

THE LOG OF THE SHIP "BROOKLYN"

At a regular meeting of the Baxter Association held at the house of Mr. William White, #118 Canal Street (New York City), it was resolved that the Secretary be required to keep a daily journal of the proceedings of the Association from the time we leave New York until the disorganizing of the same. Under these instructions the Secretary submits the following as being as nearly correct as the nature of the circumstances will allow.

CONSTITUTION AND BY-LAWS
of the
BAXTER ASSOCIATION

(Organized January 1, 1849)

TO CONTINUE FOR TWELVE MONTHS

CONSTITUTION.

We, the undersigned, do hereby form ourselves into a joint association for the purpose of going to California; and our intention in so doing is to collect gold and other precious metals in that region, and to acquire money and property, as we may determine, in any lawful and honorable manner; and the better to further our object, we hereby agree to and bind ourselves in the following manner and stipulation, to-wit:

Article I. This Association shall be called THE BAXTER ASSOCIATION.

Art. II. This Association shall be composed of eight members only, without power of adding to our number.

Art. III. Each member shall receive one full share of the net proceeds of this Association.

Art. IV. The acting officers of this Association shall consist of a President, Secretary and Treasurer. The duty of the President shall be to call and preside at all meetings of the Association, and have general supervision of the business of the Association. The duties of the Secretary shall be to keep the accounts of the financial affairs of the Association, and keep a journal of our daily proceedings and ventures from the time we leave the port of New York until the expiration of our existence as an Association. The duties of the Treasurer shall be to take charge of all moneys and precious metals belonging to the Association, and keep a record of the same, which shall at all times be open to the inspection of the Association; he shall pay all bills presented if endorsed by the President and Secretary.

CONSTITUTION
(continued)

The officers shall act as arbitrators in all disputes between members (in case any should occur); they shall make a report of the state of the finances of the Association as often as called upon by a majority of the Association.

BY-LAWS

Section 1. Any member of this Association who shall be guilty of theft, robbery, habitual drunkenness, gambling or other criminal act, shall be expelled from the Association and forfeit his interest in all the moneys and property of the Association--to be determined by a vote of two-thirds of the acting members.

2. If any member shall refuse to perform his share of the necessary labor to carry out the objects of the Association, he shall forfeit his interests in the Association and be expelled therefrom, by a vote of two-thirds of the acting members.

3. If any member shall be taken sick or otherwise disabled, he shall receive proper care at the expense of the Association, and shall also receive his full share of the profits; and should he die he shall be buried in a suitable manner and place at the expense of the Association and his interest in the same shall continue until its dissolution for the benefit of his legal representatives. The Association shall have power to employ a substitute in the place of a deceased member, if necessary, for the advantageous prosecution of the business of said Association.

4. In case a member brings sickness on himself by unnecessary exposure, he shall not secure the benefits of the above article--to be determined by a vote of two-thirds of the members.

BY-LAWS
(continued)

5. In all cases of difficulty and danger the members shall stand by and support each other.

6. The Sabbath Day shall be observed as a day of rest by the Association when not prevented by circumstances beyond their control.

7. These by-laws may be amended or altered by a vote of two-thirds of the members present, provided each amendment or alteration does not conflict with the Constitution.

8. The funds and precious metals belonging to this Association shall be divided once a month, and each member shall have the entire control of his private property.

9. This Association shall continue to exist for one year from the first of January, 1849, when the property shall be disposed of, the business settled, and the Association dissolved.

10. The President, Secretary and Treasurer shall be elected by ballot, quarterly--the highest number of votes cast to determine the election.

11. No member shall absent himself from the business of the Association without permission of a majority of the Association.

12. In case of the death or incapacity of any of the officers, it shall be the duty of the Association to fill their places by electing new officers as soon as practicable thereafter.

13. That regular meetings shall be held the first Tuesday in every month.

14. That each member shall take his turn in cooking each day, and dishes to be left perfectly clean and in order for the next day.

15. That the secrets and business of our Association shall not be divulged to anyone, under an expulsion from the Association.

BY-LAWS
(continued)

The first officers of this Association shall be

David B. Castree, President.

Asa Hull, Secretary.

John M. Beck, Treasurer.

Wm. M. Borchers)

Samuel Adams)

Wm. H. White) Members.

Robert Farren)

Thomas Dale)

No. 29

In pursuance of an Act of the Congress of the United States of America, entitled "An Act concerning the registering and recording of "Ships or Vessels":

EDWARD RICHARDSON OF THE
CITY, COUNTY AND STATE OF NEW YORK

having taken or subscribed the OATH required by the said Act, and having SWORN that HE THE SAID EDWARD RICHARDSON and FRANCIS BURRITT OF SAID PLACE ARE THE only owners of the ship or vessel called the BROOKLYN of NEW YORK whereof JOSEPH W. RICHARDSON is at present Master, and a Citizen of the United States; and that the Ship or Vessel was built NEW CASTLE, STATE OF MAINE IN THE YEAR 1834 AS PER REGISTER NO. 422 ISSUED AT THIS PORT ON 20 NOVEMBER, 1839, NOW CANCELLED - PROPERTY CHANGED - and SAID REGISTER having certified that the said Ship or Vessel has TWO Decks and THREE Masts and that her length is ONE HUNDRED TWENTY-FIVE FEET FOUR INCHES, her breadth TWENTY-SEVEN FEET ELEVEN INCHES, her depth THIRTEEN FEET ELEVEN AND ONE-HALF INCHES and that she measures FOUR HUNDRED AND FORTY-FIVE 36/95 tons, that she is a SHIP, has a SQUARE STERN and a PILLET HEAD; and the said EDWARD RICHARDSON, having agreed to the description and measurement above specified and sufficient security having been given according to the said Act, the said SHIP has been duly registered at the Port of New York.

Given under our hands and seals, at the

Port of New York

this 11TH day of JANUARY in the
year one thousand eight hundred and
FORTY-NINE.

*Ornamental carving used as a substitute for a figure-head on a ship.

Left Pier No. 12, East River, on board the ship "Brooklyn", Captain Richardson, in tow of the steamboat "Duncan C. Pell", on Friday, January 12, 1849 at 11:00 A.M., bound for San Francisco, California. At 1:00 P.M. settled our freight bill in the cabin, which amounted to \$275.00, and at 3:00 P.M. steamer left us with 29 cheers, the wind being very tight from the N.W. until 12:00 M., when the wind came around to the S.W.

Saturday, the 13th

Commenced with heavy breezes from the S.W. At 1:00 A.M. the ship "Waterloo" in sight to leeward steering E. and another ship off our weather quarter steering E. At 9:00 A.M. hove the log and found the ship going 9 knots. At 11:00 A.M. the galley took fire but was soon extinguished. Sick list today - Hull, Farren, White and Dale.

Sunday, the 14th

Commenced with strong breezes from the S.W. At 1:00 A.M. put ship under double reefed topsails and at 9:00 furled the mizzen topsail. At 10:00 A.M. lashed our boat and made all snug. Sick list today - Farren, White, Hull, Beck and Dale. Course E.S.E.

Monday, the 15th

This day commenced with light breezes from the N.W. until 4:00 P.M., when the wind chopped across to the W. and increased to gale. At 6:00 P.M. had the first concert from the California Minstrels. At 12:00 M. blowing very hard. Put her under a close reefed main topsail and a reefed foresail. Course S.E. by E. Sick list today - Farren, Dale, Hull, White and Beck.

Tuesday, the 16th

This day commenced with strong breezes from the N.W. At 7:00 A.M. wind moderated and made all sail. This day was commemorative of an event to one of our Association which by his request I enter on this journal. The remains of the wife of Mr. Bouchers were being transferred from the receiving tomb at Greenwood Cemetery to a plot of ground in the same cemetery purchased by him for that purpose before leaving. Course this day S. Sick list - Messrs. Farren, Hull, White and Dale.

Wednesday, the 17th

This day commenced with light breezes from the N.W. accompanied with a heavy swell, the wind all day continuing variable until 7:00 P.M. when it commenced flowing fresh from the N.W. and increased until 12 M., when put her under close reefed main topsail and reefed foresail. At 6:00 P.M. second concert from the California Minstrels. Course this day S.E. by E. Sick list - Messrs. Farren, Hull, White and Dale.

Thursday, the 18th

This day commenced with strong breezes from the N.W. and continued throughout the day. Course S.E. by E. Sick list - Messrs. Farren, Hull, White and Dale.

Friday, the 19th

This day commenced with very strong wind from N.W. and continued throughout the day. Course E. Sick list - same as yesterday.

Saturday, the 20th

This day commenced with strong breezes and a heavy sea from the N.W. The passengers this day concluded to engage a cook with three assistants for themselves, whereupon Messrs. Beck and Davis were appointed to raise subscriptions for that purpose, the result of their labors being an appropriation of \$69.00 for the first month, of which our Association appropriated \$8.00. Upon this report Mr. Hall was engaged as chief cook with three assistants. Course this day S.E. Sick list today - Messrs. Hull, White and Dale.

Sunday, the 21st

This 24 hours commenced with variable winds and finally at 5:00 P.M. settled down to E.S.E. blowing very hard. Our Association this day concluded that one should each day be cook for the mess, that is, get the meals ready for cooking, and, in fact, take the general supervision of the meals for that day, whereupon D. B. Castree was appointed for this day. Course this day S. by W. Sick list - Hull, White and Dale.

Monday, the 22nd

These 24 hours commenced with strong breezes from the E.S.E. At 9:00 A.M. put her under close reefed topsails steering S.S.W. At 8:00 P.M. tacked ship with larboard tack. Came about and stood N.E. by E. Galley took fire but was put out with little damage. Sick list - Hull, White and Dale. Cook for this day, William Bouchers.

Tuesday, the 23rd

These 24 hours commenced with strong breezes from the E.S.E. At 7:00 A.M. the word was passed fore and aft for one of the Baxter Association, whereupon D. B. Castree repaired aft to the cabin and found Captain Richardson in a great state of agony from the fast of one of two of the boxes of acid having bursted (which we had placed in his charge) and at that time running over the deck and burning all before it. Castree with the assistance of the second mate, having hove it overboard, the Captain wished to know what it all means and being informed of the dangerous nature of it in being brought in proximity with almost anything, immediately repaired to his stateroom where the accident occurred and reported over \$50.00 worth of goods destroyed; but he has no one to blame but his own carelessness, being informed by Mr. Castree previous to his taking it aboard of the danger of it. Notwithstanding, he allowed it to remain unsecured and knocking about his stateroom during the whole of the rough weather we had experienced. Upon examination, we found it was two of our most valuable acids, nitric and sulphuric. We took the remaining box (the muriatic) and secured it in our own stateroom. During the night the wind moderated and came around to the N. Sick list - about the same as yesterday. Cook, John M. Beck.

Wednesday, the 24th

These 24 hours commenced with very calm and variable winds. At 8:00 the crew and a part of the passengers commenced breaking out the forehatchway for provisions. Our Association succeeded in obtaining 1/2 bbl. of flour, 1 bbl. of potatoes, 1 box of dried peaches, 1/2 bbl. of beef, 1/8 bbl. of pork, 1 bottle of pepper sauce. Cook today, S. Adams.

Thursday, the 25th

These 24 hours commenced with variable winds and finally settled down, blowing pretty fresh from the S.E. Cook today, E. Farren.

Friday, the 26th

These 24 hours commenced with light winds from the S.E. accompanied with rain. Broke out the forehatchway and the Association succeeded in getting a keg of raisins, 1/2 bbl. of mackerel, a bag of dried apples. Cook today, A. Hull.

Saturday, the 27th

These 24 hours commenced with steady wind from the S.E. Cook today, W. White.

Sunday, the 28th

These 24 hours commenced with very heavy breezes from the S.E. accompanied by rain. Sick today, T. Dale. Cook, D. B. Castree.

Monday, the 29th

These 24 hours commenced with heavy winds from the S.E. Sick today - T. Dale. Cook, W. Bouchers.

Tuesday, the 30th

These 24 hours commenced with variable winds accompanied with rain. Squally and continued so all night. Sick today - T. Dale. Cook, J. M. Beck.

Wednesday, the 31st

These 24 hours commenced with light winds from the N.W. until 8:00 A.M. when the wind came out from the N.E. At 9:00 A.M. vessel in sight bearing S.E., steering to the W. Set fore top mast studding sail and kept her course S. by E. At 12:00 M. the wind hauled around to S.S.E. accompanied with squalls. Cook, S. Adams.

Thursday, Feb. 1, '49

These 24 hours commenced with light breezes from S.E. At 2:00 A.M. wind died away and at 4:00 came out from the N.E. accompanied with rain and kept so all day. At 3:00 P.M. a sail in sight to windward. At 5:00 P.M. landed top gallant sails and single supra topsails and kept her so all night. Cook, B. Farren.

Friday, the 2nd

These 24 hours commenced with calm breezes. At 3:00 A.M. the wind came out from the N.E. and at 5:00 made all sail including studding sails. At 9:00 P.M. wind freshened to a 9-1/2 knot breeze. Cook this day, Asa Hull. P.S. This day at 11:00 three weeks out with a fair wind and weather warm, the hottest day we have had. All are much pleased.

Saturday, the 3rd

These 24 hours commenced with the wind the same as night previous, from N.E. blowing fresh. Ship sailing 9 to 10 knots; this day being a great day with the Baxters, they having all their wool out off close to their heads. They very much resemble Monks or some escaped convicts. For breakfast this

Saturday, the 3rd -- continued

morning codfish balls and coffee. They were very good, although a little more cooking would have done them good. At 12:00 M. wind the same as this morning. Ship headed S.E. by S. For dinner, boiled ham and potatoes. All eat hearty. This day closed with a pleasant breeze and a beautiful moonlight night. Cook, William H. White.

Sunday, the 4th

These 24 hours commenced with the wind N.E., blowing fresh. Ship sailing the same as the previous day. This morning being Sabbath morning, all seem to observe it as such-- a general wash and change of clothes which added much to the appearance in general. Breakfast being ready and the Baxters all called, we found cold ham and coffee very good. In the close of the forenoon there were tracts given out and were generally read by the passengers. Also the Bible was much read during the day and the Sabbath very much respected. We found by observation that we were in 22° 11' North Latitude and from the fact of us now approaching the N.E. Trades, we are in strong hopes of closely approaching the Equator by this day week. The wind at 5:00 P.M. commenced hauling forward and at 9:00 P.M. came out from the long looked for N.E. generally called the Trades. The night being a beautiful one, very few retired before 12:00. Cook this day, Thomas Dale. It being his first appearance as cook, he gave us a very respectable duff for dinner, rather salt.

Monday, the 5th

These 24 hours commenced with the wind N.E. by E. and a very fine breeze. Breakfast being announced, we found hot biscuits, broiled mackerel and chocolate. All relished it well. At 9:00 A.M. the wind breezed up and drove us ahead at the rate of 9 knots. This is what may be called a beautiful day--a cool breeze, short sea and clear sky. Our worthy President, taking into consideration that it is a fine day, gave us for dinner corned beef and potatoes with a good duff. We had just finished our meal when our attention was drawn to the forward part of the ship in consequence of a loud rumbling, and on inquiry, found that one of the most peaceful members, Mr. T. Dale, had an altercation with a gentleman in consequence of a little misunderstanding and Mr. Dale hit the man pretty hard and would have hurt him had he not been stopped by several large and muscular men for he was very much enraged. However, the matter was honorably settled with both parties and a very little blood spilt. At 9:00 P.M. wind hauled around to E. Ship sailing 8-1/2 knots. A very pleasant night. Cook this day, Mr. Castree.

Tuesday, the 6th

These 24 hours commenced with the wind N.E.--a fine breeze. Breakfasted at 8:00. This day saw a great many flying fish. Ship heading S.E. by $3/4$ S. with an 8 knot breeze. This day we expected to see the Cape DeVerd Islands off the coast of Africa. Skipper went to the masthead but could not see them. By observation today at 12:00 M. we were in $19^{\circ}17'$ North Latitude. Dinner being ready, we found corned beef and fried potatoes relished very good. This afternoon spent at fishing for dolphin but caught none. At 6:00 P.M. our tea was announced by our worthy member, Mr. Bouchers. It was very good, having hot biscuit and smoked beef and tea. After tea our first monthly meeting was called to order by the President. Roll Call--all answered to their names but Mr. White, he being unwell at the time and below. A motion was made by Mr. Castree and seconded by Mr. Adams and at this time a fight was announced and a rush forward which ended our meeting and ended the fight for there was no blood spilt. This night there was a great many flying fish flew on board, some weighing two pounds. The Baxters were favored with some for breakfast by their friends. Cook today, Mr. Bouchers.

Wednesday, the 7th

These 24 hours commenced with the winds N.E. Ship heading S.E. by $1/2$ S. with a good breeze. Breakfasted at 7- $1/8$ with good coffee and several other things, especially corned beef cold. This morning saw whole schools of flying fish numbering some two or three hundred. For dinner this day cold corned beef and hot boiled potatoes and boiled rice and raisins with brandy sauce and every man eat his allowance. Just at this minute while writing we saw a Mother Carey's chicken hovering at the top of the water watching for fish and being large it was a very pretty sight for us land lubbers. Also saw birds called Man-O-War, a large white bird with a long tail. For tea this evening we had smoked beef and rice pudding and it was good and no mistake. We had a very pleasant night and ship heading S. by E. sailing 8- $1/2$ knots. By observation this day at 12:00 M. we were in $16^{\circ}10'$ North Latitude. Our compliments to Mr. Bouchers this day for good cooking, especially the pudding.

Thursday, the 8th

These 24 hours commenced with the winds N.E. by E. Ship heading S. by E. with an 8 knot breeze. Lots of flying fish seen this morning flying in all directions. At 7:00 breakfast ready. Good hash and coffee. There was nothing

Thursday, the 8th - continued

of any note transpired this forenoon although there was a great deal of talking and some money bet on the fight that was to have come off between the two champions, Hyer and Sullivan, on yesterday at New York. The fight has caused a great deal of conversation this last week. By observation at 12:00 M. this day we were in 13° 16' North Latitude and begin to feel the sun quite warm about Noon although the E. wind keeps the atmosphere quite cool, especially night and mornings when a good coat feels quite comfortable. This afternoon the sea was or seemed to be all full of porpoises that seemed to come from the N. and headed across our bow and if there was one that raised their heads out of the water there was 100 and the water was black with them. Our tea is now ready and I will postpone a few minutes to help eat it up. Well, we finished our tea and it was as good as any man could wish. We had our usual tea with a good rice pudding and it was a pudding what was a pudding, as Bunsby says. This night closed with a very pleasant breeze. Ship sailing at 9:00 P.M. at 6 knots. Cook this day, Mr. Samuel Adams.

Friday, the 9th

These 24 hours commenced with wind blowing fresh from N.E.E. Ship sailing at least 9 knot with a very short sea. The ship nearly as still as a North River steamboat. Everyone on board, even old seamen, pronounced it as beautiful as they ever saw it and truly there is something about the sea that is perfectly beautiful--the rising and setting of the sun and moon is very beautiful indeed. We had for breakfast what is called "lobscouse". The name is something new to me. It is what I should call a hash. By observation this day we were in 10° 18' North Latitude with a fine breeze from the N.E.E. Ship heading S. by E. We had a very good dinner this day consisting of a beef potpie and we relished it well. Flying fish in abundance flying all around us. At 9:00 P.M. wind from N.E.--good breeze. Cook this day, B. Farren.

Saturday, the 10th

These 24 hours commenced with the wind N.E. Ship heading to S. with a 7-1/2 to 8 knot breeze. Everything passed off the same this day as every other day does with us; eat and sleep and if we are not finding fault with one another we are hearkening to others and there is enough of that, I assure you. We had good boiled mackerel and boiled potatoes for breakfast and a potpie for dinner and a splendid bread pudding for our tea. By observation this day were were in 8° 58' North Latitude. At 6:00 P.M. we were sailing with a good breeze from N.E. and heading S. Cook this day, A. Hull.

Sunday, the 11th

These 24 hours commenced with the wind from the N.E. with a good breeze from the same quarter all night and, in fact, this is the tenth day we have had this wind, called the Northeast Trades. This being Sabbath morning, it is very much respected. This morning I had a beautiful shower bath under the bow of the ship. There is a pump rigged there for drawing water for washing decks. I got under it and one of the sailors pumped water on me and really it was the best bath I had ever had. There was a great many others embraced the same opportunity. We had our breakfast about the usual hour, 7:00. All very quiet. Every man seems to amuse himself in reading. By observation this day at 12:00 M. we were in 60° 23' North Latitude. Ship heading S. Wind rather lighter than day previous. We had our duff as usual for our Sunday dinner. By observation this day at 12:00 M. we were in 60° 23' North Latitude and in hopes of being on the line by Tuesday night. The only life that we have lost since we left New York was a poor chicken that flew overboard this day and was lost, this being the first life that is food for fishes amongst us, which is a little more than a great many of us expected. We are now over four weeks out and every man well. We had our tea at 5:00, rather early. The night was a very beautiful one until about 12:00 at night when there was a squall came up from N.E. and it rained and blew a hurricane. We were sailing with our studding sails but the order was given to take them in and they were in a jiffy. It blew very hard for four hours. It put us in mind of our first week out of New York. We were on our beam ends the whole four hours. The royal and flying jib was also taken in. Cook this day, W. White.

Monday, the 12th

These 24 hours commenced with a light breeze from the N.E. accompanied with rain. Cleared up at 9:00 A.M. with light wind, almost a calm. We had a very modest breakfast this morning, our caterer for this day believing that hearty food would injure our healths. At 12:00 M. by observation we were in 40° 18' North Latitude and the thermometer stood at 83 in the shade. The wind came out from N. by E. and breezed up at 2:00 P.M. Ship sailing S. by E. This meal (dinner) which we have just partaken of was also modest--boiled rice with raisins. At 2:00 P.M. commenced breaking out the forehatchway for provisions and our Association succeeded in obtaining one barrel of biscuit, 1/2 barrel of flour. At 8:00 P.M. light wind from N.N.E. Ship heading S. by W. Cook this day, Mr. Dale.

Tuesday, the 13th

These 24 hours commenced with a very light breeze from N.N.E. Ship heading S. by W. Baxters all called to breakfast at 7:00 to partake of some nice boiled mackerel and boiled potatoes, warm bread and coffee strong as vengeance. At 9:00 A.M. a sail in sight to eastward. There was a mist on the water at the time and she was within about three mile of us when the cry "A Sail". She fired a gun and then stood down to us with the intention, as we supposed, of speaking to us. As she approached us it was amusing to witness the uncommon stir and hubbub--any change be it ever so slight, from the usual dull monotony of every-day life on board of ship--with seats almost every conceivable space fore and aft--on top the boats, on the poop, in the tops all up and down the rigging was filled with anxious faces looking at the stranger as she attempted to approach us, and all sorts of speculations afloat as to who she was and what she was. The general opinion prevailed that she was one of our own frigates and indeed her general appearance warranted it, but as she approached us to about a mile and a half away went a color to her mizzen peak and up went every flag to the different holder's eye. A Johnny Crapaud says one, a Dutchman says another, until the dispute was finally settled by the fountain head deciding she was the latter, the mistake occurring from the similarity of the flags of the two nations, and the Captain immediately answered by exhibiting the Stars and Stripes, when followed some telegraphic signals from him, which I presume called for a further response from us, as the Captain ordered our burgee or ship's name to be shown, which seemed to appease him as he immediately luffed on a wind and gave us a parting gun and stood off to the northward. We found by observation today at 12:00 M. that we were in 20° 1' 30" North Latitude and strong hopes of crossing the Equator by 12:00 M. tomorrow. At 8:00 P.M. light winds from N.E. Ship heading S.S.W. Here I must give you a little description of an entertainment given by the Baxters to some of their most particular friends in consequence of one of our members being thirty years old this day and that gentleman is Mr. William M. Bouchers, he giving invitations to his friends, and all assembled on the galley. There was a bounteous supply of punch, lemonade, cake and tea. After they had all partaken pretty freely there were a great many toasts drank. Mr. A. McGlynn gave "Absent Though Not Forgotten the Fair Sex we Left Behind us" - drank with three times three. Several others were drunk and a great many songs were sung. Mr. Castree and Mr. Farren distinguished themselves very much in singing "Oft in the Still Night". Mr. Beck also done honor to the Association on this occasion with several

Tuesday, the 13th (continued)

speeches, though we very much regretted that he was obliged to retire at a very early hour. The party broke up about 12 and took a finishing punch with the Captain, he and several of his friends being on a spree and rather more the worse for wear than the Baxters. Well, it ended by pulling every man out of his berth or hammock, whichever he was stowed in, flat on the deck. At 2:00 A.M. light winds from N.N.E. Ship heading S.S.W. Cook this day, Mr. Castree.

Wednesday, the 14th

These 24 hours commenced with very light winds from N.E. Ship heading S.S.W. The cook this day having a headache, we had a late breakfast. At 12:00 M. wind died away. Skipper could not take the sun, his head being like our cook's, very unsettled. By the kindness and assistance of Mr. Adams we had our dinner at 2:00 P.M. which came very acceptable. At 8:00 P.M. dead calm. We had our tea and went to bed. Cook this day, William Bouchers.

Thursday, the 15th

These 24 hours commenced with light breeze from the N.E. Ship heading S.S.W. At 9:00 A.M. dead calm. The passengers amused themselves in fishing for dolphin. At 10:00 A.M. vessel in sight bearing N. We had no idea of speaking her until about 1:00 P.M. she lowered a boat and sent to us--then such an excitement for pen and paper you never saw in all your life. Every man and boy was anxious to get a letter wrote in time to send it by this vessel, imagining she was bound to America, and in the excitement some letters was sent without being directed, others without any date, and two-thirds without wafers or being sealed. She turned out to be a Dutch merchantman bound to Hamburg, 16 days from St. Helena and now being becalmed three days. There was 100 letters, 50 old papers, a box of herring, some tobacco and a bucket of tar given them, tar being what they came for. The boat remained by us some half hour. When she pushed off, nine hearty cheers was given her. We were all much disappointed in her being a Dutchman--we had an idea she was an American vessel bound home. She remained in sight of us all day. By observation this day at 12:00 M. we were in 00 32' North Latitude with no wind and sun pouring down onto us hot enough to melt us. Mr. Castree, our President, caught the first fish that was caught on board this vessel, that being a small shark. It was cut up and cooked by some of the passengers, we declining to eat him. We had our tea about the usual hour and rigged our bed on the galley (for nearly all sleep on deck these hot nights) and went to sleep. Cook this day, Mr. Beck.

Friday, the 16th

These 24 hours commenced with a trifling breeze from N.E. The sun rose very bright this morning. 9:00 A.M. dead calm and anticipate a very hot day. 11:00 thermometer standing at 86 in the shade, 104 in the sun. By observation this day at 12:00 we were in 0° 14' South Latitude. At 1:00 A.M. we had a light breeze from N.N.E. which carried us over the Equator, Neptune not making his appearance as some anticipated. 5:00 P.M. no wind, a great many of the passengers indulging in a swim in the sea. They were swimming and jumping overboard from all parts of the vessel. 8:00 P.M. a shower accompanied with rain from N.N.W. Our thanks is due for good cooking this day to Mr. S. Adams.

Saturday, the 17th

These 24 hours commenced with trifling if any breeze from N.N.E. Thermometer stood before sunrise at 80. We took our breakfast at 6 bells. At 8:00 A.M. wind came out from N.W. accompanied with rain. At 9:00 the crew and some of the passengers commenced breaking out the forehatchway and our Association succeeded in obtaining 2 barrels potatoes, 1/4 bbl. of beans, 1 keg of molasses, 3 hams. By observation this day at 12:00 M. we were in 0° 51' South Latitude. Thermometer standing at 105 in the sun, 86 in the shade. 4:00 P.M. light winds from N.N.E. accompanied with rain. Ship heading S. by W. 10:00 P.M. a shower which compelled all those that was sleeping on deck to take up their bed and walk. It being so hot it is almost comfortable to sleep below. Cook this day, B. Farren.

Sunday, the 18th

These 24 hours commenced with a squall and heavy rains from N.N.W. At 6:00 A.M. a sail in sight to windward of us. At 9:00 A.M. a stiff breeze and rain pouring down on us in torrents. The Captain succeeded in ketching some 7 hogshead of water. For breakfast, cakes and coffee--glad to get that. At 12:00 M. raining hard and amusing to see them ketching water to wash their clothes in. This being the first day we have eat our meals below decks and disagreeable enough it is, for I had my dinner upset all over me by a man falling down stairs on me. At 1:00 P.M. wind came out from S.E. accompanied with rain. The vessel in sight this morning proves to be a brig and bearing the same course we are. We are now leaving her with this S.E. wind without any difficulty. 8:00 P.M. light rain and high wind, this being a very disagreeable day for Sunday. Cook this day, Asa Hull.

Monday, the 19th

These 24 hours commenced with light winds from the N.N.E., the brig we saw yesterday being in sight this morning about four mile eastern of us. Dolphin and porpois playing about us in all directions. This morning at breakfast quite a serious accident happened to one of our members, Mr. Adams getting severely scalded with hot chocolate. By observation this day at 12:00 we were in 2° 5', heading S.W. into a light breeze. Thermometer standing at 106 in the sun, 90 in the shade. 5:00 P.M. quite a serious accident happened to a gentleman named Storey by having his shoulder dislocated by sparring. Surgeon Catlin by the aid of Captain Richardson succeeded in setting it. This being a very pleasant night, only too warm to sleep. Cook this day, Mr. W. White.

Tuesday, the 20th

These 24 hours commenced with light winds from N.E. Ship heading S.W., the brig being still to the stern of us and about the same distance as yesterday. 9:00 another sail in sight, still farther to the stern of us. 11:00 made all sail including main sky sail. 4:00 wind came out from S.S.E. In hopes of being in the S.E. Trades. We are now near the latitude of Cape St. Roke. 9:00 P.M. stiff 7 knot breeze from S.E. Cook this day, T. Dale.

Wednesday, the 21st

These 24 hours commenced with a good sailing breeze from S.E. Ship heading S.S.W. Nothing is to be seen of the two sails this morning. This morning at 7:00 we had our breakfast and all felt well--I presume in consequence of having good winds. By observation this day at 12:00 M. we were in 4° 13' South Latitude. Thermometer standing in the sun 109 and in the shade 88. We had during the day several showers from the S.E. and succeeded in ketching some water. This evening was a very excitable one in consequence of the Captain not permitting the passengers to hold a meeting on the quarter deck of a debating society that was formed by the passengers to debate on different subjects, he wishing them to go by the main mast. It raining at the time, the meeting being under shelter of some boats that was overhead, considered it very mean for him to order them away and go in the rain--not interrupting him--only being in front of his cabin door. Therefore, the meeting gave him three groans and one gentleman proposed to present him with a leather medal. Also, they told him of the many gammons that he and his father practiced on us in misrepresenting to us in New York when we took passage of our situation, we being deceived in every manner of way by them both. There is 100 too many souls

Wednesday, the 21st (continued)

aboard of this vessel and all living like so many hogs--no place to sit, no place to walk, he forbidding us the top of the house or poop deck as it may be called, and no place to eat our victuals. All he got of it was his due but never expected it to be told him. Cook this day, D. Castree.

Thursday, the 22nd

These 24 hours commenced with a good stiff breeze from S.S.E. which we have had all night. Ship heading S.S.W. This being the birthday of the Father of our Country (Washington) and many wished to celebrate it in some manner. 10:00 sun very hot although a good breeze. Thermometer standing 104 in sun, 84 in shade. By observation this day at 12:00 M. we were in 60 15' South Latitude. Also we fired a salute of five guns in honor of the birthday of Washington. We now have the S.E. Trades in good earnest. Stiff 7 knot breeze. The day closed with a very pleasant dance which nearly all anticipated and favored by Mr. William H. White of our company with some of his favorite airs on his violin which was very much admired. Cook this day, W. Bouchers.

Friday, the 23rd

These 24 hours commenced with winds from S.E. Ship heading S.S.W. with a good sailing breeze. We had just finished our breakfast and in time to witness a sparring match. One of the passengers gave the mate the eye and the mate grabbed him by the throat and squeezed him pretty hard. This no more than ended when the mate whipped one of the sailors for disobedience of orders. By observation this day at 12:00 M. we were in 80 10' South Latitude. 4:00 P.M. the crew and part of the passengers commenced breaking out the hatchway for provisions. Our Association succeeded in obtaining 1/2 bbl. meal. About this time another fight occurred between two passengers, one by the name of Sales, a fighting man from Albany, striking and kicking the other without the slightest provocation, he showing no resistance. At 5:00 a squall from S.E., taking in studden sails, main sky sail, fore and mizzen royal. Cook this day, J. M. Beck.

Saturday, the 24th

These 24 hours commenced with wind from S.E. Ship heading S.S.W. with a 7 knot breeze. Sun rose bright and anticipate a hot day. Breakfasted at 6:00. 9:00 wind hauling round to S.S.E. and squared sheets. Ship heading S.S.W. 11:00 gave us our allowance of water, three quarts to a man. It smelt and tasted very disagreeable. We all manage to drink it this weather without a murmur. By observation this day at 12:00 M. we were in 11° 40' South Latitude. Ship heading S.S.W.

Saturday, the 24th (continued)

with a 9 knot breeze. 7:00 carried away the mizzen royal and being obliged to take in the main royal fore top gallant studdensail and heading her course at full 10 knot and kept so all night. This day we were exactly under the sun. Cook this day, S. Adams.

Sunday, the 25th

These 24 hours commenced with winds from S.E.E. heading her course S.S.W. at full 10 knot. 7:00 set all sail, the skipper being determined to keep her under all she can bear. This is a very pleasant day and all seem to regard the Sabbath. Almost every man is reading the Bible. By observation this day at 12:00 M. we were in $13^{\circ} 47'$ South Latitude. 6:00 for tea we had some very fine cake made by one of our members. After tea we sat amusing ourselves at different objects. Sunset is beautiful at sea. The new moon made its appearance in the west which is also pretty and the stars are very brilliant here, affording conversation for us all until it is time to retire to rest. A great many still sleeping on deck. At 12:00 squall struck her which threw her on her beam ends, causing considerable alarm. Cook, E. Farren.

Monday, the 26th

These 24 hours commenced with a fine breeze, the ship making full 10 knots, sometimes 12, and that is going pretty fast. 9:00 wind E.S.E. and ship heading S.S.W. By observation this day at 12:00 M. we were in $16^{\circ} 57'$ South Latitude. Three sail in sight this day leeward of us some six or eight mile. 6:00 wind not quite as fresh as this morning and made all sail including two more studdensails. We had for our tea this evening some very fine apple pie which relished very good. The water this day was almost impossible to drink. You could smell it a rod off. Cook this day, Asa Hull.

Tuesday, the 27th

These 24 hours commenced with a good breeze from E.S.E. A good 10 knot breeze headed S.S.W. and in hopes these grades will last us until we get down to 30° South Latitude. By observation this day at 12:00 M. we were in $19^{\circ} 18'$ South Latitude, the sun being a little north of us and about 12:00 M. it is very hot, there being no shade for a person to get under. 7:00 a squall from E.N.E. but was of no count -- only gave us a good breeze. Cook this day, Wm. H. White.

Wednesday, the 28th

These 24 hours commenced with a good breeze from N.W.E. It hauled from E.S.E. at 2:00 this morning. Ship heading her course S.S.W. at 7 knot. The Trade Winds as is supposed is now discontinued, all being disappointed, we expecting that they would carry us to about 30° South Latitude. By observation this day at 12:00 M. we were in 21° 16' South Latitude. At 7:00 wind increasing from N. 11:00 we had a severe shower. Cook this day, Thomas Dale.

Thursday, March 1st

These 24 hours commenced with good winds from N. Ship heading her course at full 9 knot. 10:00 a sail in sight to westward of us. By observation this day at 12:00 M. we were in 24° 13' South Latitude. If we can only keep this wind for ten days more we will be at Cape Horn. 4:00 wind still increasing accompanied with rain. We had for our tea this evening some very fine apple pie and puts the boy's imaginations above salt junk. 10:00 P.M. we had a heavy squall from the N. accompanied with rain. Carried away the fore topsail, stunden sail and obliged them to shorten sail. The skipper filled three or four casks of fresh water. Ship heading her course at 10 to 12 knots. This put us in mind of our first week out of New York. Cook this day, Mr. D. Castree.

Friday, the 2nd

These 24 hours commenced with good and heavy winds from the N. Ship heading her course at full 10 knot. 7:00 squally with heavy rain. 10:00 wind abating, skipper making all sail including stunden sail. Quite a sea all this morning, heavier than we have had for a month. These are the March winds and anticipate rough weather until we double the Cape. By observation this day at 12:00 M. we were in 25° 10' South Latitude. 7:00 wind hauled round to N.N.W. in the shape of a light squall. Cook this day, William Bouchers.

Saturday, the 3rd

These 24 hours commenced with heavy winds from W. by N. Ship heading S.S.W. making full 7 knot. The Baxters reported themselves all well at breakfast time. Every man eat his allowance. This is one of the most pleasantest days we have had since we have been out. The air is so cool and bracing with a clear and bright sky and sun just warm enough to make it pleasant. 11:00 A.M. all the passengers on board ship was very amused by Mr. Carroll, the Mate, in ketching a shark full 12 feet long. He made quite a splashing time

Saturday, the 3rd (continued)

in getting him on board ship and in less than 5 minutes after he was on deck he was cut up and distributed for every man took a piece of his nose or his tale and a great many eat of him which left a very little to throw overboard. By observation this day at 12:00 we were in 28° 58' South Latitude. 4:00 P.M. a stiff breeze from W. by N. I must state here that Mr. Beck of the Baxters signalized himself this day by making several mince pies for our tea and were very good--quite as good as I ever eat. This was a great treat for the idea of having fresh mince pies when 50 days at sea, especially on board the ship "Brooklyn", is almost astonishing. These were the first made on this ship since out. 9:00 P.M. a heavy blow from W. by N. which caused the Skipper to shorten sail. Ship heading S.W. by S. Cook this day, Mr. Beck.

Sunday, the 4th

These 24 hours commenced with heavy winds from N.W. Ship heading S. by W. and a heavy sea on. 9:00 A.M. wind still increasing, making it a hard matter to stand on deck without holding fast. By observation this day at 12:00 M. we were in 30° 18' South Latitude. At 2:00 P.M. wind blowing a gale from N.W. The Skipper shortened sail and put her under double reefed topsails. Seas rolling very high and making over her bows at every pitch. There was great excitement at the time and to see the sailors and passengers go aloft to take in and furl sail was quite a curiosity. The yards was lined from one end to the other, the wind whistled and was quite cold. 7:00 P.M. the wind abated some, it going down with the sun. There was quite a number sick and myself for one. Cook this day, Mr. Adams.

Monday, the 5th

These 24 hours commenced with heavy winds from N.W. Ship heading S. 1/2 W. and laboring quite hard, there being a heavy sea on. 10:00 A.M. shook the reefs out of the topsail. By observation this day at 12:00 M. we were in 31° 40' South Latitude. 4:00 P.M. wind still blowing quite fresh. Ship heading S.S.W. Sick of our Association, Mr. Dale and myself. Cook this day, Mr. Farren.

Tuesday, the 6th

These 24 hours commenced with winds the same as the previous day. Ship heading S.S.W. The sea was not quite as heavy as the two previous days. This being my cook day, I undertook it and got as far as dinner and then gave out. Our worthy member, Mr. Adams, volunteered to finish the day for me

Tuesday, the 6th (continued)

for which I owe him many thanks. By observation this day at 12:00 M. we were in $34^{\circ} 48'$ South Latitude and 39° of Longitude. 2:00 P.M. wind hauled round to W. by N. Ship heading S. Sea yet quite rough. This day quite a number of the passengers was trying to catch the bird "Albatross", otherwise Goney, with a hook and line. They are a very large bird and resemble a wild goose and it is said by some writers that they sleep in the air. We are now some 900 miles from land and there is full a dozen of these birds following us and eating what they can from that which is thrown overboard. This evening being our monthly meeting night, the meeting was called to order in our room by the President. The Secretary called the roll and all answered to their names. The business of the preceding meeting was read and adopted. The President made a report of the moneys he had received and expended and the bills and receipts of all articles which left all our bills and expenses paid to San Francisco and \$7.00 in the Treasurer's hands. The report was unanimously adopted. Some other business of little importance was transacted and the meeting adjourned. Cook this day, Mr. Hull.

Wednesday, the 7th

These 24 hours commenced with heavy winds from N.W. Ship heading S.S.W. Wind and sea is about the same this day as yesterday, not making much headway--the sea is too heavy. By observation this day at 12:00 M. we were in $36^{\circ} 4'$ South Latitude. 6:00 P.M. a heavy squall from N.W. accompanied with severe rain. It was quite a hurricane. The Baxters all turned in and went to sleep. Cook this day, Mr. White.

Thursday, the 8th

These 24 hours commenced with heavy winds from N.N.W. Ship heading S.E., making very little headway, her sheets being close hauled to the wind. By observation this day at 12:00 M. we were in $38^{\circ} 18'$ South Latitude. 4:00 P.M. tact ship baring W. by S., it blowing quite hard at the time. 8:00 P.M. the wind abated some and the Baxters had a dance on deck. At 10:00 P.M. there was an eclipse on the moon--at 11:00 P.M. quite total--it being visible in the United States. Cook this day, Mr. Castree (Mr. Dale being sick).

Friday, the 9th

These 24 hours commenced with light winds from the N.W. Ship heading S.S.W. There was still a heavy sea on caused by the heavy winds we have had three or four days previous. By observation this day at 12:00 M. we were in 39° 1' South Latitude. At 4:00 P.M. wind increased from the N. At 7:00 P.M. wind increased to a 5 knot breeze. This was a very pleasant night and the Baxters had a fine dance. Cook this day, Mr. Castree.

Saturday, the 10th

These 24 hours commenced with a fine wind from N. by W. Ship heading S.S.W. and making from 5 to 6 knot. By observation this day at 12:00 M. we were in 40° 17' South Latitude. Captain has come to the conclusion to stop at the Falkner Islands to regulate the cargo and take in water, the ship being in bad condition to go around the Cape with. 6:00 P.M. wind increasing. Ship heading her course at 9 knot and kept so all night. Cook this day, Mr. Boushers.

Sunday, the 11th

These 24 hours commenced with winds the same as day previous and heavy rains and continued until 11:00 A.M. when the rain ceased and left it very foggy. At 3:00 P.M. still raining. Skipper could not take the sun, it being too cloudy. At 7:00 P.M. light winds with a heavy fog. This has been a very disagreeable day and night. The Baxters turned in at an early hour. Cook this day, Mr. J. M. Beck.

Monday, the 12th

This day we are two months out. The morning commenced with light winds from N. Ship heading S.S.W. The sun rose this morning at 6:00 and 20 minutes. It is very foggy this morning with light rain. At 10:00 it cleared up and sun shone for a short time. By observation this day at 12:00 M. we were in 42° 47' South Latitude. There is a great many different kinds of birds flying about us--Cape Horn Pigeons, Mother Carey's Chickens, the Albatross, and several kinds of small birds about the size of robins. Sun set about 6 o'clock and 35 minutes. At 7:00 P.M. we had a dance. Wind from N.E., it being very dark and cloudy with appearance of heavy rain. Cook this day, Mr. Samuel Adams.

Tuesday, the 13th

These 24 hours commenced with heavy rains and light winds. At 8:00 this morning there were a very heavy thunder shower--the lightning and claps of thunder at intervals were very severe. Our ship had a narrow escape. The lightning

Tuesday, the 13th (continued)

(19)

struck the water about one hundred yards from us and several of the sailors that was in the riggin felt the shock very sensible. Quite a number of the passengers were up at the time and were much frightened and well they might be for it were no trifling matter. At 8:00 A.M. it cleared up and at 10:00 A.M. wind came out from N.W. and increased to a gale. At 12:00 M. all sail taken in but topsails and at 2:00 P.M. we were scudding under close reefed main topsail, the sea rolling very heavy. At 4:00 P.M. we shipped a very heavy sea fore and aft which set everything afloat on deck and came very near washing several overboard. It threw the vessel nearly on her beam end; and a great many passengers imagined their time had come. At 7:00 P.M. we laid to, the wind blowing a perfect hurricane and seas as big as mountains. 11:00 the sailors all say that they never saw it blow harder. It rained, the wind howled and seas breaking over us which formed a terrible sight for the eye to behold. However, we turned in, consoling ourselves that the next day will be still worse. One of our party, Mr. Dale, imagines that this gale was caused by one of the passengers catching a Goney with a hook and line. Cook this day, Mr. B. Farren.

Wednesday, the 14th

These 24 hours commenced with the gale from the same quarter though not quite as heavy as the night previous. Ship laying to all night and it were acknowledged this morning by all the seafaring men on board that the ship behaved very good indeed. There was a very heavy sea on this morning and she rode it like a duck. 9:00 A.M. we made out to get some coffee and considered ourselves very lucky to get that. 12:00 the wind blowing a gale yet and no prospects of abating. We had showers all day and the spray together kept us wet all the time. The helm was lashed last night and remained so all day. By observation this day at 12:00 M. we were in _____ South Latitude, ship making full 2 knot an hour leeway the last 24 hours. At 4:00 P.M. very squally and blowing a hurricane at intervals. It was quite a sight to see these heavy seas rolling up and breaking all around us. It seemed almost an impossibility for a ship to live in them. But the "Brooklyn" has proved herself in this gale a perfect seaboat. The fore royal, main royal and flying jib were blown loose and tore to pieces. At 7:00 P.M. the gale abated some and in hopes of it being spent. At 10:00 still decreasing. Cook this day, Mr. Asa Hull.

Thursday, the 15th

These 24 hours commenced with fine wind from S.E. Ship heading S.S.W. There were considerable of a sea on this morning although we all feel very much relieved in consequence of the gale being over. By 10:00 A.M. we had nearly all sail

Thursday, the 15th (continued)

made. By observation this day at 12:00 M. we were in South Latitude. We were very fortunate this morning in discovering that our rudder was out of order. Some parts of the fastenings had given away during the gale and the Captain told me if it had lasted 10 hours longer we would have lost it. At 7:00 P.M. wind hauled round to N. and remained so all night. Cook this day, Wm. H. White.

Friday, the 16th

These 24 hours commenced with stiff breezes from the N. At 7:00 A.M. the main top mast studdensail was discovered to be on fire from the sparks from the galley. Hauled it in and repaired the damage. At 11:00 A.M. the ship going at the rate of 9 knots. The fore topsail tie parted and let the yard come down. Company immediately repaired the damage and made all sail for the wind was so good that notwithstanding every pitch she sent her lee cathead and sail under water, the old man thought it expedient to keep every rag on her until 3:00 P.M. when the lee fore brace gave way which was immediately followed by the parting of the weather fore topsail sheet which sent the sail flying and jerked off the end of yard outside the brace block (starboard) which left the studdensail and boom to fight it out between them. We succeeded after a good deal of trouble in getting in the sail and freeing the fore topsail and repairing the fore brace. Next came the cluing up of the main sail and after cluing down the main topsail which on letting down the halyard, crack--bang--there was a report aloft and looking up we found the whole of the backstay clear across had given away which left the sail depending on the head earring. The weather reef tackle evidently followed suit and nothing remained but to clue it up which we done after a good deal of difficulty and close reefed it and set it and furled the misson topsail. Upon the whole, this was a day replete with accidents and to the uninitiated it realized all the anticipated honors of Cape Horn. Cook this day, T. Dale.

Saturday, the 17th

These 24 hours commenced with light winds from N.W. Ship heading S. by W. going at rate of 4 knot. All hands were engaged very early this morning in repairing the fore topsail yard that was broken yesterday in the blow and repairing all other damages that we sustained which they did not get through with until late at night. 7:00 P.M. set fore and main topsails with a light breeze. Cook this day, Mr. Castree.

Sunday, the 18th

These 24 hours commenced with good winds from N. which commenced at 2:00 this morning. At 4:00 A.M. it blew so hard they were obliged to reef the topsails. 6:00 A.M. ship making 9 knot and heading S.S.W. Continued so until 12:00 M. when the wind hauled round to N.W. If this wind would continue until Monday night we will be at Faulkner Islands which the Captain intends stopping at. By observation this day at 12:00 M. we were in 45° 5' South Latitude. 2:00 P.M. wind from N.W. Ship heading S. 4:00 P.M. shook out the reefs. Light winds from N.W. and continued so all night. Cook this day, Mr. Bouchers.

Monday, the 19th

These 24 hours commenced with light winds from N.E. This is the quarter we have been hoping winds from this last fortnight. 9:00 A.M. light winds from N. In consequence of being light winds quite a number of the passengers are fishing for Goney's. 11:00 A.M. there has been 7 Goney's caught, the largest measuring 12 feet tip to tip and the smallest 9 feet. This was great sport for when one bird was caught with the hook and being hauled in, one of the others would catch hold of his tail to pull him loose. These birds are very good eating and if their skins could be preserved they would be quite valuable but I believe they cannot. By observation this day at 12:00 M. we were in 47° 45' South Latitude. 2:00 P.M. light winds from N. by W. Set main topsail, studden sails. The crew and some of the passengers opened the forehatch this morning. Our Association succeeded in obtaining a bag of apples. 11:00 P.M. a fine breeze from N. by W. Cook this day, Mr. Beck.

Tuesday, the 20th

These 24 hours commenced with a good sailing breeze from N. by W. Ship heading S. by W., sailing at 8 knot and continued so all day. We had all sail made on her today, including royals and studden sails. We all anticipated a good run and a short one to the Cape. By observation this day at 12:00 M. we were in 49° 10' South Latitude. At 8:00 P.M. ship heading her course and making full 7 knot and the Baxters having the name of keeping good hours, turned in. Cook this day, Mr. Adams.

Wednesday, the 21st

These 24 hours commenced with a severe gale from W., ship laying to under close reefed topsail. The wind hauled ahead at 4:00 this morning and all hands were called to shorten the sail. By 6:00 A.M. the wind increased to a gale. We came near losing one of our sailors during the night--the wind blew him off the yard, but fortunately one of the sailors that was alongside of him caught him before he went down. At 9:00 A.M. we shipped a heavy sea which washed everything on deck in the lee scupper and came very near washing several persons overboard. 11:00 A.M. wind abated some. By observation this day at 12:00 M. we were in 50° 47' South Latitude. At 1:00 P.M. a violent squall from N. accompanied with hail and snow and overcoats was very acceptable. It is so could we are glad to keep in our room the principal part of our time. At 6:00 P.M. put her under close reefed main sail and close reefed topsail with heavy winds from W. Ship heading S.S.E. Cook this day, B. Farren.

Thursday, the 22nd

These 24 hours commenced with heavy winds from W. Ship heading S.S.E. We have had very severe squalls accompanied with rain and hail all night and a heavy sea on. This is the genuine Cape Horn weather and no mistake. At 9:00 A.M. we laid to under a close reefed main topsail and fore topsail staysail, the wind blowing a gale with heavy seas. By observation this day at 12:00 M. we were in 51° 22' South Latitude. At 2:00 P.M. we encountered a heavy squall from W. accompanied with rain, hail and snow. Orders were given to take in fore topsail staysail. Lashed the helm and laid to under close reefed main topsail and remained so all night, drifting to the eastward full 2 knot an hour and rolling and pitching as though she was going to shake the spars out of her. Cook this day, Asa Hull.

Friday, the 23rd

These 24 hours commenced with heavy wind from the same quarter as day previous. We found ourselves laying to under close reefed topsail the same as we have been all night. The ship looks dismal with no sail on her and ropes laying all over the decks and wet from stem to stern. She resembles the trees on the shore in the fall of the year with no leaves on them and the wind whistled through the riggin which made many wish that they never had come by the way of Cape Horn. By observation this day at 12:00 M. we were in 51° 32' South Latitude. During this gale we have been blown off full 60 mile. Such weather as this gives the boys the blues. It is so could they cannot remain on deck longer than one hour at a time with an overcoat on. Laid to with helm lashed all this day. Cook this day, W. White.

Saturday, the 24th

These 24 hours commenced with rather lighter winds than yesterday from the same quarter. Ship heading S.E. 9:00 A.M. wared ship and stood S. by E. Wind freshened up and blew quite hard and continued this course until 8:00 P.M. Wared ship again and stood N.N.W. Remained so all night with a good breeze. Cook this day, Mr. Thomas Dale--this being the first day he has been able to do his cooking without assistance. Three cheers for Mr. Dale!

Sunday, the 25th

These 24 hours commenced with light winds from the same old quarter W. This is a very pleasant morning and the first one we have had in a long time. Wind is not very cold and sun shines quite bright. It now has the appearance of being settled weather for we have had a continuation of hail storms from the W. These last ten days. 8:00 A.M. wared ship and stood S.S.E. By observation this day at 12:00 M. we were in $52^{\circ} 10'$ South Latitude. 2:00 P.M. wind increased and blew very hard. 4:00 P.M. sail in sight off our weather bow. She was steering N.E. and had the appearance of having been in a heavy gale for the mizen mast was carried away. Her fore topmast, main topmast and bow sprit was all gone. The officers and passengers imagined it looked like the Pacific. Our Captain and Mate had an idea of her going to Rio Jenero for repairs. She was a much larger vessel than ours. 6:00 P.M. a heavy squall accompanied with hail, snow and rain. Put her under reefed topsails, main sail and fore sail, heading S.S.E. and remained so all night. Cook this day, Mr. Castree.

Monday, the 26th

These 24 hours commenced with light winds from the W. Ship heading S.S.E. 9:00 A.M. wared ship and stood N.N.W. We have been put on an allowance of two quarts of water a day since last Friday in consequence of rough weather for which we were obliged to go without tea and suffered quite severely with thirst, which caused a great many to find fault. However, the Captain opened the forehatch this morning and pumped out 10 casks of water and a great many stores. Our Association succeeded in getting $1\frac{1}{2}$ bbl. of flour, 1 bbl. of hams, 1 bbl. of bread, $1\frac{1}{2}$ bbl. of beef. By observation this day at 12:00 M. we were in $53^{\circ} 27'$ South Latitude. At 6:00 P.M. wind very light. It is quite calm and in hopes of having a change of wind before morning. Cook this day, Mr. Bouchers.

Tuesday, the 27th

These 24 hours commenced with very light winds from N.E. Made all sail including studen sails. We have now once more a fair wind and every man is hoping it will blow a screamer. Sail in sight this morning off our starboard quarter, heading to Southard and Westard. She proved to be a bark and was in sight of us all day. 2:00 P.M. almost a dead calm. Captain broke out the forehatch again this morning for provisions. Our Association, having a supply at present, wished nothing up. 6:00 P.M. light breeze from N.E. Ship heading S.S.W. 8:00 P.M. a light squall from the same quarter. This night we had a very quiet rest. There was scarcely any sea on. Cook this day, Mr. Beck.

Wednesday, the 28th

These 24 hours commenced with variable winds until 9:00 A.M. when the wind came out from S.E. and blew quite fresh. Ship heading S.W. at 10:00 A.M. wind hauling to S. Ship heading W. by S. with the wind increasing. By observation this day at 12:00 M. we were in 53° 21' South Latitude. We were all much disappointed today in regard to the latitude for we had an idea that we were in at least 55°. 2:00 P.M. heavy winds from S. The Captain shortened sail. Ship heading W. by N., he wishing to keep close in to land in hopes of getting a N.W. wind and shove us around the Cape. 4:00 P.M. wind increased to a gale and we running under close reefed topsails. 7:00 P.M. we had a very heavy squall from this quarter. The Second Mate was on watch and gave orders to put her before the wind and shorten sail, but the Captain made his appearance and countermanded the order, saying she must stand them off the Cape and she might as well begin here. This was a stormy and windy night. We are now satisfied that Cape Horn is just what it is represented to be. Cook this day, Mr. Adams.

Thursday, the 29th

These 24 hours commenced with the gale as heavy this morning as night previous, blowing from the same quarter and ship heading W.N.W. At 9:00 A.M. shook out the main sail and kept her so all day. 4:00 P.M. wared ship and stood S.S.W. We had some very heavy squalls this afternoon accompanied with rain and hail. There was such heavy seas on that the ship made but little headway and kept the decks continually wet and passengers too with the spray that was continually dashing over us. We remained on this tack all night.

Friday, the 30th

These 24 hours commenced with heavy winds and squalls from W. by N. Ship heading S.S.W. but making very little headway, in consequence of the heavy seas. Here we have the cross seas. They pitch in every direction. It is what they sailors call a nasty sea. Ship running under close reefed fore sail, fore topsail, staysail and close reefed topsails and shipping seas continuously and wetting everyone that is on the deck. By observation this day at 12:00 M. we were in 53° 48' South Latitude. At 4:00 P.M. we had a very heavy squall from W. by N. which seemed as though it would take the spars out of her. However, the old "Brooklyn" waddled through it as she does through all. Cook this day, Asa Hull.

Saturday, the 31st

These 24 hours commenced with wind same as day previous. At 1:00 this morning wind came out from N.W. and drove us ahead at a rapid rate until 4:00 A.M. when the wind hauled to the old quarter, W. The Captain hove the ship too at 5:00 A.M. and found soundings at 50 fathom. We proved to be on Staten Land soundings. The Captain gave orders to head the ship S.E. 1/2 E. This satisfied us that we had made plenty of longitude. At 8:00 A.M. we were heading S. by W. and remained so all day. By observation this day at 12:00 M. we were in 55° 3' South Latitude. Wared ship at 2:00 P.M. and stood W. by N. Wind blowed cold and heavy. Wared ship again at 9:00 and headed S. by W. At 12:00 this night we had a very heavy squall and Second Mate tells us it was as severe a squall as he ever experienced. We shipped a sea fore and aft which made every timber shake. Cook this day, W. White.

Sunday, April 1st

These 24 hours commenced with heavy wind from W. Ship heading S. by W. under close reefed topsails. This being the first of April, quite a number of the passengers had the fool placed on them. The galley caught fire this morning and burned through into the sailer's forecassle and came very nearly being a severe fire. By observation this day at 12:00 M. we were in 55° 28' South Latitude. At 2:00 P.M. made more sail. There was a heavy sea on and wind was cold. Wared ship at 3:00 P.M. and stood W. by N. and continued this course until 9:00 P.M., then wared ship and stood S. by W. Cook this day, T. Dale.

Monday, the 2nd

These 24 hours commenced with a heavy gale from N.W. It came up at 4:00 A.M. and the ship was obliged to lay too under close reefed main topsail. Made sail at 6:00 A.M. with a fair wind from N. Ship heading S.S.W. At 10:00 A.M. wind increased to an 8 knot breeze and we under reefed topsails. At 12:00 M. shook the reefs out of the topsails and continued so all day. At 4:00 P.M. a squall from N. accompanied with rain, hail and snow. Saw a great many penguins this morning swimming around us. They somewhat resemble a wild duck. We continued at an 8 knot gait all night. Cook this day, Mr. Castree.

Tuesday, the 3rd

These 24 hours commenced with a fine breeze from N. Ship heading S.W. and doing well. At 9:00 set the fore and main royal and making full 8 knot. By observation this day at 12:00 M. we were in $57^{\circ} 12'$ South Latitude. At 1:00 P.M. set the fore topsail, studdensail but was obliged to pull it down again. At 4:00 P.M. wind hauled to N.W. Braced her up and stood S. by W. Continued so all day. This being our quarterly meeting night to elect our officers according to the by-laws. Meeting was called to order at 7:00 by the President and all being present, the officers were balloted for which resulted in Mr. Castree, Mr. Hull and Mr. Beck being re-elected. Some little business was put before the meeting which was of not much importance and the meeting adjourned. Cook this day, William Bouchers.

Wednesday, the 4th

These 24 hours commenced with light winds from N. by W. Ship heading S. by W. This morning three of the sailors in the Second Mate's watch was drunk. The Captain was informed of it and came on deck and gave one fellow by the name of Jones a pretty severe cuffing and came very nearly seizing him up in the rigging. This having seamen drunk off of Cape Horn is rather a dangerous business for we know not what minnit we may have a squall. By observation this day at 12:00 M. we were in $57^{\circ} 48'$ South Latitude. At 2:00 P.M. wind came out from S.W. Waved ship and stood W. by N. This afternoon was very cold with a slight fall of snow. Stood W. and N.W. all night with variable winds. Cook this day, Mr. Beck.

Thursday, the 5th

These 24 hours commenced with variable winds. Ship heading W.N.W. This was a very cold morning. The winds here are very baffling and continue a very short time from one quarter. By observation this day at 12:00 M. we were in $57^{\circ} 50'$

Thursday, the 5th

These 24 hours commenced with variable winds. Ship heading W.N.W. This was a very cold morning. The winds here are very baffling and continue a very short time from one quarter. By observation this day at 12:00 M. we were in 57° 50' South Latitude. Wared ship at 4:00 P.M. and stood S.W. with light winds. At 6:00 P.M. a snow squall. 9:00 P.M. wared ship and stood W. by N. Cook this day, Mr. Adams.

Friday, the 6th

These 24 hours commenced with good winds from N.E. Ship heading S. by W. with a 6 knot breeze. At 7:00 A.M. braced her up and stood S.W. by W. and every man is wishing with all his heart that this wind will continue long enough to carry up in the Pacific for we have all suffered more or less these last five weeks with the cold and wet feet. At 10:00 A.M. the wind slackened to almost a calm. By observation this day at 12:00 M. were in 58° 10' South Latitude. At 4:00 P.M. we had a severe snow squall from N.W. with light winds. This afternoon the sea seemed to be alive with whales of Right and Hunch Back and Grampis. There were very little wind and the spouting resembled fountains. At 8:00 P.M. variable winds. Cook this day, E. Farren.

Saturday, the 7th

These 24 hours commenced with light winds from S.E. This morning the Grampis and Black Fish were playing around us in fine style. Ship heading S.W. with a light breeze. Captain opened the main hatch this morning at 9:00 A.M. and succeeded in getting a great number of stores out. The Baxters were unsuccessful in not getting our butter. Wind hauled to S.W. and continued to increase, at 4:00 P.M. blowing very heavy. Put her under reefed topsail and main sail, heading N.W. At 10:00 P.M. wind abated to a lighter breeze. Cook this day, Asa Hull.

Sunday, the 8th

These 24 hours commenced with quite a stiff breeze from S.E. Ship heading N.W. x N. This morning very cold and rainy with squalls accompanied with snow. 9:00 A.M. wind increasing. 12:00 M. could not get the sun, therefore, we cannot tell what latitude we are in. At 4:00 P.M. ship making full 8 knots. We cannot tell what longitude we are in but we suppose we must be within 50 or 100 miles of the Cape. 8:00 P.M. shortened sail. At 12:00 P.M. the wind slackened to a light breeze. Cook this day, W. White.

Monday, the 9th

These 24 hours commenced with a beautiful breeze from N. Ship heading S.W. 7:00 A.M. two sails in sight off our larboard quarter, heading S.W. There was a vessel passed by us this morning at 3:00 A.M. bound home. 8:00 A.M. made all sail including studding sails. Wind increased to a 9 knot breeze and leaving these two sails off our quarter out of sight. 10:00 A.M. ship making full 10 knots. At 12:00 M. cloudy, could not get the sun. Now is the time we are going around Cape Horn with our studding sails set and ship making 10 knot and over. 4:00 P.M. sail hove in sight off our weather bow, standing down on us. Our Captain had an idea that she wished to speak us. He ordered the main top gallant sail to be furled and the main sail to be clued up. By this time the wind was blowing very hard. Our ship was going at a rapid rate and she showed no signs of distress. We crossed her bow when 1/2 mile off. Our Captain showed his colors in the mizen rigging when she hoisted the Stars and Stripes at her mizen peak. There were a burst of cheers arose from our decks at the sight of that flag that could have been heard for miles. It seemed to put a new life and animation in every American heart. She was an American whale ship bound home. 5:00 P.M. wind increased to a gale. Took in the studding sails and in taking them in the wind blew one in ribbons. Reefed the topsails and took in the jib. The wind hauled to the W. and blew a screamer. Ship heading S. and continued so all night. This has been a glorious day's work and one that will be remembered. Cook this day, Thomas Dale.

Tuesday, the 10th

These 24 hours commenced with wind from W. by N. Ship heading S. by W. making about 4 knots. 9:00 A.M. wind increased to a heavy blow. Kept her under reefed topsails. This was a cold and rainy day -- too disagreeable to be on deck and quite all of the passengers were below. 12:00 M. cloudy again this day and could not get the sun. Continued in this position until 8:00 P.M. when the wind abated some and hauled further N. Ship making more W. We had a very heavy and disagreeable sea on all day. Cook this day, Mr. David Castree.

Wednesday, the 11th

These 24 hours commenced with a fine breeze from N.W. Ship heading S.W. at 5 knots. This was another cold morning with a heavy mist, almost a rain. 7:00 A.M. commenced making sail when the wind came out from W. and blew very hard and obliged to take them in and continued to increase until 2:00 P.M. We were obliged to lay to under a close reefed topsail. Remained so until 7:00 P.M. when we began to make sail. Ship heading S. Remained so all night. Cook this day, Mr. Wm. Bouchers.

Thursday, the 12th April

Three months out. These 24 hours commenced with light winds from W. by N. Ship heading S.W. It was rather pleasant although quite cold and there were a heavy ground swell on. There were a great many Grampis and Porpoises playing around us this morning. By observation this day we were in at 12:00 M. 60° 40' South Latitude and as we suppose, about 200 miles west of the Cape. We had high and variable winds all day. 8:00 P.M. wind came out from S.W. Ship heading N.W. by W. and up to 12:00 making full 9 knots. Cook this day, J. M. Beck.

Friday, the 13th

These 24 hours commenced with heavy wind from S.W. Ship heading N.W. by W. under reefed topsails and a very heavy sea on and there is a very disagreeable sea pitching and tossing the ship as though she were a mere eggshell. Ship making about 5 knots. 9:00 A.M. wind slackend, then made more sail. By observation this day at 12:00 M. we were in 58° 40' South Latitude. Continued at this course at about 5 knots all this afternoon. Wore ship at 9:00 P.M. and stood S. with light winds. Cook this day, Mr. Samuel Adams.

Saturday, the 14th

These 24 hours commenced with light and variable winds. The atmosphere damp and cold. Wore ship at 8:00 A.M. and stood N.W. The Captain opened the after hatch this morning and succeeded in taking out four or five casks of water that was fit to use, for what we have had these last few days has been unfit. 1:00 P.M. we were making about 5 knots when the wind came out ahead and struck us all aback. Wore ship and stood S.W. Cook this day, Mr. B. Farren.

Sunday, the 15th

These 24 hours commenced with rather heavy winds from W. Ship heading S. This was another cold and rainy morning. A person could not remain on deck no more than an hour at a time for then he would have to go to bed and dry his feet for the decks is continually wet. Wore ship at 9:00 A.M. and stood N. by W. Continued on this tack until 8:00 P.M., then wore ship and headed S.W. The Captain did not succeed in getting the sun today, it being cloudy and rainy all day. Cook this day, Mr. Wm. White.

Monday, the 16th

These 24 hours commenced with a beautiful breeze from S. which we caught at 4 o'clock this morning and at 7:00 A.M. ship making 8 knot heading N.W. Sail in sight astern of us this morning and we had an opinion that she would overhaul us before night set in. 10:00 A.M. we were obliged to shorten sail. Ship making full 10 knot. By observation this day at 12:00 M. we were in 55° 57' South Latitude--that is one mile north of Cape Horn. This is the day that we bade goodbye to the Cape and a great many hoping that they may never have the pleasure of going around it again. 4:00 P.M. the ship astern of us is overhauling us at a rapid rate. During the day we have had several light squalls and the Captain were obliged to run her off before the wind. At 5:00 P.M. this ship overhauled us. She was one of the most beautiful sight that a person ever saw. She standing with us and both running free at the rate of 10 knots. She was under a very heavy press of canvas, having no reefs in any of her sails and carrying a flying jib. We were under reefed topsails and carried no flying jib. When she was about 1/4 of a mile astern a squall struck us both and she were obliged to run off. She showed her name and proved to be the "Mentor" of New London bound for San Francisco. We also gave her our name and exchanged longitude with her. We being in longitude 76° 20' West--that is about 234 miles West of Cape Horn and now in hopes of being at the Island of Juan Fernandez in about 10 days at which we intend stopping at for water. 8:00 wind hauled to W. Braced her up sharp and stood N. by W., it blowing very heavy all night. Cook this day, Mr. Hull.

Tuesday, the 17th

These 24 hours commenced with light winds from W. Ship heading N. The Ship "Mentor" that overhauled us yesterday could not be seen this morning. This were another one of those could, rainy and disagreeable mornings such as we have had quite every morning these last six weeks. 9:00 A.M. wore ship and stood S.W. by W. Sail in sight ahead of us at present. Whether it is the "Mentor" or not we cannot say. By observation this day at 12:00 M. we were in 53° 37' South Latitude. At 9:00 P.M. the wind commenced blowing a gale and at 9:00 P.M. put her under a close reefed main topsail. Lashed the helm and let her remain so. Cook this day, Mr. T. Dale.

Wednesday, the 18th

These 24 hours commenced with very heavy winds from N.W. and we laying to under a close reefed main topsail. The officers of the ship informed us this morning that last night was one of the worst nights that we have experienced since we have been out.

Wednesday, the 18th (continued)

At 10:00 P.M. the sea running very high and the ship laboring very hard rolled her larboard rail under. Carried away the larboard jib and flying jib guy and also was the means from the effects of the sea of carrying the fore topmast staysail out the boltrope. Unbent it and took it in. She presented a very dismal appearance. The different articles on deck were washed to and fro with the heavy seas that we shipped during the night. It occupied both watches until 10:00 A.M. before we could make sail. Set the topsails and foresail at 10½ A.M. It was very cloudy and showery all day. 4:00 P.M. it commenced to blow a gale again which obliged us to lay to under a close reefed main topsail and remained so all night. Cook this day, Mr. Castree.

Thursday, the 19th

These 24 hours commenced with a light wind from S. Made sail at 6:00 A.M. and headed N.N.W. Put her under topsails for the sea was running so high it was impossible to carry any more. We had slight squalls during the forenoon. By observation this day at 12:00 M. we were in 52° 40' South Latitude. Continued this course all day, at 6:00 P.M. the wind coming out from N.W. and so heavy we were obliged to heave to under a close reefed topsail. Cook this day, Mr. Bouchers.

Friday, the 20th

These 24 hours commenced with head winds from N.W. Made sail on her at 5:00 A.M. and stood S.W. by W. Continued this course until 10:00 A.M., then wore ship and stood N.E. This was another rainy day. Wore ship again at 4:00 P.M. and stood S.W. by W., it blowing very hard all day. We could not make much headway in consequence of the heavy sea on. Remained on this tack all night. Cook this day, Mr. Buck.

Saturday, the 21st

These 24 hours commenced with winds still ahead. Ship heading N. by E. Blowing very hard and a very misty sea on. This were another could and rainy day. Continued on this course until 12:00 M., then wore ship and stood S.S.W. Could not get the sun this day, it being cloudy. This is what you can call very bad and disagreeable weather and giving us all the blues of the worst kind. Wore ship again at 4:00 P.M., heading N.N.E. However, we being 100 days out this day, we came to the conclusion that we would celebrate it, this being the first time of any the Baxters (except our President, Mr. Castree) of being to see 100 days without seeing any land. Therefore, our President extended

Saturday, the 21st (continued)

the invitation to two of the cabin passengers, Mr. Scribner and Mr. Smith, to join our party in our room, which they excepted and took tea with us. Our worthy caterer this day, Mr. Adams, I must say acquitted himself with a great deal of credit in providing us with a very good tea. Punch and some good old Otara was passed around after tea which was relished very good by all. Then some songs were sung and stories told and then another round. By this time the songs began to sound louder and the toasts and speeches were more animated. However, we continued on with our jubilee until the fidler turned to pay-turvy in his bunk and acknowledged with a good face that he was a little inebriated, when we all adjourned to go on deck and see what kind of weather we had. This was at 10:00 P.M. when we broke up and a more jovial set of fellows you never saw together. About 12 we all retired to our several beds and turned in. Cook this day, Mr. Adams.

Sunday, the 22nd

These 24 hours commenced with light winds from S.E., the long looked for S.E. Made all sail on her at 7:00 A.M. The sun rose beautiful this morning, the first fine morning we have had in seven weeks. The sea was quite still and the ship going very pretty with this light wind. By observation this day at 12:00 M. we were in $52^{\circ} 4'$ South Latitude. 2:00 P.M. it breezed up and ship made about 5 knot. Continued so until 6:00 P.M. when the wind hauled to W. Braced her up and continued so all night, heading N. by E. Cook this day, Mr. Parren.

Monday, the 23rd

These 24 hours commenced with winds from E., rather light. 7:00 A.M. wind hauled to S.W. Made all sail, including studen sails. 9:00 A.M. ship making 7 knot, heading N.W. By observation this day at 12:00 M. we were in $51^{\circ} 10'$ South Latitude. This was a very pleasant day. 5:00 P.M. wind hauled ahead. Braced her up, heading N. by E. 8:00 P.M. wore ship heading S.W. by W. 9:00 P.M. the wind struck her all aback and it was blowing quite fresh at the time. If we had all our sail up it might have been a serious accident for us. As it happened we had our top gallants in and we succeeded in getting off by being a little frightened, after this she heading N. by W. Cook this day, Mr. White.

Tuesday, the 24th

These 24 hours commenced with a beautiful and light breeze from S.E. This was a very pleasant morning. The sun rose beautiful and clear. Now in hopes of having fine weather.

Tuesday, the 24th (continued)

8:00 A.M. made all sail, including stunden sails. Light winds this morning. By observation this day at 12:00 M. we were in 49° 48' South Latitude. 4:00 P.M. wind hauled to S. and continued about so all night. Cook this day, Mr. Hull.

Wednesday, the 25th

These 24 hours commenced with light winds from S. Ship heading N.W. 9:00 A.M. three sails in sight and one a pilot boat. In hoisting up the fore topsail yard after making out a reef, a runner gave way and occupied the sailors until 12 o'clock to repair the accident. By this time one of the ships came within about one mile of us. Our Captain was quite confident it was the "Tamaroo". She was certainly a California ship for she was crowded with passengers. The pilot boat was about three miles to the leeward of us. We tact ship at 1/2 past 12 and stood W. We all had an idea it was the "Hackstaff" from N. Y. By observation this day at 12:00 M. we were in 48° 20' South Latitude. At 1:00 P.M. the wind began to blow. At 3:00 we shortened sail. At 4:00 P.M. the pilot boat was in sight and obliged to heave to under a close reefed main topsail and fore sail and remained so all night. Cook this day, Mr. Dale.

Thursday, the 26th

These 24 hours commenced with heavy winds from N.W. 7:00 A.M. put her under reefed topsails and fore sail. 12:00 M. the wind still increasing. It were so very cloudy today it were impossible to get the sun. 8:00 P.M. wore ship and stood S.W. by W. Continued this course all night. Cook this day, Mr. Castree.

Friday, the 27th

These 24 hours commenced with heavy winds from N.W. with a very heavy sea on. Vessel laboring very hard. 9:00 A.M. were obliged to shorten sail. By observation this day at 12:00 M. we were in 48° 2' South Latitude. Ship heading N. by E. At 4:00 this morning one of the sailors was put in irons for giving the mate insolence.

Saturday, the 28th

These 24 hours commenced with heavy winds from N.W. Ship heading S.W. It was very rainy and a heavy sea on. 10:00 A.M. wind hauled to W. Wore ship and stood N. by E. 12:00 M. cloudy and could not get the sun. Stood on this course all this afternoon and night. Mr. Adams was taken to his bed yesterday quite sick with a bilious attac and a severe pain in his side. We called in a Dr. Braslow that is on bord to attend him. Cook this day, Mr. Beck.

Sunday, the 29th

These 24 hours commenced with heavy winds from W. and a heavy sea on the same as yesterday. It rained and a heavy fog. By observation this day at 12:00 M. we were in $46^{\circ} 18'$ South Latitude. Ship still running N. by E. This was a very disagreeable Sunday--could and rainy--and the decks were as wet as could be. In fact, we have not had them any other way those last six weeks. 4:00 P.M. were ship and stood S.W. by W. Cook this day, Mr. Farrer. Mr. Adams yet quite sick.

Monday, the 30th

These 24 hours commenced with rather light winds from W. Ship heading N.N.E. 8:00 A.M. wind blowing quite fresh. Ship running N. and doing very well. By observation this day at 12:00 M. we were in $44^{\circ} 48'$ South Latitude. 1:00 P.M. we had the pleasure of witnessing a very pretty sight. There were no less than 6 or 8 Fin-back whales that were playing around the ship for at least two hours. They were very large for that kind of whale. They caused quite an excitement. 4:00 P.M. wind blowing fresh from W. with a drizzly rain. Continued on this course all night. Mr. Adams yet quite sick. Cook this day, Mr. White.

Tuesday, the 1st May

These 24 hours commenced with winds from W. by N., a stiff breeze and a disagreeable cross sea. This morning we had another heavy mist--quite a rain. Ship heading N. by E. and laboring very hard. By observation this day at 12:00 M. we were in $42^{\circ} 58'$ South Latitude. 4:00 P.M. wind hauled to S. Squared the yards. Ship making about 5 knots. We are all in hopes that these are the Trade Winds. We have been disappointed with the winds in the Pacific to such an extent that we can put no confidence in them. This is our fourth monthly meeting night. Mr. Adams being so severely sick, the meeting were adjourned until some future evening. Mr. Adams is still very low with information on the lungs. Cook this day, Asa Hull.

Wednesday, the 2nd

These 24 hours commenced with winds from S.E. Ship making full 7 knots and have been running so all night. 8:00 A.M. made all sail, including stunden sails. Ship sailing beautiful and the sea quite still. It now looks something like old times--I mean when we had the Trades in the Atlantic. This morning the sun rose beautiful and bright. Atmosphere quite warm. Altogether it was a beautiful morning--one that we have not experienced in two months. By observation this day at 12:00 M. were in $40^{\circ} 26'$ South Latitude. Now we have some prospects of being to the Islands on Sunday next. Our Association succeeded in painting our boat today,

Wednesday, the 2nd (continued)

it being warm and pleasant. 8:00 P.M. ship making at least 9 knots. Mr. Adams is rather worse tonight. He is very weak. The doctor was obliged to bring him down very weak. He also put several blisters on his breast and mustard plasters on him in several places. He is very sick indeed and suffers with a great deal of pain. Any other place in the world to be taken sick rather than on board ship for there is no rest night nor day. Mr. Adams suffers a great deal for rest--he can get no sleep. Cook this day, Mr. Dale.

Thursday, the 3rd

These 24 hours commenced with winds from S.E. Ship sailing full 8 knot this morning. The sun rose beautiful and in prospects of a fine day. 10:00 A.M. wind decreased to a very light breeze. By observation this day at 12:00 M. we were in 38° 48' South Latitude. 4:00 P.M. wind gradually increased as the night came on us. 7:00 P.M. ship making full 7 knot. All sail on her, including stunden sails and the moon shown beautiful. At 10:00 P.M. it was light enough to pick up a pin on deck. 12 o'clock and a great many passengers is yet walking the deck. Mr. Adams is still quite sick. The doctor has blistered him again today and brought him down very weak. The Captain gave us a box of preserved chicken soup to make some soup for him and it was very good. Cook this day, Mr. Castree.

Friday, the 4th

These 24 hours commenced with winds the same as day previous--S.E. This was another fine morning. The atmosphere is warm and pleasant. Sun rose as clear as a bell again this morning. We all begin to feel like new men, having so much contra winds these last six weeks that this pleasant weather makes a radical change. 10:00 A.M. wind all died away and left us in a calm. By observation this day at 12:00 M. we were in 37° 2' South Latitude. 2:00 P.M. wind came out from N.W. We caught a Goney about 2 o'clock to make soup for Mr. Adams and a number of the passengers and crew (those that are superstitious) was quite grieved at us for catching one. They say when there is a Goney caught we will have head winds and, in fact, it so happens. 6:00 P.M. wind increasing from N.W. Ship running S.W. Mr. Adams is a little better but very low indeed. Cook this day, Mr. Bouchers.

Saturday, the 5th

These 24 hours commenced with light winds from N.N.W. Ship heading S.W. Continued on this tack until 12:00 M., then wore ship, heading N. by E. It was so cloudy today that the

Saturday, the 6th (continued)

Captain could not get the sun. We headed this course all night. Mr. Adams gaining, but very slow. He is so very weak that he can hardly rise one hand above another. Cook this day, Asa Hull (to pay a wager that Mr. Beck won).

Sunday, the 6th

These 24 hours commenced with winds from W., rather light. Ship running N. by E. 9:00 A.M. we had a very heavy shower. They succeeded in catching water to drink and also to wash with. By observation this day at 12:00 M. we were in $35^{\circ} 28'$ South Latitude. 4:00 P.M. a light shower. This is a very dreary day for Sunday; in fact, we have had but two pleasant Sundays since we have been out on this long journey. Mr. Adams is a little better today but is very weak answering so many questions that are put to him by different persons that are anxious to see him get along. Cook this day, Mr. Ferren.

Monday, the 7th

These 24 hours commenced with W.N.W. winds quite fresh. Ship heading S. 8:00 A.M. wind hauled to W. Wore ship and stood N. by E. By observation this day at 12 we were in $35^{\circ} 53'$ South Latitude. 4:00 P.M. we had a heavy shower from S.W. which brought the wind with it and bets were offered that this wind would carry us to the Island. 8:00 P.M. we have now got a beautiful sailing breeze. Ship heading N.N.W. 10:00 P.M. wind still increasing. Ship making full 8 knot. 12 o'clock Captain Richardson gave orders to square the yards and head her N. Cook this day, Mr. White.

Tuesday, the 8th

These 24 hours commenced with winds from S.W. Ship heading N. at full 9 knot. The passengers are at masthead and on the fore yard looking out for land. 8:00 Captain R. gave his orders to brace her up sharp and head her W.N.W. He expected to be in sight of land this morning but being disappointed, he imagined he was too far to the East of them. By observation this day at 12:00 M. we were in $34^{\circ} 23'$ South Latitude--that is 20 miles North of the South end of the Islands. This was a great disappointment to every person on board. Such a number of dissatisfied people and disappointed I never saw. Every one was finding fault about one thing or another. Quite a number of bets was lost and won this morning on the Islands. 2:00 P.M. wind hauled to W. but rather light. Ship heading S. by E. Now when we get to the Island it will be hard to tell. 6:00 P.M. variable winds which we had all night. Ship heading W. and S.W.

Wednesday, the 9th

These 24 hours commenced with squally winds from W. Ship heading S. by E. 8:00 A.M. wore ship, heading N.W. Variable winds all day accompanied with very heavy showers from W. Some would strike us, others would stream ahead or astern of us, looking as black as black could be. We had these squalls all day accompanied with heavy winds. Night closed in upon us and not in sight of land yet. Mr. Adams gaining slowly, not being able to get out of his room yet.

Thursday, the 10th

These 24 hours commenced with heavy winds from W.S.W. Ship heading N.N.W. There is no land in sight as yet but the passengers keeps a bright lookout for it and every cloud that appears above the horizon the cry is Land Ho!--then there is a rush. 12:00 M. it was so overcast this day we could not get the sun. Continued heading this course all day, blowing fresh. 4:00 P.M. wore ship, wind hauling to W.N.W. and stood W.S.W. We had a very heavy thundershower accompanied with lightning at 9:00 P.M., it blowing and raining heavy. This is the second thundershower we have had since we have been to sea and I hope it will be the last.

Friday, the 11th

These 24 hours commenced with heavy winds from the same quarter as yesterday--W.N.W. Ship heading W.S.W. and no land in sight. 9:00 A.M. wind hauled to N.W. Ship running W. by S. This is the fourth day that we have been expecting to see land hourly. Captain Richardson imagined he saw the Islands but it was so cloudy and squally that he was not sure. 4:00 P.M. wore ship, heading N.E. Blowing very hard all day and a heavy sea on. Our ship being so light that it is impossible for us to beat to the windward and as long as the wind holds in this quarter just so long we will remain off here.

Saturday, the 12th

These 24 hours commenced with heavy winds from W., it blowing severely all night in squalls accompanied with heavy rain. This morning there was a tremendous heavy sea on called a ground swell. This morning all the passengers occupied themselves at the different games that is played on board, but these last four days the game of Bluff has occupied the minds of all for you will see a dozen tables going at once from one cent anty to ten, which makes a pretty lively game. I expect the boys have been so much disappointed in regard to seeing land that has started this game and before it ends there will be a number broke.

Saturday, the 12th (continued)

Wore ship at 8:00 A.M., heading S.W. Ship under single reefed topsails. 12:00 M. cry of Land-Ho! and sure enough it was but you could just see it. It resembled a dark cloud and no one but a seafaring man could recognize it to be land. We continued this course all day. Blowing very hard. 10:00 P.M. wind hauled to S.W. Wore ship and heading N.N.W.

Sunday, the 13th

At 4:00 A.M. we were called by one of our party to come on deck and see the Island. We went on deck and saw the ship hove to with the main yard aback and saw Goat Island directly ahead of us rising like a deep blue cloud out of the sea--and Juan Fernandez still further ahead which was just perceptible at that time in the morning. We were then probably two miles from Goat Island and it formed one of the most beautiful sights that a man ever beheld. It was the first sight of land that we have had since we left New York - one hundred and twenty days. At length as day dawned we could distinguish trees and rocks and by sunrise these beautiful islands lay fairly before us. We directed our course to Juan which brought us directly between the two islands which is about 5 miles apart. After nearing Juan within about one mile we directed our course around the southern point to the only harbor which is on the east side of the island. This gave us a most magnificent view of the island. We could see the goats and wild beasts that is on the island with the naked eye. Arriving at the entrance of the harbor about M. we ran immediately for the anchorage. We saw a brig in the bay, the only vessel there, but owing to the winds which draw about the mountains and come to us in blows from every point of the compass, we did not come to anchor until nearly 12 at night. We were so enraptured with the new scene before us that scarce any one of us left the decks to get anything to eat. At 4:00 P.M. we saw a boat coming to us which proved to be an American who lives on the island and is a pilot of the harbor. When he came on the deck he was surrounded immediately by the passengers and it would have taken six men to answer the different questions put him. He was asked what brig that was. He did not recollect but drew a piece of paper from his pocket which they gave him on board the brig which bore the address of an old schoolmate of mine, Mr. Ira Buckman to Asa Hull. I never was overcome so much in my life as at this moment--it was so unexpected to meet with an old friend in this distant part of the world that I jumped with joy. The pilot remained on board of us to take us in and we were continually bracing the yards about to every puff that came until he got us in and in going in we ran foul of the brig and carried away her fore yard and came very nearly sinking her. We came to anchor in 45 fathoms water.

(At this point the handwriting changes)

Sunday, the 13th (continued)

Understanding that the island abounded in fish, we was determined, if possible, to have a mess for breakfast, so a couple of us went to work and the Baxters had the satisfaction of catching the first fish, weighing about four pounds. We succeeded in catching a couple more which made us a fine breakfast which was duly appreciated by the whole of us.

Monday, the 14th

Daybreak this morning found the decks covered with passengers, notwithstanding the fatigue of yesterday, all eager for the boat to take them ashore, which was at length gratified by shore boats coming off and taking them at a shilling a head. Three of our party started to visit the brig "Orbit" which lay in here from New York a day or two after us and found they like ourselves had experienced very severe weather off Cape Horn. They had stopped at Rio Janero and reported a great many California vessels there and some of them in a crippled state, unable to proceed without repair. The brig "Orbit" crew consisted of a joint stock company of about thirty individuals, principally from Hudson, and among the Association were some of the most respectable of that place, but as it will often happen in associations of that kind, difficulties will sometimes occur--so it was here--but as Mr. Hull was acquainted with several of the members, he introduced them to Captain Richardson and stated their difficulty to him. He candidly told them their position and kindly offered to act as mediator between them and by whose interposition a reconciliation was happily brought about. We proceeded from the brig to the shore and it is impossible to do justice to the feelings of a person stepping ashore after the length of time we had been cooped up on board a ship. Suffice it to say it requires the realization to feel the extacy once we are ashore and at Juan Fernandez. It is almost impossible to give an adequate description of this island. We will, therefore, give but the details of our individual exploits as an Association during our stay here. First when we got ashore we found ourselves on a small piece of table land with a stream of fresh water running down to the landing. About one hundred yards from the landing stands hut No. 1, the owner of which talks a little English, which induced our boys to dub the shanty "The American Hotel" by which name it went by. About one hundred yards further one way stood another similar hut occupied by a Spaniard and wife and about the same distance the other stood the Yankee pilot's hut, desolate and alone. It appears

Monday, the 14th (continued)

this man left a whale ship about three years ago and has resided continually here and seems to be perfectly contented with his lot and the facility the Island affords him to live. At the same distance from his hut stands another, which constitutes all the inhabitants on the Island--six men, three women and six children. We found we were too late for the fruit growing here which consisted of peaches, figs, strawberries, quinces, pomegranates, and, in fact, all kinds of American and a great many tropical fruits growing wild and in abundance. The Island, it appears, was occupied at one time by the Chilean Government as a kind of Botany Bay, but it appears that it being subjected to frequent eruptions, a touch of which frightened them so much that they had to let the prisoners free and fly across to the coast for safety, and indeed the whole geology of the place variances the belief that it was originally placed there by some extraordinary freak of nature, for in ascending a mountain of fourteen hundred feet you stoop to pick up a heavy piece of stone, perfect in form and shape and lo, you have nothing but a crumbly piece of dirt and lava. The mountains are all principally composed of this but amidst all this, strange to say, there is a plentitude of rich valleys and fertile plains interspersed with beautiful streams of water and on the whole I think it would be a hard job to find a prettier study for the geologist and naturalist than this island. Wild goats are here in abundance, but so wild that it is impossible to get within gunshot of them. The inhabitants obtain them by stratagem. Drovers of twenty to fifty wild horses and jackasses will come sweeping by you and plunging down a precipice which you would hardly attempt on your hands and knees. Wild dogs are also in abundance as well as pigeons, robins, etc. As for the finny tribe, I don't believe there is a place on the globe better supplied than this, for in about an hour two or three persons have filled a boat with all kinds, among which is a species of Coa weighing from fifteen to thirty pounds--Crawfish, Skipjacks, and, in fact, all kinds. We spent the day in rambling around the shore and immediate vicinity and at evening returned on board and received a visit from two of our friends from the brig--Messrs. Hageborn and Buckman, who came on board at the invitation of Captain Richardson to confer with him on their difficulties.

On Wednesday, according to agreement, our Association in company with Messrs. Scribner and Smith from the cabin and Mr. Hile from the steerage proceeded in our boat (which we had got from over-head) down the coast about six miles to an inlet for the purpose of hunting goats which we understood to be in great quantity there. We started about eight o'clock, all cocked and primed for a day's sport and after a pretty good pull, entered the inlet and run the boat up on shore and carried her up out of harm's way and then proceeded to load rifles, determined to annihilate all the goats on the place. So off we started up a beautiful valley about a half a quarter of a mile and then commenced our pilgrimage up the steep

side of a mountain about four hundred feet, previous to which the party divided itself in several small parties, some taking straight up the valley, but the largest going up the mountain. We at length reached the summit and discovered a beautiful plain of about two acres, but although we see the traces of a good many goats, they was not there and we came to the conclusion to heave to and take a rest, for traveling up a mountain after the cessation of all exercise for so many months was no very agreeable exercise. However, three of our party, Smith, Dale and Hile, had gone on ahead and we was contented to let them act as pioneers. Presently, however, a shout came, apparently from the heavens above, but on looking up, discovered Tom Dale perched on the top of a mountain, 400 feet from us, beckoning for us to come. However, as he did not report any goats by his gesticulations, we was contented to stay where we were. In the course of a half an hour, Dale and Hile having joined us and reporting plenty of traces but no goats, we started off for a little wood not far distant where Dale shot a robin to commence with. We left Dale, Hile and White to hunt for birds while the rest of us started off for another high mountain some distance off for goats. On the way we met Smith, who had been from us since morning, who reported a great many horses and asses and one drove of goats but could not get near enough for a shot. We left him to follow after getting some refreshments. We succeeded after some difficulty in seeing the mountain about 900 feet from the ocean and about the first thing we discovered was a drove of goats making towards us from the opposite mountain. Mr. Scribner crept cautiously towards them but I really believe they have an instinct of approaching danger, for immediately on his raising his piece to his shoulder, the foremost turned and looked as much as to say, "you can't come it, sir", turned the angle of a rock and dashed down the precipice out of sight. The next we saw of them they were scampering away the other side of the valley. So much for the first dash at goats. Another drove was discovered grazing about half a mile from us on an inclined plane and Mr. Smith started off to head them down towards us and we each took convenient position to pepper them as they came along, but they rather surprised us in our kind intentions and started off in full gallop up the other side of the mountain--Scribner in despair giving them a parting shot, which I presume reached about one-third of the way. About this time we were hailed from below and Dale reported our boat surrounded with goats, so off we scampered down and sure enough, there was plenty around on the other side but by the time we got down they wasn't there. It was now growing toward night and all our party being together, with the exception of Smith, the question was whether we should go aboard or remain all night. The greater number were for staying but it was soon settled by the non appearance of Mr. Smith and the approach of night, so we fired signal guns to recall him and started up the valley to seek a place to camp for the night. At a little distance we

came across Mr. Smith, who reported plenty of goats where he had been but could not get nigh them, so we kept on our course till we came to a brook where we refreshed ourselves with drink and started on up the mountain to a little wood about three hundred feet where we found a nice plain and plenty of wood. We immediately huddled together a half dozen felled trees and set fire to them which sent forth a cheery aspect. This would been all very nice if we had anything to eat, but upon examining our stock of provisions we found it to contain the whole quantity of two large robins. These were immediately plucked and put in the hands of the steward whom we elected for the occasion, who succeeded in broiling them finally on the end of a long pole, only dropping them three times in the ashes. However, they were done and we divided them among us ten, but we was forced to eat sparingly for fear of indigestion and to render our situation more comfortable immediately after supper. It commenced raining in torrents and in a few moments we were all wet to the skin. Add to this the state of our stomach and no water without risking danger of life in getting it and a dreary night before us. Our case was no enviable one. However, we were all disposed to make the best of a bad bargain and we set about keeping each other awake during the night for it had now set in for a continuing rain. First two of the party, Castree and Hile, volunteered to go seek for water and after about three quarters of an hour absence they succeeded after nearly being precipitated over a precipice about five hundred feet in bringing back a couple small bottles of stuff resembling rhubarb in appearance which they called water. However, it was sized on and soon consumed. All sorts of expedients were adopted to keep each other awake, one of which being laughable in itself, made for a time to keep us all awake. Mr. Beck prowled out cautiously with his rifle and at a little distance fired it over our heads. Castree inside gave the alarm of Spaniards upon us which soon brought to their feet the whole party, Bouchers jumping to his rifle and Dale slipping in the act of rising and getting to his piece on his hands and knees, and it would go hard for Mr. Beck or any other Indian to show himself at that moment. However, order being restored and no enemy appearing, we all concluded to rest again (still raining like sixty) but one of the party, Farren, suspecting a ruse, slept with one eye open and seeing Beck emerge from the thicket immediately rushed to his gun with "I see him, I see him", which made Beck haul his wind and slide back with a hop, skip and jump. This raised another commotion and in this way we managed to keep awake until day-break when it was agreed that Smith in company with Castree should proceed up to the place where he see the goats yesterday and endeavor, if possible, to get one. They, after about three hours absence, returned with the usual luck of plenty to be seen but not comestible, completely discouraged in getting any. We shoved the boat off from our first goat hunt and a person might easy judge from the visages of the individuals present of a secret determination, although not publicly expressed, of it being their last. We succeeded after a long pull in gaining our ship

where we found that the schooner "Olivia" from New York had arrived the night previous and found that the Association that owned her were acquaintances of some of the Baxters, so immediately after satisfying our appetites we started off on a visit to the schooner where the majority of the Baxters met old friends and acquaintances from New York. The "Olivia" was a schooner of about 55 tons, owned by nine individuals who were aboard together with about 20 passengers. She sailed from New York about _____ days after us and had stopped at Reo Janero and making the passage through the Straits of Maggelin, but had experienced very bad weather off the Faulkland Islands which accounts for their long passage. They gave us no news from New York with the exception that great fears were entertained in New York concerning our safety owing to a report being spread about that we had left the steamboat in a state of disorder almost amounting to mutiny. After staying and chatting for an hour, we were reminded that we were to meet the Orbits ashore that evening and extending the invitation to our friends of the Olivia, we found greatly to our disappointment they were to sail that evening, so after bidding a good-bye we proceeded ashore to fulfil our engagement, for having invited the passengers of the Orbit to meet us at a little social party we were about giving at the Cave, we extended the invitation to Capt. Richardson and several of the passengers from our own vessel. We proceeded to the place designated accompanied with music, refreshments, etc. The place pitched upon called the Cave requires a little notice here for of all the objects of interest to be seen on this Island these caves constantly command the attention of the visitors more than any other. It appears from what we could learn concerning them that the Government when using the Island for transports constructed those caves for habitation, prisons, etc. for the prisoners. They are five in number dug in the solid rock, the smallest about fifty and the largest about one hundred and twenty feet deep. The first two are approached by a very uneven track about 300 yards from the shore and are the ruralist of the lot and but merely out of rock, but the other three which are immediately above these on an overhanging cliff and more difficult of access were the ones designed for our jollification. These consist of three about one hundred and twenty feet deep with a circular entrance to each of about twenty feet, where first entering the visitor is invariably taken aback by the almost natural decorations attached to it, for arranged on both sides and over the arched ceiling in beautiful festoons can be found the Holly, the Mistletoe and the Evergreen and though no doubt placed there by human ingenuity, it would require no great stretch of imagination to consider one's self transported this evening to some secret labrinth consecrated to Bacchus. There is passages about the center leading from one to the other and wherever a bare piece of wall made its appearance was covered with names and initials of persons who had visited it before. To this fairyland then we wended our way and after illuminating it with a number of wax candles and built a bonfire at the entrance which gave to the whole place a brilliant appearance, we awaited the departure of the Olivia for in a short time she tripped her anchor and stood out to see when we gave her nine

heartly cheers which was responded to by her and again by the Brooklyn and Orbit. Success and a good passage attend the little skip jack. Upon adjourning to our ball room we found it well illuminated with the music all tuned. Dancing at once became the order of the night and although not enlivened by any of the fair sex we had to draw on imagination and each gent was obliged to take out his partner in the shape of a big be fellow and big whiskers and mustache and do the amiable as per Appollo, but with all these difficulties we managed to get three sets on the floor and balance forward four until a late hour. At the end of the first set Captain Richardson and suit made their appearance with a large lantern, who was hailed with three deafening cheers which was duly acknowledged by him. Refreshments followed and after a few more sets of dancing, the song was substituted from some of our own passengers and was responded to by several of the Olivia, who certainly done honor to the occasion by several excellent songs, particularly one by Doc. McLellan. After this, more dancing and toasts and refreshments, among which was several excellent ones--home, those we left behind us, the fair absent, Capt. Richardson, passengers of the Brooklyn, officers and passengers of the Olivia, and our own dear selves were given and duly acknowledged by their respective representatives, then more dancing and singing, and at 12 o'clock Capt. R. being about to leave, he was addressed by Doct. McLellan of the Olivia, who thanked him in behalf of his fellow passengers for his gentlemanly kindness and humanity to them in helping them to bring about a reconciliation of their difficulties, which was responded to by Capt. R., who wound up with calling for three cheers for the Olivia which was given and three more for Capt. R. and passengers. Shortly after the departure of Capt. R. it was deemed expedient to adjourn which was done in order, each two or three taking a light and groping our way down to the boat, which, considering the sleepy state of some of the party, was no very easy job. However, we all got down safe and embarked, well satisfied with our first Barbecue at Robinson Crusoe Cave.

Thursday, the 17th

This morning the Baxters presented an invitation to Mr. Hogeboom of the Orbit to accompany them in their boat on an excursion to Robinson Crusoe Cave, some three miles distant from our ship. We started with several invited guests at about 10:00 A.M. The Island presented a beautiful sight to us as we rowed along. We reached the valley with the cave was represented to be at 11:00 A.M. after pulling our boat up well on the beach for the tide rises and falls at the Island some four feet. After refreshing ourselves with something good to eat and drink we all started for the

Thursday, the 17th (continued)

search of the celebrated cave. We found it in a few moments' walk from the boat. It was a beautiful sight. The cave was cut or formed in the bottom of a large mountain some twelve feet deep by twenty wide and ten high. There was a place made or dug in the rock for the express purpose of a fire, something in the shape of a furnace and all over the top of the cave was full one half inch of soot formed there by the smoke. It was a singular looking place. There were several spikes and nails driven in the sides and top that looked as if they had been there for hundreds of years. We each broke a piece of rock off with the soot on as a relic. A short distance from this cave is a natural bridge formed under the point of a large mountain that runs to the beach by the sea which heaves in upon it and forms another beautiful sight for the visitor. When all getting hungry we went to the cave and ate our dinner. We pulled some wild redishes that grew in abundance about the cave and relished very good. After dinner we tramped up a beautiful valley which abounds with peach trees, fig trees, large pie plants and such things as that. The ground appeared to be as rich as any I ever saw, the grass in some places being quite as high as a man's head. After traveling over a few acres of such land as this we all returned to our boat, well satisfied with our jaunt. After pulling about a bushel of redishes we returned to the brig, Orbit and there had to accept an invitation to tea. We made an apology but it was of no use, we had to stay. They gave us a good supper and it was a treat to sit down to a table furnished with crockery such as we were used to home instead of our rusty tin dishes which we have been subject to these last four months. After supper some good Old Monongohalia was passed round--something that was nice--good enough for a temperance man which I am convinced could not resist the temptation for I could not myself. At supper we all had another invitation from the Orbits Company to a jubilee that they were to give at the Old Spanish Convicts Cave, the same that the Baxters had theirs in the night previous. They had also sent invitations to Capt. Richardson and a great number of the passengers. After taking our friend, Mr. Adams, aboard our ship, for he did not feel disposed to be out exposed to the night air (he had been with us all day and enjoyed himself much and wished to be excused at the jubilee) we then adjourned to the famous cave which seemed to be dug there for our express purpose. We found quite a number of our company there mingled with the Orbits and Mr. White with his friend, the Doctor, who having volunteered their services on the occasion with their famous fiddles to give a little life on the subject and hands all round which was performed to a satisfaction to all until a late hour when they were obliged to (as you may say) for the two demi-johns of Monongohalia which they had on the occasion had gotten fairly to work and such a lively set of fellows never was huddled together before, especially on Juan.

Thursday, the 17th (continued)

Captain Richardson, when he entered the cave, was greeted with three times three and Captain Best of the Orbit with the same and Mr. Jessup, 1st Mate of the Orbit, the same. Mr. Harder, the 3rd Mate, had his share of cheers and last though not least was Doct. McClannan of the Orbit, who received six good, hearty cheers. Doctor McClannan was Master of Ceremonies for the evening and after several cotillions was danced some good songs was sung, then a speech from Mr. Swasey was given which was very good, though in the meantime the Old Mongo had taken effect on a majority of the Company, especially on Mr. Gris, a particular friend of ours, who was laid out to think of days to come. Our Captains was also much taken up after dancing several times. They gave us an overture on the musicale instruments which gave much merriment. Well, after cheering everybody and everything and the whiskey taking possession of several of the party, we adjourned, and such a time in getting to the boats. It was perfectly amusing. One drunken man would be put in charge of several that was not much better off and as they would take a start down the hill, one would stumble head over heels to the bottom covered with dirt. Then there was another job in getting them on board the vessel. They had to be carried in the boats, then hoisted on board the ship with slings and then stowed away in their bunks, which ended the great spree given by the Orbita Company. It certainly was a splendid sight to stand at the entrance of the cave and look at them--they were as happy as men could be. Everything was pleasant, no angry words was passed--all seemed to be overjoyed at meeting with one another on this barren island. The cave formed a beautiful sight too. It was illuminated on both sides with lamps and candles. The evergreens that was overhanging the arch and sides gave it a beautiful finish. The bottom was as smooth and as level as a ballroom floor. Withall, it was a great time and one that will be remembered by all that participated in it.

Tuesday, the 22nd

We all rose quite early this morning with the expectation of going to sea. We found the sailors all busy in getting a few hogshhead of water on board which they were unable to get the day previous on account of the heavy rains and wind. However, at about 6:00 they had them on board, then all were busy in getting ready for sea. There were two sailes in right off the harbor this morning, bouth standing in. One was the Pacific as we supposed which proved to be for her passengers that came here with a small boat two days ago went out to meet her and got on board and went to sea. This ended the troubles of these unfortunate pilgrims. The other came in the harbor at 10:00 A.M. and proved to be the brig, Sarah McFarland from New York which

Tuesday, the 2nd (continued)

sailed thirteen days after us. As she came in our Skipper hailed her. After we passed names we gave her three hearty cheers which they returned with three more. At this time our sailors were heaving up anchors for we had two out in consequence of the heavy squall the night previous. After they cast anchor several of their company came on board and were acquainted with several of our passengers. They also reported to us (the same as the Olivia) that the news in New York was that we were in a state of mutiny, also that we were shipwreck and everything that was bad had happened us. It grieved us much to think that such reports should be reported about us to cause our relations and friends to be uneasy about our safety. However, we are here safe but have been a long time in getting here. We find that the old Brooklyn is slow and sure. At 11:00 A.M. we made sail with a light breeze and stood to sea. The friends from the brig left us as we got under headway. At 12:00 M. we were outside the harbor. The Pacific in sight laying her course to Callao, which port she was going for wood and water. Our President, Mr. Castree, had a conversation with Mr. Bennet, President of the Association of the brig. He informed Mr. Castree that the news in New York concerning us was more appalling than we have heard from yet. It was reported, as he says, that a ship was seen putting in Norfolk in distress, supposed to be the Brooklyn, and the report gained ground to that effect that Mr. Richardson's office was inundated with our friends anxiously enquiring about our safety, that they were obliged to send a telegraphic report to Norfolk to find the accuracy of the report. The return answer was that no ship had arrived there by that name which led them to a conclusion in New York that we had gone to the bottom and all was lost. The news grieved us very much for we were well aware that such news would grieve our parents and families that most all have left behind us, but as it is it is impossible for us to remedy it. All our hopes are that we will make a speedy passage from here to San Francisco where we can have an opportunity of writing home to our families as for the last four months we have not. At sundown we gave a long and farewell look to the hills and valleys of the Island of Juan Fernandez, one of the most picturesque islands in the whole world. At 6:00 P.M. we were some thirty miles off when darkness closed it from our sight to see no more the home of Pierce (Robin Crusoe the Second). This night we all turned in quite early for we were pretty well fatigued climbing those hills for the week past.

(At this point the handwriting changes)

Wednesday, the 23rd

These 24 hours commenced with a beautiful sailing breeze from S. Ship running N.W. by W., all sail set including studding sails. We were running full 7 knot. There was no island in sight this morning and everything looked natural again. The remainder of the voyage commences prosperous if it will only hold out. All the conversations now is about the different exploits each one has had on the island. Some has been on such a peak, another on another peak--one shot a goat, another shot at a goat, etc. The Bluff players commenced as usual, that is, immediately after breakfast and continue until darkness closes there game, regardless of dinner and often supper, they are so enraptured with the game. The Skipper forbid them playing aft the mainmast. Now they occupy the tops of the cooks' galleys. You see them as soon as they are through their breakfast, marching up in battalions, Nos. 1 and 2, etc. until there is at least six parties with five and six a playing. The antys everages from one cent to ten and they bet quite freeley. Our messmate, Mr. Adams, has got quite smart again. The few days that we were at the island done him a million of good. He had plenty of fresh fish for one thing. He would go on shore every day and properley go in some chowder and chew some green mint and such things that grew wild about the island. Quinces and peaches he went at with a rush. Some days he would eat some three or four dinners. I saw him one day going in some goat stew with a perfect rush. I asked him how he felt then. "Oh", says he, "I just begin to live again". And the morning we made the island, that was Sunday, was the first he was on deck for the previous four weeks. This night closed in upon us with a beautiful breeze and lovely night and everyone seemed sure of a speedy and pleasant passage.

Thursday, the 24th

These 24 hours commenced with light winds from S.E., supposed by a number to be the Trade Winds that we expected to meet with, but farther North. Continued with a four knot breeze all day.

Friday, the 25th

These 24 hours commenced with a beautiful sailing breeze from S.E. Ship making full 8 knot. We continued this gate all day. The Skipper put everything on her he could and we were running along as though we were a steamboat. The Bluff players were at work as usual but some is a getting bursted and aware they will not play any more cards.

Saturday, the 26th

These 24 hours commenced with the winds the same as yesterday. Ship heading W.N.W. at full 8 knot. 9:00 A.M. wind hauling to N.E. 12:00 M. we were in $29^{\circ} 13'$ South Latitude. Wind hauling to N.W. and continued from there all day.

Sunday, the 27th

These 24 hours commenced with N.W. winds, the same as previous day and blowing fresh. This is a great disappointment to us all. We expected they would haul to the Southeast Trades which we have been so anxiously looking for. I wish to state here as there will be nothing of any importance transacted but what is customary on board ship of this description which we all can judge for ourselves where there is two hundred men all huddled together as they are here. There must be some disputes and knock-downs which we can set down as twice a week without over shooting the mark. Therefore, we will write up the journal every week until there is business of more importance to write about than at present. This week was a very unlucky one to us. Instead of catching the Trade Winds as we anticipated we caught the N.W. winds which is dead a head as wind can be, and remained at that quarter for the ballance of the week when it became a calm on Saturday afternoon at 4 o'clock. This was a severe blow to us all. We was so much disappointed that we had the blues or fantods, whatever you may call them, and the news we received from home at the Island of Juan added more to our discomfort. The conversation was chiefly why we should have such hard luck. However, they allowed there must be a josh on board or something else worse. However, we continued tacking ship from W.S.W. to N.E. the ballance of the week. On Saturday at 12:00 M. we were in $26^{\circ} 36'$ South Latitude. That is doing pretty well for this week. When we left the Island we expected to be at the Line or quite near it by that time. 4:00 P.M. wind came out from E., though very light.

Sunday, the 3rd

These 24 hours commenced with light winds from E.S.E. We are now in hopes again that these are the commencement of the S.E. Trades. The wind continued very light all day. 8:00 P.M. we were braced up sharp again, heading W. Wind from N. This Sabbath as usual was well observed by all the Company.

Monday, the 4th

These 24 hours commenced with winds as all the previous week, from N. and N.W. There is nothing of any importance going on more than customary except Bluff playing with Christians and all hands takes a hand in, myself included.

Tuesday, the 5th

These 24 hours commenced with stiff breezes from N. and N.W. Ship heading W. and S.W. on one tack and N.E. on the other. Our Skipper could not get the sun, it being overcast.

Wednesday, the 6th

These 24 hours commenced with winds from the same quarter as the previous days. By observation this day at 12:00 M. we were in $24^{\circ} 10'$ South Latitude. All the passengers have got the horrors and have almost given up of ever getting to San Francisco. Ship heading N.W.E. all this night with a good breeze.

Thursday, the 7th

These 24 hours commenced with winds from the same quarter. Ship heading W. We must now be in the Tropics with lines in $23^{\circ} 27'$ South Latitude.

Friday, the 8th

These 24 hours commenced with the winds from the same quarter, N. and N.W. All the change we have is in our living and that is rice one day and beans the next, then beans the following day which makes the change. This is the variety we have.

Saturday, the 9th

These 24 hours commenced with N.E. winds but quite light. 12:00 M. almost a calm. 4:00 P.M. (which we will all remember) the wind came out from S.E. The orders were given to square the yards. The studding sails were all set. Now we were all satisfied that these were the Trades. Ship running 4 knots. 8:00 P.M. she was making 6 knots. Continued so all night.

Sunday, the 10th

These 24 hours commenced with winds from S.E. Ship heading N.W. by N., running at full 6 knots. This is a great relief to all. Every man now has a smile on his face when a few days previous they looked as though they had lost their best friends. This Sabbath was a beautiful day. It resembled a spring day in New York. There was no fault finding in regard to our sailing for every man was satisfied every rag of sail was made on her and ship making 6 and 8 knots all day and night.

Monday, the 11th

These 24 hours commenced with the winds from S.E. and blowing quite fresh. 9:00 A.M. ship making full 8 knot. By observation this day we were in $19^{\circ} 29'$ South Latitude and going

Monday, the 11th (continued)

at the rate of 8 and 10 knots wick we kept up all day. 6:00 P.M. wind rather lighter than during the day, proberley making 6 knots. Continued about this rate all night.

Tuesday, the 12th

Five months out. These 24 hours commenced with the wind rather light from S.E. Ship running perhaps 4 knots. 9:00 A.M. almost a dead calm. By observation this day at 12:00 M. we were in $17^{\circ} 45'$ South Latitude. Calm all day until 7:00 P.M. when it breezed up from S.W. for a short time. We had changeable winds all night.

Wednesday, the 13th

These 24 hours commenced with light winds from S.W. and remained light all day. By observation this day at 12:00 M. we were in $16^{\circ} 48'$ South Latitude. 5:00 P.M. we had a light breeze from S.E. 9:00 P.M. it continued blowing harder and at 12 o'clock ship running 9 and 10 knots. Continued so all night.

Thursday, the 14th

These 24 hours commenced with winds from S.E. that brings it dead aft the cours we are heading, N.W. by W. The ship is moveing through the water this morning as though she were a thing of life, makeing at least 9 knots. By observation this day at 12:00 M. we were in $16^{\circ} 45'$ South Latitude. That is a very good run in about 14 hours sailing. We continued at this rate all day and night.

Friday, the 15th

These 24 hours commenced with the winds from S.E. Ship running full 10 knots all night. Capt. Richardson gave orders to set the fore studing sail. Those two sailes does a power of good. There was nothing of any importance transpired this day. By observation this day at 12:00 M. we were in $13^{\circ} 4'$ South Latitude. All is quiet now and no fighting.

Saturday, the 16th

These 24 hours commenced with winds from S.E. Ship heading N.W. by W. and makeing from 8 to 10 knots. This morning we had a small fight though not of much count. By observation this day at 12:00 M. we were in $10^{\circ} 45'$ South Latitude. All the excitement on the ship at present is the game of Bluff wick is continued from morning until 10 and 12 o'clock at night.

Sunday, the 17th

These 24 hours commenced with winds from the same quarter as the previous week, S.E. At 6:00 A.M. wind hauled a little to the eastward which gave us an opportunity to set the spanker. This is a beautiful morning and is quite warm. The sun is beginning to feel warm and the boys is commencing to tan again. Ship is running at the rate she has been running the last five and six days. By observation this day at 12:00 M. we were in 8° 50' South Latitude. Yesterday and today we have seen plenty of flying fish.

Monday, the 18th

These 24 hours commenced with fresh and beautiful winds from S.E. Ship heading N.W. by W. at full 10 knots. This morning the ship's carpenter commenced repairing our boat which got stove at the island and on overhauling her we find her to be in a bad condition. We can say to Mr. J. C. Ingersoll that he falsely represented this boat to us and shamefully deceived us. We bought the boat from him on his word, he representing the boat to be nearley new and in good condition which was all false. By observation this day at 12:00 M. we were in 7° 7' South Latitude. Ship continuing at this speed all the afternoon and night.

Tuesday, the 19th

These 24 hours commenced with fresh winds from S.E. Ship heading N.W. by W. at 9 and 10 knots. The carpenter is still to work at our boat. By observation this day at 12:00 M. we were in 5° 17' South Latitude. The Trades still keep their strength and carrying us along at a rapid rate. This evening we had a pleasant dance and then had an invitation to join Mr. Yates Furgerson of the Gonettecap Co. to partake of some refreshments on his 29th birthday night which we joined and drank his health.

Wednesday, the 20th

These 24 hours commenced with S.E. Trades and still as fresh as the previous week. Ship heading N.W. The officers of the ship keeps the seaman busily employed in setting up and taring down riging. By observation this day we were in 2° 58' South Latitude.

Thursday, the 21st

These 24 hours commenced with winds from S.E. Ship heading N. by W. and making full as much as any day the previous week. We must cross the line this afternoon without doubt. By observation this day at 12:00 M. we were in $0^{\circ} 17'$ South Latitude. We will cross the line about 3:00 P.M. This is next to the last great point gained. That last is the Bay of San Francisco wih we are in hopes of reaching by the 12th or 15th of July. It is quite warm although not as warm as crossing the line in the Atlantic nor either as much rain. In the evening we assisted Mr. White in finishing a bottle on crossing the line.

Friday, the 22nd

These 24 hours commenced with good and fresh winds from S.E. We had light showers all day. By observation this day at 12:00 M. we were in $2^{\circ} 3'$ North Latitude. The prospects is still in our favor of having a long run with the S.E. Trades. 4:00 P.M. the winds were variable.

Saturday, the 23rd

These 24 hours commenced with winds from S.W. Ship heading N. by W.. It being cloudy this day, they did not succeed in getting the sun. Supposed to be in about $4^{\circ} 0'$ North Latitude.

Sunday, the 24th

These 24 hours commenced with winds from S.W., making about 5 knots. 8:00 A.M. heavy squall from W. accompanied with heavy rain wih obliged us to run before it for some half hour. 10:00 A.M. wind hauled to S.W. again, though light. 11:00 P.M. we were struck aback by a heavy squall from N.W. It was the Second Mate's watch. He, not giving his orders properly, brought the Skipper on deck, he setting matters right in a few minutes by squaring the mizen yards. She was making leeway at full 3 knots when the Skipper came on deck. We were obliged to run before this squall for one hour.

Monday, the 25th

These 24 hours commenced with light winds from S.W. At 7:00 A.M. it was a dead calm. 11:00 A.M. the wind breezed up from S.W. We are now expecting the N.E. Trades but as yet have not lighted upon them. By observation this day at 12:00 M. we were in $6^{\circ} 14'$ North Latitude. 4:00 P.M. running at 4 knots.

Tuesday, the 26th

These 24 hours commenced with light winds from S.W. Braced up sharp, heading N.W. There is some few cases of scurvy amongst the passengers. Whether it will terminate in anything serious or not, we cannot tell. By observation this day at 12:00 M. we were in 70° 58' North Latitude. We had several showers during the day and night.

Wednesday, the 27th

These 24 hours commenced with variable winds. Ship heading N.W. It is now warm enough at present to sleep on deck. Some doze on the account of chills, others on account of the bed bugs with the ship is full of. By observation this day at 12:00 M. we were in 90° 48' North Latitude. The winds are still from S.W. and W.

Thursday, the 28th

These 24 hours commenced with variable winds. 8:00 A.M. a heavy squall accompanied with rain from W. 9:00 A.M. wind came out from S. and drove us ahead at a rapid rate. By observation this day at 12:00 M. we were in 110° 14' North Latitude. The passengers have called a meeting to form a committee to act with the Captain in giving a celebration on the birthday of our Independence. The Secretary of the meeting read the report for the committee, which report was that the Captain was going to give us a National salute and a cold dinner.

Friday, the 29th

These 24 hours commenced with variable winds from W. and S.W. This was a beautiful morning, although quite warm. By observation this day at 12:00 M. we were in 120° 35' North Latitude. At 4:00 P.M. a heavy squall accompanied with rain.

Saturday, the 30th

These 24 hours commenced with stiff breezes from W. Ship heading N. We are very much disappointed in not getting the N.W. Trades. If we had ten days fair wind it would take us to our place of destination. By observation this day at 12:00 M. we were in 130° 45' North Latitude.

Sunday, the 1st of July

These 24 hours commenced with light winds from W. Ship heading N. This was a splendid day. The sun rose bright and clear. It resembled a July morning in New York. It is warm at present, though not as much so as to be uncomfortable. By observation this day at 12:00 M. we were in 140° 5' North Latitude. Great preparations are being made to celebrate the 4th with.

Monday, the 2nd

These 24 hours commenced with light winds from N.W. Ship heading S.W. This is very discouraging for us. We are now within 10 or 12 days good sailing of San Francisco and when we will get there we can't tell. By observation this day at 12:00 M. we were in 13° 58' North Latitude. This is going backwards instead of forwards.

Tuesday, the 3rd (At this point handwriting changes)

These 24 hours commenced with light winds from W. Ship heading N. with a clear day and warm. Thermometer as high as 95° in the shade. Today being our quarterly meeting for the election of officers, we held our meeting at 2:00 P.M. when the following officers were elected for the next quarter: Mr. Samuel Adams, President; Robert Farren, Secretary; John Beck, Treasurer. After the election of officers the following resolutions were adopted:

Resolved: That a committee of two be appointed to address a letter of thanks to Captain Richardson for his kind attention towards the Association during there voyage. Committee, Mrs Castree and Beck.

Resolved: That the same committee address a letter of thanks to Dr. Preston for his kind attention and services towards the Association during the sickness of Mr. Adams.

Resolved: That a present of \$5.00 be presented to the carpenter of the ship for his services in repairing the boat. Committee, Mr. Bouchers.

Resolved: That we adjourn to meet next Tuesday to hear the report of the Committee.

By observation this day at 12:00 M. we were in 13° 59' North Latitude.

Wednesday, 4th of July

Commenced with light winds from the N.W. Ship heading S.W. This day being the anniversary of Declaration of Independence, the National Flags were hoisted and a salute of 13 guns were fired at sunrise. After breakfast the passengers repaired to their rooms to dress for the occasion and after dressing, as each one would appear on deck, a general shout of laughter burst forth from all, so changed was the appearance of all after dressing with white shirts and black suits. At 10:00 A.M. we met to listen to a very animated and patriotic oration delivered by Mr. Sweesy after which music by the band. Leader, Mr. White. At 12:00 M. we organized to partake of the dinner prepared by Capt. Richardson and the Committee of Arrangements, which gave general satisfaction to all, consisting of roast pigs, hams, tongues, beef, pies,

Wednesday, 4th of July (continued)

biscuit, plum cake, ginger cake, coffee, etc. At 3:00 P.M. a concert was given by the following performers: Mrs Castree, Bouchers, Goodman, Clossy. Smith, the third mate, and Mr. Bermizer. In the evening a ball was given by which everyone appeared to enjoy themselves, keeping it up until midnight, after which a repetition of the concert was given and then all adjourned to bed, satisfied with the day's pleasure. By observation today at 12:00 M. we were in 14° 1'. At noon a salute of 32 guns was fired, one for every state in the Union.

The following gentlemen acted as officers of the day:

Committee of Arrangements	{	Mr. William Bouchers
		William Gamble
		P. Clossy
		Matthews
		Kissam
		Capt. Hall
		Scribner
		Smith
	{	Burret

Orator, Mr. Sweezy
 President, Mr. James Anderson
 Vice President, Asa Hull
 Grand Marshall, Mr. Torrey
 Aid " , Mr. Hill

Thursday, the 5th

Commenced with light winds from the N. Ship heading W. by S., continuing all day. By observation at 12:00 M. we were in 13° 47' North Latitude.

Friday, the 6th

Commenced with light winds from the N. Ship heading N.W. by W. At noon wind very light, almost a calm and very warm, the thermometer as high as 88 in the shade. At 6:00 P.M. the wind increasing and hauling around to N.W. Ship heading W. by S. By observation this day at 12:00 M. we were in _____ North Latitude.

Saturday, the 7th

These 24 hours commenced with a very good breeze from the same quarter as yesterday, N. by W., with a beautiful clear day and warm. Ship heading W. by S. We have not the pleasure as previous to this, of congratulating each other as regard good

Saturday, the 7th (continued)

health as several cases of scurvy has made their appearance among the crew and passengers but not of a very dangerous character. By observation today at 12:00 M. we were in 13° 12' North Latitude.

Sunday, the 8th

These 24 hours commenced with light winds from the N. by W. Ship heading W. by S. until 5:00 A.M. when a very heavy squall struck her, accompanied with rain. So sudden was the shock that several of the passengers were thrown out of their berths on the floor. The Captain and Mate were on deck in an instant and immediately gave orders for the fore main and mizen royals to be furled, after which the squall abating and the wind hauling to the W., the Captain gave orders to tack ship, the ship now heading N. on this tack. At 8:00 A.M. the sun came out clear and beautiful, continuing all day until half after 4 when a squall came out from the S.W. with a very heavy rain, continuing for about one hour, leaving us with a very good breeze from the S.W. Ship heading N.N.W., continuing this course all night. By observation today at 12:00 M. we were in 12° 36' North Latitude.

Monday, the 9th

These 24 hours commenced with a continuation of the same wind from S.W., with several rain showers during the night. Ship heading N.N.W. In the morning the sun rose clear and beautiful, continuing pleasant all day. 3:00 P.M. the wind hauling further east, the Captain gave orders to haul in the weather braces, we running now about two points free at the rate of 5 knots. In the evening the wind decreased to a 3 knot breeze with several showers of rain. By observation today at 12:00 M. we were in 13° 50' North Latitude.

Tuesday, the 10th

These 24 hours commenced with light winds from S.S.W. with a very heavy rain shower. Ship heading N.N.W. In the morning at sunrise the weather clear and warm. At 7:00 A.M. loosed the fore and main Royals and set the larboard studding sails. At Noon the wind decreased almost to a calm, continuing the rest of the day. By observation today at 12:00 M. we were in 13° 3' North Latitude. Had a meeting of the Baxter Association on board the ship "Brooklyn" at 8:00 P.M., Mr. Adams, Pres^t. The minutes being read and approved, the Committee reported the following letters for approval:-

Tuesday, the 10th (continued)

On Board Ship Brooklyn, 1849.

Dear Sir:

The undersigned being appointed a Committee from the Baxter Association, by resolution passed by them for the purpose of tendering their thanks to you for your gentlemanly kindness to us as passengers on board your ship during its present voyage from New York to California, we discharging the duty assigned to us in the above resolution. It is with feelings of pleasure we would refer back to the many acts of kindness you have shown to us, were it not that we consider ourself inadequate to do full justice to the subject. You will, therefore, Dr. Sir except in behalf of the Baxter Association our sincere and grateful thanks, hoping at some future period we may be enabled either individually or collectively to better appreciate your actions than by empty words, as Commander of this Vessel. To Mr. Cavill as First Officer and Mr. Chase as Second Officer, as also the crew, we would likewise respectfully tender our thanks for their accommodating kindness during the voyage. In saying farewell to you Sir, you may be sure you take the good wishes of our companions. Hoping you may prosper in all your future undertakings,

We have the honor
to be Sir, Yours
Very Respectfully,

Capt. Richardson (D. B. Castree)
(J. M. Beck) Committee

On Board Ship Brooklyn
July, 1849.

Dr. Sir:

The undersigned appointed a Committee from the Baxter Association, agreeable to resolution passed by them, for the purpose of tendering our thanks to you for your humane and gentlemanly kindness in attending to our sick, in your capacity of physician, believe us Sir it is with feelings of pleasure we undertake this duty, satisfied that however inadequate we may be to the performance of said duty, our feelings of gratitude will be duly appreciated by you. You will, therefore, in the name of our Association, receive our grateful thanks for your skillful attention to our companion who had the misfortune to contract sickness during our present tedious voyage from New York to California. We have been induced to take this method

Tuesday, the 10th (continued)

of returning our thanks from the fact that in your attention as physician you have coupled on that of the Good Samaritan in attending us without remuneration usual in such cases, you believing that the social intercourse we are placed in toward each other on board this ship warranted you in refusing it. Believe us Sir that we duly appreciate your motives in acting thus, hoping that at some future time we may be enabled to return the favour either individually or collectively. It is with feelings of deep respect we now take leave of you, hoping your future course may be attended with all the success you require.

Signed

Committee (D. B. Castree)
(J. M. Beck)

On motion of Mr. Hull that the letter to Capt. Richardson be approved, Carried.

On motion of Do. that the letter to Dr. Praslaw be approved, Carried.

On motion of Mr. Borchers that the letter to Capt. Richardson be signed by all the members of the Association, Carried.

On motion of Mr. Hull to reconsider the last resolution, Carried.

On motion of Do. that the letters be signed by the Committee and presented to Capt. Richardson and Dr. Praslaw, Carried.

On motion to adjourn, Carried.

Wednesday, the 11th

These 24 hours commenced with a very light breeze from the S.E. Ship heading N.N.W. with square yards and studding sail set. Weather clear and very warm--thermometer as high as 86° in the shade. At 6:00 P.M. the wind hauled round to the E. but very light, continuing so the rest of the day. By observation today at 12:00 M. we were in 16° North Latitude.

Thursday, the 12th

These 24 hours commenced with a very light from the N.W. The wind hauling during the night from the E. to N.W., tacked ship and headed N.N.E. At 7:00 A.M. the wind hauling again to N., tacked ship and headed W. by N. Weather clear and warm. During the night the wind increased to a 5 knot breeze. By observation today at 12:00 M. we were in 17° 14' North Latitude.

Friday, the 13th

These 24 hours commenced with a very good breeze from the N. by E., ship heading W. by N., the wind varying from the N. to N.E. and back again during the day. The weather clear and much cooler than yesterday. In the afternoon the wind decreased to a calm, remaining so during the night. By observation today at 12:00 M. we were in 17° 14' North Latitude.

Saturday, the 14th

These 24 hours commenced with a calm, the weather at sunrise clear and cool. At noon a light wind came out from the N.E. Ship heading N.W. by W., the wind increasing by 6:00 P.M. to a 6 knot breeze, continuing the rest of the day, accompanied with a very heavy atmosphere. By observation today at 12:00 M. we were in 17° 49' North Latitude.

Sunday, the 15th

These 24 hours commenced with a 7 knot breeze from the N.E., ship heading N.W. by W. At sunrise the weather cloudy and very cool. At 9:00 A.M. the sun came out clear and continuing until 4:00 P.M. when it sky became overcast, accompanied with a drizzly rain. In the evening the weather was so cool that we were obliged to put on overcoats. By observation today at 12:00 M. we were in 18° 55' North Latitude. Thermometer 76° in the shade.

Monday, the 16th

These 24 hours commenced with a stiff breeze from the N.E. by E. Ship heading N.W. 1/2 W. At daybreak the weather cloudy and cool. At 8:00 A.M. the passengers succeeded in catching a couple of shipjacks for those that were sick with the scurvy as anything fresh was the only remedy suitable for this disease. At 10:00 P.M. the wind increasing, Captain gave orders to take in the main and mizen top gallant sails. By observation today at 12:00 M. we were in 20° 35' North Latitude. Thermometer 71° in the shade.

Tuesday, the 17th

These 24 hours commenced with a continuation of the same wind from the N.E., varying to the N.N.E. and back again during the day. The weather today is cloudy and very cool for the climate that we are in being directly under the sun--thermometer standing 72 in the shade. By observation today at 12:00 M. we were in 21° 34' North Latitude. Ship heading N.W. by W.

Wednesday, the 18th

These 24 hours commenced with a continuation of the same wind as day previous, from the N.E. by E. Ship heading N.W., sailing at the rate of 5 knots. Weather cloudy and cool during the day except Noon when the sun came out clear, just long enough for to take an observation, and then clouding up again, continuing very heavy all night. By observation today at 12:00 M. we were in 23° 13' North Latitude.

Thursday, the 19th

These 24 hours commenced with the wind from the same quarter as yesterday, N.N.E. and E.E. by E. Ship heading N.W. and part of the time N.W. by W., the weather still keeping cloudy and cool. At 9:00 A.M. quite an excitement was created by the appearance of shoals off our starboard quarter, bearing South. The Captain and Mate after viewing them through the glass, announced them a reef or rocks with the breakers washing over them, which they could distinctly see with the glass, we having a very narrow escape as we must have passed very near them during the night. I have here to record the illness of one of our members, Mr. William Borchers, who has for the last week had a gathering in the left ear which has swollen to such an extent that it has closed it up. Doct. Praslaw being called in, prescribed flaxseed poultice and to steep it with hot tea. By observation today at 12:00 M., the sun showing itself but faintly, we were in 24° 18' North Latitude.

Friday, the 20th

These 24 hours commenced with a very light breeze from N.E. by E., ship heading N.W. The weather at daybreak cloudy and cool. At 8:00 A.M. the wind increased to a 5 knot breeze, varying from the N.E. by E. to N.N.E. At 10:00 A.M. sun came out clear and beautiful, making it quite pleasant and dry for those that had the scurvy to exercise themselves in walking as several new cases has made their appearance among the passengers. As yet only two appear to be of a serious nature, being confined to their bed. At 7:00 P.M. the weather cloudy, ship heading N.N.W. and continuing the remainder of the day. By observation today at 12:00 M. we were in 25° 6' North Latitude.

Saturday, the 21st

These 24 hours commenced with a continuation of the wind from the same quarter as yesterday, N. E. Ship heading N.W. by W., sailing at the rate of 5 knots. The weather cloudy and cool with a very heavy swell. At 12:00 M. the sun being visible just long enough for to take an observation, we found that we were in 27° 12' North Latitude.

Sunday, the 22nd

These 24 hours commenced with a strong breeze from the N.E. Ship heading N.W. by W. with a very heavy rolling sea on. At daybreak the weather cloudy and cool and the wind increasing to such a height that the Captain gave orders to furl the fore main and mizen royals and main skysail. At 5:00 P.M. the wind hauling to the E., ship heading N.E.W. and during the remainder of the day. By a faint observation today at 12:00 M. we were in $28^{\circ} 55'$ North Latitude.

Monday, the 23rd

These 24 hours commenced with a strong breeze from the E. by N. Ship heading N. by W. The weather cloudy and cool with a very heavy sea on. The wind increased almost to a gale during the day and at 6:00 P.M. we were obliged to furl the fore and main top gallant sails and reef the mizen top gallant sail, the wind continuing to blow very hard all night. By observation this day at 12:00 M. we were in $30^{\circ} 12'$ North Latitude.

Tuesday, the 24th

These 24 hours commenced with a very heavy wind from the N.N.E. Ship heading N.W. by N. At daybreak the weather cloudy and very cool. At 8:00 A.M. the clouds to East commenced breaking away and the sun came out clear and beautiful when the Captain gave orders to loose the main top gallant sail, the wind continuing from the same quarter during the rest of the day. By observation today at 12:00 M. we were in $32^{\circ} 16'$ North Latitude.

Wednesday, the 25th

These 24 hours commenced with variable winds from the N.E., ship heading N.W. by N. until 8:00 A.M. when we tacked ship and headed E.S.E. The weather clear and cool, continuing so all day. At 8:00 P.M. we again tacked ship and headed N.W. by N., continuing this course the rest of the day, the wind remaining from the same quarter, N.E. By observation today at 12:00 M. we were in $33^{\circ} 14'$ North Latitude and by an observation taken by Mr. Jones, one of the sailors, we were in $137^{\circ} 1'$ West Longitude.

Thursday, the 26th

These 24 hours commenced with the wind from the N.E., ship heading N.W. by N. At daybreak the weather cloudy and cool. At 10:00 A.M. the sun came out clear when the wind commenced to decrease. Everyone expecting now to have a favorable wind as the wind during the day was hauling more to the North, ship heading W. by N. At 8:00 P.M. tacked ship and headed E. by N. during the remainder of the day. Mr. Borchers still unable to do duty as the swelling in his ear still continued, but not so painful as it was. By observation today at 12:00 M. we were in $34^{\circ} 8'$ North Latitude.

Friday, the 27th

These 24 hours commenced with variable winds from E.N.E. Ship heading E. by S. $1\frac{1}{2}$ S. The weather at daybreak clear, the sun rising beautiful, making it more pleasant than usual as we have had but one clear day for the last two weeks to cheer up the drooping spirits of those who but a few weeks previously appeared so full of animation but now to be seen fading away and scarcely able to walk from the effects of that ever dreaded malady, the scurvy. The Capt. In, from the scarcity of water on board, having but 25 days' water supply and no prospects of a wind that will carry us into port, having only 700 miles to make, commenced yesterday to put the passengers on allowance, giving them two quarts a day. By observation today at 12:00 M. we were in 33° North Latitude.

Saturday, the 28th

These 24 hours commenced with variable winds from the N.E. Ship heading E.S.E. and E. during the night. At 10:00 A.M. tacked ship and headed N.W. by W. Blowing quite a stiff breeze. Weather at daybreak cloudy and cool, continuing very cloudy all day. By observation today at 12:00 M. we were in $33^{\circ} 55'$ North Latitude.

Sunday, the 29th

These 24 hours commenced with variable winds from the N.E. Ship heading E. by N., most of the time accompanied with a very heavy sea. The weather at daybreak clear and cool but clouding up again in the afternoon. Continued cloudy all night. The scurvy still increasing to almost an alarming state as there is some 15 cases of a very dangerous character besides those who are affected with it but slightly. There is some fifty cases including all. By observation today at 12:00 M. we were in $34^{\circ} 9'$ North Latitude.

Monday, the 30th

These 24 hours commenced with variable winds from the N.E. Ship heading E. by S., varying to E.S.E., when the wind continued to haul to the eastward. At 7:00 A.M. tacked ship and headed N.W. by N., continuing this course for the remainder of the day. The weather at daybreak cloudy and cool, the sun showing itself at intervals during the day. By observation today at 12:00 M. we were in $33^{\circ} 30'$ North Latitude.

Tuesday, the 31st

These 24 hours commenced with a strong breeze from the N.E. Ship heading N.W. by N. The weather cloudy and cool during the day. Today the Captain employed the hands in filling up the empty casks with salt water, the ship being so light that the least wind would cause her to lay over on her side. At 9:00 P.M. the wind hauled to the North. We tacked ship and headed N. by E., going at the rate of 5 knots, continuing so the remainder of the day. By observation today at 12:00 M. we were in 35° 21' North Latitude.

Wednesday, August 1st

These 24 hours commenced with a strong breeze from the N.E. Ship heading S.E. by E. until 12-1/2 A.M. when we tacked ship and headed N.W. by N. The weather cool and clear at intervals with a fine drizzly rain during the day. Captain today continued to fill up the casks with salt water, having the last ten days filled some fifty casks, making her now quite stiff and in a sailing condition. By observation today at 12:00 M. we were in 36° 45' North Latitude.

Thursday, the 2nd

These 24 hours commenced with a strong breeze from the N.E. Ship heading N.W. by W. The weather today clear and cool. At 8:00 A.M. several sails were seen from the masthead, two bearing N.E., one bearing N.W. by N. and the other W. by N. and heading S.E. directly towards us. At 10:00 A.M. she passed to the leeward of us about one-half mile distance and hoisting her colors she proved to be a Spanish brig. The Captain returned the compliment by hoisting the Stars and Stripes and in a few hours they were out of sight of each other after which all eyes were directed to the one off our bow and steering E. when as if by magic at 12:00 M. the wind hauled round to the N.W. by W. We immediately tacked ship and loosed the fore and mizen royals and main skysail. Ship heading N.E. by E. going at the rate of 5 knots and at full chase after the bark as they pronounced her to be by looking through the glass. All now was excitement as each one appeared to be rejuvenated with new life at the cheering prospects before them and the consoling idea of reaching their place of destination in a few days. At sundown we had gained some on the bark and considerable to the windward, she being now off our starboard bow. During the night the wind increased. We furled the fore and mizen topsails and main skysail, remaining so the rest of the day. By observation today at 12:00 M. we were in 38° 33' North Latitude.

Friday, the 3rd

These 24 hours commenced with variable winds from the N. by W., ship heading E. by N. $1/2$ N. At daybreak the weather cloudy and cold, continuing very cloudy all day. After breakfast several of the passengers going aloft discovered the bark we had left at sundown yesterday on our starboard bow now off our beam and so far to the leeward you could scarcely see her. The wind continued variable and blowing quite strong accompanied with a very heavy sea during the remainder of the day. By observation today at 12:00 M. we were in $38^{\circ} 13'$ North Latitude.

Saturday, the 4th

These 24 hours commenced with strong and variable winds from N.W. Ship heading E. by N. $1/2$ N. The weather at daybreak cloudy and cold. At noon the wind hauled more to the N.W. and blew almost a gale. At 6:00 P.M. we furled the fore main and mizen top gallant sails. Continued very squally all night. By observation today at 12:00 M. we were in $37^{\circ} 39'$ North Latitude.

Sunday, the 5th

These 24 hours commenced with the wind blowing very still and from the N.N.W. Ship heading N.E. by E. The weather today clear and more moderate than yesterday. At 4:00 A.M. loosed the top gallant sails, the wind having decreased and the sea not running so high as before. The scurvy still making progress as several new cases has been added to the list of last weeks. No very great change has taken in those confined to their bed, except a general wasting away. By observation today at 12:00 M. we were in $37^{\circ} 38'$ North Latitude.

Monday, the 6th

These 24 hours commenced with the wind from the N.W. by N. and blowing very strong, ship heading N.E. The weather today very cloudy with occasional squalls of fine rain. Today we had several indications of land being near us as you would frequently in the course of the day see peices of brush floating past. At 11:00 A.M. we put up the weather fore topmast studding sail. Ship sailing at the rate of 6 knots, continuing so the rest of the day. By observation today at 12:00 M. we were in $38^{\circ} 10'$ North Latitude.

Tuesday, the 7th

These 24 hours commenced with a strong wind from the N.W. by N. and a very short sea. Ship heading N.E. by E. The weather today very foggy so that you could see but a short distance. Today several indications of land was seen such as floating kelp, etc. Today being our monthly meeting night we

Tuesday, the 7th (continued)

organized at 7:00, Mr. Adams in the chair. After the reading of the minutes and hearing the report of the Committee which was excepted and the committee discharged, adjourned. At 9:00 P.M. our attention was attracted by a very singular noise which some supposed was the cry of Land Ho! by some of the hands on deck, but ascertaining it was not, Dr. Praslaw procured a light and going to Mr. Morris Barnard, who was lying very sick with the scurvy, found him dead which was instantly reported to the Captain, who immediately caused the body to be laid out for burial as this was the first death we have had since leaving N. Y. and within a few days sail of land, causing a gloom over all present, each one sympathizing with the bereft widow and children far away. By observation today at 12:00 M. we were in 38° 38' North Latitude.

Wednesday, the 8th

These 24 hours commenced with a strong breeze from the N.W. Ship heading E.N.E. The weather at daybreak very cool and cloudy. At 9:00 A.M. we witnessed a burial at sea. The Captain having the body removed from below, took leeward and placed it on a plank and placing weights in the end, read the service and then transferred it to the deep, never again to rise. At 10:00 A.M. the wind being very light, the Captain gave orders to loose the fore main and mizzen royals and put up the fore topmast studding sails. The fog continued very heavy all day which prevented us from seeing land today as we expected to see in the course of the day, when at 9:00 P.M. as we was retiring to bed we was startled at the order from the Captain with the helm hard down, each one scurrying on deck, when looking forward and within a very short distance was seen land and we heading direct for it, but fortunate for us, having the anchors ready, we cast them off and came to anchor within a stone's throw of shore without the least damage being done. The Captain immediately lowered one of the boats and placing an anchor aboard rode out to some distance and came to anchor for the night. No observation.

Thursday, the 9th

These 24 hours commenced with a calm, ship lying at anchor 15 miles above Point Bedeque and at daybreak the weather very cloudy and cool when the fog clearing away from the base of the land revealed to us the real danger we were in the night previous, being only about 50 feet from the mainland when we came about. At 7:00 A.M. the Captain and others with the boat went to shore to take a survey but returned with no news as to our position. One of our party, Asa Hull, accompanying the Captain in the boat, was the first man on California shore, and selected a number of beautiful shells. The weather continued

Thursday, the 9th (continued)

very foggy which prevented the Captain from taking an observation to ascertain where we were, when at 3:00 P.M. several persons was seen riding along the shore. The Captain, thinking this a good opportunity to gain some information about position, lowered the boat and went to shore with the first mate and others to consult them. On returning, they reported them to be Indians, giving them all the information needed and telling them we lay at anchor a little above Point Bodega and in a very dangerous place as only a few weeks previous a ship was wrecked in the same place, just escaping with their lives, not even saving a second shirt to their back--they not knowing the name of the ship but the Captain's name was Mr. Smith. At 4:00 P.M. a light breeze sprung up from the N.W. Captain immediately gave the order to hoist anchor and made all sail. In swinging around she came very near the same old spot, but finally succeeded in standing off shore and headed E.S.E., going about 2 knots. I forgot to mention that the Indians reported San Francisco 50 miles to the southern and plenty of gold. At 11:00 P.M. the moon shone out clear and beautiful--not a cloud could be seen in the firmament and the wind blowing very stiff, increasing by degrees to what is termed a typhoon, prevalent on this coast. At this was heard the stern order of all hands on deck to take in sail and only four men and a boy answered to the call, the rest being on the sick list. The Captain, seeing the helpless situation he was in, called upon the passengers to assist and several immediately sprang from aloft, among which was Mr. Castree of our Association and John of the galley, and others who deserved the greatest praise for their exertion on this occasion. No observations.

Friday, the 10th

These 24 hours commenced with a continuation of the gale from East. Ship sailing under close-reefed topsails, when at 3:00 A.M. she carried away her main topsail, it taking six men four hours to put on a new one. Ship heading N.N.E. up to 12:00 M. Blowing so hard as to almost blow them off the yard and the sea running very high. In the course of the morning the sun came out clear, giving the Captain a chance to take a good observation. At 12:00 M. by observation we were in 38° 12' N.L. and 22 miles north of San Francisco, when we immediately squared the yards and loosed the reef in the fore topsail and bent on a new mizzen topsail, altering her course E.N.E. 3:00 P.M. made land off the larboard bow. At 4:00 P.M. we were within a few miles of the Bay of Bodega. We then altered her course to S.E., continuing so without land in sight down the coast until 7:00 P.M. when we came to anchor in a small bay to the northward of the Bay of San Francisco.

Saturday, the 11th

These 24 hours commenced with a calm. Ship lying at anchor. 6:00 A.M. a light breeze came out from the W. at 1/2 past 8. Weighed anchor and made sail, ship heading S. by W. At 10:00 A.M. tacked ship and headed N.W. by W. The Baxter Association, seeing no prospect of getting in port that night, asked permission of the Captain to lower their boat and row there, which was granted by him, so that they commenced to get provisions and water on board. The Captain furnished them with a compass and guaranteeing them a good reception from Captain Richardson on board the Tamaroo if they should succeed in reaching port. At 12:00 Noon all hands ready. Cast off and left in search of San Francisco, not knowing where it was except by supposition. We directed our course for the coast contented to encamp if we should not succeed in seeing the entrance at dark, but by watching a sail that was in sight since morning, saw her disappear as though she was going behind a rock, so supposing that to be the entrance, we directed our course for it and at dark succeeded in seeing the entrance and finally succeeded in reaching the harbor after a long and fatiguing row against several strong currents. In rounding the point we arrived at the ship from _____ lying at anchor off the point. At 11:00 P.M., the time of our arrival, we was very hospitably treated by the Captain and officers, who invited us to partake of a collation which was very readily received by us, being very much fatigued, having rowed a distance of 60 miles. After taking leave of the Captain and officers we went in search of the Tamaroo which we found after much difficulty. On finding her we reported ourselves as a boat from the ship "Brooklyn" 60 miles to sea, which was communicated to the Captain by the watch on deck. On his returning we was asked, "Is the Captain with you?" We answered "No". Then came the invitation to come aboard. After going on board and waiting a sufficient time for him to make his appearance, he not showing himself, we took our leave of those present, impressed with the idea that the Captain was no gentleman. We arrived at the bridge and making, took a stroll about town to satisfy ourselves that the gold was here. We saw several with bars of it, betting thousands of dollars on a game called Monte. We then went in search of lodgings and found Captain Ennis, a friend of ours, attached to one where we lodged for the night.

Sunday, the 12th

These 24 hours commenced with the wind from the N.W., being quite warm in the middle of the day. Ship lying at anchor a few miles above the mouth of the bay. 9:00 A.M. weighed anchor and made sail, arriving at San Francisco at 8:00 P.M. after a long and tedious passage of seven months and seven hours.

Monday, the 13th

These 24 hours was principally devoted in getting a few things ashore and viewing the town which we found was composed of houses of all description and people of all nations dressed in their native costumes.

Tuesday, the 14th

Morning cold and damp. At noon clear and warm. Night cold with a very heavy dew. Today three of the Association were employed with the boat in carrying passengers and freight ashore which yielded a very good profit. Mr. White had also an engagement to perform with the violin for \$18.00 a night. The rest of the members were employed on board the ship in search of the freight and in seeing it carefully stowed away, with the exception of the cook and Mr. Adams, who has been declining in health for several weeks with the scurvy but now recovering slowly. Today the remains of the deceased Mr. Richardson was interred in the burial ground.

Wednesday, the 15th

Weather in the morning cold and damp. At noon warm and clear. Night damp and cool. The Association employed the same as yesterday. The boat crew returned \$62.50 as the result of their day's labor. Today I have to record the death of Mr. James Gaffney, a passenger on board the "Brooklyn", who died at the residence of a friend in town--disease scurvy. Mr. Adams gaining slowly.

Thursday, the 16th

Weather today same as yesterday. The Association employed the same as yesterday doing very little in consequence of the slow progress on board of the ship in getting out the freight.

Friday, the 17th

Weather today the same as yesterday. The Association employed the same as day previous but with very little profit. Today I have again to record the death of another passenger, Mr. Blauvelt, who died at 9:00 P.M. in the tent of the company he was attached to; disease, scurvy. He was a man highly esteemed by all who knew him and leaving a wife and seven children at home to mourn his loss.

Saturday, the 18th

Weather today same as the day previous. The Association employed as day previous. At 3:00 P.M. the steamer "Panama" arrived from Panama, bringing news up to the 23rd of June, announcing the death of Ex-President Polk and General Gaines who died with the cholera. Today through the kindness of a friend of one of our members, we were loaned a tent until we could get ours out of the hole of the ship as the one we had was very small, intended only for to store our provisions from day to day.

Sunday, the 19th

Weather today same as day previous. At 10:00 A.M. the Association attended the funeral of Mr. Blauvelt. In the evening all attended church.

Monday, the 20th

Weather today same as day previous. The Association employed in getting their own things ashore when we met with a serious accident by having the bows of the boat stove in while lying alongside of the ship by a boat belonging to Ruten & Company. They immediately called upon us and explained the cause of the accident and offered to take the boat and have her repaired, which was excepted by us.

Tuesday, the 21st

Weather today the same as usual. Nothing of any consequence occurred today as we were all idle, having the boat repaired.

Wednesday, the 22nd

Weather today same as yesterday. The Association at leisure with the exception of three, who were supeaned in the case of Captain Richardson and others.

Thursday, the 23rd

Weather today ditto. Today a portion of the Association employed in painting the boat.

Friday, the 24th

Weather ditto today. The boat being ready again for service, she was employed in bringing some of our things ashore, among which was our tent which we had at last found, it having been stored away at the bottom of the ship and under the coal.

Saturday, the 25th

The weather today ditto. Nothing important occurred today.

Sunday, the 26th

The weather today ditto with the exception of the middle of the day which was very warm. In the evening a portion attended the church.

Monday, the 27th

Weather today the same as yesterday. In the morning a special meeting was called to take in consideration the propriety of selling a portion of our stock and provisions and starting for the mines as soon as possible, when it was agreed we should sell those articles least wanted if we could get a reasonable price for them, such as navy bread, mackerel, etc. Adjourned.

Tuesday, the 28th

Weather today the same as yesterday. Nothing of importance occurred today.

Wednesday, the 29th

Weather today ditto with the exception of its being much warmer in the middle of the day.

Thursday, the 30th

Weather today very foggy most of the day and cool. Association engaged in making preparations to go up to the mines.

Friday, the 31st

Weather today very foggy in the morning and evening and very warm in the middle of the day. The Association, a portion of them engaged in making gold washers and a portion engaged as witnesses in the trial of Captain Richardson, Defendant, which has detained them for several days.

Saturday, the 1st of September

Weather today the same as yesterday. The Association engaged as day previous.

Sunday, the 2nd

Weather today very pleasant with the exception of its being very foggy in the morning and evening.

Monday, the 3rd

Weather today very foggy most of the day but pleasant at Noon and warm. The Association engaged in packing up provisions and mine tools as we expect to start for the mines in the course of a couple of days.

Tuesday, the 4th

Weather today very foggy and warm in the middle of the day but cool in the evening. At 9:00 A.M. a special meeting was called, Mr. Adams, Pres^t. in the chair, when the following resolutions were unanimously adopted.

Resolved: That we sail for Sacramento City on Thursday next with the exception of Mr. Adams and Mr. White, who will remain to superintend the goods on board the ship until further notice.

Resolved: That our Ex-President, Mr. Castree, act as President in the absence of Mr. Adams.

Wednesday, the 5th

Weather today foggy in the morning and evening and warm and pleasant at Noon. At 4:00 P.M. one of the Association, Mr. Beck, preferred going in a schooner to sailing in our small boat, leaving ahead of us twelve hours.

Thursday, the 6th

Weather today foggy in the morning. At 4:00 A.M. all hands being ready and freight to the amount of 700 pounds, we set sail. Five of the Association with our boat bound for Sacramento City made up the party. At daylight passed Angel's Island. At 8:00 A.M. passed the schooner "Eclipse" aground with Mr. Beck on board, opposite Pueblo Point some five miles. At 10:00 A.M. a light breeze sprung up which released us from rowing, having rowed some four hours and being fatigued. All hands with the exception of one at the helm fell asleep and he not being certain of the entrance of the Straits, passed it and coasted it up to the head of Pueblo Bay as far as Sonoma with a strong breeze and pretty heavy sea before discovering our mistake, when we about ship and headed for the Straits, reaching there at 6:00 P.M., continuing up until dusk and then encamped about five miles below Benso for the night.

Friday, the 7th

Weather today at daybreak moderate with very little fog. After breakfast set sail, reaching N. Y. of the Pacific at 10:00 A.M. where we stopped to refresh ourselves for a short time, after which set sail again for Sacramento River, about 10 miles distance, which we made after a short time, sailing and rowing at intervals throughout the day, it being almost a calm, the river being one of the most pleasant that possibly could be, it being very narrow and deep close up to its banks so that a schooner could sail on either side with her sails touching the trees, as on either side there was large trees overhanging its banks, principally oaks. We spent the day very pleasant, passing several sailboats on our way bound for the same place as we and stopping at the different ranches on the river to purchase melons, etc. At dark we came to anchor about 8 miles below Websters, laying in the boat for the night which was not very pleasant as the mosquitoes was very annoying.

Saturday, the 8th

At daybreak warm and pleasant with very little dew. We again made sail and succeeded in reaching Sacramento City at 10:00 A.M. about two hours after Mr. Beck, who started the day previous. In the course of the afternoon we pitched our tent on the levee and took a stroll around town.

Sunday, the 9th

Weather today warm and clear. Nothing of importance occurred with the exception of the Association taking a sail up the American Fork and finding the bed of the river covered with very thin scales of mica resembling gold in color when the sun reflected on it. Returned again at dusk.

Monday, the 10th

Weather today warm and clear. The Association engaged in ascertaining price of mule and ox teams and the most successful mining grounds, etc.

Tuesday, the 11th

Weather today very warm and clear, the thermometer as high as 90 in the tent. At 9:00 A.M. a special meeting was called, Mr. Castree in the chair, to hear the report of the members about the previous day's inquiries, who reported as the

Tuesday, the 11th (continued)

most favourable bargain a four ox team for \$300.00, which upon consideration we decided to purchase, after which it was decided that we start tomorrow for Maguillimus Mines.

Wednesday, the 12th

Weather today very warm and clear. Association employed in making preparations to go to the mines tomorrow. Today as a favorable opportunity offered to send our boat to San Francisco we concluded to do so as there was two gentlemen friends of the Association who had just returned from the mines and going to San Francisco, having come to the conclusion that gold digging was not what it is represented to be.

Thursday, the 13th

Weather today very warm and clear--thermometer as high as 97 in the shade. At 4:00 P.M. having all things ready and Mr. Dale acting as teamster, we took our first lesson in traveling over land, accomplishing about 8 miles by dusk where we encamped for the night by turning the cattle out to graze and we retiring to rest on the ground with one blanket under and one blanket over us as the custom of encamping in this country.

Friday, the 14th

Weather today very warm and clear. At sunrise all hands up and preparing for breakfast, ready for another day's march, accomplishing about 20 miles today passing over the plains which were very hot as not even a sprig was to be seen for the whole distance. At dusk, having reached the woods, we encamped for the night as night previous, the day's march being very fatiguing and one of the oxen not in order to travel for having come the whole distance to California by the overland route, gave out when within a short distance of our place of stopping and fortunate for us being in company with a team bound to the same place, the owner of which was a man by the name of Mr. Kane from Illinois, who offered us a yoke of oxen to supply their place, which we excepted, returning our thanks for the kind offer.

Saturday, the 15th

Weather today warm and clear. Rose again at daylight taking the cool of the day to travel, morning and evening, making but very little progress today that it might be easy for the cattle, but the same occurred as yesterday as the same ox gave out, detaining one of us behind to drive him out to camp and not having a very bad road, we managed to get along with one yolk. We made but 10 miles this day, encamping at night the same as night previous.

Sunday, the 16th

Weather today warm and clear. We rose again at daylight and traveled morning and evening through a more uneven part of country than previous but beautiful and pleasant as far as the eye could see. On either side there was large oak trees of immense size and throughout the day were seen elks, hare and kiotos in moderate quantities passing across our path. Today again the same ox gave out when Mr. Kane again loaned us a yoke of oxen to help us through, having taken it very easy throughout the day, making but _____ miles when dusk came on and we encamped for the night as usual.

Monday, the 17th

Weather today very warm and clear. Arose at daylight and traveling about the same as yesterday but through a more mountainous country than previous. As far ahead as the eye could see was seen one peak rising above another, and having a very bad road to travel as at times it would require both teams to draw one load up the hills, returning again with the oxen for the other. At night we encamped on the top of a mountain at the bottom of which was the M _____ River and the long looked for gold diggings, having made today about _____ miles.

Tuesday, the 18th

Weather today very warm and clear. Daylight we started to go down the mountain which was about one-half mile long and so steep that you could just drive down with both wheels locked, when on driving but a short distance was discovered the _____ broke of the waggon which took some time to repair, after which we again started and reached our place of destination at 10:00 A.M. and spent the rest of the day in putting up the tent and righting the goods--Mr. Dale starting again in the afternoon with the team for the purpose of pasturing the oxen at an ranche some distance back on the road.

Wednesday, the 19th

Weather today very warm and clear. Today was spent in prospecting but with very little success and washing but a few grains through the course of the afternoon.

Thursday, the 20th

Weather today very warm and clear. Today we concluded to try a bank a short distance above, getting in the course of the day about one-half ounce.

Friday, the 21st

Weather today clear and warm, thermometer 98 in the tent. The members digging in the same bank but down to the ledge of rocks but with no success on the rocks, the yielding about the same as yesterday. Today Mr. Hull was taken sick with a violent headache and a aching in all his bones--symptoms of the fever and ague, having very little rest all night.

Saturday, the 22nd

Weather today the same as yesterday, four of the Association washing the same bank with about the same success as yesterday and at night after weighing the gold, found their four days' work amounted to almost one ounce. All feeling discouraged with the prospect before them as far as gold was concerned, being so far from the report we heard at home. Mr. Hull confined to his bed with a violent fever, etc.

Sunday, the 23rd

Weather today the same as yesterday, thermometer 98 in the tent. Today being Sunday, all work was suspended. Mr. Hull today feeling much better so as to walk about again but in the evening was taken sick again, resting very little that night. Mr. Dale returned this morning and reported having left the cattle at Hicks Ranch to graze at \$4.00 each per month--three in number.

Monday, the 24th

Weather today the same as yesterday, thermometer 96 in the shade. Two of us were to work in the bank and two were a prospecting and at night the work amounted to the same. Sick, Mr. Hull.

Tuesday, the 25th

Weather today the same, thermometer 94 in the shade. All hands, four in number, working in bank today with about the same success. Sick, Mr. Hull and Mr. Farren, who was taken with the fever this morning.

Wednesday, the 26th

Weather today the same, thermometer 98 in the shade. The number being now reduced to only three, went and continued the bank, succeeding in proportion with their day's work. Sick, Mr. Hull and Mr. Farren.

Thursday, the 27th

Weather today the same, thermometer 96 in the shade. Working the bank, the same as yesterday, with scarcely no success. Sick, Mr. Hull and Mr. Farren.

Friday, the 28th

Weather today the same as yesterday, thermometer 97 in the shade. The party of three left the bank and went below to work in the gulch, making about a couple of grains. Sick, Mr. Farren and Mr. Hull, the latter very nearly recovered.

Saturday, the 29th

Weather today the same, thermometer 92 in the shade. Same party working the gulch but with no success. In the evening a meeting was called, Mr. Castree in the chair, when the following resolutions was adopted: Resolved: That we sell the stock of goods we have on hand at the mine and return to Sacramento City as soon as possible. Carried. Sick, Mr. Farren and Mr. Hull.

Sunday, the 30th

Weather today the same, thermometer 98 in the shade. Business suspended. Sick, Farren--Hull well recovered.

Monday, October 1st

Weather today the same as usual. The members employed in selling of the stock. Sick, Farren. Thermometer 94 in the shade.

Tuesday, the 2nd

Weather today the same as usual. Members selling off the stock. Thermometer 93 in the shade. Sick, Farren. This being our quarterly meeting and some of the members absent in San Francisco, it was moved and seconded that the election of officers be postponed until our next meeting. Adopted. On motion that we send a man to Sacramento City to ascertain the best market for our stock of goods. Lost.

Wednesday, the 3rd

Weather today cloudy and cool, the sun not making its appearance the whole day. Thermometer 76 in the shade. The Association still selling off the stock. Sick, Farren.

Thursday, the 4th

Weather today cloudy and cool, the sun shining at intervals. Thermometer 74 in the shade. In the morning Messrs. Castree and Dale, who volunteered, started for the team to take our things on, having a pretty long walk before them, some 35 miles and then 45 miles back again. Sick, Farren.

Friday, the 5th

Weather today clear and moderate, thermometer 80 in the shade. Selling off--mining abandoned. Sick, Farren.

Saturday, the 6th

Weather today clear and moderate, thermometer 82 in the shade. The Association engaged in selling off the goods which they have nearly succeeded in doing. Sick, Farren.

Sunday, the 7th

Weather today clear and moderate, thermometer 82 in the shade. Today being Sunday, it was observed as a day of rest by all on the Middle Bar but at the camp below about one mile they make a day of pleasure of it by gambling all day and drinking. The reason is that they are all foreigners, probably Chileans, it being a custom of their country.

Monday, the 8th

Weather today cloudy and cool, thermometer 70 in the shade. At 7:00 A.M. Messrs. Dale and Castree arrived with the team when we commenced striking our tent for Sacramento City and having to carry our baggage up the hill, taking us until 4:00 P.M., when we left on our journey encamping at dusk about four miles from the River.

Tuesday, the 9th

Weather today cloudy and cool. At daylight commenced traveling. At 8:00 A.M. stopped to water the cattle and breakfast, after which taking up our route until dusk when we encamped at Hicks Rancho. Traveled 28 miles today when it commenced raining, continuing all night, first rain that they have had this season.

Wednesday, the 10th

Weather clear until afternoon when it clouded up very heavy. After breakfast at 1/2.9 started on our way, passing the Blue Tent at 12:00 M. and at 3:00 P.M. encamped at Coates Ranches on the Cosumnes River, travelling 10 miles, when it commenced raining, continuing all night.

Thursday, the 11th

Weather clear and beautiful. This being the rancho where the cattle was pastured and having one remaining on the rancho, we had to go in search of him, remaining all day and not finding him, when we came to the conclusion to go in search of him again at daylight next morning and if we should not find him, to go on our way and sell him for what we could to Mr. Coates.

Friday, the 12th

Weather clear and warm. At daylight two of us started out in search of the ox, returning at 8:00 A.M. without finding him. After breakfast at 1/2 past 10:00 A.M. left camp, taking the Sutterville Road, two of us crossing the River to Coates for the purpose of selling the ox to Coates for what we could get, which we did, selling him for \$16.00, meeting the team at and stopping at dusk for tea, after which started again, intending to travel all night, when at 12 Midnight one of the cattle gave out in crossing the plains where we had to encamp for the night.

Saturday, the 13th

Weather clear and warm. At daylight started again, continuing the same road until within four miles of Sacramento City when the road turned off to the right direct to the City by the way of Sutters Fort. Arriving in town at 3:00 P.M., we camped at the same place as previous on the bank of the river.

Sunday, the 14th

Weather clear and warm. Nothing of importance occurring today except at night when the theatre was opened, which was something unusual for us to see on a Sunday.

Monday, the 15th

Weather clear and warm. The members engaged in selling off stock on hand and ascertaining the prices of the remaining portion on storage at San Francisco.

Tuesday, the 16th

Weather clear and moderate. The members succeeded today in selling most of the articles on hand and also the team, which brought \$200.00, and in the evening concluded to sail for San Francisco the next day.

Wednesday, the 17th

Weather clear and warm. After breakfast went in search of a vessel bound down and found the "Julia", a small schooner, to sail at 12:00 M. We engaged passage in her at \$14.00 a man, 6 men. We then returned and struck the tent, getting the things on board just in time, leaving Sacramento at 12:00 M. with no wind, the hands having to row until the tide changed, anchoring about 11 miles below the city.

Thursday, the 18th

Weather clear and warm. At daylight hoisted anchor and got under way. It being a perfect calm, we had to apply the white ash, breeze continuing all day, anchoring again at night, making very little progress in a day this way, and then all hands returned to what they call bed, the accommodations being worse than anything we had seen yet; some lying in the sails, others on the deck, and the rest down the hole, there being about fifty passengers, all told. Anchoring about 12 miles above N. York in the Pacific.

Friday, the 19th

Weather clear and warm. At daylight a very heavy fog was hanging over the land, clearing up in a couple of hours, when hoisting anchor and getting under way with a very light breeze lasting but a short time and then resorted to the oars again, reaching Kenica at 12:00 Midnight, remaining there until the next morning.

Saturday, the 20th

Weather at daybreak very foggy, almost a rain, and cold, clearing away at 8:00 A.M. when we weighed anchor and made sail, expecting to arrive at San Francisco at night, but having a head wind and a narrow channel to put in we did not make as much progress as expected. Anchored at 12:00 Midnight in Pueblo Bay opposite the mouth of the Straits.

Sunday, the 21st

Weather at daybreak very foggy, breaking away in about two hours, when we weighed anchor and made sail, with no wind, having to man the small boat and tow her down until 11:00 A.M., when a light breeze sprung up, carrying us in port at 3:00 P.M.

(The following account was written by Asa Hull for Miss Sarah Theodora Adams.)

The Baxter Association composed of Samuel Adams, Bob Farren, John M. Beck, Asa Hull, Dave Castree, William H. White, Thomas Dale and William Bouchers, set sail on the full rigged ship "Brooklyn", Capt. Richardson commanding, on January 12, 1849, from the wharf on East River foot of Wall Street, New York, and arrived in San Francisco August 12, 1849. The first stop was the Island of Juan Fernandez. We were two months trying to round Cape Horn. When we did finally go around, we made the run from latitude to latitude in 24 hours. We were 60 days running backward and forward down to the Shetland Islands, then back to the Falkland Islands. Finally, a north wind blew up, all studding sails were set, and we rounded the cape. Before that, we had head winds and the current from the Atlantic to the Pacific ran swiftly. We were four months getting to Juan Fernandez. We were short of water and there were several cases of scurvy aboard. We had made up a purse of \$1,900. to give Capt. Richardson to run into Valparaiso, but he couldn't do it as his ship was insured to stop at Juan Fernandez. When we reached Juan Fernandez, and we were two days finding it, a card was brought on board by the pilot and some one read the card on which was written "Good wishes for Asa Hull". It proved to be from Ira Buckman, who had arrived about five days before. He got water from a good spring on the island by filling casks, plugging the bung hole tight and then floating them to his ship.

When the Brooklyn left New York, we had all our vegetables down in the hold. There were two feet of snow on the ground when we sailed and the weather was very cold. When the barrels were opened it was found that the vegetables were all frozen and rotten, so they had to be thrown away. We hadn't even a potato. At Juan Fernandez, your father, Samuel Adams, was the only one who couldn't go ashore. He had a slight attack of scurvy and was getting better from his pneumonia. We all lay down on the ground and ate sour grass; it is sour to the taste and has two leaves like clover. Four went hunting for a goat but couldn't get one. It was very mountainous and the goats were beyond their reach. Night overtook the men and they lay down in their blankets to sleep but were awakened by an awful braying. The island was filled with wild jackasses. Tom Dale had a sausage in his pocket and he drew it intending to shoot. The jacks

ran away. The men then went to Robinson Crusoe's cave, which was about three miles north of the harbor where the ship lay. The cave was about 25 feet deep, 12 feet wide, 9 feet high - open in front with a range built out of the rock to the rear of it. The only vent the smoke had was through the entrance. The roof had five inches of soot, showing that someone had lived there a long time. A man pulled out a spike about six inches long and nothing but soot held it. The cave was built at the foot of a gulch and ran into the mountain. The cave was about 400 feet from the shore. On a level space of about 200 feet square in front of this cave was a peach orchard where wild peaches grew. There were no peaches when we were there. Three men and one woman, who were the only inhabitants, picked the peaches and made liquor of them which they called Augedent, which is Spanish for rum. When they went to Robinson Crusoe's cave, they put a sail in their whale boat and sailed there comfortably with a light wind. Coming back, the wind blew up quite fresh and the strain of the sail was too much for the boat that had not been in the water for over four and a half months. A seam opened from stem to stern and water flowed in rapidly. They took down the mast and the seam closed a little. They were three miles from shore and sharks abounded. Two men rowed and four men baled, using their hats. Finally, they reached the ship where the ship's carpenter repaired the boat.

Ira Buckman sailed two days after we reached the island, where we stayed ten days. It took four and a half months to reach Juan Fernandez. On the way we were short of water and Capt. Richardson had to station a man at the hoghead day and night to prevent the passengers taking the water. They used to bait a hook with a piece of pork, throw it on the water and catch a bird called "Gona". Then they took a hollow bone from its wing and sucked up the water from the hoghead. Fortunately a heavy shower came up and the scuppers were closed. In this way three or four hogheads of water were collected, which lasted till we reached Juan Fernandez.

After we left Juan Fernandez and had sailed about two months we became discouraged. The cooks on board were Capt. Hall and Capt. Haff, who had been on whalers. The Baxters paid them for cooking. They said that San Francisco would never be reached with head winds and advised taking the ship away from the Captain and heading it for Honolulu. The Captain was told of this intention by the passengers. Capt.

Richardson said that the Sandwich Islands were 1800 miles away and with scurvy on board continually breaking out, they would never reach there. He told them to give him until the next day at noon. If he couldn't shape his course for San Francisco then they could take the ship. At eleven-thirty A.M. the next day the wind changed and he headed the ship for San Francisco.

The ship made eight or ten miles an hour. About eight o'clock that night the cry went up "breakers ahead". The Captain happened to be standing along side of the man at the wheel and ordered the helm hard down. The ship just escaped the pointed rocks and went into a little cove or bay, and then headed up into the wind. Capt. Richardson ordered the anchor to be thrown over when the ship had gone a couple of lengths from the bay. The anchor was on the bow ready to be thrown over and it held. The ship drifted back so near that I could have thrown a biscuit ashore.

Sam Banta or Banty, over six feet tall, a stowaway, told me he had a plank at the bow ready to throw over and wanted me to go with him. I said, "all right Sam, I will stick to you". In this way we would get ashore. The Captain yelled "don't cut the ropes". Some, however, were cut, but most of the sails were run down, and when the anchor held most of the sails were furled. Then the wind abated, when they got the ship's yawl out, and took a kedge anchor out as far as they could see the lights on the ship. Then they threw the kedge overboard and rowed back to the ship. They were in danger of the big black fish upsetting the boat. They were blowing all around them but they got back safely. They ran the kedge out twice. When morning came they were two or three hundred feet from shore, where they saw a man on horseback. They rowed the Captain ashore and he asked the Spaniard where San Francisco was. The man pointed down south, but the Captain could not understand what he said. The Captain then knew he was about fifty miles north of San Francisco harbor. They boarded the ship and headed down the coast. The wind was light and they made slow headway.

About nine o'clock that night all hands were called on deck to furl the sail as most of the sailors were ill with scurvy. A heavy squall was coming. The ship was put under close-reef - foretop sail - and allowed to drift. They got down in the cabin and were drinking a little coffee when the foretop sail blew out--nothing left of it. They went down the run, got another out and bent it--double reefed. In less

than half an hour that blew out and there were no more to bend.

The next day at 10:00 A.M. five went to the Captain and said they wanted their boat to put overboard as they were going to row ashore, although no land could be seen. The Captain said they would never be able to cross the bar as it was always rough, but if they were lucky enough to get in, to go aboard the Tamaree and tell his uncle, Bully Richardson, that the Brooklyn was crippled outside the bar and couldn't get in. The five who went in the rowboat were Asa Hull, Tom Dale, William Bouchers, Dave Castree and Jimmy Ducks. We saw a ship sailing in, as we thought, towards the land. About sundown she disappeared. We followed her until she was out of sight. When first seen the ship was about two miles away. We followed her and she led us through the Golden Gate about nine o'clock that night. We continued on, rowing up the bay until we reached the Tamaree about twelve o'clock that night and reported to Bully Richardson that the Brooklyn was outside disabled. He didn't say a word, but turned on his heel and went into his cabin. We then rowed ashore and landed at Clarks Point, where we pulled the boat ashore on the beach. There was a short wharf on the point, the only one on the bay. It was at the foot of Pacific St. and there was deep water there. We saw a light and headed for it and found it was a gambling house. Tallow candles lighted the place. Rough men in trousers and boots, carrying revolvers, were gambling. We got out quick. Saw another light and found it was a bakery. We each got a loaf of bread and sat down and ate it. It was then daybreak.

Your father and Beck wouldn't go with us, but stayed aboard the ship. Bully Richardson sent a tug out and found the Brooklyn anchored in a cove and towed her in. I bought a hat full of potatoes for \$25. for your father. Our party of five who went ahead in the rowboat got in two days before your father and Beck. Castree, Beck, Bouchers, Robert Farran and I after getting our things off the ship started in a rowboat (whaleboat) and rowed to Sacramento, arriving there two days later. We found Sacramento full of rats and very hot. We sold the boat and bought a yoke of oxen. We had a dozen Ferris hams and put them in a corner of the hotel office. When we went for them nothing was left but the canvas coverings--rats had eaten the hams.

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There is a reference to the "Brooklyn" in the
Arlington Edition of the "History of California",
by John Frost, LL.D., Page 103, second paragraph.

"The ground was, of course, low, damp,
and muddy; and the most unmistakeable
evidences of discomfort, misery, and
sickness, met our view on every side,
for the locality was one of the un-
wholesome in the vicinity of the
town. Yet here, to avoid the payment
of enormous ground-rents, and at the
same time to combine the advantage of
cheap living, were encamped the major
portion of the most recently arrived
emigrants, and amongst the rest, those
of the ship "Brooklyn", on one of the
passengers of which the inquest was
about to be held."

*by a San Francisco observer

(From the notes of Mrs. Samuel Adams, nee Alice White)

We left San Francisco Monday, March 19, 1885 at 12:00 A.M. Passed the Steamer "Amenia" which left at 10:00 A.M. Father was seasick first. Mother lay in her berth until Wednesday when she lunched with us. This was her first meal. The children have not been sick at all. They have excellent appetites. I took my first meal Tuesday--the previous meals I threw up. I always tried to eat something. I gave the children their baths Wednesday morning, although it was quite a struggle.

We arrived at Acapulco Monday, March 20th, at half past seven in the morning. It was a beautiful sight. It was not so warm as we expected it would be. We bought 15 dozen eggs, 2 dozen oranges, ditto bananas, 3 coconuts and a large basket of limes. Sammy and Francisco went ashore in one of the native boats. There were 23 passengers in a very small canoe. The steamer took in coal, water, cattle and turkeys from this place. Left at 11:00 A.M.

We left the Steamer "Golden City" at 12:00 P.M. on Saturday, March 25th. Took the Company's tug boat lying at Panama. She was 3 miles from the wharf. I never was in such a crowd before in so small a space. There were 600 passengers in her. The children were very troublesome as they had been awakened from their sleep in the middle of the night.

Arrived at the wharf at Panama at daybreak. The tide ran too fast for the tug boat to get alongside the wharf. A barge was brought alongside and the passengers landed on her first, then on the wharf. Such pushing and crowding I never witnessed--men with their valises and boxes strapped on their backs to save paying freight--steerage and cabin passengers all crowding at the same time for the cars. This part is beyond description. It makes me about sick to write this. One lady was left. They were obliged to put her in an engine. Our cars waited for her. Her baby and husband had started.

We arrived at Aspinwall at 9:00 A.M. Sunday, March 26th. The natives surrounded the cars. We were the last in the car. Our gents looked after the baggage. Father took us to the Howard House. We sat on the sidewalk where our baskets, blankets and all our traps was. The natives watched eagerly to steal the first thing they could lay their hands to. We did not leave this place until 3:00 P.M. The heat was intense. The stink of the dirty natives was intolerable. A lady lost her valise from this Hotel while she was at dinner.

We arrived in New York Wednesday, March 5th at 10:00 P.M. at King Street Wharf where they coal vessels. The wharf they usually stop at they could not get alongside of on account of a vessel having sunk there during a storm that week. I never shall forget the excitement of that night--hackmen jumping over you to get customs and trunks--almost throwing one down--children fast asleep. It is bad enough in the daytime but this was almost total darkness. We were the last to leave the steamer.

We drove to the Metropolitan Hotel and was told not to leave the carriage as there was not a corner for anyone. We then wanted to go to the Astor House but were told they were full. A gentleman William was acquainted with said we might get rooms at the Lafayette House, three blocks above, opposite Bond Street. They gave us dark back rooms. Mother thought that she would suffocate that night.

We left the next afternoon for the Prescott House at Broadway and Spring Street. It is a German house. We did not like the German cooking. The gents engaged board at the Bancroft House, corner of Broadway and Twentieth Streets. We do not like this house and will leave as soon as we can do better.

ACROSS THE CONTINENT

We left San Francisco on Wednesday, the 28th of October, 1868, at four P. M. and took the Steamship "Capital" for Sacramento where we arrived at 6:00 in the morning and took the cars for Wadsworth, and then from there the Overland Mail Stage at about eight o'clock in the evening. That night was the hardest of all the nights, especially when the driver hollered like an Indian to wake up the men at the station. It was a fine imitation of a war whoop and every moment we expected to see arrows whiz into the coach so certain were we that Indians were pursuing us. We changed horses every ten miles where the road was bad. After a very dusty ride of three days, we arrived at Austin, which is a poor little place. The inhabitants are engaged chiefly in mining. There is no accommodation for passengers to stop there. The stage remained at this point of the journey about an hour, giving us ample time for breakfast.

The next place of importance was Salt Lake City-- which we found very interesting. A pretty little stream of mountain water flows along the sides of most of the streets. We called on Brigham Young, who was a very gentlemanly man. He was sixty-seven years of age at that time, but when I saw him I should not have taken him to be over forty-five. He was building the Temple which it was thought would not be finished under fifty or a hundred years.

From Salt Lake we still had two hundred miles to travel before we reached Bryant City. During the ride it was a common occurrence for the driver to go over a ditch five feet deep, and the concussion would be so great that it would throw us off of our seats and we would strike our heads against the top of the coach, which was decidedly unpleasant to say the least.

When we reached the railroad station at Bryant City and boarded the train it was a relief for we had been riding in the stage seven days and seven nights. On our way, a portion of the tunnel fell in and that detained us six hours, so the train had to pass through Cheyenne Valley in the night-time, which they had never done before. The train went at lightning speed and what made it still more frightful was that a large baggage train had been thrown off the track the night before by prying the track apart.

We stopped at Omaha a day and afterwards passed through Buffalo, Cleveland, Chicago, Rochester, and many other places.

S. J. Adams with additions
by S.J.H.

Stay, stay at home, my heart, and rest,
Home-keeping hearts are happiest.
For those that wander they know not where,
Are full of trouble and full of care.
To stay at home is best.

Song
Copied from S.J.H.