could not tell but thought she would tow to the westward in order to get off the ground. While we were heaving the ship started – the sails filled and we were going on finely when to the steamboat crossed our bow with the hawser that swung the Emigrants head to the N.E. drawing her directly in our path – Our pilot entreated them to drop the hawser one moment and let us pass but no their answer was from the steamboat "we were hired to take the ship down and shall do it" or something to the effect. As the barque's bows drew near to us it obliged us to check her with the kedge and caused us to stick fast again. while so the hawser was slacked down or parted and had we been moving would have passed clear – but when we then stopped we still hung the barque swung head to the westward again and the steamboat made several attempts to get her off but did not succeed and she now lays directly across to town fast aground – After we struck the last time we carried the kedge out S.W. to warp her to leeward of the barque as the persisted in trying to go across our bow the Emigrant Pilot wished to know what the intentions of Emigrants were at this time whether to go down or go to town however he received any thing but certain answers – Mr. Thomas seemed to be anxious to do every thing in his power to avoid difficulty – he was not wayward or showed any resentment at the course the other Pilot took. – I say that the blame is attached to one vessel only may not be true The circumstance of our being far to Southward and aground ought to have determined the other pilot to keep to windward of us. and when we were starting he must know that dragging on the bottom we had not control over us he had with steam along side – he could have backed or gone to windward but did neither.

We could not do otherwise than what we did do – to have dropped our anchor would have stove a hole in our bows directly – and it was impossible to have kept to windward as the waves not way enough on the ship to bring her clear. – had we come broadside to the consequences would have been a great deal worse – – – – –

I shudder at the recollections of the feeling I experienced when coming together, – a sickening feeling overcame me I knew we must strike and shut my eyes to the blow – crash – crash the ship rose and sunk heavily and we swung swung around shivering with the blow – It was a fearful moment but yet I was not frightened. I felt cool and collected, ready to perform any necessary duty. but that heart sickening

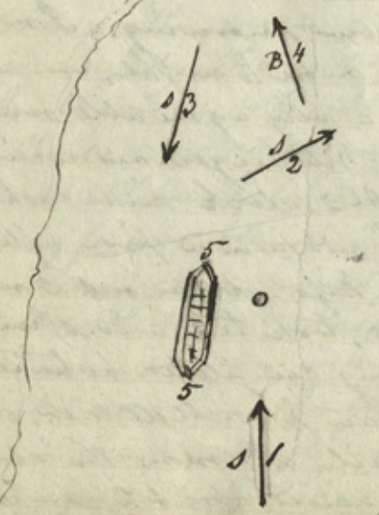
feeling. I experienced it but once before, it was in the dissecting room at Bowdoin College. — may I never feel the like again. —

When we saw all efforts were fruitless towards getting the ship off, we furled sails and cleared our decks — got our kedge anchor and every thing in readiness to begin tomorrow mornings tide to get the ship off — There will be a foot more water tomorrow morning and if the barque does not bother us we think get off finely. — The ship has a leak to port but nothing to hurt. The pilot says — the bottom is fine shifting sand — We know not what a day or an hour may bring forth when we are too fast or too slow. Would that we might believe with Pope that "Whatever is, is right" ——

Capt Saunders saw from the bluff the situation we were in and came down in the pilots skiff.

Monday morning — Here are we back to our old starting place and happy in that. — Sunday morning we had a fine tide — about 8 o'clock turned to, all hands to get the ship off. We ran a kedge to the S. W and hove taught — The barque floated sooner than we did and swiped down past us having the wind to help her which had now hauled to about N. N. W — this made it bad for us — After heaving for a few minutes the ship on a sudden started and began to fall off notwithstanding all our efforts and swung round stern to the northward when the wind caught her on the larboard quarter and grounded her on the South side of the channel. Our hawser was upon a strain directly across the rudder before she struck — we slacked up quick in hopes to slip it from under her as the anchor was to windward (the hawser was on the starboard bow.) The ship however ground ed on the height of it and we could not heave it clear — here we were completely pallied — the wind blew fresh direct

on the shoal — It rained violently and besides was so dark we could but just see objects around us. It was now about 5 o'clock — Finding we were obliged to stay when we were, we made every thing snug: — furled the sails &c. — During the forenoon got 60 fms. largest chain on deck and put it in the longboat — ran a kedge in a northerly direction, put the anchor on skids over the stern of the boat and when the tide slacked hauled her out to the kedge and let the anchor go. — made every thing in readiness for heaving. The wind blew heavy from N. N. W and drove the tide out so we did not float. This morning we have got off and had a very high tide — it running up an hour after we got afloat — One anchor was hove up, we made sail and came back to where we were before after working like dogs the better part of two days during which time it rained almost uninterruptedly — I met 8 suits of clothes but that was not an item of my trouble, — the heeled over very much and the wind shook the ship so as to give motion to every thing hanging up. —




This sketch may give an idea of our situation — suppose the arrows to represent the ships & barques, the barbs denoting the head — No 1 when we first struck. 2 remained during the tide. 3 remained until Monday morning — No 5 the dredge boat. o when we met the barque The pencil mark points the direction of the channel No 4 the situation of the barque after she grounded —

Christ Mas Eve 1847. finds us in the good City of Savannah fast moored. no more to dread and be plagued with the wrecks.- On the ebb tide we dropped along side of an old wharf to get under my letter - A fine breeze sprung up from the Eastward and the tide at night encouraged us to venture up - we made sail, the breeze being quite fresh from the South and with the smale boat towing proceeded on. We went up slowly and when on the wrecks rubbed the bottom pretty hard. we however are up and to night I shall lay me down with satisfaction and a mind free from care. —

My eyes I can scarcely keep open. They shall rest. Bon Soir.

Tuesday. I have just returned from a pleasant visit at Mrs. Claghorn's - we had a nice game of Whist and with chat passed the evening very agreeably. The family consists of Mr Claghorn & wife - his daughter and his son and son about my age — They are in independant circumstances and are very good kind of people. I am to dine with them tomorrow. — To day the ship discharged our first load of hay - we were obliged to shift our birth to let the Pactolus out which is going down the river tomorrow We take a quay birth tomorrow morning. - I mailed a letter to my father, — nothing more to night. ———

Wednesday - Has passed in a very agreeable manner In the morning I called upon Wilberger and received $8.91 for a chest weighing 27 lbs. — At 2 o'clock dined with Mr Claghorn had a prime goose and mince pie - after dinner went to ride with Mr Wood & wife. - drove out 5 miles on the Macon road and returned, took tea and spent the evening. - A Rail Road is being completed between this City & Macon - our road ran parallel to it, only a few yards distant - For a mile and more the rail are set upon an embankment raised about 20 ft - This part of it which is the commencement, is by far the most expensive part of the road - the other being very level For 15 miles the rails do not deviate an inch from a perfect straight line. There are two Locomotives on the track which run out about 20 miles with passengers. — The ships have a quay birth and are fast moored. the Britannia Capt. Clark lies next side of us - The hands discharged hay & potatoes to day. I sold one pair of blankets to John Barraco - and am in hopes to dispose of the residue soon ——— The Tamerlane has at last arrived but the Stirling is yet out - Where can she be. The night we passed Nantucket Shoals the Tamerlane stood northward whereas the missed it. ———

Was introduced to Capt. Owens of Ship Cordova who knows my father very well. Capt. Saunders Sterling has been taking some measures to recover damages for the injury done by the Barque. ———

Friday afternoon ——— Yesterday morning I rode out to see Mr. Roche who has taken a plantation out on the Bonaventure road - was much pleased with the place. He rode in with me - Delivered 7 half bbls. at $5 per bbl received my pay - Today disposed of the remaining qr. bbl at $3. to Jas Sogood. — sold 1 bbl potatoes $1.50 ———————

About 12 M. called into Mr. Way's store where I met with Capt. Albee of Johnstown. - They were quite sick, had been ailing for some time. - Thomas wished to get a boarding house ashore. where he might be more comfortable ——

I went with him to Mrs Dubelle's - she furnished him with a room and he immediately went to bed. — Dr. Pollock came and saw him - thought he was not very sick and gave him some simple drinks. - I remained with him last night He slept very well. but had considerable fever this morning

This morning we heard the Fleeting was below and about 12 m she came up to town just after the Tamerlane.— Saw S. Johnston and told him his brother was sick: after dinner went with him to see him. He will stay with Thomas tonight.— Mr Gaston presented me a Theatre ticket and I shall attend.— Miss Cooper's benefit takes place to night.— Her father is an old friend of Mr Gaston.— I placed $10 in the hands of Jos. Cummings towards the Gaston Vault"—

Sunday eve.— Have just returned from the Unitarian Church— heard a very appropriate discourse upon the closing year.— I dined with Mr. Way to day— was also invited to dine with Mr. Gaston.—

Have seen a little of southern manners and customs which I should be very unwilling to copy.— Friday received a letter from my father which I forgot to put down in my journal.— It informed me of the melancholy death of Mr. Clark. a victim to strong drink.— Yesterday wrote William Taylor, Jun to deposit $25,33 his part of the proceeds of our adventure in the hands of Mr. Claghorn of the firm of Claghorn & Wood to be paid his cousin who is coming here in a few weeks.— The said cousin to pay him that sum in Miscellaneous.— This is one way of remitting money— but a good one way.— Bon soir— Monsieur

Tuesday night.— Yesterday and to day have passed with nothing worthy of note, except to day we have engaged a freight to Liverpool @ 57/6 for square & round.— This is the best freight that has been given.— and there is but little prospect of their rising this season.— Last eve Mr. Way presented us with a fine Turkey one of 13 which he killed at a shooting match There were he informs me about 200 hundred turkey shot at the distance of 100 yds: and at 12½ cts a shot the Club lost about $240.— This shows their skill at shooting There are many vessels now in port the most of them loading which presents a lively scene under the bluff.—

Last night I stayed with T. Johnston; he is getting better.— I was informed this morning that a Landlords runner was stopped on our stage endeavouring to assist a sailor to desert the Ship Britannia which lays outside of us: he was brought in by Mr. Trask and was rather rough handled.— These doings of sailor Landlords are abominable and ought to be speedily reformed.—

I think the best way to secure property on ship board and to prevent seamen from deserting & to establish a vigilent police under the bluff, and also to carry the law to its extent in punishing those who abet or harbor runaway sailors.— Sailors are growing worse every year and if they go on as they have progressed these 5 yrs. past— adieu to safety or pleasure on ship board.— Something must be done— Congress must enact laws which shall exert a more restraining power over them.—

Thursday night Have passed another evening very pleasantly at Mr. Claghorn's— met Mr Padelford & Lady & Miss Collins her sister I believe— At the request of the company Miss Collins gave us some fine music on the piano accompanied with her voice— She performs excellently well, nor prides herself upon it.— Yesterday and to day have taken on board 110 bales of Cotton 120 of which were upland. We have 2 gangs of Irishmen stowing below decks— they have put up 32 bales to day— The Lower ground tier is also stowed.— This forenoon purchased

a bbl of rice of Ensworth & Way. at $4.00 per. hundred. half of which my father is to let Capt. Albee's family have — I wrote John A. McGaw by the same vessel I put the rice on board (the Barque Roman Capt. Davis) to receive the same and forward to Wiscasset —

Called to see Thomas Johnston to day — found him fretful but not very sick — I think he has injured himself by taking too much medicine —

The weather since we arrived has been delightful; no ice or frost and quite summer like. I now sit in my shirt sleeves and am comfortable. —

Capt. Saunders received a letter from my father dated 24th Dec. — He had not heard of our arrival when he wrote. — One idea I must just down. — If you build a ship you intend to sell in a few years give her a finish rake bright waists — varnish and paint the same yellow, they over all paint a white streak and ports as the fashion now is. — Before you put your ship in market remove the paint, plain and varnish the bright waist — Whew! what a beautiful bright waist for to be a ship! a yankee trick! —

Let John Barraco have another pair of blankets — he will pay me next week. ———

There is one profession I believe I am every way calculated for, but I dare not venture — yet there is nothing wrong in it in the world's view — but if I should fail in my first attempts! Ah! Ah! — I'll think of this more. ———

Would that Mr. Gaston could give me a good salary and take me into his counting room — let me go to the North during the summer months. I would like it much better than going to Sea ———

Friday, Janry. 5th 1838 — This morning mailed a letter for my father. — since when have been on ship board helping on the loading as much as in me lay. We have taken on board to day 163 bales of cotton about ten of which are square bales. Six dinner hands had two additional gangs at work in the lower hole. — (Have let J. Barraco have another pair of blankets.) — Mrange — was yesterday —

Steam boats are daily arriveing laden with cotton — Two have left their cargoes a little below us. They make their trips to Darien short of two days — each time they arrive are piled up 6 tiers — Great quantities of cotton are also brought down from Augusta mostly upon bales. — Enough for to night ———————————

Saturday — We have had a summers day — it has been very warm — We have but very little weather at the north as warm as this. — Are getting along nicely in stowing cargo — have 360 bales on board ———

Let Julian have a pair of blankets — he pays me Monday. I am so sleepy ———

There was 220 lbs of rice in the bbl I sent home.

Wednesday eve. — I am rather out of tune just now. I am troubled with my teeth — my upper lip is much swolen and it appears as if there was matter collecting between the bone & gum directly under my nose — It is very painful — The first symptoms of it was on Saturday night — Tuesday I consulted Dr. Richards town — he said the pain was occasioned by a tooth which I had filled and advised me to have it extracted — for that purpose went to Dr. Blasborough Dentist — He advised me to the contrary said he would open it when it arrived at a head. To day saw him again — he probed it but did not

lance into the affected part which is higher than the gum. he advises me to let it have its course and it will gather to a head and discharge—I don't know what it may result in.—It pains me much at present Paid Dr. Richardson $1.00 for his advice which I have not followed—the dentist nothing ———

Julian paid me $5—Barnes $7—Frasier took 1 pair paid for them $6.50—One other person took a pair at the same price.—We now have 654 bales of cotton on board—tomorrow will have considerably more. It will take about 60 more to complete our second ground tier.—We are in hopes to get down over the wrecks these high tides.—The highest tide was today and I fear we shall get pinched as the tides fall off and the wind which has been easterly has now backed into N.W. however we will hope for the best. ———

The carpenters have been to work on our stern Friday eve—The weather for the last two days has been quite winter like—Yesterday the wind came out N. W and we had abundance of sleet and some snow—Today has been very cold—We have now about 840 bales of cotton on board and have hauled out to take steam over the wrecks—I hope we may get over without difficulty—Let York have 2 pair of blankets at $6.50 & $7.00 will pay me tomorrow—Jonas 1 pair @ $6.50—Abraham 1 pair at $6.25. ———

Sunday eve—Yesterday morning winded the ship and at 8 A.M. the steamboat came along side and we proceeded down the river. Once only we took the bottom but the tide soon cut us off—and we got safely at anchor at 5 fathom—We may consider ourselves fortunate in escaping them—Other ships have met with bad luck as well as ourselves. The Ships Monticello & Sep. Grant day before yesterday came in contact near the light house in heaving down. The Monticello had her fore Mast carried away a few ft. from the deck, her bulwarks carried away, one boat stove &c &c—The Fore Mast & Bowsprit of the other ship was sprung and her cutwater taken completely off———

The Monticello has come back to 4 mile point——This morning went up to town in the boat—took dinner with Sep. Johnston and returned in time for tea.——Since my last journal have received $7.00 from J. Barnes.—and let Chance Talbot have one pair——M. Pelgen has been continually sputtering about a second mate's birth,—he is all tongue & either let him go—I mean to put a stop to his eternal gabbling had I the authority———

Wednesday Jan. 17th——I find my journal a blank since Sunday—but I can think of nothing worth noticing for that nothing has occurred worth noticing—Monday I remained on ship board doing odd jobs. On Tuesday morning went up to town in order to set my affairs to rights. We took the Capt. of the Otelo on board—as his boat was stolen the night before by his crew.—Arrived at Town went to Mr Gastons Counting room, found no letters from home. What the deuce is the reason they don't write?——Gave him $90 to purchase cotton for a new one that being the same I could spare.—Saw Chance who agreed to pay me to day for 1 pair of blankets he had from me. Bartlett and Stevedore of my father's promised to take 1 pair. I attended to a number of little affairs during the day.—Eat no dinner—was in Mr Gastons Counting

room until after one o'clock but he gave me no invite to dine with him, and I fretted out of spite – Why sir? Why he once told me to dine with him frequently, he knew I could not go to the ship to dine and ought I could pass the compliments. ———————————

I took tea with Capt. Abee and staid the night with him – This morning breakfasted with him – saw Capt. Bernie of the Archknight, had some conversation with him. After breakfast went down to the Sterling and Capt Saunders coming up soon after I took the boat and sailed down to the ship to get the remainder of my blankets which were 8 pair – I had yesterday made some arrangements with Balish about his selling them for me and it was an object to me to get them to town as soon as possible – I carried them to his house and after dinner went up and saw him – He took one pair and paid me $6.00 and will sell them at $6.50 and $6.00. He thinks he will sell them all for me at that price – There were 4 pair of 2d quality and 2 of 1st qlty. besides what he took. I have also 1 pair in Mr. Johnstons hands which I left a few days since for chance to take but he did not take it. – He paid me for the pair he took, $6.50 – Capt Clark paid me $13. for the York who wanted 2 more. I directed him to Bates Folson & Smith paid me for 2 Bbls. Spts alive $2.60 – I have had trouble enough with this bale of blankets I shall say no more about them again unless to say I am rid of them ———————————

Last evening saw T. Johnston – He is very low, has been sick 17 days – He is recovering slowly. – ——— I took dinner with Capt. Stinson to day and came down to the ship glad enough to get back again. We have a lighter alongside which came down to night with 170 bales of cotton for us which I think will fill us up – Yesterday a light was brought down 111 ~~yesterday~~. Two gangs were discharged this morning. Our gangs are mostly irishmen and such a ravenous set of beings I never came across – They make sad destruction among the bread and beef – But hark! my darling, and I am the ship a good name at

Thursday 18th. Have just finished a letter to my father have been writing since prayers until noon past 2 o'clock and think that will do ——— ———

Friday Jany 26th A week has elapsed since I last wrote in my journal and on the present evening I find myself once more on the "dark blue sea" – As the old woman is wont to carefully take up her stitches dropped through accident, so must I trace back in memory the events of the last week and note those worthy of mention – My letter which I mentioned above I intended to have mailed the next day after writing but did not go to town – It blew fresh down St. M. and we had business enough on hand: on the ebb tide the ship dragged her best bower and went ashore into the marsh. We ran a hedge out and succeeded in getting her off; weighed both anchors and shifted our situations for the better. – On Saturday forenoon went up to Town in the boat, dined on board the Sterling, attended to a number of little affairs, and in the afternoon called up to Mrs Clag Lowis where I drank tea, spent the night and took breakfast, enjoyed myself very well. On Sunday mailed my letter and according to invitation dined with Mr Gaston. – Monday morning came down to the ship with the pilot but could not get to sea that day on account of the wind, it being ahead

Early on Tuesday morning we got under way, beat over the mud flat and proceded down the river wind N.N.E. In going through the "oyster beds" as ill luck would have it we grounded and remained untill about 3 P.M. We then hedged off our sail and came to sea, discharged our pilot after dark. Wednesday we had a fine breze from N.E and very rough was quite sea sick Yesterday moderate winds and rough slowly getting over my sea sickness — To day has been calm and very warm. This evening it has no appearance of wind. It appears like summer weather — This afternoon have been busy making a mat the first one I ever attempted — My Cotton is on board 8 bales marked [illegible] It amounts to 897. but Mr. Gaston would not allow me to pay him the odd money, wished me to accept it as a present — Having $83 left, with that I purchased 2 bushels of ground nuts ——————

I left one hundred and thirteen dollars in the hands of Mr. Clayton to be delivered to W. Taylor 88 of which were for 16 pair blankets. The remaining 4 pair I have left directions for him to find. ——————

Sunday Jan 21st — Here we are flying off with a fine breeze and making rapid progress towards our destination. The wind is N.W. Saturday morning the wind sprung up from S.S.W and towards night it began to blow with thunder & lightning. At 12 we got the ship under snug sail: soon after the squall struck us and for about 3 hours it pained in torrents. I was completely wet through. Towards morning it moderated. and we set all sail — We are now in Lat 33° 53' Long 77° 29' ——————

During the rain squall I was gratified with a sight of something which I have often heard sailors speak of. It was a luminous substance similar to a jack o'lantern seen in swamps. Sailors call it a "Compesant" There were three of them one on the head of the royal mast and two on the Main Top Gallant. I could not get either of them in my possession I am told they are a jelly substance and change their position on the spars of a ship going from low down up to the highest point — Sailors say that when it gets as high as it can, the gale is at its height In this instance it was true enough. — It looked about the size of a persons head and quite bright —

Sunday February 4th 1838 Since last Sunday we have had a fine run of Westerly winds during which time we have made 24° Long. 7° Lat. The Wind has been most of the time from N.W. with a very heavy sea and severe squalls, sometimes scudding under close reefed Topsails Our course has been about E by N ½ N. Monday ran 182 miles. Tuesday 176. Wednesday 179. Thursday 184. Friday 168 Saturday 154 Sunday 152 ——————

We have had as much as we could do to hold on and keep from tumbling about. It has been almost impossible to keep the victuals on the table or to write even the log. as the ship jumps about so wildly. now rolling one gun wale under and anon the other. I can hardly brace myself while writing these few lines. ——————

Wednesday evening 10 o'clock — The weather is so fine it has tempted me to journalize a little. We are now in the latitude of home & longitude 35° 30' going along with a perfect summer breeze. The wind is N.W and we have all sail set with a Studding Sail — are going through the water about 6 knots. But the beauty of the night is the full moon which sheds a silvery lustre over the sea, sparkling

& glistening under its mellow light — It is beautiful — gentle undulations impart a graceful motion to the ship as she lies her on, now rising on the heaving boson of a gentle hill over and anon bowing her graceful head and scattering the sparkling spray, resplendent as the diamond which lights the ~~finger~~ ring upon a ladies hand — The ~~bellow~~ swelling canvass stretches from the mast and pregnant with wind forces the dark mass forward on her buoyant way over the sea — "She walks the waters like a thing of life and seems to dare the elements to ship" (By the way this quotation should have been written as the rhyme indicates) ——— As I before mentioned we are in the Latitude of home — O! what would I give could I but wing my way westward for a space and take a peep into the circle of relatives whereon we are probably, the cares of the day being over, sitting quietly by the fireside, rendered cheerfull by the glowing embers, while Boreas whistles rude and blustering without — They will cast a thought after us perhaps, but they will not fancy us so fortunate as we are. They will not think us so many miles distant in the same latitude and in so comfortable weather — I would fain tell them we are fifteen days out and are progressing so finely — If we arrive safe I can tell them then — My last journal is of Sunday — Monday we had heavy thunder — violent rain squalls and at times quite calm — Mon ran E & S E 104. Tuesday 142 — Wednesday which according to sea account ended at 12 o'clock we made a beautiful run, had a top Gallant breeze E & E dist. 174 ———

I employ myself in reading, keeping the reckoning of the ship by log & Chronometer and attending to the ships duty — I have stolen these few moments from my dear watch as nothing then required my services immediately

The Captain is pacing the deck — he is standing Mr Spencely watch as he is sick — Mr Spencely has been unwell several days and to day has given up to it — Mr Trask lies just to my left hand snoring most outrageously — The ship seems now begins to quicken her pace and to set herself in motion after the old sort — Adieu for the present — I'll leave me on deck ———

Friday afternoon Feb. 16th 1838 ~~Jan~~ In Lat. 50.30 Long. 19° A week and more has passed us since I last wrote in my journal — and quite the reverse of our former good luck — The first 2 or 3 days we made grand progress. Thursday 163 miles Friday 194 Saturday 193 — The wind hauled on Sunday to the southward we made 86 miles & was under close reefed Main Top-sail & reefed Foresail — Monday S E course 44 Tuesday, Wednesday and Thursday were a continuation of gales from the Eastward with a very heavy sea sometimes we were laying to under close reefed Main Topsail, now on this tack and then on another as the wind shifted about — This was any thing but comfortable. It was quite cold during the time and plenty of rain. Thursday eve a sea boarded us on the Larboard bow which stove in bow port, the side of the Galley and rolled about a ton & ½ of water down the Forecastle. — This was the only sea that boarded us during the gale — The occasion of this was — the Foresail parted, hauled off & then lying to Thursday night the wind backed into the S & S W and to day we are going it finely with a good prospect — The weather is very cold & most uncomfortable — which must be a apology for this brief journal

Tuesday Feb. 20th 1838 Long. 12° 47' Lat 50° 38'- Again are we favoured with a fine wind after a tedious spell of contrary winds. For the three last days we have been struggling against a South gale being apprehensive of getting North of Cape Clear. This wind which had we been a degree or more to the South would have been fair to run up Channel, in our situation has obliged us to stand Northward to great disadvantage:- being most of the time under close reefed Topsails we could do nothing in the way of heading to windward and we were quite satisfied to hold our own:-

This morning about 4 o'clock fell calm and in an instant came out N.W. and took us all aback as we were then standing to the S.W.- We squared the yards and stood on our course the wind increasing from than a fresh gale- We are carrying Mn Top Gals. Sail over single reefed Topsail with as much wind as we want under that sail- At noon we descried a sail on our lee bow. It proved to be a Barque standing to the Eastward- We are slowly nearing her- The weather seems at 4 P.M. is beginning to set in thick and presages a dusty night- From these few last days experience I should always prefer to keep as far South as 50° 30' until about the Long of Cape Clear when bound up St Georges Channel- There is great danger of getting driven to the north of Cape Clear and in that case if the wind sets in a gale from the South & West it is almost impossible to beat around- When it is known that at this season of the year strong gales prevail from S.W. to South it appears sufficient good reason to keep well to the south- On the other hand if the wind comes out Northward you have plenty of sea room and are not crowded on a lee shore-

Thursday Feby 22nd 1838- To day we have made the land, after 30 days toilsome progress over the watery waste- It is the Emerald isle with its bold and craggy shore that greets our eyes- its ruggid outline shows plain from our situation 20 miles distant- Tuesday eve the wind came out of the Northward and from that hauled into the eastward and has given us a little to try our patience- The old adage that "Misery loves company" is true enough, and it is some consolation to find that we are not alone reaping the fruits of a bad wind. We were yesterday in company with 15 sail of vessels about 12 of which are ships apparently bound to the same port with us. Last night it came on to blow fresh from S.S.E and hauled this morning into S.E at 8 A.M we tacked ship to the Southward and single reefed the Topsails at 12 double reefed the same- at the present time 6 P.M. are under close reefed Topsails, Fore Sail Fore Topmast Staysail & reefed Jib and Spanker:- It is blowing heavy but not much sea- At 8 o'clock this afternoon we came up with Ship Pactolus 7 spoke her, she left Savannah a week previous to our sailing- A Ship lies about a mile to windward of us under close reefed Topsails- appears to have a small round house on deck- At 11 A.M we exchanged signals with Ship Caledonia- A number of other ships were in sight this afternoon- but the weather has set in thick with rain- We shall have a dark rainy and uncomfortable night for it- Pass Lizard.

Would that tomorrows sun might bring a fair wind-

Saturday 8 o'clock- We have again just made the land, and the Saltee's light bears N.N.W dist about 10 miles- We are standing off S.S.W- On Thursday night it fell calm, and the wind came out West, blew me

moderately. We stood on our course in lively hopes of having seen the worst of our troubles. But the fickle wind veered again into the S.E and last night came on to blow very heavy with incessant rains – At 5 P.M we wore ship to the S – During the night the gale increased – we finally got the sail reduced to close reefed Topsails, Spanker & Fore Topmast Staysail. – This morning the gale abated somewhat – wore ship to the Eastward – All day have we been drawing on to the land – heading E.S.E Variation 2½ points Leeway 2½ points making S.S.E true course which carried directly on to the land. – It has been very thick and rainy so we could not see any distance. From our reckoning we concluded we were very near the land and for my part I felt much uneasiness and anxiety and considered an unquestionable risk to stand on to the land when blowing so hard – Fortune favoured us and the weather lightning up we made the land under our lee but a little distance off – It is the Saltee Island as we now see the light of the light Ship. It has happily turned out well, but what a risk have we run! We might have stood too far and got embayed, and even now we are not in an enviable situation should it blow a gale from S.S.E – The wind is now light and hauling Southerly with a heavy swell. – A man that would run such risk as Capt Saunders is unworthy the charge of a vessel – Had he been on deck and taking every precaution, and keeping a bright Lookout himself, having for excuse anxiety to get hold of the land, it might be somewhat excusable, but he was in his birth, and upon coming on deck at 5 o'clock we made the land, wore ship immediately – I can have but one opinion of the man as respects his heedlessness – nor am I ashamed to confess it to him or any one else – One runs into dangers often enough being the most careful at sea – We cannot be too careful when in such a situation as we are now in. Risks should not be run without warranted by great expectation of great advantage – What advantage could we derive that would justify the risk we run in standing on to the land in so thick weather and blowing a gale of wind. – Our situation according to our reckoning we know could not be far from the land – I dislike to think upon this subject – A fair wind cannot come in better time – May it come speedily ——

Sunday afternoon – We are now moving off with a royal breeze – the wind about S.S.W a single reefed Topsail gale – I think I may say for once I have my wish – The Wind hauled into the West about 4 this morning and we trimmed sails accordingly – at 9 Saltee Island bore North – At 11 we made Tuskar light house bearing North about 15 miles distant – since then we have been making good progress going from 8 to 9 knots. – The Packetboat and one other ship were this morning near us but we have dropped them behind us – Now for a bright lookout – It has thickened in and we can see but a little distance – Perhaps we shall see Beardsey light first, we are steering N.E by E½ E ——

Monday eve 8 o'clock. – Head wind again! – Our good wind of yesterday gradually hauled into the Eastward – At 6 we saw Beardsey light. at 8 P.M. Holy Head light bore E.N.E dist about 20 miles. At that time the wind began to lull and to blow near from the Eastward. We stood on during the night about N.E by E to N.N.E and

at 4 A.M. tacked to S.E. and made Holy Head a little distance to windward. the weather being hazy. We tacked to N.E. and as if the wind bore us spite. it came out a regular gale. directly ahead. We clued down Topsails and close reefed them and reduced the other sail accordingly — This afternoon about 3 o'clock made Isle of Man bearing N.E. and at 4 tacked to S.S.E — The gale has abated but a very little, and we are now dancing to it in a short head beat sea. — This is really discouraging! — yet I will not complain — It might be worse ——

If the weather was not so very cold I could write a long Journal tonight. I have ideas in abundance but I fear they would be both stiff and rigidly expressed if they could partake of the feelings of the hand that writes this — In a word It is extremely cold and I am sitting shivering waiting only for the time to come for turning in ——

Wednesday eve — Off Point Lynas by my troth! — Have got a Pilot but not a fair wind. — The gale has abated considerably — we have now single reefed Topsails — Since Yesterday and to day we have been tacking about off and on with as much wind as we could carry close reefed Topsails to. now standing until we make the land on the Welsh Coast and wearing ship lay towards the Isle of man — Yesterday night we made Point Lynas lights and to day just brought to windward of it at 12 o'clock — by chance we saw the pilot boat through the haze. — We hoisted our Ensign and were furnished with a Pilot — He informs us that the wind has continued from the Eastward for these 9 weeks past and that they have had very few arrivals — not a ship has gone in this week. — We are now standing into towards Beaumaris Bay on the flood tide with the prospect of beating into dock — The wind seems fairly settled in the Eastward. This is discouraging — "Come what come may

Time and the hour runs through the roughest day" — Snow Squalls gave a zest to the pleasures of the last two days I find but one comfortable place and that is in bed — but comfort there is of short duration — Steam ship is the word and out you must turn, shivering and shaking with the cold —

Liverpool March 6th 1838. — We have completed our passage and are fast moored, no more to head the winds and weather for one while. — Wednesday says the Journal we were off Point Lynas — we stretched off that night and in shore on the next morning; — about 12 o'clock Thursday it cleared up a little and we saw a pilot boat bearing down for us. — She soon after came along side and we received a pilot — A mistake! — It was Wednesday. — On Thursday forenoon we stood in for the land, made Great Ormes Head, the wind inclining Southerly we tacked and with a strong flood tide stood on towards the Light Ship; we tacked once and were obliged to come to anchor near the Light Ship. — Soon after there a steamboat came along side and agreed to take us into dock for £10. — The wind fell calm and upon the flood tide we got our anchor and the Hero clapping steam on hugged us up to Liverpool in short order — The weather when we started was pretty clear but it came on thick soon after so it made it quite hazardous — We caught occasional glimpses of the lights and by the aid of the lead got safely up — At 3 in the morning of Friday we docked and much fortunate is not receiving any damage The ship lies in Waterloo dock — We commenced dis —

charging on Saturday.- ~~Monday~~

Wednesday March 7th 1838 Poor journal has been quite neglected I have had so much to attract my attention. - I have now just finished a letter to my father and will take the opportunity to sketch down a few ideas. In the first place how have I spent my time? Saturday and Sunday did nothing worthy of note. Was back and forth to the ship, and walked around town a little engaged some clothes to be made, left my watch at A. Jackson's to be repaired, my knife at Rothenan & Boy's have to have a new handle put to it. - But on Monday I went to a steeple chase a description of which I shall preserve for a more leisure moment to accomplish. Tuesday I commenced letter to father, did not much else, had a nice game of whist in the evening, &c - The Othello finished discharging yesterday afternoon, and we are now awaiting tide, shall get away soon I hope. -

Wednesday March 15th 1838 - Tuskar Light bears about West dist. 6 miles, and we are heading S.W. with the wind W.N.W - Now our present situation being known what have we been about during the week past? Thursday and Friday passed with nothing worth noting having taken place - Saturday was rather a busy day with me as we were to sail the next day. I called at our consignee who had engaged to dispose of my cotton for me. It was not sold but he advanced me £20. -. - and will settle when I return, with the £20 I made some purchases and paid my bills. - Bill of clothes for myself and order was £7. 17. 0 a pair of pistols & order £6. 0. 0 - I purchased some few things for a mere trifle, and these with board bill &c took up the remainder - On Sunday morning the wind blew from South and having concluded to sail - hauled to the Sun Head and got underway. At ½ past 11 we cast off the pilot and proceeded to Sea. At 1 discharged our Pilot at the Lights Ship. At 6 we were off Great Ormes Head. At 2 the next morning Point Lynas Light bore S.W. by S - Monday was calm and fine beautiful weather Towards evening the wind sprung up from the S. and we stood over towards Ireland - Tuesday noon were off Lambay Island could see the light house on Dublin pier. - The wind being Westerly tacked as occasion required - To day standing in for the land we made high lands in Ireland and soon after Arklow Light Ship and are now at 7 o'clock as above stated. - The ships Hibernia & Inca sailed in company with us; we have now lost sight of both of them. - Here follows a list of our boarders at Mrs. McKennis (I mention them for the sake of reference) Messrs. Littlefield. Owens. Bailey & Thompsons. Coffin, Drummond, McCordick. Forbes. Saunders. Willard. Parsons. Robbins. Allen. Crouch, Harding. Fogue and myself in solitary Mr. the rest all being Captains. - Capt Coffin is a funny old joker. the life of the House. he is in the ship Caledonia the same we exchanged signals with off Cork - He went into Cork soon after we saw him, we got to Liverpool, discharged and were hauling out of dock as he was warping in - Capt Forbes is a young man master of ship Frances Depau. - He is an honour to his profession. of a most correct deportment - His ship is peculiarly unfortunate. Two years ago in going into Havre she took the ground and was very nearly ruined as it blew a tremendous gale of wind. When new she was valued at $62.000 was sold after being as shown for a sum added to her repairs made her value $124.000. - Eight weeks since she was at anchor in the river and in the act of hauling up anchor to sail was run into by the Barque Tasso and had her -

bowsprit and main mast carried away and was driven ashore on Birkenhead when she received much damage in her bottom. She is just out of dry dock and still is a noble ship. The Barque Tasso had her Fore & main Mast carried away and received other damage - She sailed on Saturday for Savannah. Carpenters in Liverpool have had fine pickings this season. Many ships have been obliged to put heavy repairs on them - Monday after we arrived the wind came in fresh from the Westward and continued for several days which brought in to port a fleet of vessels - perhaps as many American vessels arrived during the week as ever arrived in the same time before I should think many more. - In the course of the week upwards of 90,000 bales of cotton were entered at the Custom House -

Saturday March 17th. To day we are under double reefed Top Sails, wind about S.W by S. and a very heavy sea going. Thursday the wind was from N.N.E and we had very fine weather. We ran along the Irish coast about 8, 10 miles off and at 5 P.M. were off Cork harbour. The wind headed us off - at 11 P.M. Old Head of Kinsale Light bore North dis 15 miles - from that time it commenced blowing heavy and yesterday reduced us down to close reefed Top Sails - This morning it moderated and we made sail accordingly. - Rather hard luck to beg. with - - - Monday March 19th Steering away S.W by W - are now in Lat. 46.30 Long. 11. 13E - The wind since Saturday has blown a fresh breeze from about N.W. hauling and veering a point occasionally. We have kept on the Starboard tack as it is our intention of ~~running~~ getting into the trade winds which commence about 30° North and blow constantly from the Eastward. - I should think running the trades preferable to taking a more Northerly route, in the winter season especially when you take a N.W. wind in the mouth of the channel. However I know nothing about it - perhaps may have some more experience ere the passage is completed. - - - We saw a brig to day bound to the North the only vessel we have seen for two days. - The great fleet of cotton ships are now principally in ports this side of the water. The long continuance of easterly winds kept them back until the late Westerly gales have brought them forward - some of 50 & 60 days passage who have been buffeting the easterly gales and others of 20 & 30 days who have brought a fair wind all along with them. - As the Westerly winds have now appeared to set in I think there will be but few ships in America 30 days hence and if we arrive in that time shall probably obtain a good freight. - and will get to Liverpool in a good time for freights from there. - - -

just astern. The ship was then in the wind and her head way considerable deadened. but we heard nothing more from him and it is probable he sunk in our wake.— The ship was filled upon again and we proceded as for it were vain to seek for him by a boat a heaving the ship to as it was very dark and the sea ran high.— It appears the sail had been furled some 2 or 3 minutes before we were aware of any one being overboard. The mate and the other hands had come in. but this man stopped to finish something he had been doing on the fore boom and probably lost his hold.— It was a sad thing to have one of our number so suddenly snatched from us— but a few moments before he was among us. his prospects as good as ours. little dreaming the fate that awaited him. and then how soon was he doomed to see the ship— the little world upon the waters, leaving him to a yawning sea, while all around was pitchy darkness It seemed a cruel, heartless thing to sail on and leave him to perish.— but it were vain to hope to save him. we were obliged to leave him to his fate.— Be it said to his credit, he sustained a character not often to be met with among the tars of the ocean He was steady, prudent, and industrious, willingly obeying orders and with nothing bad in his nature. He was a married man and has left a widow in Westport, Mass— During the time he was on board he had taken up only about $5.00— saveing his wages to buy him a little farm at home— this was truly praiseworthy and very different from the general character of sailors who spend every thing as they earn it.—

To day noon we carried away the Mizz Topsail yard in the slings during a squall. A rey had just been struck out and it was hoisted up very light and as the halyards were not eased off as the squall struck it was carried away.— This spar has stood the brunt of many gales being in the ship on her first voyage.— yet now it is declared to have been "good for nothing"— It would have stood more if it had not been set so tight up.— We cleared the sail from the yard and sent the fragments on deck and all hands were employed in taking off the gear and rigging the spare Topsail yard. This was accomplished and the sail bent and set by dark— It is an ill wind that blows no one good as the proverb has it. It has given me a lesson which may be useful as some future day—. We have had some severe hail squalls for the last 24 hours. The wind about N.W.— — — —

Wednesday night 11 oclock.— It is blowing a gale of wind from about N.W. and we are rolling and pitching most uncomfortably. We are reduced down to close reefed Topsails and Foresail— During the squalls which are frequent it blows as if it would take the spars out of the ship. and in the lulls the ship rolls very deep both to windward and leeward, bringing up with a sudden jerk.— such weather as this is enough to sicken any one of the sea— besides the uncomfortable situation occasioned by the violent motion of the vessel. we are in danger of being injured by the sea.— It boards us by times making every thing tremble— The sea has been heavy and inrolling to windward it comes in upon us.— — — — In looking back upon the events of the last few months I find that a year from to day I left home for Boston on my way to Savannah. from which time my plans and occupation have been totally different from what I anticipated a little time previous.— When I left home I had thought to find business in Savannah, college studies must be abandoned— It were useless to think of finishing my collegate course and studying a profession. I was out of health and out of spirits, and as my plans were thwarted I was in a manner adrift with no settled determination respecting my future course. I arrived at Savannah in

April in the midst of the deepest pressure; business was at its lowest ebb and I saw no prospect here. — But Manners like I had a port under my lee. It was the profession my father had followed. which he recommended to me and which I was well aware would afford me an honourable and lucrative employement. — I had not that predilection for the sea that many have yet I resolved to take up the profession whether it might be so agreeable or not as some other occupation. I have now been two voyages across the Atlantic have acquired much nautical knowledge and some experience and hope soon to figure as first person on board. — My mind is now fixed and my health is pretty much restored. — I think I have enjoyed myself much better than if I had remained in College. My prospects for acquiring an independancy are far better than they would have been as a graduate of Bowdoin College. —

Let me think — What is my capital? pretty good health, good principles and moral character, tho' I blush to say it) a good share of knowledge, both of mankind, and that derived from books, — acquaintance with my future occupation. — I have not an enemy in the world, but have many friends — and for what the world calls property — let me see! am well off for raiment &c — and have about $100 in money. —— Now take I a start — an independancy is my aim — every exertion I must use to raise myself in the world consistent with an honourable & manly character. — My Motto — Be prudent, industrious and suffer not my character to be tarnished by immorality & vice. — ——— ———

Thursday March 22 We have had a fine day and a fair breeze — have been flying off pleasantly before it at 8 & 10 with all sail set. — We are in Lat. 42.50 Long. 17.00 God luck to the wind and may it blow fair a long time yet —

I am now reading Memoirs of Queen Elizabeth and find it interesting — Should the present youthful queen of Eng. conduct herself as did Elizabeth of old it would cause a deal of excitement — Things were then practiced at which now would set the nation by the ears. — When we look at splendour of courts and the grandeur of princes we naturally place happiness to their possession and vainly covet their station. But when history opens to our view the intrigues and murderous ambitions which exist about royalty we bless the fortune that placed us in the more lowly walks of life — How admirably are our natures adapted. — That happiness is not the boon of any particular situation in life but that every one has it within himself to enjoy his being whether he be high or low. — Contentment & a conscious integrity are the guarantees of happiness here. — a life well spent will gain bright hopes of future felicity. ——

Saturday eve. — Yesterday & today we have had variable winds. mostly from the Northward — It has now got as far as S.S.W. a moderate breeze, and appearances do not portend a storm — yet we may have it. This is a quarter whence we may expect some foul weather. — Today I have taken up a treatise on Astronomy and intend to pursue the study and make myself acquainted with it somewhat. — Evenings and such time as I can be below in my watch I purpose to spend in study of some kind. and during the day must give my attention to learning everything necessary to my future occupation. This afternoon I have employed —

myself in setting new canvass in Fore Topsail – what is called in sea Phraseology "setting in stiff". – Mr Trask our second mate is quite sick. He has been ill since we left Lpool – Foolish man – he now reaps the fruits of his excess – rum! rum! is his greatest enemy – that destroyer of mankind has perfectly enslaved him. ———————

In reading the memoirs of Elizabeth, it is lamentable to see so strikingly exemplyfied the frailties of human nature. – The condemnation of so many individuals to imprisonment and even to death whose only crime consists in having royal blood in their veins, rendering them objects of jealousy to this arbitrary woman. The martyrdom of her subjects on account of a contrariety with her self in religious opinion will forever fix a stain upon her reign which not all her brilliant exploits as queen will efface. ———————————————

Sunday — This day noon the wind shifted to S W in a squall and now blows from S by W and we are going off finely – Since sailing from Lpool I have made observations on the temperature of the air & water twice each day – the result to day is, that the water is here 15° warmer than off Point Lynas and the air this morning 16° warmer than at the above mentioned place. – Thermometer at 9 A M stood 57° in the Air 55° Water: at 4 P M Air 54° Water 55° – At 9 A M the wind was Southerly and squally – at 4 P M. S S W and very clear – a fine Top Gallt. Breeze ——— I forgot to mention that on Sunday last I was inoculated for the Kine pox from Capt Saunders arm – had it pricked in with a needle. It has taken very well at present my arm is very sore and I have a swelling under my arm pits. ———————————————

Wednesday March 28th — Our course so far this week has been prosperous Monday & Tuesday we had fine breezes from S & E and to day have had the wind from the same quarter though faint – The weather is delightfully warm. Yesterday we were greeted with a sight joyful to sailors eyes – It was land – land in the mid ocean — Our observations on Monday warned us of our approach towards land and on Yesterday morning at half past 8 o'clock we made the S E point of St. Michael Island dist. about 15 miles – This island is one of the central islands of the Azores – As our course lay along pretty close to St. Michael we saw no other land although had we been somewhat further North we should have seen both the above mentioned and Terceira – At noon we had approached the S W point so near as to render the cottages on shore quite visible. – It was a delightful sight – our noble ship was ploughing off 8 knots heave – studding sails set alow & aloft – The land rose in mountain heaps – the highest peak in the clouds – On the rising hills might be seen the farms regularly laid out and decked with the richness of spring with here and there a white cottage sprinkled upon the verdant green. Quite at the water's edge (apparently) there was seen a little village upon a plain of small extent – back of it the craggy precipices hung frowning and threatning to avalanche upon the quiet village its enormitious mass. – This land is exceedingly high and bold in its outlines, and may be seen at a great distance – We lost sight of it about half past 5 P M. then bearing East. – We saw one sail bound towards the island – probably after fruit which is here raised in abundance – especially oranges – The market of Liverpool is supplied with oranges

from these islands.— The winds of the last 3 days are similar to the trade winds. and for pleasure in a passage I should certainly choose a southern route ———————

Thursday — Have got a South gale and are under double reefed Topsails. We have however made good progress — are measuring off 6½ knots. The thermometer stands 62° in the Air 61 in the sea. — In reefing we miss some of our usual help — Another sailor has hove up with a sprained ankle — Mr Trask is still sick and unable to come on deck — besides the one who was unfortunately drowned make us rather light handed — one or two others are complaining of sore hands and sore throats — Hope we may have no more on the sick list — To day Capt. Saunders seems quite unwell. I am rather barren of ideas at present — nothing to write —

Here is to a continuation of fair wind ———————

Saturday — The gale from the South fortunately abated before night and the wind came round to the Northward and has blown fair from that time. It is now N. E and we have every sail set, going at the rate of 5 knots. Sometimes it blows fresher and again quite lighter. — It is truly delightfull to sail along as we have done for a week past. The weather is warm. Thermometer about 60° and the sky clear with a smooth sea. — We are in Lat 33°40' Long 35. 30' a few degrees distance yet to the northward of the regular course of the trade winds — I think we must now be in them however as they sometimes prevail to the northward of 30 ———————

The day of the month (March 31st) calls to mind the situation I was in 6 years ago when that day came on Saturday. I was then with my Father in this ship bound to Savannah from Havre. a little distance to the Westward and about 11° Northward. It will be a day long to be remembered by me as one in which perhaps I was situated in great danger — We then experienced a tremendous gale of wind from N. W and being in a light set of ballast were in great hazard of upsetting. I never saw the wind blow so hard before since — no, not near. — We had a close reefed Main Top Sail blown away which left us under the reefed Fore Sail only. get with that sail and the bare spars the wind lay us upon our beam ends. Our lee rail was under water pretty much all the time of 8 hours, the length of the most violent part of the gale. In the course of the gale we succeeded in getting the ship before the wind and then went off comparatively safe. Nothing was cooked that day and very little eaten. All hands were on deck and hung in suspense. every moment expecting the ballast to shift and the ship to go down. — We weathered the gale by the favour of a merciful Providence and I am now here to write a still more pleasing account of the wind & weather after 6 years have passed over my head. — In that long space which seems but as yesterday, many changes have taken place in the world around me — nor have I been standing still. — But a boy then I have now attained to years of manhood — have passed my school-boy days and have entered the arena of active life — A thousand reflections suggest themselves to me in looking back upon the events of a few years and happy is he who can contemplate them with pleasure. who can review his past life without an ill spent hour to embitter his account. But even to him, how many a sigh of anguish will be felt as he views precious time misspent —

What a wise dispensation of our Maker that we cannot tell the future the events of futurity. We can be happy now in bright anticipations and our hearts may be cheered by hope. Let not however our expectations of the future be too sanguine, while on the other hand let not the misery and unhappiness which may befall us hang heavy upon us. If we are to feel them let it have the whole watch for its pains, resolved that we will not meet it half way ——

Wednesday April 4th — Since writing in my journal we have been making fair progress - although at times the wind has been quite faint. It has prevailed from NE to SE We are now in Lat. 27° 50' Long 42° 05' and have a fine breeze from SSE — The weather is delightful — our decks are as dry as a bone to use a hackneyed phrase. The mercury standing at 66° — the water has increased its temperature to 66° — For a winter passage we have been very fortunate as we have had no very heavy gales and on the contrary have had much fine weather and fair winds. The greatest objection against a southern route to Savannah is the possibility of having a long course of light winds about 30 to 35° and we were not a little anxious during two or three days back as we had so little wind. Some days making less than a degree westerly — The wind is light has been fair and we are in hopes this breeze will run us into the course of good strong trade winds —

All this week we have had a heavy swell heaving from NW commencing about 4 P.M. and continuing through the night. In the morning it subsides. While the wind was more easterly and lighter we rolled very deep which made it rather disagreeable but now we go along as steady as if in a river. — Last night we passed a brig bound to NE — To day we have had numerous schools of porpoises playing about us. I never saw them throw themselves so far out of the water before as they have to day - I should think some leaped from 10 to 12 ft. — We thought to have had a mess from them but they were so shy we could not harpoon them. — I have not so much leisure at present as heretofore. Mr Trask being sick I stand his watch — and of course do not allow myself to leave the deck during the watch - I am rather hurried in to this office. - have not the authority of an officer yet do his duty. I am in hopes our second mate will get about soon although he recovers very slowly. — I am sleepy and think I should give a description in character to my ideas will bid a good night to journalizing ——

Thursday April 5th Have had a fine breeze for the last 24 hours — We made 80 miles Lat. 8 2° 17' Long. — The breeze still continues good and encourages us to hope for a good run the remainder of our passage — We have seen large quantities of Gulf Weed. — It receives its name from it being carried out of the Gulf of Mexico by the Stream It is found in large lots south of 30° ——

— Sunday April 8th — We now have a fine breeze from about North the wind having hauled into that quarter from SSE & SW. Friday we made a fine run. — the wind from SSE and also yesterday until 5 P.M. when the wind baffled and we had squalls from the SW & W with much rain. At 4 this morning we tacked ship to SSW and have now got back to our course again (West) — Nothing has occurred worthy of note - All hands are employed on various ship's duty fixing leading blocks, rattlining down rigging &c

repairing old sails. I do not find much leisure for reading or study at present and finally have given up the idea of attending to any thing except what relates to the ships duty. I am acquiring some experience & knowledge in nautical matters I think and I hope it will not be long ere I may be placed in a situation to put my acquirements into practice. ———

We have fine weather and everything goes on pleasantly – I have felt rather unwell for the last two days but am better now. ———

Tuesday April 10th Last night an eclipse of the moon was visible. It commenced at ½ past 8 and continued about 3 hours – It was not quite total. By the Geo. Almanack it was seen throughout the United States. — I noticed a planet very near the moon at the time. This indicates I am told high winds or a storm How true it is I know not. – We have had nothing yet to justify the prediction. If indeed the planets & moon had an influence over the winds, it might be made a useful study to the mariner, to investigate this science. Very few seamen doubt the influence of the moon upon the winds & weather and it is possible that at some future day a science which is not known in existence may be brought to practical utility – that is the science of planetary influence. ———

Our fine weather still continues and we are gradually nearing our port. Monday we ran N ½ E 113 Today West 130 miles and are now in Lat. 25°. 8'. Long 57°. 00 with a fine 6 knot breeze from due East and a delightful atmosphere. Thermometer stands at 72° in the Air & Water The Gulf Weed which is here in great abundance is always found which is in a line in the winds eye of course in steering West with the wind East we sail parallel to it – We have thus to day passed along it for hours together with the line hardly broken. It is remarkable how soon this weed assumes the direction of the wind – No vane could be truer – Should the wind shift from West to North; in a very short space of time you would see the whole mass, which was but poor pointing West, change to a course at right angles with its former direction. ———

This kind of sailing although nothing can be pleasanter is still quite monotonous. and I think after a time we might even be inclined to greet a gale for the sake of change. – I read but very little as we have much on deck work to do. and standing watch obliges me to be on deck night or in sleeping my allotted time. – I however allow nothing to intervene in preventing me from keeping the ships reckoning both by Dead Reckoning & Chronometer. — When I am so fortunate as to command a vessel I shall be more master of my time and shall devote myself to improving my mind by reading and useful study. — I have much to learn yet before I shall feel satisfied. of the profession I have chosen I shall strive to make myself competent in every particular. This is not a work of a minute. but must be the labours of many days. Experience I lack and that time must bring to my advantage – It is our consolation that I can still learn – that I am not above being instructed. – It is a true saying that there is no one so humble or so apparently worthless but from whom you may not learn something worth acquiring I have found it so. and often have been benefited

by some remark or action made by one who I considered my inferiors in most every point— The greatest difficulty I find at present is to ascertain correctly a knowledge of transacting a sea Captain's business and a knowledge of sailing the ocean— the which is acquired by many years experience— Would that I had one to consult and to question relative to affairs which I am to be an actor whom I could confidently rely on who would communicate his experience— I should be a great gainer by it.— but I am situated differently —

Wednesday April 11 Mr Trask has got able to stand his watch again and I am in a measure released.— He still complains but that he does whenhe is well.—

We have made a fine run to day and have had delightful weather. Ther. at 74°— Two sail were in sight this forenoon one a Bargue bound Northward the other a Brig standing South and now at 3 P M we have just made another on our Starboard. As we are getting in to the track of Ind[illegible]men we shall probably fall in with many vessels— a full moon makes the night almost equal the day in pleasantness.—

Friday eve In Lat. 25° 46' Long. 64° 25' having a fine breze from E.N.E.— Have been painting jolly boat yesterday & to day and have got her furnished— Last eve the wind hauled into the S & W with rain squalls and rapid lightening in the N.W.— The early part of to day was extremely warm and quite calm but at noon the wind came out about North in a gentle air and gradually hauled into E & N E and freshening. We now go along 6 knots and are in hopes to make a good run to P—

All hands are kept employed during this pleasant weather, some on the rigging and others painting, cleaning ship &c &c —

As I have but very few ideas worth noting at present perhaps I may as well fill up a blank space with a short account of a Steple Chase I was at near Liverpool and which I have hinted at in my journal some few leaves back.—

After having heard much said of Horse-Racing and especially of that kind denoted Steple Chasing curiosity prompted me to take a jaunt into a village adjoining Liverpool where one was to take place— To begin "at one" a number of Masters of vessels were going out in a carriage among the rest Capt. Saunders and I was offered a seat with them. Accordingly about 12 after a cold lunch we started from a gentlemans house who was to act as master of ceremonies— Five of us started in good spirits with a fine horse and a comfortable vehicle.— After an half hours drive through crowded streets we found ourselves on a smooth turnpike in company with thousands travelling on foot & carriages in direction of the Race Course.— It afforded us much amusement in reviewing the mass as we passed along. But it would require the pen of a ready writer to give an idea of them.— If any one has seen People-watching. & Children thronging to "General Muster" and magnify the number an hundred fold he would have a fair conception of what presented itself to us as we passed along. But to proceed— we arrived safe & at Aintree and having put our horse in keeping were at liberty to look about us— The race course consists of a track of land of a circular form 1½ mile

around – The space when the running takes place is about 2 rods wide and railed in to prevent encrochement of spectators – At the starting point is built a small house where the umpire remains, and at this point the contest is always decided. The horse gaining who passes the bound posts. In the rear of this circle are situated a large public house and a number of booths the tops of them being converted into ascending steps or places for viewing the race. Thousands bite them when a race takes place but as the price debars the poorer or rather "Lower class" a great majority of the people fill the vacant spaces about the course. In a common race the horses are brought to the starting point and at a given signal off they start rapid as a bound from the slip. The riders are distinguished by their dress and in betting, wagers are laid upon Blue Jacket, Red Jacket and as the colours may be. The heat sometimes consists of several times round the course, rarely less than two – However in a steeple Chase the running is altogether different – The horses are at the Umpires stands and here and there through the adjoining lands flag staffs are placed to denote the course they are to go. In this case the distance from the starting point to returning to it was 2½ miles and it was passed twice over before the contest was decided –

Upon the given signal three horses were started and going off the regular race ground, a hedge was to be leaped which brought them into a highway, about 2 yds lower than the course – at this the horses bolted a little but leaped it and crossing the road leaped the opposite hedge which brought them into a fallow field which must have been very tiresome to get over – Following with the eyes their rapid flight the course – pie three leaping successively hedge after hedge and ditch after ditch – now their backs are towards us and they appear like so many squirrels as they take their leaps and anon they have turned and are pushing on back surmounting every hedge and fence in their way – They have passed the race course and have again crossed the road and are pursuing the same route as before – They draw near the goal – now comes the exciting moment. – The cries of the populace spur on the riders to do their uttermost, The horses strain every nerve, the riders with their heads resting on their necks urge them on by dint of spurs and the lash – All hedges & ditches passed a half mile race course is to be run over before the goal is passed. – "Old Duke" is a head Sir William a few rods behind him while Scamp pitches up the rear. Ten to one up on Old Duke says one another Sir William gains. Scamp kicks on he proves himself the swiftest horse; gradually he approaches the advance horses – he is up with the headmost one – is passed him and foaming with sweat gains the cup by an horses length – The shouts of people declare him the winner and he is lead off the course in triumph while Old Duke has got broken down, and hardly stung the suppliants to carry him to the stalls –

Three horses ran the first heat being a distance of 5 miles – They were rid by Gentlemen as they were denoted in contradistinction of jockies who usually are the riders. – Several heats were run during the afternoon – one of which 5 horses ran, no accident of consequence occurred to the riders. One was thrown into a ditch but received no damage. It often happens in this break neck business that the actors get seriously injured and some-

times as we killed. Some of the leaps were astonishing – The first one in which the passed a hedge fence into the highway was 6 ft in height besides the hedge and a ditch between the road and hedge – A number of the obstacles which they had to surmount were from 5 to 6 ft. – They appeared to perform the leaps with a great deal of ease though it was evident when they came in the fatigue was excessive. –

The last race that took place was styled a Hurdle Race. It was similar to common Running except the additions of three hurdles placed across the track at intervals over which they had to leap. passing over the ground twice. Of course the distance ran was 2½ miles. The hurdles consisted of wooden frame about 4 ft high filled up with green boughs. Speed and agility both were here required to win, and it came off in fine style the horses coming in almost together. –

The Viscount was styled Lord Viscount Molyneux and came to the course in his carriage with a number of the Nobility with him both Lords & Ladies. He drove his own coach and was called a first rate "Whip"

Many of high rank were present and thousands of pounds were bet upon the occasion, not a little of which gain was won and lost by the fair portion of the spectators. –

Thus having gratified our curiosity and been entertained for a few hours, we left for home, where we arrived after dark each one concluding that for himself that was Steeple Chasing enough and putting the man down who would risk his neck in the business as not "Tam o'Shanters in Ilans corpore"

Saturday April 14th 1838 – We have had this afternoon a most copious shower. The water poured in torrents for the space of an hour. – Indications of a squale appeared soon after dinner and we proceeded to take in Sail – Hauled down Studding Sails Jibed Main Royal & Top-Gall Sails and got every thing in readiness. – In a little time it struck us from N W – It blew fresh and we let the Top Sails run down, furled close up Main Sail & Jibed Spanker – It seemed as if it could not rain harder than it did for a time. Our decks were flooded and every one of us wet to his skin. It was quite sport to the Sailors some of them stripping to their Shirts and trowsers and emulating each other in getting the most water – We caught all the article about decks but that unluckily water and a barrel or so in the jolly boat which fortunately was quite dry. – As I was so completely wet through, I thought it a favourable time to give myself a thorough washing which I did most superficially, and dressing shifted my vest for dry cloths find myself as comfortable as may be. – After the Squall was over we hoisted up the Top Sails. The wind towards night hauled to the N. E & we gradually made sail until the present (8 o'clock) we have Studding sails on her and are going on finely with a prospect of better weather – The winds and weather for two days past has been very unsettled, going the round of the compass in the course of 24 hours. Rain squalls from the N. have been frequent. – – –

days seem almost lost at sea. The sun shines warm the air is delightfully pure - but the green hills and dales are wanting - Herbemen invigorateing the atmosphere may be, yet the fragrance of earths livery would add to it's worth. - A few days more will see us within Georgia bounds I hope and I shall hail the sandy bluff with pleasure - Our life is very monotonous - A fair wind wafts us on, day after day: but little attention is required to the sails. We chew about, eat, drink and sleep and rise again to pursue the same round. Now and then a distant sail occasions a remark. - a flying fish starts from under our bows and flys along a few rods glittering in the sun - The sea -. The calm smooth sea spreads all around - no distant bluff or verdant isle relieves the eye - but one continual plane of water. Our ship moves sluggish along, seemingly to delight in her easy motions. - But time flies with a swift wing and we are conscious of it's weeks have passed. ———

I will go read and pass a few hours pleasantly - What a solace is it to employ the mind in gathering the ideas of authors. of perusing the works of noble geniuses ———————————

Friday April 20th - Here we are under close reefs plunging into a heavy westerly sea with the wind dead a head. - But to pick up lost steps we go back to Monday when we were enjoying a fine fair wind - On Tuesday we had moderate weather, wind E. & E. I was engaged painting ship outside. got nearly done in that day Towards night the breze freshened and next day blew a smart gale and we made great progress. at times going from 9 to 10 knots. finished painting outside in the forenoon ———————

Thermometer at 7 A.M. Air 68° Water 70° - at 9 A. 71° W 72 at 12 A. 72° W 72° - P. M. Air 74° Water 70° ———— We were going on N W by W course at a pretty good rate. from 7 to 8 knots and think we must have been in the gulf ——

On ~~Saturday~~ Thursday Morning at 2 o'clock we experienced a very heavy squall from the N attended with much thunder & lightning and rain, We double reefed Topsails furled jib & main Sail - We were headed off to N by E which course we have steered since excepting 4 hours standing to S. — Thermometer fell on Thursday in the Water to 68 & 67 - To day it has been to 72° at 7 A M 73° at 3 P. M. ———

This morning we were again visited with a tremendous squall from the Westward, when the watch was called we were in the height of it (at 6) every thing was flying It was a wild sight - The sky was filled with dark and threatning clouds to windward - to leeward a clear space remained as a stage to exhibit some of the phenomena of nature: within a little distance of each other 4 water Spouts were formed - They appeared singularly wild as the dark clouds shut down upon them. while torrents of rain and hail poured upon us. - The thunder was very heavy and quite near - After the squall was over the wind came out N N W and has increased to a regular gale - This is truly tedious. We have been out 7 days and I begin to feel impatient, almost out of spirits - not "ardent Spirits" Faith, we have been out of them these 10 days. not a drop of liquor have we had on board since sailing - - - - - I am in no mood to write — but sincerely hope for a fair wind to waft us into Sav. —

Saturday eve. We are perfectly becalmed, nor is there any prospect of wind to night - The gale of yesterday grad -

nally subsided and in squalls inclined to the north. The ship finally came up her course at 4 this morning. the wind blowing very fresh. It however subsided by degrees and left us to toss about in suspense. — I will not fret or repine at our lot — I only wish for some books to employ my mind & perhaps a little change in diet would be welcome. — I cannot fix my mind to study or else might be attending to Astronomy. — I have got a painful sore finger, that troubles me some — what ——— The mercurie this morning stood at 73° in water 57 in Air being a difference of 22°. In the course of an hour or less time the water altered its temperature from 73° to 66° whence we conclude that we came out of the Gulf Stream. By Chronometer at 4 P.M we were in Long. 78 31 our Latitude is 32° 40' — We sound did at 5 P.M got bottom in 55 fathoms. fine sand — Ther. at 48° this evening ———

Yes we shall surely make a 6 weeks passage of it — Tomorrow finds us 42 days out — how much longer? — Well — It may all be for the best ——— I'll go to bed and take what we can as well on the sea as on shore — sleep — Bed will feel comfortable tonight it is so cool

+ thinking a good deal — ideas worth noting —

Wednesday April 25th At anchor — aye and at 5 fathom — Savannah river. — We have been tossing about since Saturday with the wind light and most of the time directly ahead — Yesterday morning we found ourselves in 4 fathoms of water — did not know where we were as we could not see land it being very smokey — We hauled off and by our latitude at 12 o'clock found we had been off the Hunting Is Islands In the afternoon the wind enabled us to lay our course and about 8 P.M. we made Tybee Light bearing West & West — we lay off the bar until daylight this morning, when we took a Pilot and got to an anchor in the Oyster Beds. — There we rode out the ebb tide, got a few oysters which were an acceptable dish for us. — At 5 P.M got under way with the wind fresh from Sby E and sped our way up river — I cannot say without difficulty, for we like to have been aboard over the scenes of last Winter here — We came up finely to Four mile point, but in attempting to cross the mud flat, the wind headed us and the ship refusing stays, we got into considerable difficulty — Our stern hit the ground and we swung around — started ahead, again stuck fast and so for a number of times — finally the kedge was boated and carried out, but before it was dropped the ship cleared the ground and we let go the bower anchor. The boat was brought alongside and our anchor hove up — Good fortune favoured us — The tide ran very strong up which cut us to windward — We filled away to the Westward and came rapidly up to our present anchorage, opposite the ruins of the old fort — It was 9 P.M before we reached this place and the darkness of the evening made our situation much more perplexing. —

Certainly if a crew ever needed reformation, ours is the one. Such horrid oaths as I have heard to day! — It is enough to make one shudder — The Pilot remarked it. — Discipline is wanting here — Such lewd and profane ribaldry ought to be checked. It is disgraceful. — But the Captain of a ship would reprimand a sailor for profanity with an ill grace when at every sentence in his language at which

modesty would blush and morality shudder with horror — I dislike you more I detest the man whose language smells big with imprecations; whose common discourse is burdened with a curse — May I be saved from imbibeing this disgraceful and sinful habit — Our first mate is pretty exempt from profanity, but excepting him, and I would say myself for I trust I have times chary of the contagion) Forward and aft, oaths, imprecations wounds miscarry at every minute, uncalled for, and pleading for in extenuation of the fault not a single excuse. ——

We have two or three quite young who are fast emulating the elder miscreants — I should not be so if things were so situated as to place me to that station I have in view ——————

Capt. Saunders went to town in the Pilot Boat this morning, and I hope has disposed of his salt as freights I understand are about 7/6 ₰ a pearmy for Liverpool — very few ships in Port to take freight — my anticipations of freights being good I think will turn out favourably ——

Our voyage as regards the sailing part we may consider as up — We have passed safely across the boisterous ocean, so a good Providence directs and although the untimely death of one of our number cast a gloom upon our course yet we have reason for grateful hearts as we look back upon the past —

We have had 45 days passage having arrived off the bar on the 24th past 3 months from the time we discharged a Pilot at the same place. — Now with permission of Sand Flies & Musquitoes I'll "tempt to some sleep" — 11 o'clock — "Tempus fugit"

Savannah River at 5 fathom April 27th 1838

In the cool of the evening, the labours of the day being over I sit me down to collect my thoughts. — I went to town yesterday after twice attempting it. — We left the ship the first time about 9 A.M. the wind blowing fresh from S.W. but had not proceeded far before we saw a squall arrising in the N.W. It came on very quick and I immediately put back, and just reached the ship as it struck. The wind blew violently with thunder & rain, and the ship began to drag her anchor. The other anchor was let go but not having scope of chain enough on deck did no service in checking her, our old tracks seemed to have come back again for we went into the marsh opposite the Fort and it was with great difficulty we got off. — Fortune seemed to favour us again. The wind lulled and the tide setting up the floated and by hand heaving at the windlass we got into deep water. The kedge was run out, both anchors weighed and we anchored again with the best bower —

At Sea June 6th 1838 A long blank of time since writing last, a space however fruitful in ideas for journal. A brief sketch of what I have been about in the meantime, I intend to do is due here. —

I find we had just got off into deep water according to last journal, and that I was obliged to put back to the ship after an attempt to get to town. — ——

I went to Town again two days after dined with Mr Claghorn and saw a Juniors boat race between a canoe boat and a Whitehall clinker built. — The latter came off victorious. It was a grand sight and I may perhaps give a sketch of it as some leisure

moment. The ship came up to Town in a few days after but while at Bethom went into the mast seven at times in one of which she stove the Long boat —

I received a very pressing invitation from Mr. Claghorn's family to spend my evenings there and accept a bed: This was gratefully accepted. —

I sat on board of ship and took my tea generally at the house, dineing with them Sundays and sleeping there altogether when the ship went down the river. I had a fine time in Savannah and was rather sorry to leave. however I am now on my homeward voyage and the sound of home leaves all other wishes behind. — We have a freight of 300 bales at 15/16 300 at 7/8 and the remainder of cargo at 3/4 for Liverpool. We left our anchorage at 4 mile point Tuesday and came to sea the next Saturday eve in a S.E. wind. After we got past the Bar the wind died away and on Sunday it blew a gale from E to SE and we were in 10 fms water, and expected to go ashore before the next morning the wind however hauled to the S.S.W which enabled us to get off and we have had a good run since. I have been quite sick and am getting over it. The journal will not be so neglected again I think. — —

Sunday eve June 10th In Lat. 35° 37' Long 63°. 25' sailing on our course with a fine prosperous breeze. — Since the 6th we have had an uninterrupted run of fair wind the rather moderate. nothing worthy of note has occurred. — I employ myself in reading much of the time being most bountifully supplied with books by the kindness of Mr Easton. He gave me 150 vols. which were truly acceptable. I feel a respect and gratitude for Mr. Easton. He is generous and manly in all his doings — Before leaving he purchased 5 bales of Cotton for me charging no commission on it, also he purchased 20 bales for a young man who is passenger with us upon which no charge was made — Nothing more at present. I am going on deck to have a bath in Salt Water — — — — —

Monday — What shall I say for myself today? — not much surely — We are fanned along over a smooth sea with barely wind enough to fill our sails — —

A Barque is just ahead of us: when first discovered was far ahead but we have gained upon her — — — —

A sailors life is dull and monotonous at sea I find but little to put in my journal. and to speak the truth am almost tired of it. — — — — —

Tuesday P.M. says the log book "beg ins moderate and fine — Ends with moderate Nw and light wind"

The day has been fine the breeze pushing us along at the rate of 4 mile per hour — Several vessels have been in sight to day — One a ship had lost her bowsprit and fore T. Gallt Mast she was standing on the southern tacks — had a bright waist. — — — — —

Friday Still continues moderate and fine — with the prospect of more wind — hope it may freshen soon — This is quite like the trade Winds, so moderate and steady from the same direction —

Pity I write such thoughts — so good night —

Sunday — We are going off with an excellent breeze at the rate of 9 knots per hour. This is encouraging. It commenced blowing pretty fresh

yesterday noon and we have made rapid progress since — We in Lat 40° Long 47° about. no observation to day. — The weather has become colder and quite hazy owing to our proximity to the Banks ——————

Wednesday June 20th To day we have had good observations and find ourselves in Lat 42° 50 Long 36° 00 — Yesterday and the day before got no observations. We had a fine breeze however. Yesterday we were reduced down to close reefs. the wind S.W. & it shifts suddenly into N.E but gradually hauled back to N.N.W when it now holds on steering us along under all sail at the rate of 6½ knots. — This morning saw a Barque far on our weather bow standing E^d came up and passed her. at 5 P.M. she was out of sights astern. also came very near a Brig bound up the Margaret of Bideford — We have a very heavy sea from the N^d — I would smile now but the plagues of a cotton loaded ship (fleas) wont suffer me ——————

Saturday June 21st Since Saturday last we have run 20° of Long. & 5° of Lat. A fair wind is gradually diminishing the distance between us and our destined Port. Another week's end I hope may see us fast beside the Mersey's Banks — Thursday we had the wind from S.W & S.E then back to N.E Friday it blew a gale from that quarter and gradually backened in to N.N.W by Sunrise this morning. It is now W by S and we are moveing off finely — What more? —

Monday — 200 miles have we traveled since yesterday noon, wind S.W with plenty of rain. The wind & snow N.W. and very fine weather — going off cheerily — Passed a large ship standing to the S.W. apparently one of the Packets. We set our numbers but we received not the same courtesy from them — She was painted lead colour and had a poop deck as far as the main mast. ——————

The weather is and has been quite cool for the season — Well! What am I doing these days? — imprimis — writing Log. working up Ships reckoning — picking up nautical science — now — Reefing Top Sails and anon setting Studding Sails Then I read a deal — talk with our Pork-Ship passenger who is a very clever fellow. And lastly — think a host, — form plans for the future, indulge pleasant anticipations — fancy, have some few original ideas. but ——————

Wednesday — By Chronometer we are in Long. 12° 23' at 5 P.M — If this fine breeze continues we shall soon be cheered with a sight of the Emerald Isle. Since the Long. of 50 we have had delightful winds and weather — The wind is now from N.W. a whole sail breeze — Two ships were on our weather bow this morning and at eve we left them just visible astern tugging to keep way with us. —

So far we have beaten every thing we have seen bound to the Eastward. — A large swell continually heaves from the Westward, helping us on — How different our passage from the last to Liverpool! Then we had a rough & shoreless path to trace, now we pass along gaily with all sail set, rapidly nearing our destined Port.

Thursday June 28th 1838 – The emerald of the ocean The green and verdant isle greets our eyes. The clear sea horizon is once more relieved by the swelling hills "Old Ireland" and we are gliding past its shores with swift wings. – At 8 A.M we sounded in 65 fms water Red & Black sand – I went aloft immediately and could just distinguish a faint outline of Cape Clear – At 7 fast breeze brought us soon to a full view of its hills and dales – At 9 P.M we are abreast of the height of Dungarvon – A fine wind fans us along – Numbers of Fishing Boats have hailed us in hopes to barter their wares for grog &c but we were going too fast for them – no doubt they were not sparing in their maledictions, because of our not heaving to for them. ———

Our Chronometer proved to be right within a few miles. as we got good attitudes and Observation

Monday eve July 30th At Sea on our return home to Micasset in Lat. 45°40 Long 19°.00. ———

Well! Here it is again – the same old story – Striving to get to the Westward, wind & sea against us. – But let us run back a little, and although we cannot take Father Time by the forelock and lead back to the past yet we can take a retrospective glance at what he has accomplished. – By journal we were off the Highlands of Dungarvon. – The next day we passed the Tuskar with light fair winds – on the 30th were off Holyhead. The next day we took a Pilot off Point Lynas the wind ahead. – We beat up to the Bell Buoy and anchored. A Steam Boat came down which towed us safely into Waterloo Dock the next morning. – Monday & Tuesday I spent in Liverpool and on Wednesday 4th of July started in company with our Passenger, Taylor for Halifax via of Manchester. – After a pleasant visit there and having visited Sheffield, Huddersfield & all the Towns of any note in that vicinity I returned to Liverpool at the 19th – On the 22 I proceeded to sea in Town of a Steamer – the wind fresh from S.S.W Our Chance down the Channel was good and on the 26th took an departure from Cape Clear – ——

Should fortune favour us we may hope to see the craggy hills of Maine in the space of a moon But a continuation of Westerly winds is alas! – for a homeward Bound – Too often maketh the heart sick with hope deferred. –

Aug 2d 1838 In Lat 47.30 Long 24.00

For the several days past we have had rather a dull time. – the wind prevailing from W.S.W to W.S.W and blowing a gale during the most of the time. – By a glance at the Compass we are heading up W.N.W Larboard tacks aboard – Nothing worthy of note has happened thus far on our passage. if I except the catching of two Porpoise which afforded us a fine mess. ———

Aug. 15th At a snails pace we go on ——— contrary head winds are long drawing out our passage. – We are in Long 42°36' Lat 44°00 ——— With the wind Right from S.W. it is truly discouraging. ——— I have nothing to say

Day after day adds but to disappointment in my expectation of fair wind. ———

Monday Aug 20th 1838

We have a fair wind, and are making our hearts glad with the prospect of getting home soon. Since the 15th we have had a little fair wind, but westerly wind have prevailed — Yesterday we supposed ourselves on soundings on the Grand Banks. sounded, got no bottom in 80 fms. water — This morning at 6 A breeze sprung up from N E and at 11 passed a schooner bound Eastward Our Lat. at noon was 43. 20 — At 4 P M discovered a Burgue at anchor, fishing We rounded to and sounded, — got bottom in 45 fms. — suppose at noon we were in Long. 50° — I begin to think of seeing home soon — how it appears near — It blows a nice breeze, — a breeze that will carry us to Wiscasset in 5 days — May it be so. Last thanksgiving. ———

A great number of Whales have played about us to day — some of them very large — ———

Arrived at Wiscasset, Sept 1st

So Ends the voyage and my journal —

1835
1836
22

"Tempora mutantur nos mutamur"

Verily it is so — My situation is altogether new and strange — From a mere cipher on the ship board. I am now in that situation when my "Ipse dixit" is law — I am again on the sea and in capacity of Commander am sailing along to Savannah. To day Dec 6th 1838 Judge myself in Lat. 39° Long. 72° 30' but of this am not certain as I have had no observation since North of Nantucket Shoal. ———

On Monday Dec. 3d We set sail and procuded to Sea with a fine breeze from N N W At 11 A M my Father left us having piloted us down as far as Mc Carthy's — At 1 began to lose N W distant 10 miles from whence we took our departure. The wind continued pretty strong until towards the next morning. It then was light and inclined to the Eastward, hauled to S by E. At 6 P M. got bottom in 32 fms. Gravel At 8 23 fms. Soundings. At 9 28 fms fine sand Now then kept away with a good breeze from S S E Had we not hauled to S by E as early as we did I think we could not have passed the Shoal without tacking. — Wednesday the wind was light until night. It then breezed up. and we reduced the canvass to double reefed Topsails. — Occasionally sounded but got no bottom. Had no observation this day. At 12 midnight the wind had hauled to West tacked to S S W and this morning

we headed up to S.W by W. have seen to day (Thursday) several vessels. Got a very unperfect Obs. which gave us 39°.10' Shall run in S.W by W until to 4 and sound. — The wind is now from the North with the prospect of a N.E wind. A heavy head sea prevents us getting along so fast as we might, as I fear to put the sail on I would wet the sea sails — So much for our progress. — For myself I have not felt the least sea sickness although I had expected to suffer from it being so long or short —

My confidence in myself has much increased and I begin to feel quite at home. But what a sinking of spirits came over me when my Father left us. The responsibility of my situation. The leaving home. all the feelings of one placed in a station new, and accompanied with the greatest responsibility, struck me with a powerful effect. But my hand was to the Plough and I would not look back. I called up all the energy I was possessed of. and have a confidence. and good trust in my resources. — I have found the anxiety and care attending my passage neither a pleasure and relief. for pleasanter than my situation has been to you on shipboard.

Sunday morning. We have a delightful breeze from N.N.W and are making fine progress. Every sail set — Log back to the time of last writing. At 4 we sounded got bottom in 40 fms. The wind veering from E.N.E to N.W during the night. Friday morning wind from South & West hauled to N. got good Observations Lat. 37°44' Long 74° 14' Friday night heavy winds. Saturday morning double reefed Topsails. at noon close reefed the same furled the reefed Mn Sail and spanker. Saturday at sundown the wind hauled to N.N.W tacked to S.S. soon after the wind increased to a perfect Gale was obliged to furl F & Mzn Topsails Mn & Jm Sail. was lucky in getting them in for it blew extremely hard in squalls. — Towards midnight it abated got sail on again At 8 This morning had every thing set. — A ship steering the same course as ourselves which we are leaving far astern. Our Observations of yesterday gave us Lat. 37.18 Long. 74°08' — — — — — — —

Sunday afternoon at 3 o'clock made the land about 40 miles North of Cape Hatteras. had 18 fms. water. Steered on course for the Cape and at 12 midnight made the light stood on, just keeping the light in view from half way up the mizzen rigging, until we had the nights bearings then steered S.W. with a fine breeze from North — Monday morning the water was ~~cold~~ up to 72° — hauled to W.S.W got bottom 22 fms. The water still at 72° — At Sundown the wind fell calm succeeded by light baffling airs. Stretched in N.W wind about W.S.W at 3 AM made Cape Lookout Light bearing W.S.W had 15 fms water kept the lead agoing. — At 4 tacked to S.S at 6 saw the light House had 10 fms. hauled off. got the Light house to bear N.W by N kept to S.W. shoaled our water kept off again deepened to 12 fms. The Light House just visible, hauled to S.W. — judged ourselves this morning at 9 12 miles S by E of Cape Lookout — — —

At 10 the wind at N.E stood on until noon. Lat. 34°7' stood to N.W until 6 and are now at 7 P.M standing off shall tack again at 8 and stay in until we get about 12 fms, and hope by that time the wind will be off shore.

At 8 backed and stood in until 12. then stood off. The wind hauled to N.N.W. The next day had light winds, stood along S.W. at night fell calm and light airs came from NE made all sail. The wind increased to a fine breze and bounded along in fine style — At 4 AM next day shaped our course West ran until 9 when we fell in with vessels laying to, and saw several Pilot Boats, soon after was spoke by one, and we made the Light House Charleston bore away for Savannah and at noon received a Pilot &c came on to decks to run and we stood off and on off Port Royal. stood for Tybee in the morning but the wind from the N.E. prevented us from getting in until this afternoon. We are now at anchor off the Light House and thus our passage is finished — —

Thursday April 22 1841 Lat 44° 10' Long 32°00'. — It would appear to one on inspection of my journal that the situation I have just been congratulating myself in the first few pages has so engrossed my mind that I have now to span to continue a work so readily commenced — But not from that cause has the Journal been relinquished — indeed I can give no good cause excepting felt scarcity of it — Perhaps on that subject enough has been said — —

Let us take a birds eye view of events transpired since our arrival at Sav. mentioned above — Freights proved to be very dull that season and I remained in Sav about 3 mos. and then took a frt for Havre a 1¼ 87 cent. went out in 24 days and backed 35 and took a frt to Liverpool at ½ 18 3/8 went out in 29 days and returned home in 61 days with a deep load of Salt. —

Dec 3d 1839 Sailed from Nicasset for Savannah 11 days passage 6 days to Charleston and 6 days from there to Savannah at Nicasset. Thus being a continuance of heavy Westerly Gales.

Left Sav. for Havre in Jan with 1½ cents freight and had a fair run up to Long 16° when the wind came from S.W. & and I worked 22 days with only 8 degrees progress, had 48 days passage, nevertheless beat a ship that sailed in company with us one week, was in Havre 9 days and returned to Sav. in 28½ days. — took a frt for Liverpool at 7/8 3/4 went out in 29 days home in 28 with a load of Salt. — Dec 1840 arrived at Sav. and remained about 4 mos. and are now bound to Havre with a frt of 1¾ cents have had 4 days head wind and calms — but now are stepping along with a fair breeze — Perhaps I may added more with some reflections, observations drawn from my last 3 years experience in Sailor ships &c &c — —

April 17th 1842 on board Ship Alliance Lat. 49.16' Long 9°00 Wearied with a tedious head wind I have sat down in my state room and in looking over my books have brought to light the long neglected journal I am again at sea again bound to Havre — We set sail from Charleston March 28th and had a prosperous run up to Long 18° in 18 days since when we have been battling against the easterly winds. — There is no prospect of a change — —

over

To take up the continuation of my operations
here to say that we arrived safe to Hamburg
21 days was then about 3 weeks and returned
to Bremerhaven in (27) twenty-seven days —
Journeyed at home until October went to
N York and took charge of Ship Alliance which
my Father had brought, proceeded to Charleston
by them 6 months making passage and am
now on my way to Hamburg with one cargo pig
I cannot write more in this book as it belongs
this time and then destroys the glass —

Wiscasset Sept 12th 1838 — Dr.

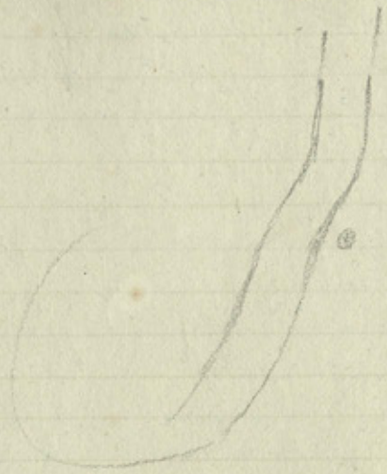
William Taylor

| | | | |
|---|---|---|---|
| | To 1 pen knife .75 | | 75 |
| 12th | Elisha Taylor | | |
| | To Button 3 gross @ $8.25 | 8 | 25 |
| | " Crape pantiloon Stuff | 8 | 00 |
| | " Vestings No 273.305 @ $4.00 | 8 | 00 |
| | " " No 333.261 @ $3.75 | 7 | 50 |
| | " 1 piece Fig'd Plaid Cashmere @ $3.60 | 3 | 60 |
| | " 5 pen knives @ .60 | 3 | 00 |
| 14th | " 14 do @ .50 | 7 | 00 |
| | | 45 | 25 |
| | H & E Clark | | |
| | To 6 ½ yds Blue Black Bd Cloth @ 5.00 | 32 | 50 |
| 2d | " 7 yds pantiloon stuff @ $1.34 | 9 | 33 |
| | " 36 Buttons @ 3c | 1 | 08 |
| " | J.B. Mange | | |
| | To ½ doz knives @ 35c | 2 | 10 |
| | " 3 knives @ 50 | 1 | 50 |
| " | E Dana | | |
| | To Buttons 1 gross 3.25 — 1 do @ 200 | 4 | 25 |
| | " " 112 @ $1.50 per gross | | |
| | " 2 pieces Damask | | |
| | " 8 yds Lasting. | | |
| | William Taylor | | |
| | To 1 gross of fancy horn buttons | | |
| | " 11 Jack knives | | |

Wiscasset Sept 12th 1838 — Cr.

William Taylor

| | | | |
|---|---|---|---|
| | By Cash .75 | | 75 |
| 12 | By Cash $3.00 | 3 | 00 |
| 13 | " " 35.00 | 35 | 00 |
| 14 | " " 7.00 | 7 | 00 |
| | | 45 | 00 |



164
5
134

paid for Sand Shoes 6/6