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Alexander Van Valen Diary, 1849-1850

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[[front cover]]

Alexander Van Valen Diary, 1849-1850
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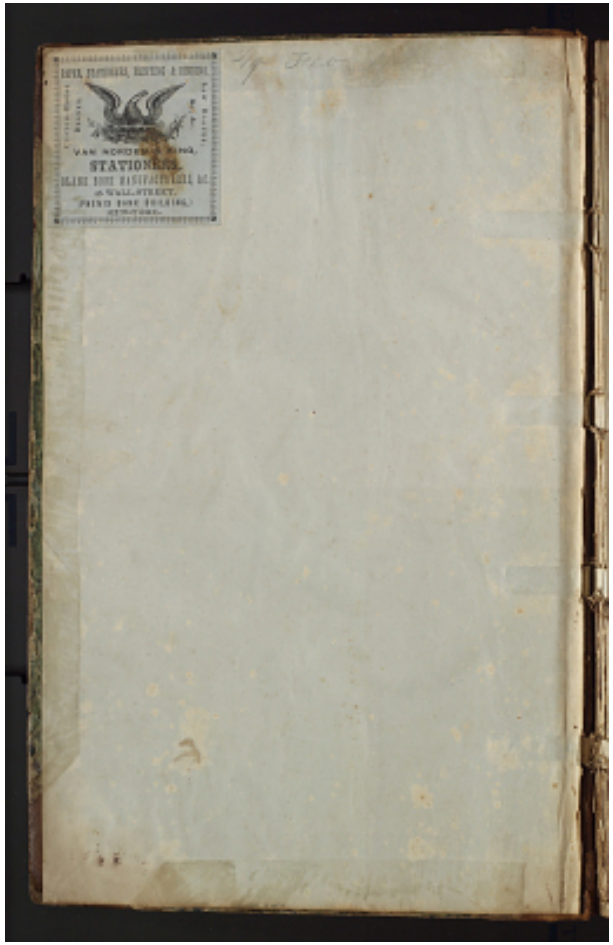
[[preprinted]] Paper, Stationery, Printing & Binding
Custom-House Blanks.
Law Blanks, &c, &c.
Van Norden & King,
Stationers,
Blank Book Manufacturers, &c.
45 Wall-Street,
(Phenix Bank Building,)
New-York. [[/preprinted]]

^[[4gr Fleo]]



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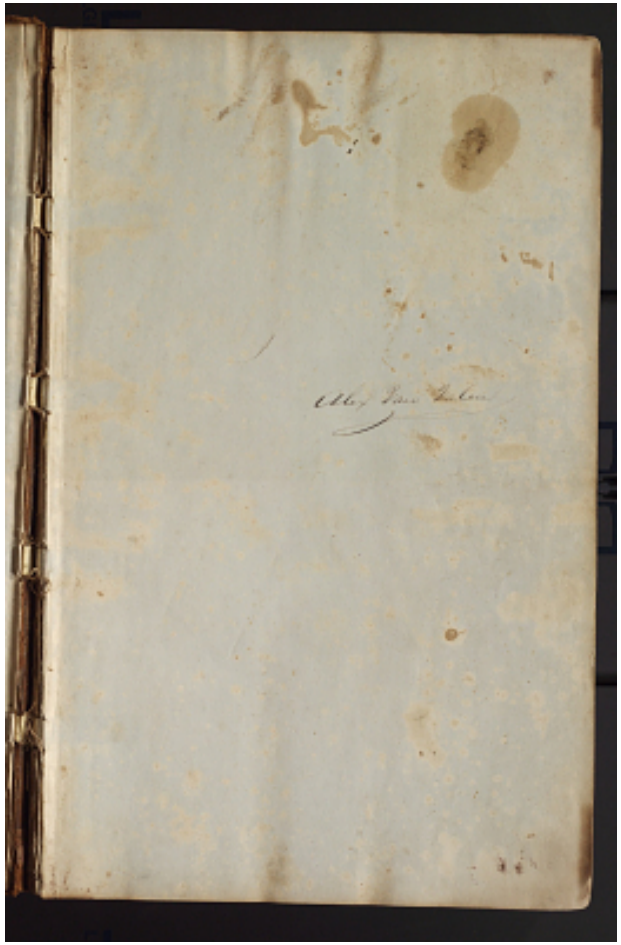
[[underlined]] Alex Van Valen [[/underlined]]



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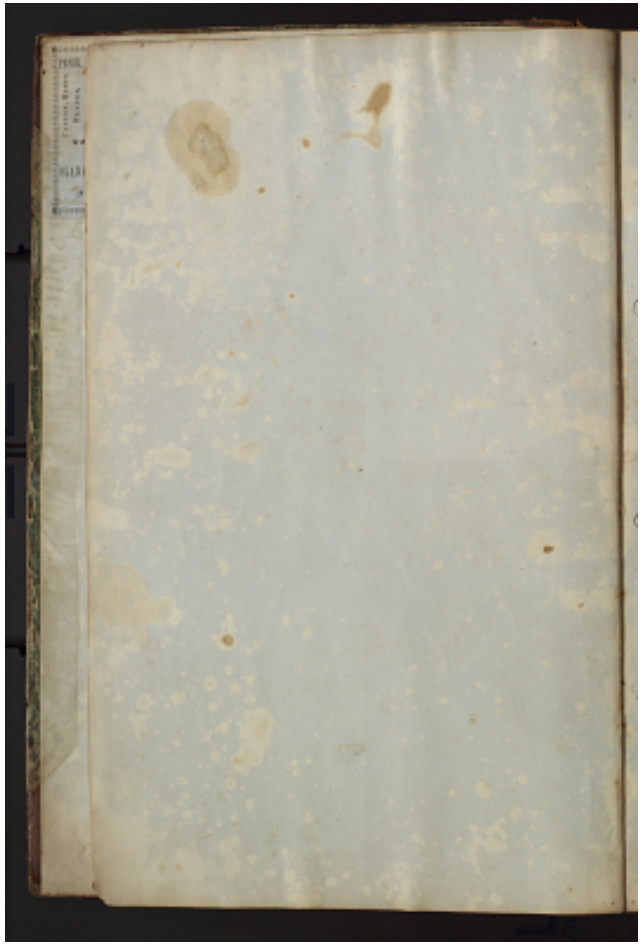


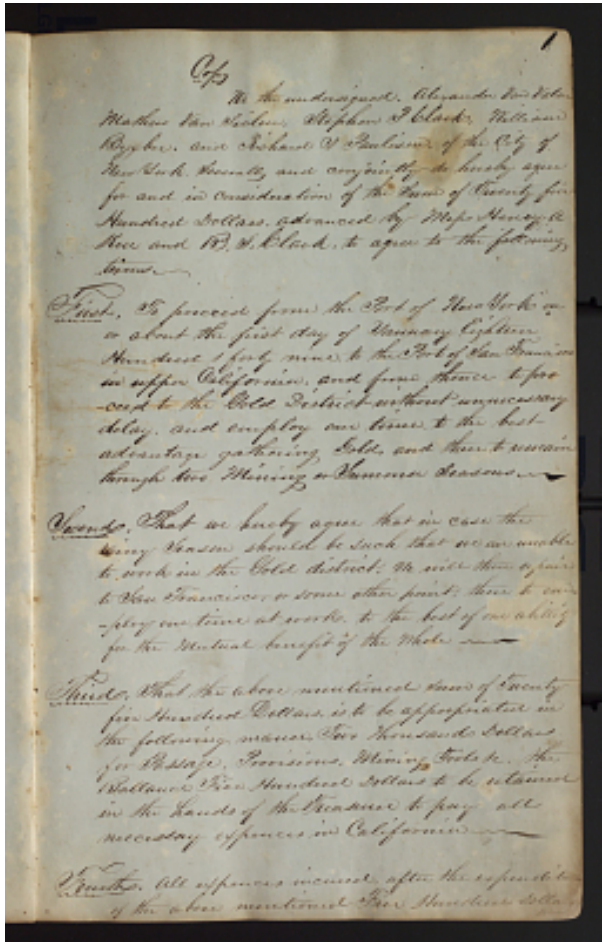
1
Copy
We the undersigned, Alexander Van Valen, Matthew Van Siclen, Stephen P Clark, William Byxber, and Richard [[?]] Paulisen, of the City of New York. Severally and conjointly do hereby agree for and in consideration of the Sum of Twenty five Hundred Dollars, advanced by Mess. Henry A Kerr and B.S. Clark, to agree to the following terms.

[[underline]]First,[[/underline] To proceed from the Port of New York on or about the first day of January Eighteen Hundred & forty nine, to the Port of San Francisco in upper California, and from thence to proceed to the Gold District without unnecessary delay, and employ our time to the best advantage gathering Gold, and then to remain through two Mining or Summer Seasons--

[[underline]]Second,[[/underline]] That we hereby agree that in case the rainy Season should be such that we are unable to work in the Gold district, We will then repair to San Francisco, or some other point, there to employ our time at work, to the best of our ability for the Mutual benefit of the Whole--

[[underline]]Third,[[/underline]] That the above mentioned sum of Twenty five Hundred Dollars, is to be appropriated in the following manner. Two thousand Dollars for Passage, Provisions, Mining Tools, &c. The Ballance Five Hundred Dollars to be retained in the hands of the Treasurer to pay all necessary expences in California--

[[underline]]Fourth,[[/underline]] All expences incured, after the expenditure of the above mentioned Five Hundred Dollars



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[[underlined]] 2 [[/underlined]]
[[underlined]] Copy Continued [[/underlined]]

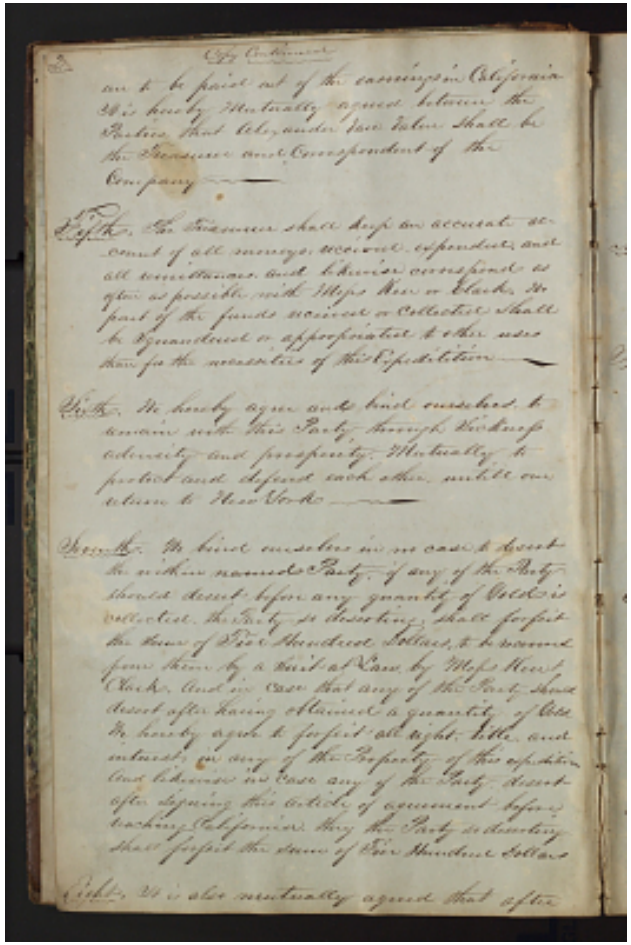
are to be paid out of the earnings in California. It is hereby Mutually agreed between the Parties, that Alexander Van Valen shall be the Treasurer and Correspondent of the Company -

[[underlined]] Fifth, [[/underlined]] The Treasurer shall keep an accurate account of all moneys, received, expended, and all remittances, and likewise correspond as often as possible with Mess. Kerr or Clark. No part of the funds received or Collected Shall be Squandered or appropriated to other uses than for the necessities of this Expeditition -

[[underlined]] Sixth, [[/underlined]] We hereby agree and bind ourselves, to remain with this Party through Sickness adversity and prosperity. Mutually to protect and defend each other, untill our return to New York -

[[underlined]] Seventh, [[/underlined]] We bind ourselves in no case to desert the within named Party, if any of the Party should desert before any quantity of Gold is collected, the Party so deserting shall forfeit the sum of Five Hundred Dollars, to be recovered from them by a Suit at Law, by Mess. Kerr & Clark. And in case that any of the Party should desert after having obtained a quantity of Gold, We hereby agree to forfeit all right, title, and interest, in any of the Property of this expedition And likewise in case any of the Party, desert after signing this Article of agreement before reaching California, they the Party so deserting shall forfeit the sum of Five Hundred Dollars

[[underlined]] Eight, [[/underlined]] It is also mutually agreed that after



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[[underlined]] Copy Continued [[/underlined]] [[underlined]] 3 [[/underlined]]

defraying the expences, we the five undersigned persons are to receive on our return to the City of New York, Three Quarters of all the nett proceeds, of all our earnings during this expedition, the Ballance, One Quarter, to be the property of Mess. Kerr & Clark -

[[underlined]] Ninth, [[/underlined]] It is also hereby agreed that we are to gather other valuables than Gold, for the mutual benefit of the whole. We hereby do mutually agree not to work on the Sabbath -

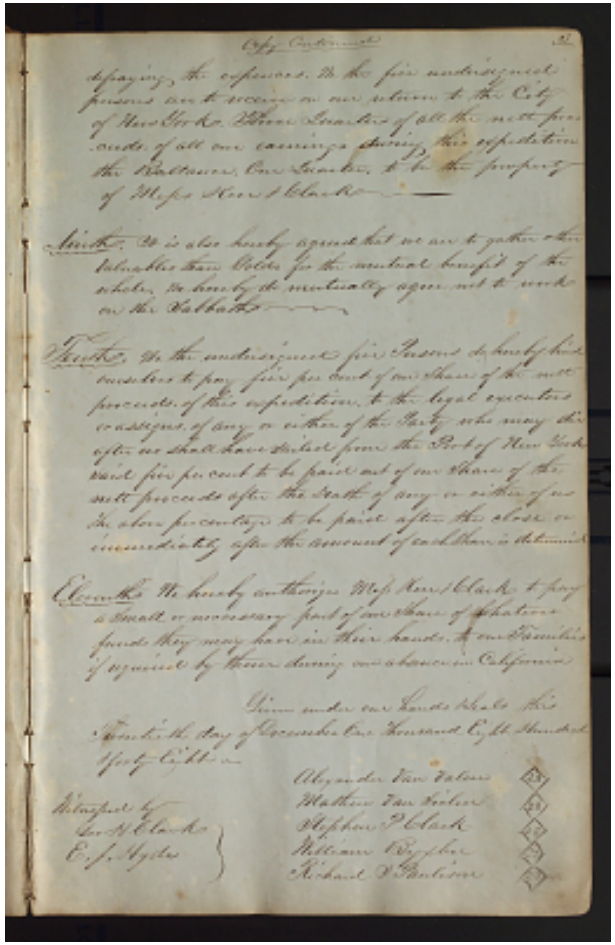
[[underlined]] Tenth, [[/underlined]] We the undersigned five Persons do hereby bind ourselves to pay five per cent of our Share of the nett proceeds, of this expedition, to the legal executors or assigns, of any or either of the Party who may die after we shall have Sailed from the Port of New York Said five per cent to be paid out of our Share of the nett proceeds after the Death of any or either of us. The above percentage to be paid after the close or immediately after the amount of each Share is determined

[[underlined]] Eleventh [[/underlined]] We hereby authorize Mess. Kerr & Clark to pay a small or necessary part of our Share of whatever funds they may have in their hands to our Families if required by them during our absence in California

Given under our hands & Seals this Twentieth day of December One Thousand Eight Hundred & forty Eight -

Alexander Van Valen L.S.
Mathew Van Siclen L.S.
Stephen P Clark L.S.
William Byxber L.S.
Richard [[?]] Paulison L.S.

Witnessed by
Geo H Clark
E.J. Hyde



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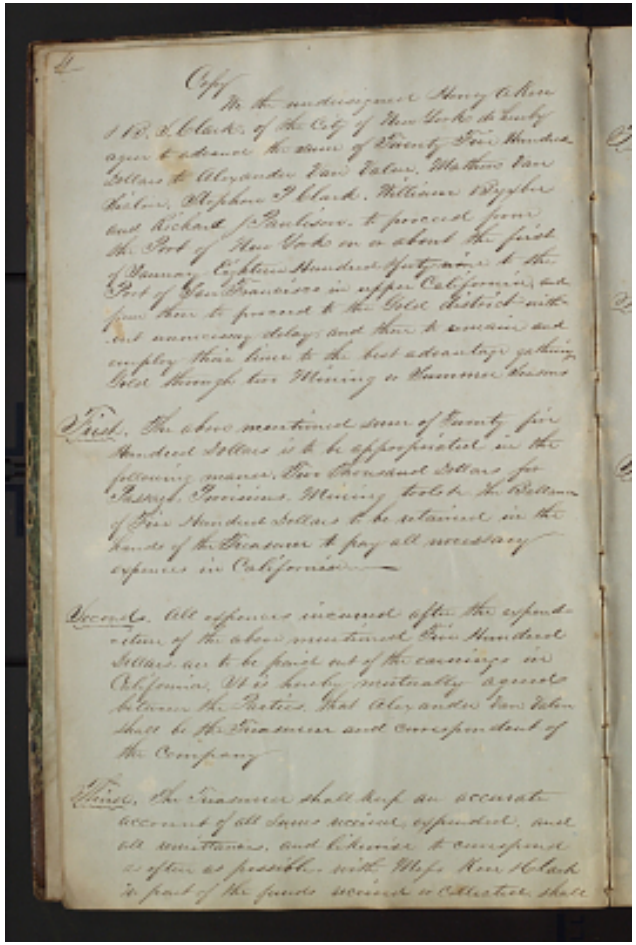
[[underlined]] 4 [[/underlined]]
Copy
We the undersigned Henry A Kerr & B. S. Clark of the City of New York do hereby agree to advance the sum of Twenty Five Hundred Dollars to Alexander Van Valen, Mathew Van Siclin, Stephen T. Clark, William Byxber, and Richard J. Paulison to proceed from the Port of New York on or about the first of January Eighteen Hundred forty nine to the Port of San Francisco in upper California. And from there to proceed to the Gold district without unnecessary delay, and then to remain and employ their time to the best advantage gathering Gold through two Mining or Summer Seasons.

[[underlined]] First. [[/underlined]] The above mentioned sum of Twenty five Hundred Dollars is to be appropriated in the following manner. Two Thousand Dollars for Passage, Provisions, Mining tools & the Ballance of Five Hundred Dollars to be retained in the hands of the Treasurer to pay all necessary expences in California.

[[underlined]] Second. [[/underline]] All expences incurred after the expenditure of the above mentioned Five Hundred Dollars are to be paid out of the earnings in California. It is hereby mutually agreed between the Parties that Alexander Van Valen shall be the Treasurer and correspondent of the Company.

[[underlined]] Third. [[/underline]] The Treasurer shall keep an accurate account of all sums received, expended, and all remittances, and likewise to correspond as often as possible with Mess. Kerr & Clark. No part of the funds received or collected shall



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[[underlined]] Copy Continued [[/underlined]] [[underlined]] 5 [[/underlined]]
be squandered or appropriated to other uses than for the necessities of this expedition -

[[underlined]] Fourth [[/underlined]]. That we hereby agree that in case the rainy season should be such that we are unable to work in the Gold district that they shall then repair to San Francisco or some other Point, there to employ their time at work to the best of their abillities for the Mutual benefit of the whole -

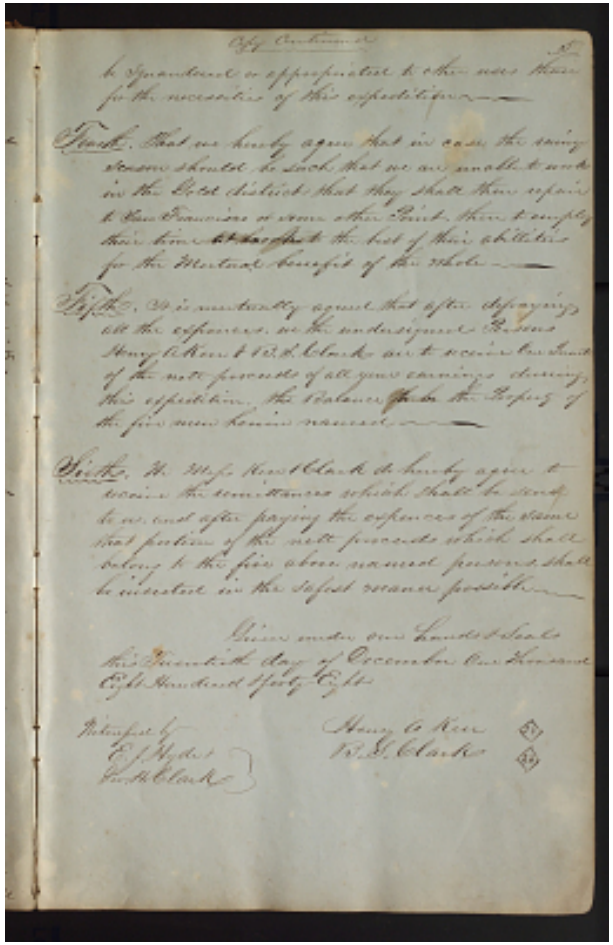
[[underlined]] Fifth [[/underlined]]. It is mutually agreed that after defraying all the expences, we the undersigned Persons Henry A Kerr & B.S. Clark are to receive One Quarter of the nett proceeds of all your earnings during this expedition. the Balance then be the Property of the five men herein named -

[[underlined]] Sixth [[/underlined]], We Mess Kerr & Clark do hereby agree to receive the remittances which shall be sent to us, and after paying the expences of the same that portion of the nett proceeds which shall belong to the five above named persons, shall be invested in the safest maner possible -

Given under our hands & Seals
this Twentieth day of December One Thousand Eight Hundred & forty Eight

Witnessed by
E.J. Hyde &
Geo. H. Clark

Henry A Kerr ^[[drawn diamond shape containing letters LS]]
B.S. Clark ^[[drawn diamond shape containing letters LS]]



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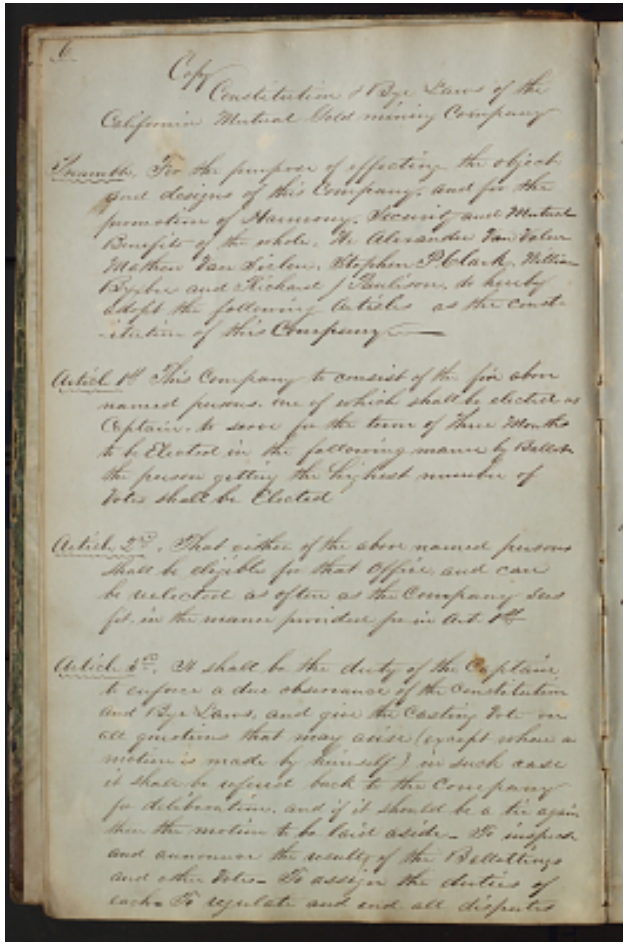
[[underlined]] 6 [[/underlined]]
Copy
Constitution & Bye Laws of the California Mutual Gold mining Company

[[underlined]] Preamble. [[/underlined]] For the purpose of effecting the object and designs of this company, and for the promotion of Harmony, Security and Mutual Benefits of the whole, We Alexander Van Valen, Mathew Van Siclen, Stephen P. Clark, William Byxber and Richard J. Paulison, do hereby adopt the following Articles as the constitution of this Company -

[[underlined]] Article 1st. [[/underlined]] This company to consist of the five above named persons, one of which shall be elected as Captain, to serve for the term of three Months to be Elected in the following maner by Ballot the person getting the highest number of Votes shall be Elected

[[underlined]] Article 2nd. [[/underlined]] That either of the above named persons shall be eligible for that Office, and can be reelected as often as the Company sees fit, in the maner provided for in Art. 1st.

[[underlined]] Article 3rd. [[/underlined]] It shall be the duty of the Captain to enforce a due observance of the Constitution and Bye Laws, and give the casting Vote on all questions that may arise (except when a motion is made by himself) in such case it shall be refered back to the Company for deliberation, and if it should be a tie again then the motion to be laid aside. To inspect and announce the results of the Ballottings and other Votes. To assign the duties of each. To regulate and end all disputes



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[[underlined]] Copy Continued [[/underlined]] [[underlined]] 7 [[/underlined]]

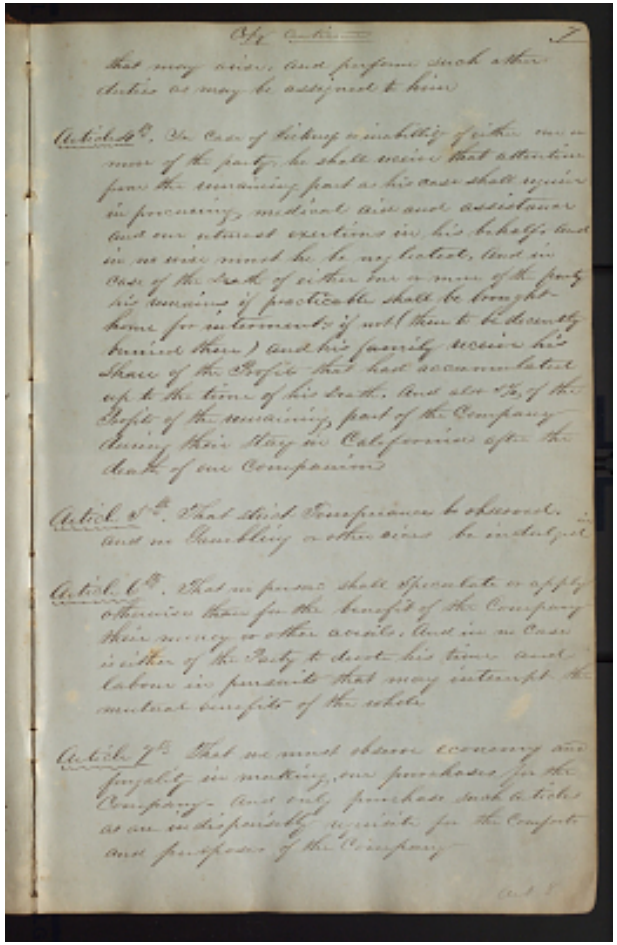
that may arise, and perform such other duties as may be assigned to him

[[underlined]] Article 4th [[/underlined]]. In case of Sickness or inability of either one or more of the party, he shall receive that attention from the remaining part as his case shall require in procuring medical aid and assistance and our utmost exertions in his behalf. And in no wise must he be neglected, And in case of the Death of either one or more of the party his remains if practicable shall be brought home for interment, if not (then to be decently buried there) and his family receive his Share of the Profit that had accumulated up to the time of his Death. And also 5% of the Profit of the remaining part of the Company during their stay in California after the death of our Companion.

[[underlined]] Article 5th [[/underlined]]. That strict Temperance be observed, and no Gambling or other vices be indulged in.

[[underlined]] Article 6th [[/underlined]]. That no person shall Speculate or apply otherwise than for the benefit of the Company their money or other avails, And in no Case is either of the Party to devote his time and labour in pursuits that may interupt the mutual benefits of the whole

[[underlined]] Article 7th [[/underlined]]. That we must observe economy and frugality in making our purchases for the Company. And only purchase such articles as are indisputably requisite for the Comforts and purposes of the Company.



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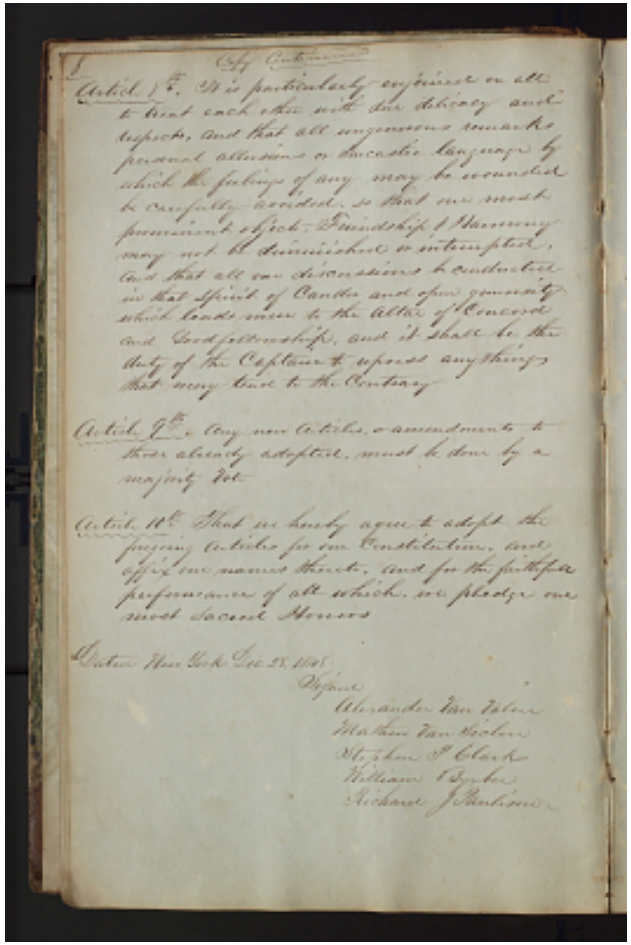
[[underlined]] 8 [[/underlined]] [[underlined]] Copy Continued [[/underlined]]
[[underlined]] Article 8th. [[/underline]] It is particularly enjoined on all to treat each other with due delicacy and respect, and that all ungenerous remarks personal allusions or Sarcastic language by which the feelings of any may be wounded be carefully avoided, so that our most prominent objects--Friendship & Harmony may not be diminished or interupted in that spirit of Candor and open generosity which leads men to the Altar of Concord and Good fellowship, and it shall be the duty of the Captain to repress anything that may tend to the Contrary

[[underlined]] Article 9th. [[/underlined]] Any new Articles, or amendments to those already adopted, must be done by a majority Vote

[[underlined]] Article 10th. [[/underlined]] That we hereby agree to adopt the foregoing Articles for our Constitution, and affix our names thereto, and for the faithfull performance of all which, we pledge our most Sacred Honers

Dated New York Dec 28, 1848.
Signed
Alexander Van Valen
Mathew Van Siclen
Stephen P Clark
William Byxber
Richard J Paulison



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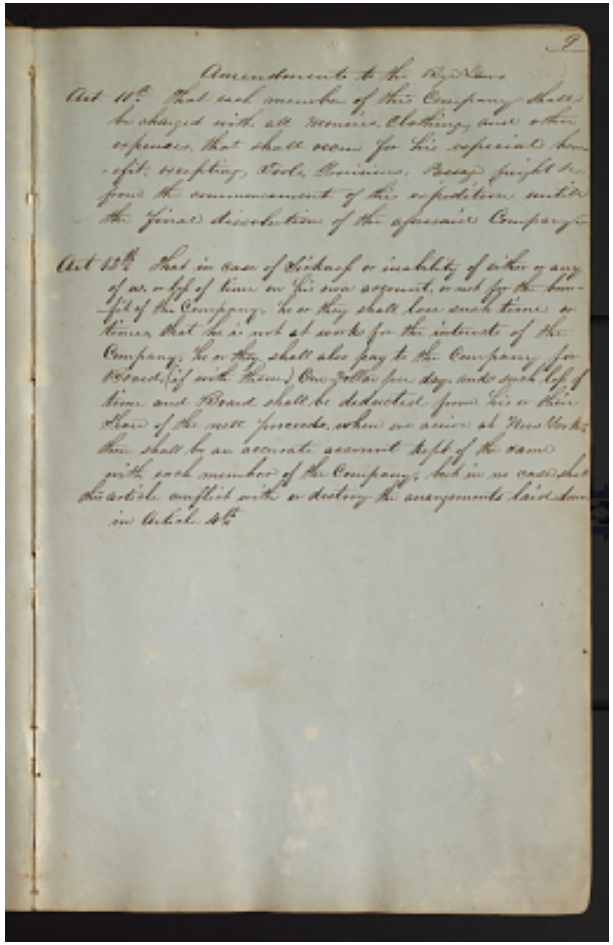
Amendments to the Bye Laws
Art 11th. that each member of this Company shall be charged with all Moneies, Clothing, and other expences, that shall occur for his especial benefit, excepting, Tools, Provisions, Passage freight &c from the commencement of this expedition until the final dissolution of the aforesaid Company-

Art 12th. that in case of Sickness or inability of either or any of us, or loss of time on his own account, or not for the benefit of the Company, he or they shall lose such time or times, that he is not at work for the interests of the Company, he or they, shall also pay to the Company for Board (if with them.) One Dollar per day, and such loss of time and Board shall be deducted from his or their Share of the nett proceeds, when we arrive at New York. Then shall be an accurate account kept of the same with each member of the Company, but in no case shall this article conflict with or destroy the arrangements laid down in Article 4th



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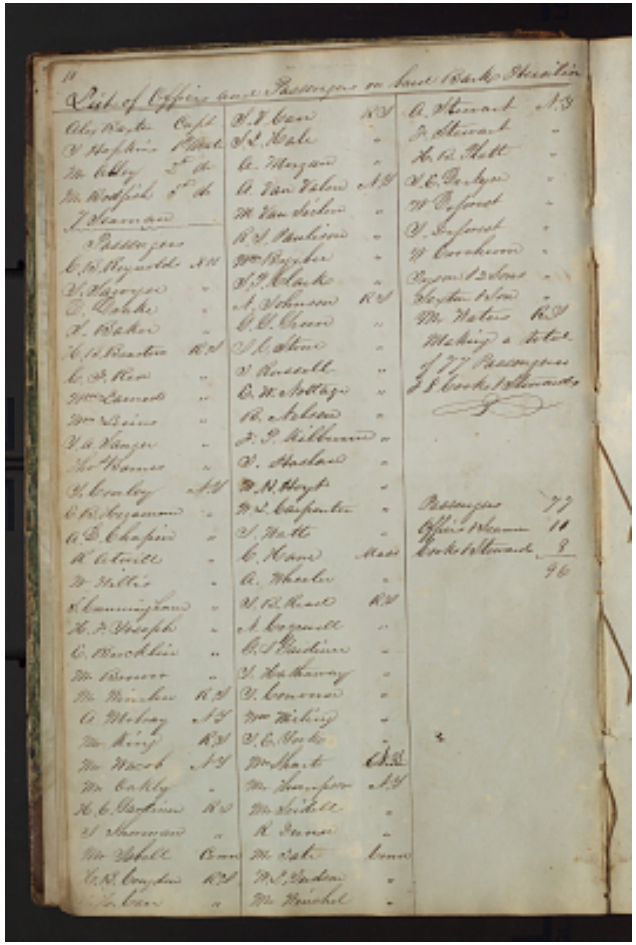
10
List of Officers and Passengers on bard Bark Hersilia

[[Column 1 of 3]]
Alex Baxter Capt.
I Hopkins 1st Mate
Mr Abley 2nd do
Mr Bodfish 3rd do
7 Seaman

Passengers
C.B. Reynolds N.Y
I. Sawyer "
D. Drake "
S. Baker "
H.B. [[Braston?]] R.I
C.F. Rea "
Wm Lamed "
Wm Levins "
J.A. Sanger "
Thos Barnes "
J. Conley N.Y
E.B. Hegaman "
A.D. Chapin "
R Atwill "
W. Willis "
S. Cunningham "
H.F. Joseph "
E. Bucklin "
Mr Brower "
Mr Winslow R.I
A Mobray NY
Mr King R.I
Mr Wacob NY
Mr Oakly "
H.C. Gardiner RI
I. Sherman "
Mr Isbell Conn
H.B. Congden R.I
J.H. Carr "
[[end column 1]]

[[column 2 of 3]]
S.V. Carr RI
S.L. Hale "
A. Morgan "
A. Van Valen N.Y
M Van Siclen "
R.I. Paulison "
Wm Byxbee "
S.P. Clark "
N. Johnson RI
G.G. Green "
J.C. Stone "
T Russell "
E. W. Nottage "
B. Nelson "
F. P Kilburn "
T. Haslan "
W.H. Hoyt "



W.L. Carpenter "
I. Watts "
C. Hand Mass
A. Wheeler "
I.B. Read R.I
N. Cogswell "
G.I Gardiner "
I. Hathaway "
I. Converse "
Wm Wirling "
J. E. York "
Wm Sharts [[NY/Conn?]]
Mr Thompson N.Y
Mr Seidell "
R Dunn "
Mr Tate Conn
W.L. Judson "
Mr Winchel "
[[end column]]

[[column 3 of 3]]
A. Stewart N.Y
F. Stewart "
H.B. Platt "
J.E. De Nyse "
W Deforest "
J. Deforest "
W Crocheron "
Tyson & 2 Sons "
Sexton & Son "
Mr Waters R.I
Making a total
of 77 Passengers
& 8 Cooks & Stewards
[[Flourish]]

Passengers 77
Officers & Seamen 11
Cooks & Stewards 8

96

[[end column]]
[[end page]]

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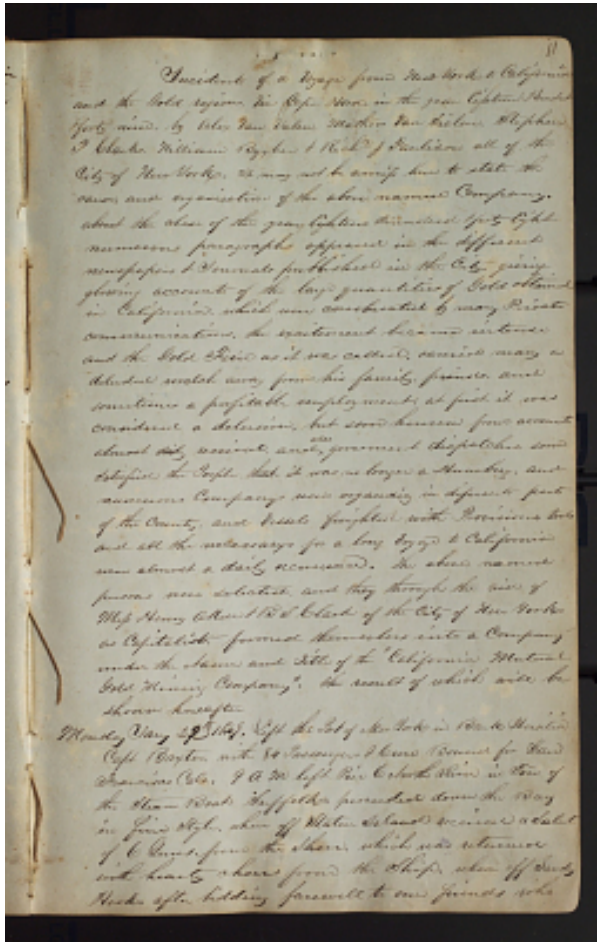
Incidents of a Voyage from New York to California and the Gold regions, Via Cape Horn, in the year Eighteen Hundred & forty-nine, by Alex Van Valen, Mathew Van Siclen, Stephen P Clark, William Byxbee & Richd J Paulison all of the City of New York. It may not be amiss here to state the cause, and organisation of the above named Company, about the close of the year Eighteen Hundred & forty Eight numerous paragraphs appeared in the different newspapers & Journals published in the City, giving glowing accounts of the large quantities of Gold obtained in California, which were corroborated by many Private communications. the excitement became intense and the Gold Fever as it was called, carried many a deluded wretch away from his family, friends, and sometimes a profitable employment. at first it was considered a delusion, but soon however from accounts almost daily received, and ^[[also]] government dispatches, soon satisfied the People that it was no longer a Humbug, and numerous Companys were organising in diferent parts of the Country, and Vessels freighted with Provisions tools and all the necessarys for a long Voyage to California were almost a daily occurence. The above named persons were selected, and they through the aid of Mess Henry Aken & B S Clark of the City of New York as Capitalists, formed themselves into a Company under the Name and Title of the "California Mutual Gold Mining Company", the result of which will be shown hereafter

Monday Jany 22th 1849. Left the Port of New York in Bark [[Heinlia?]] Capt Baxter, with 84 Passengers & Crew Bound for San Francisco Cala. 9 AM left Pier C North River in Tow of the Steam Boat Suffolk. proceeded down the Bay in fine Style, when off Staten Island received a Salute of 6 Guns from the Shore, which was returned with hearty cheers from the Ship, when off Sandy Hook after bidding farewell to our friends who



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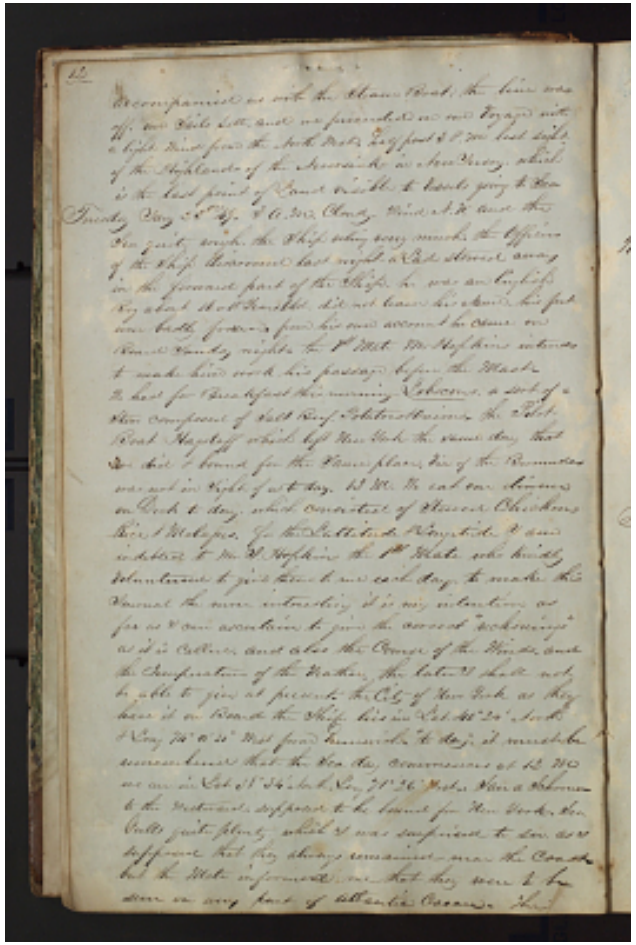
accompanied us with the Steam Boat. the line was off. Our Sails sett, and we proceeded on our Voyage with a light wind from the North West. half past 3 P.M lost sight of the Highlands of the Neversink in New Jersey, which is the last point of Land visible to vessels going to Sea

Tuesday Jany 23d '49. 3 A.M. Cloudy. wind N.W. and the Sea quite rough. the Ship roling very much. the Officers of the Ship discovered last night a Lad stowed away in the forward part of the Ship. he was an English Boy about 16 or 18 Years old. did not learn his name. his feet were badly frozen. from his own account he came on Board Sunday night the 1st Mate Mr. Hopkins intends to make him work his passage before the Mast. We had for Breakfast this morning [[underlined]] Lobscous [[/underlined]], a sort of a stew composed of Salt Beef, Potatoes & Onions. the Pilot Boat Hagstaff which left New York the same day that we did & bound for the Same place via of the Bermudas was not in Sight of us today 12 M. We eat our dinner on Deck to day, which consisted of Stewed Chickens Rice & Molasses. for the Lattitude & Longitude I am indebted to Mr. J. Hopkins the 1st Mate who kindly volunteered to give them to me each day to make this Journal the more interesting it is my intention as far as I can ascertain to give the correct "reckonings" as it is called, and also the Course of the Winds. and the Temperature of the Weather. the later I shall not be able to give at present. the City of New York as they have it on Board the Ship lies in Lat 40°24' North & Long 74° 00'30" West from Greenwich "to day". it must be remembered that the Sea day commences at 12 M we are in Lat 38° 34' North. Long 71° 26' West,. Saw a Schooner to the Westward. supposed to be bound for New York. Sea Gulls quite plenty, which I was surprised to see, as I supposed that they always remained near the Coast but the Mate informed me that they were to be seen on any part of Atlantic Ocean. This



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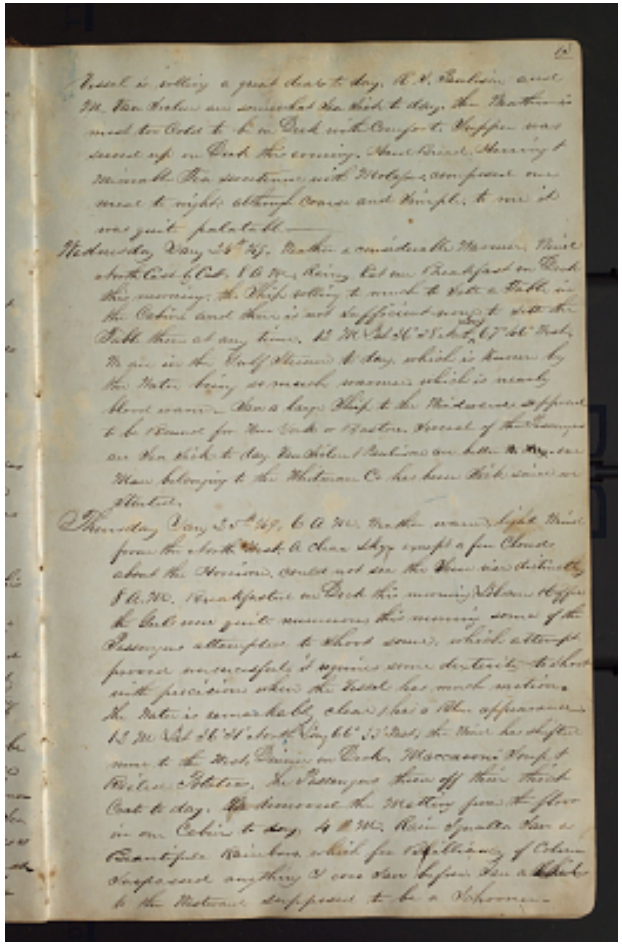
[[underlined]] 13 [[/underlined]]

Vessel is rolling a great deal to day. R.J. Paulisen and M. Van Siclen are somewhat Sea Sick to day. the Weather is most too Cold to be on Deck with comfort. Supper was served up on Deck this evening. Hard Bread, Herring & miserable Tea sweetened with Molasses, composed our meal to night. although coarse and Simple, to me it was quite palatable -

Wednesday Jany 24th '49, Weather a considerable Warmer. Wind North East by East. 8 A M, Rainy. Eat our Breakfast on Deck this morning. the Ship rolling to much to Sett a Table in the Cabin, and there is not sufficient room to Sett the Table there at any time. 12 M Lat 36°58' North ^[[Long]] 67°46" West. We are in the Gulf Stream to day, which is known by the Water being so much warmer, which is nearly blood warm - Saw a large Ship to the Windward supposed to be Bound for New York or Boston. Several of the Passengers are Sea Sick to day. Van Siclen & Paulison are better [[strikethrough]] to day. [[/strikethrough]] one Man belonging to the Whitman Co has been Sick since we Started.

Thursday Jany 25th '49. 6 AM. Weather warm, light Wind from the North West. A clear sky. except a few Clouds about the Horrison. could not see the Sun rise distinctly 8 A.M. Breakfasted on Deck this morning Lobscous & Coffee the Guls were quite numerous this morning some of the Passengers attempted to Shoot some, which attempt proved unsucesful. it requires some dexterity to shoot with precision when the Vessel has much motion. The Water is remarkably clear & has a Blue appearance. 12 M Lat 36°31' North Long 66° 33' West. the wind has shifted more to the West. Dinner on Deck. Maccaroni Soup & Boiled Potatoes. The Passengers threw off their thick Coats to day. We removed the matting from the floor in our Cabin to day. 4 PM. Rain Squalls. Saw a Beautifull Rainbow, which for Brilliancy of Colour surpassed anything I ever Saw before. Saw a Sail to the Westward supposed to be a Schooner -



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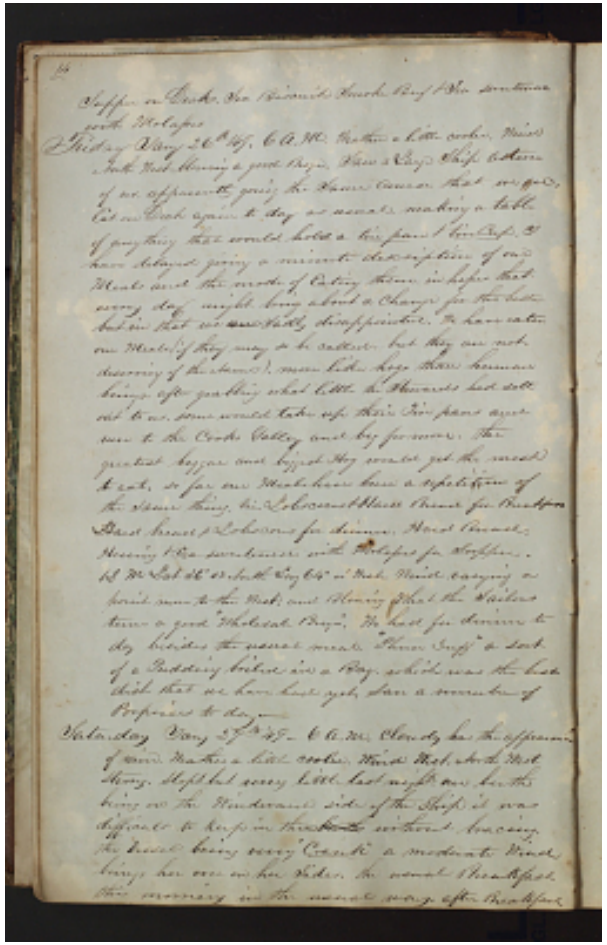
[[underlined]] 14 [[/underlined]]

Supper on Deck. Sea Biscuit Smoke Beef & Tea sweetened with Molasses

Friday Jany 26th '49. 6 A.M. Weather a little cooler. Wind North West blowing a good Breze. Saw a Large ship astern of us, apparently going the Same Course that we are. Eat on Deck again to day as usual, making a table of anything that would hold a [[underlined]] tin pan [[/underlined]] & [[underlined]] tin Cup [[/underlined]]. I have delayed giving a minute description of our Meals and the mode of Eating them in hopes that every day might bring about a change for the better but in that we are Sadly disappointed. We have eaten our Meals, (if they may so be called. but they are not deserving of the Name), more like hogs than human beings. after grabbing what little the Stewards had sett out to us, some would take up their Tin pans and run to the Cooks Galley and beg for more. the greatest beggar and biggest Hog would get the most to eat. so far our Meals have been a repetition of the Same thing, Vis Lobscous & Hard Bread for Breakfast Hard bread & Lobscous for dinner. Hard Bread, Herring & Tea sweetened with Molasses for Supper. 12 M Lat 36° 02 North Long 64° 00' West. Wind varying a point more to the West, and Blowing what the Sailors term a good "Wholesale Breze". We had for dinner to day besides the usual meal "Plum Duff" a sort of a Pudding boiled in a Bag, which was the best dish that we have had yet. Saw a number of Porpoises to day -

Saturday Jany 27th '49. 6 A.M. Cloudy has the appearance of rain. Weather a little cooler. Wind West, North West Strong. Slept but very little last night. our berths being on the Windward side of the Ship it was difficult to keep in them [[strikethrough]] berth [[/strikethrough]] without bracing. the Vessel being very [[underlined]] "Crank" [[/underlined]] a moderate Wind brings her over on her Sides. the usual Breakfast this morning in the usual way. after Breakfast



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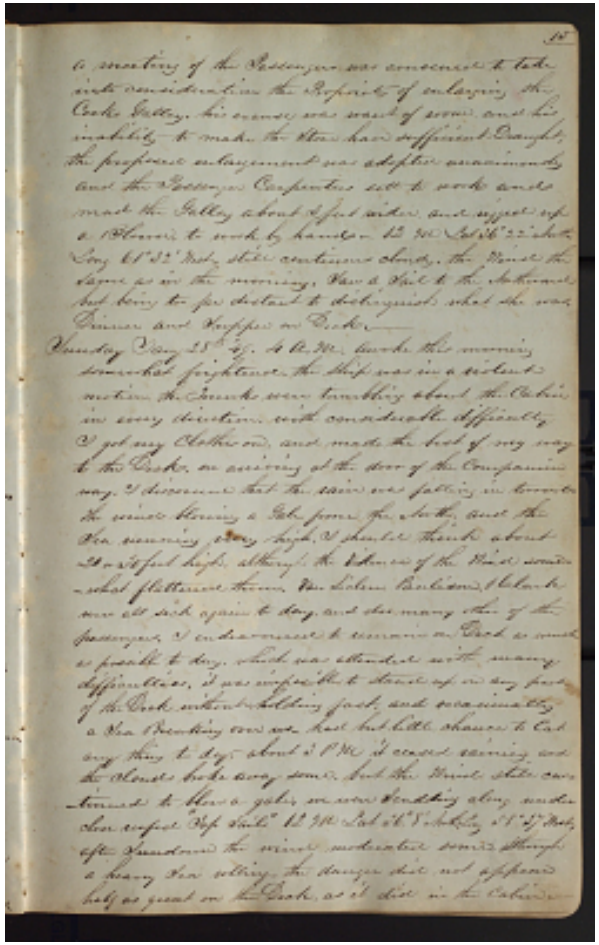
a meeting of the Passengers was convened to take into consideration the Propriety of enlarging the Cooks Galley. his excuse was want of room. and his inability to make the Stove have sufficient Draught, the proposed enlargement was adopted unanimously and the Passenger Carpenters sett to work and mad the Galley about 3 feet wider. and rigged up a Blower, to work by hand-- 12 M Lat 36° 22' North Long 61°32' West. still continues cloudy. the Wind the same as in the morning. Saw a Sail to the Northward but being too far distant to distinguish what she was. Dinner and Supper on Deck--
Sunday Jany 28th '49. 4 A,M. Awoke this morning somewhat frightened. the ship was in a violent motion. the Trunks were tumbling about the Cabin in every direction, with considerable difficulty I got my Clothes on, and made the best of my way to the Decks, on arriving at the door of the Companion way, I discovered that the rain was falling in torrents the wind blowing a Gale from the North. and the Sea running very high, I should think about 20 or 30 feet high. although the violence of the Wind somewhat flattened them, Van Siclen, Paulison, & Clark were all sick again to day, and also many other of the passengers, I endeavoured to remain on Deck as much as possible to day, which was attended with many difficulties, it was impossible to stand up on any part of the Deck without holding fast, and occasionally a Sea Breaking over us, had but little chance to Eat any thing to day. about 3 PM it ceased raining, and the clouds broke away some. but the Wind still continued to blow a gale. we were Scudding along under close reefed "Top Sails" 12 M Lat 36.°8' North. Long 58°37' West. after Sundown the wind moderated some, although a heavy Sea rolling. the danger did not appear half as great on the Deck as it did in the Cabin---



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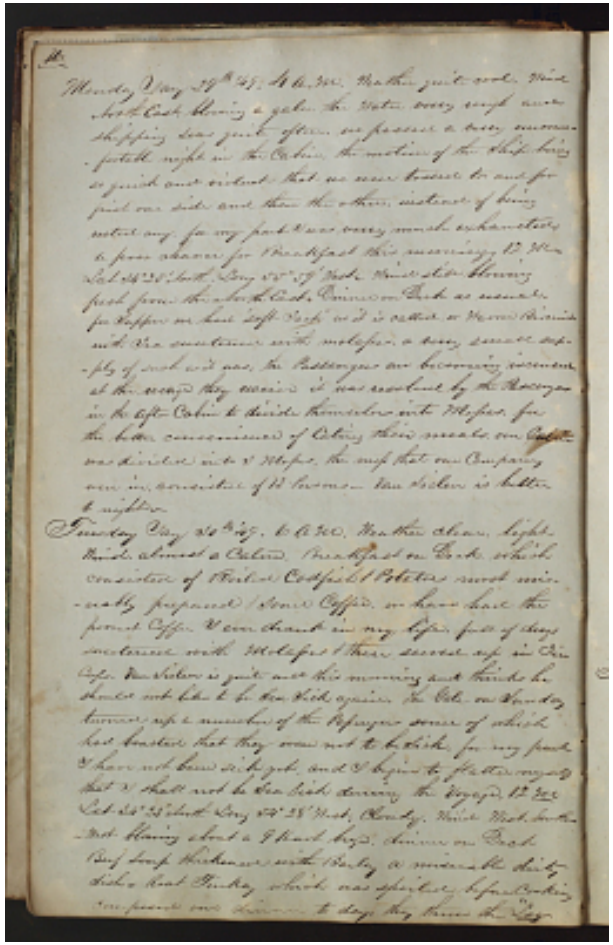
Monday Jany 29th '49. Weather quite cool, Wind North East, blowing a gale. the water very rough and shipping seas quite often. we passed a very uncomfortable night in the Cabin. the motion of the ship being so quick and violent that we were tossed to and fro first one side and then the other, instead of being rested any. for my part I was very much exhausted. a poor chance for Breakfast this morning, 12 M - Lat 34°25' North. Long 55° 59' West. Wind still blowing fresh from the North East. Dinner on Deck as usual. for Supper we had "soft Tack" as it is called, or Warm Biscuit with Tea sweetened with molasses. a very small supply of such as it was. the Passengers are becoming incensed at the usage they receive it was resolved by the Passengers in the After Cabin to divide themselves into Messes, for the better convenience of Eating their meals. our Cabin was divided into 3 Messes, the mess that our Company were in, consisted of 13 Persons - Van Siclen is better to night -

Tuesday Jany 30th '49. 6 AM. Weather clear. light Wind, almost a Calm. Breakfast on Deck, which consisted of Boiled Codfish & Potatoes most miserably prepared & some Coffee. we have had the poorest Coffee I ever drank in my life, full of dregs sweetened with Molasses & then served up in Tin Cups. Van Siclen is quite well this morning and thinks he should not like to be Sea Sick again. The Gale on Sunday turned up a number of the Passengers some of which had boasted they were not to be Sick. for my part I have not been sick yet, and I begin to flatter myself that I shall not be Sea Sick during the Voyage. 12 M Lat 34° 23' North Long 54° 28' West, Cloudy. Wind West, SouthWest blowing about a 9 knot breze. dinner on Deck Beef Soup thickened wth Barley a miserable dirty dish. Roat Turkey which was spoiled before cooking composed our dinner to day. they threw the "Log



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Line" as it is called. 3 different times this afternoon. at 4, 6 & 8 PM. the result was first 8 1/2, 10, & 12 knots, or Miles per hour. the Evening was clear and Beautifull the moon was Shining bright, the Sea not very rough and the Ship was sailing along pretty fast-
Wednesday Jany 31 '49. 2 AM. the Wind blowing fresh from the West and Squally and going about 10 knots an hour I came to the conclusion to remain on Deck the rest of the night. 7 AM Saw a Rainbow as the Old saying a "Rainbow in the morning, the Sailors take Warning" which if true we must expect bad Weather to day. We Eat our Breakfast on Deck Codfish & Potatoes warmed up. Mush & Molasses, and Some Coffee. the Wind continued strong and the weather Squally. and we were Scudding along at the rate of 10 to 12 knots the hour under double reefed Sails. 12 M Lat 34° 26' North, Long 51° 21 West. Dinner on Deck. we made a table to day of the sail on the Bulwarks, to the windward, Pork & Beef and Pea Soup. and for desert we had a tremendious Sea break over us, which swept the board, and gave us all a good ducking. Paulison in particular. Supper on Deck of Soft Tack. there was some 25 or 30 Turkeys thrown overboard this morning. Spoiled through neglect of the Stewards
Thursday Feby 1st '49. 6 A.M. Rain falling in torrents Wind North East and moderate. Breakfast in the Cabin. Lobscous & Coffee. could not relish it. was obliged to resort to my private Stores for a Breakfast. 9 AM the clouds broke away and the Sun Broke through at intervals. 12 M Lat 34° 19' North Long 48° 20' West. eat our dinner on Deck. Boiled Beef, Pork & Duff. 2 PM the wind continued to increase untill the present time, when it began to blow a perfect Gale, harder than at any previous time during the passage. the rain pouring down
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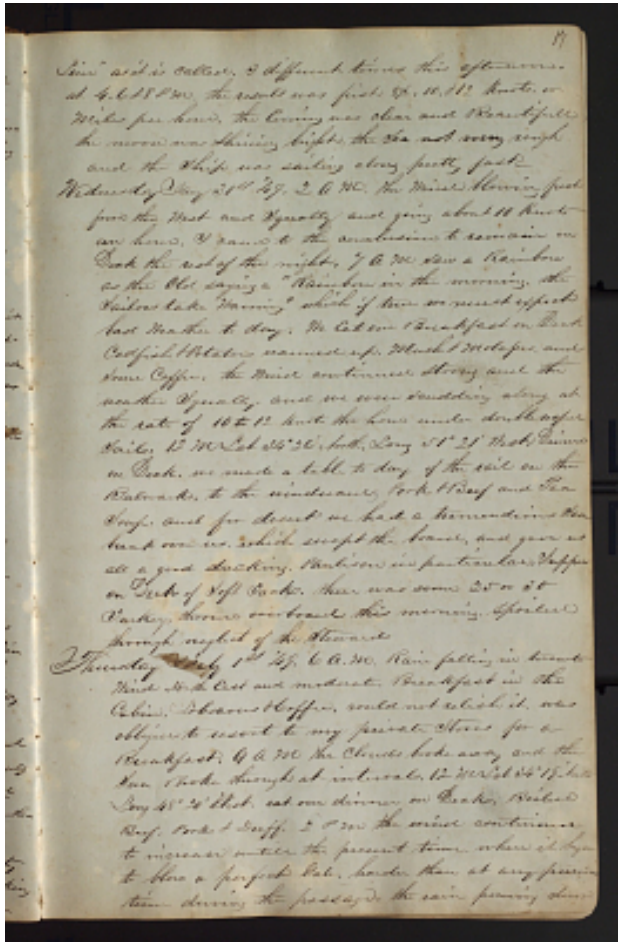

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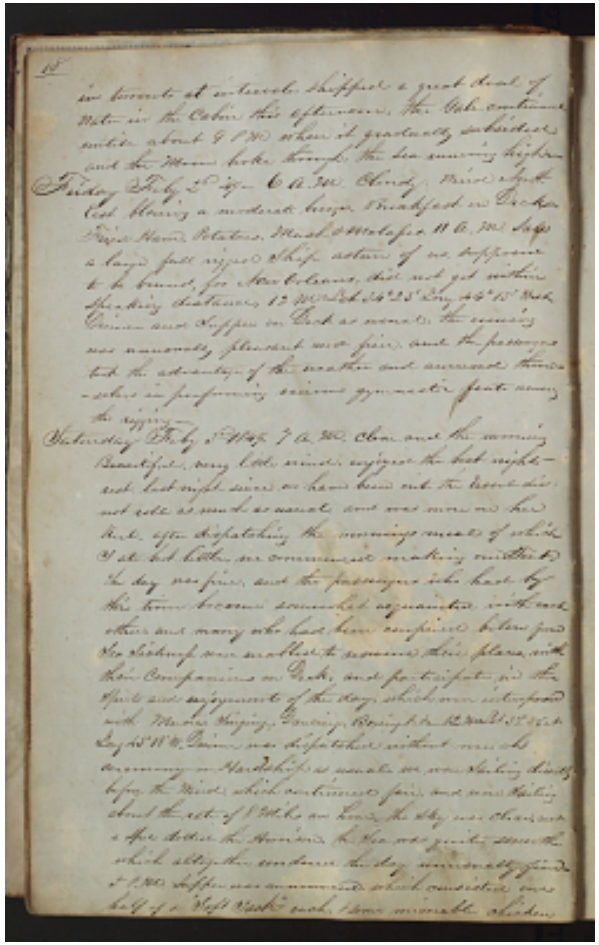
in torrents at intervals. shipped a great deal of water in the cabin this afternoon. the Gale continued untill about 9 PM when it gradually subsided, and the Moon broke through. the Sea running higher

Friday Feby 2nd '49-- 6 A.M. Cloudy. Wind North East blowing a moderate breeze. Breakfast on Deck. Fried Ham, Potatoes, Mush & Molasses. 11 A.M. Saw a large full rigged Ship astern of us, supposed to be bound for New Orleans, did not get within Speaking distance, 12 M Lat 34° 23' Long 44° 15' West Dinner and Supper on Deck as usual. the evening was unusually pleasant and fine, and the passengers took the advantage of the weather and amused themselves in performing various gymnastic feats among the rigging -

Saturday Feby 3d 1849. 7 A.M. clear, and the morning Beautiful, very little wind, enjoyed the best nights rest last night since we have been out. the Vessel did not roll as much as usual, and was more on her keel. after dispatching the mornings meal of which I ate but little, we commenced making our Tent. The day was fine, and the passengers who had by this time become somewhat acquainted with each other, and many who had been confined below from Sea Sickness, were enabled to resume their places, with their Companions on Deck, and participate in the Sports and enjoyments of the day, which were intersperced with Music, Singing, Dancing, Boxing &c 12 M Lat 32° 53' N Long 43° 18'W. Dinner was dispatched without much ceremony or Hardship as usual. we were Sailing directly before the Wind, which continued fair, and were Sailing about the rate of 8 Miles an hour. The sky was clear, not a spec dotted the Horrison. the Sea was quite smooth, which altogether rendered the day unusually fine. 5 P.M. Supper was announced, which consisted one half of a "Soft Tack" each. and some miserable chicken



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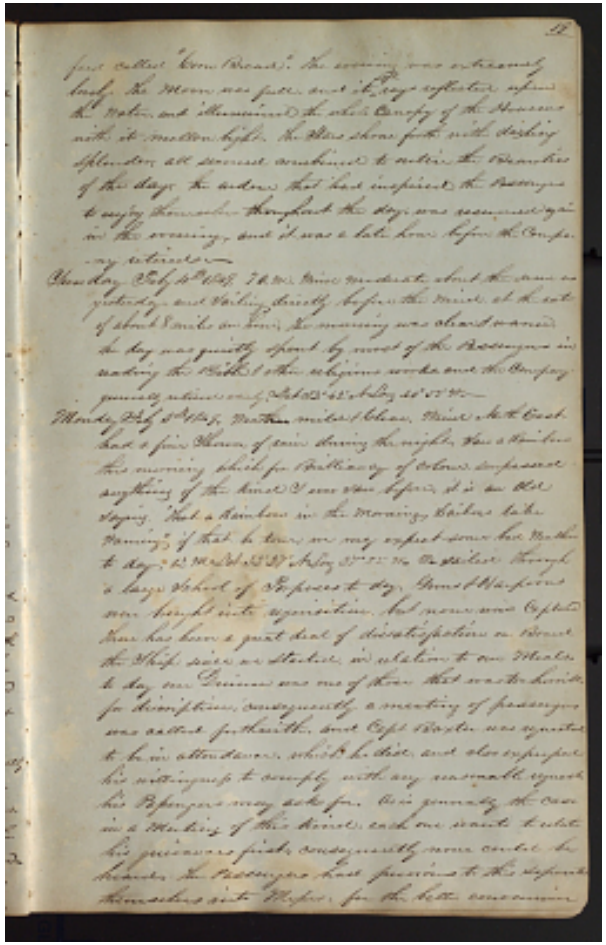
feed called "Corn Bread". The evening was extremely lovely. The Moon was full, and its ^[[soft]] rays reflected upon the water and illuminated the whole Canopy of the Heavens with its mellow light. The Stars shone forth with dazzling splender, all seemed combined to outvie the Beauties of the day. The ardour that had inspired the Passengers to enjoy themselves throughout the day was resumed again in the evening, and it was a late hour before the Company retired -

Sunday Feby 4th 1849. 7 A.M. Wind moderate about the same as yesterday, and Sailing directly before the wind at the rate of about 8 miles an hour. The morning was clear & warm. the day was quietly spent by most of the Passengers in reading the Bible & other religious works, and the Company generally retired early. Lat 32° 42' N Long 40° 53' W

Monday Feby 5th 1849. Weather mild & Clear. Wind North East. had a fine shower of rain during the night. Saw a rainbow this morning which for Brilliancy of colour surpassed anything of the kind I ever saw before. it is an Old saying "that a Rainbow in the Morning, Sailors take Warning", if that be true we may expect some bad Weather to day. 12 PM Lat 32° 27' N Long 37° 52' W We sailed through a large School of Porpoises to day. Guns & Harpoons were brought into requisition but none were Captured. There has been a great deal of dissatisfaction on Board the Ship since we started in relation to our Meals. to day our Dinner was one of those that was too horrible for description, consequently a meeting of passengers was called forthwith, and Capt Baxter was requested to be in attendance, which he did. and also expressed his willingness to comply with any reasonable requests his Passengers may ask for. As is generally the case in a Meeting of this Kind, each one wants to relate his grievances first, consequently none could be heard. The Passengers had previous to this separated themselves into Messes, for the better convenience



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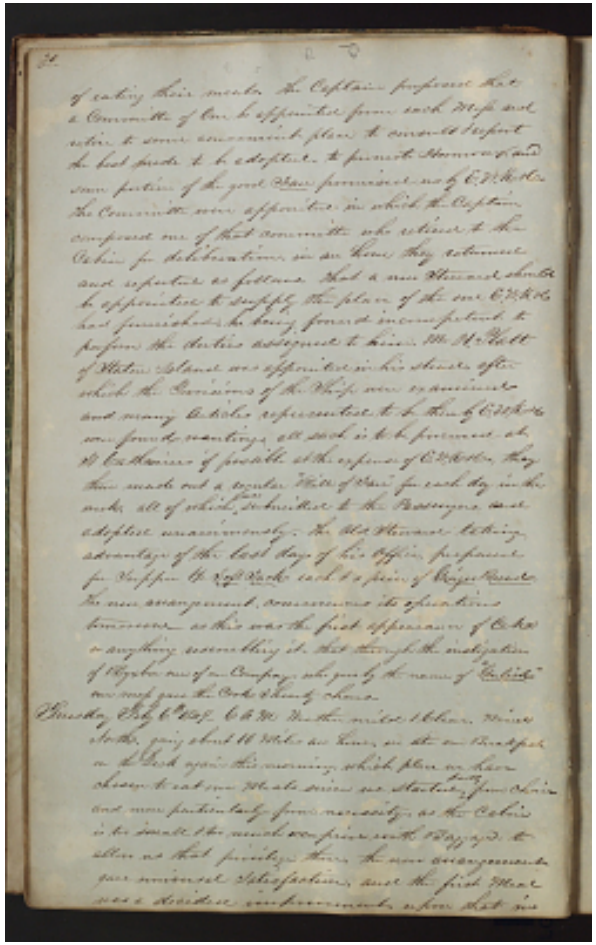
of eating their meals. The Captain proposed that a Committee of One be appointed from each Mess and retire to some convenient place to consult & report the best mode to be adopted, to promote Harmony and some portion of the good [[underlined]] Fare [[/underlined]] promised us by E.W.K & Co The Committee were appointed in which the Captain composed one of that committee who retired to the Cabin for deliberation. in an hour they returned and reported as follows. That a new Steward should be appointed to supply the place of the one E.W.K & Co had furnished, he being found incompetent to perform the duties assigned to him. Mr H. Platt of Staten Island was appointed in his stead, after which the Provisions of the Ship were examined and many Articles represented to be there by E.W.K & Co were found wanting, all such is to be procured at St Catharines if possible at the expense of E.W.K & Co, they then made out a regular "Bill of Fare" for each day in the week, all of which ^[[was]] submitted to the Passengers, and adopted unanimously. The Old Steward taking advantage of the last days of his Office prepared for Supper 1 1/2 [[underlined]] Soft Tacks [[/underlined]] each & a piece of [[underlined]] Ginger Bread [[/underlined]]. The new arrangement commences its operations tomorrow - as this was the first appearance of Cake or anything resembling it. that through the instigation of Byxbee one of our Company, who goes by the name of [[underlined]] "Gulick" [[/underlined]] our mess gave the Cook 3 hearty cheers.

Tuesday Feby 6th 1849- 6 AM Weather mild & Clear, wind North, going about 10 miles an hour. we ate our Breakfast on the Deck again this morning, which place we have chosen to eat our Meals since we started. ^[[partly]] from choice and more particularly from necessity, as the Cabin is too small & too much occupied with Baggage. to allow us that privilege there. The new arrangement gave universal Satisfaction, and the first Meal was a decided improvement upon that in



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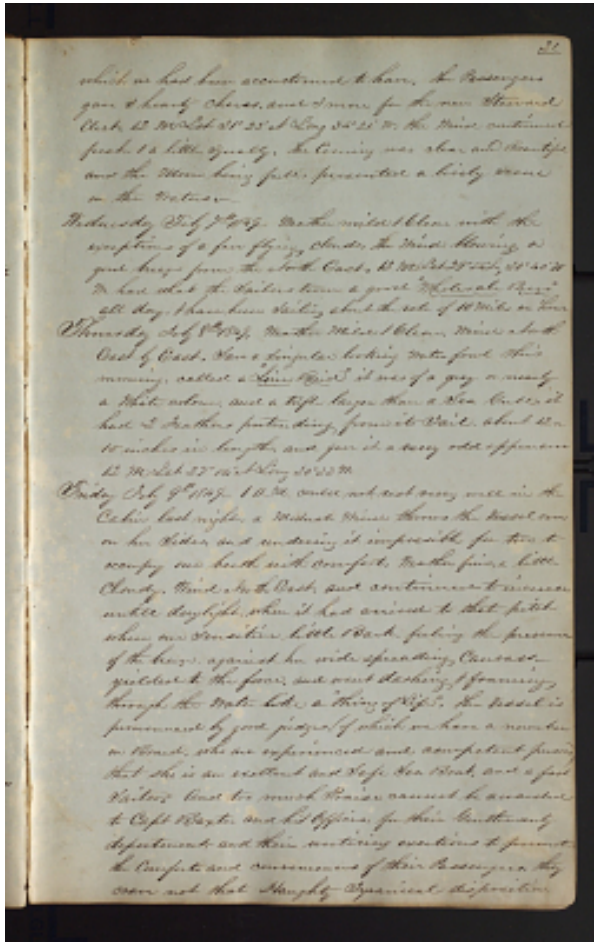
which we had been accustomed to have. The Passengers gave 3 hearty cheers, and 3 more for the new Steward Elect. 12 M Lat 31° 23' N Long 34° 21' W. the Wind continued fresh , & a little Squally. the Evening was clear and Beautiful and the Moon being full, presented a lively scene on the Waters-

Wednesday Feby 7th 1849 - Weather mild & clear with the exceptions of a few flying clouds. The wind blowing a good breeze from the North East. 12 M Lat 29° 54' Log 30° 40' W We had what the Sailers term a good "[[underlined]] Wholesale Breze [[/underlined]]" all day. & have been Sailing about the rate of 10 miles an hour.

Thursday Feby 8th 1849. Weather Mild & Clear. Wind North East by East. Saw a Singlular looking Water fowl this morning, called a [[underlined]] "Line Bird" [[/underlined]] it was of a grey or nearly a White colour, and a trifle larger than a Sea Gull. it had 2 Feathers protruding from its Tail, about 12 or 15 inches in length, and gave it a very odd appearance 12 M Lat 27° 14' N Long 30° 33 W.

Friday Feby 9th 1849 - 1 A.M. could not rest verry well in the Cabin last night. a Moderate Wind throws the Vessel over on her Sides. and rendering it impossible for two to occupy one berth with comfort. Weather fine. a little cloudy. Wind North East, and continued to increase untill daylight, when it had arrived to that pitch when our Sensitive little Bark, feeling the pressure of the breeze, against her wide spreading Canvass - yielded to the force, and went dashing & foaming through the Water like a "Thing of Life", The Vessel is pronounced by good judges, (of which we have a number on board, who are experienced and competent persons) that she is an excellent and Safe Sea Boat, and a fast Sailor. And too much Praise cannot be awarded to Capt Baxter and his Offices. for their Gentlemanly deportment. and their untiring exertions to promote the Comforts and conveniences of their Passengers. they crave not that Haughty Tyranical disposition



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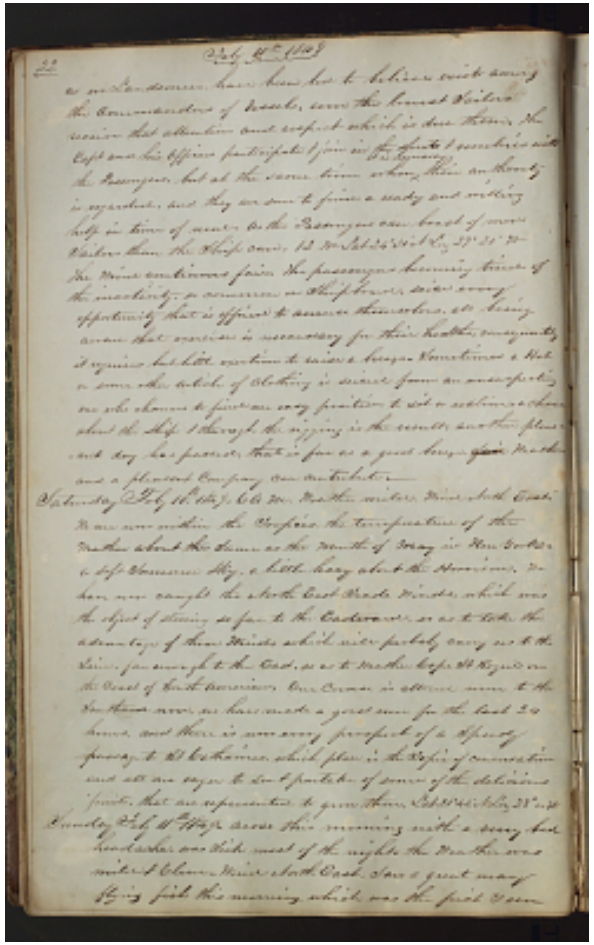
[[underlined]] 22 [[/underlined]]
[[underlined]] Feby 10th 1849 [[/underlined]]

as we Landsmen. have been led to believe exists among the Commanders of Vessels, even the lowest Sailers receive that attention and respect which is due them. The Capt and his Officers participate & join in the sports & revealries with the Passengers, but at the same time when ^[[it is necessary]], their authority is regarded, and they are sure to find a ready and willing help in time of need. As the Passengers can boast of more Sailors than the ship can. 12 M Lat 24° 30' N Long 29° 30' W The Wind continues fair. the passengers becoming tired of the inactivity, so common on Shipboard, seize every opportunity that is offered to amuse themselves, all being aware that exercise is necessary for their health, consequently it requires but little exertion to raise a breeze - sometimes a Hat or some other article of clothing is seised form an unsuspecting one who chances to find an easy position to sit or recline, a chase about the ship & through the rigging is the result, another pleasant day has passed. that is far as a good breeze, [[strikethrough]]fair [[/strikethrough]]Weather and a pleasant Company can contribute -

Saturday Feby 10th. 1849. 6 AM. Weather mild. Wind North East We are now within the Tropics. the temperature of the Weather about the Same as the Month of May in New York. a soft Summer Sky, a little hazy about the Horrison. We have now caught the North East Trade Winds, which was the object of steering so far to the Eastward, so as to take the advantage of those Winds which will probaly carry us to the Line, far enough to the East, so as to Weather Cape St. Rogue on the Coast of South America, Our Course is altered more to the Southward now, we have made a good run for the last 24 hours, and there is now every prospect of a Speedy passage to St. Catharines, which place is the Topic of conversation and all are eager to See & partake of some of the delicious fruits, that are represented to grow there. Lat 21°44' N Long 28° 00 W

Sunday Feby 11th 1849. arose this morning with a very bad headache, was Sick most of the night. the Weather was mild & Clear - Wind North East, Saw a great many flying fish this morning, which was the first I ever



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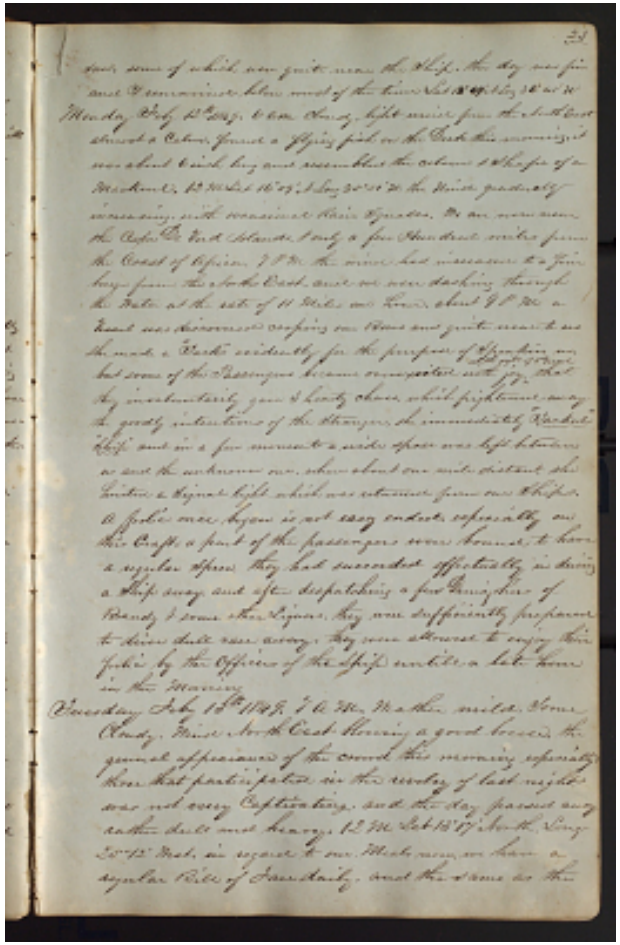
saw, some of which were quite near the Ship. the day was fine and I remained below most of the time Lat 18°44' N Long 26°45' W

Monday Feby 12th 1849. 6 am. cloudy, light wind from the North East almost a Calm, found a flying fish on the Deck this morning. it was about 6 inch long an resembled the colour & shape of a Mackerel. 12 M Lat 16°09' N Long 25° 37' W. The Wind gradually increasing, with occasional Rain Squalls. We are now near the Cape De Verd Islands, & only a few Hundred miles from the Coast of Africa. 7 PM the wind had increased to a fine breeze from the North East, and we were dashing through the Water at the rate of 11 Miles an hour. about 9 PM a Vessel was discovered crossing our Bows and quite near to us she made a "Tack" evidently for the purpose of Speaking us, but some of the Passengers became overexcited with joy ^[[insertion]] at the sight of a Vessel [[/insertion]], that they involuntarily gave 3 hearty cheers, which frightened away the goodly intentions of the Stranger. she immediately [[underlined]] "Tacked" "Ship" [[/underlined]] and in a few moments a wide space was left between us and the unknown one, when about one mile distant, she hoisted a Signal light, which was returned from our Ship. A frolic once began is not easy ended, especially on this Craft. a part of the passengers were bound to have a regular Spree. they had succeeded effectually in driving a Ship away, and after despatching a few Demijohns of Brandy & some other Liquers, they were sufficiently prepared to drive dull care away. they were allowed to enjoy their frolic by the Officers of the Ship untill a late hour in the Morning

Tuesday Feby 13th 1849. 7 AM. Weather mild. Some Cloudy. Wind North East blowing a good breeze, the general appearance of the crowd this morning especially those that participated in the revelry of last night, was not very Captivating, and the day passed away rather dull and heavy. 12 M Lat 13°17' North. Long 23°12' West. in regard to our Meals now, we have a regular Bill of Fare daily, and the same as the



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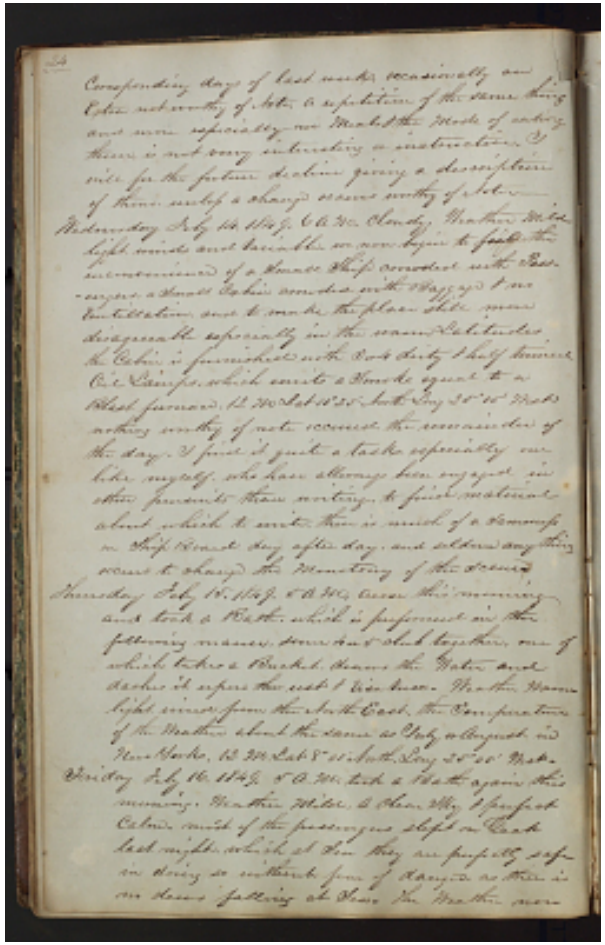
Coresponding days of last week. occasionally an Extra not worthy of Note. a repetition of the same thing and more especially our Meals & the Mode of eating them, is not very interesting or instructive. I will for the future decline giving a description of them unless a change occurs worthy of Note -

Wednesday Feby 14, 1849. 6 AM. cloudy. Weather Mild light winds and Variable. we now begin to feel the inconvenience of a Small Ship crowded with Passengers, a Small Cabin crowded with Baggage & no Ventillation, and to make the place still more disagreeable especially in the warm Latitudes the Cabin is furnished with 3 or 4 dirty & half trimed Oil Lamps, which emit a Smoke equal to a Blast furnace. 12 M Lat 10°25' North Long 25°05' Wish nothing worthy of note occurred the remainder of the day. I find it quite a task, especially one like myself, who have allways been engaged in other pursuits than writing, to find material about which to write. there is much of a Sameness on Ship Board day after day. and seldom anything occurs to change the Monotony of the Scenes

Thursday Feby 15, 1849. 5 A M, Arose this morning and took a Bath, which is performed in the following maner. some 4 or 5 club together, one of which takes a bucket, draws the Water and dashes it upon the rest & Visa Versa - Weather Warm light wind from the North East. the Temperature of the Weather about the same as July or August in New York, 12 M. Lat 8°01' North. Long 25°05' West.

Friday Feby 16, 1849. 5 A,M, took a Bath again this morning. Weather Mild. a clear Sky & perfect Calm. most of the Passengers slept on Deck last night, which at Sea they are perfectly safe in doing so without fear of danger, as there is no dews falling at Sea. The Weather now



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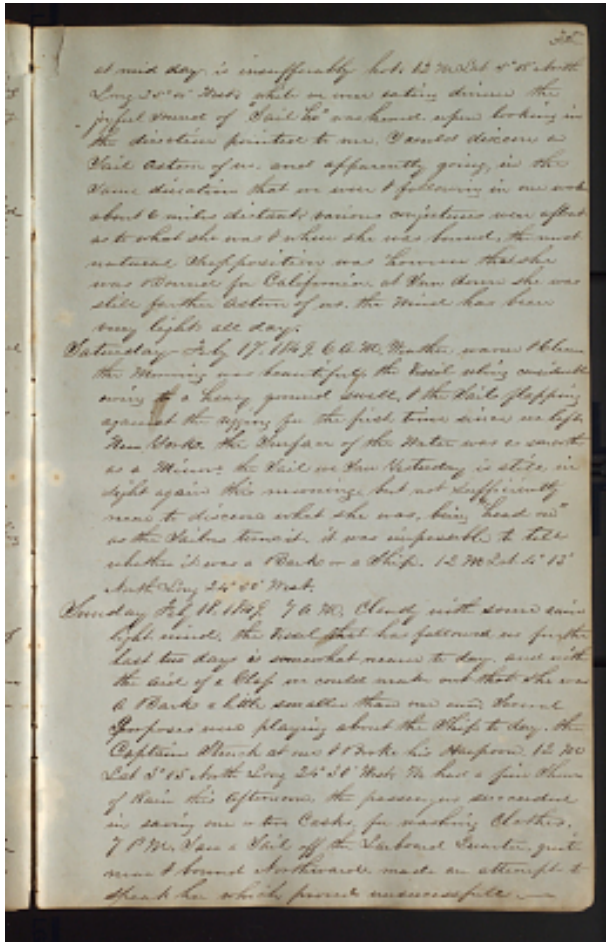
at mid day is insufferably hot. 12M Lat 5° 18' North Long 25° 00' West. while we were eating dinner the joyful sound of "Sail ho" was heard. upon looking in the direction pointed to me, I could discern a Sail astern of us. and apparently going in the Same direction that we were & following in our wake about 6 miles distant. various conjectures were afloat as to what she was & where she was bound. the most natural Supposition was however that she was Bound for California, at Sun down she was still farther astern of us. the Wind has been very light all day.

Saturday Feby 17. 1849. 6 A M. Weather warm & clear the Morning was beautiful. the Vessel roling considerable owing to a heavy ground swell. & the Sails flapping against the rigging for the first time since we left New York. the Surface of the Water was as smooth as a Mirror. the Sail we Saw Yesterday is still in Sight again this morning, but not sufficiently near to discern what she was, being "head on" as the Sailers term it. it was impossible to tell whether it was a Bark or a Ship. 12 M Lat 4° 13' North Long 24° 50' West.

Sunday Feby 18, 1849. 7 AM. Cloudy with some rain light wind. the Vessel that has followed us for the last two days is somewhat nearer to day, and with the aid of a Glass we could make out that she was a Bark a little smaller than our own. Several Porposes were playing about the Ship to day. the Captain Struck at one & Broke his Harpoon. 12 N Lat 3° 03' North Long 24° 30' West. We had a fine Shower of Rain this afternoon. the passengers succeeded in saving one or two Casks, for washing Clothes. 7 PM. Saw a Sail off the Larboard Quarter, quite near & bound Northward. made an attempt to Speak her which proved unsuccessful -



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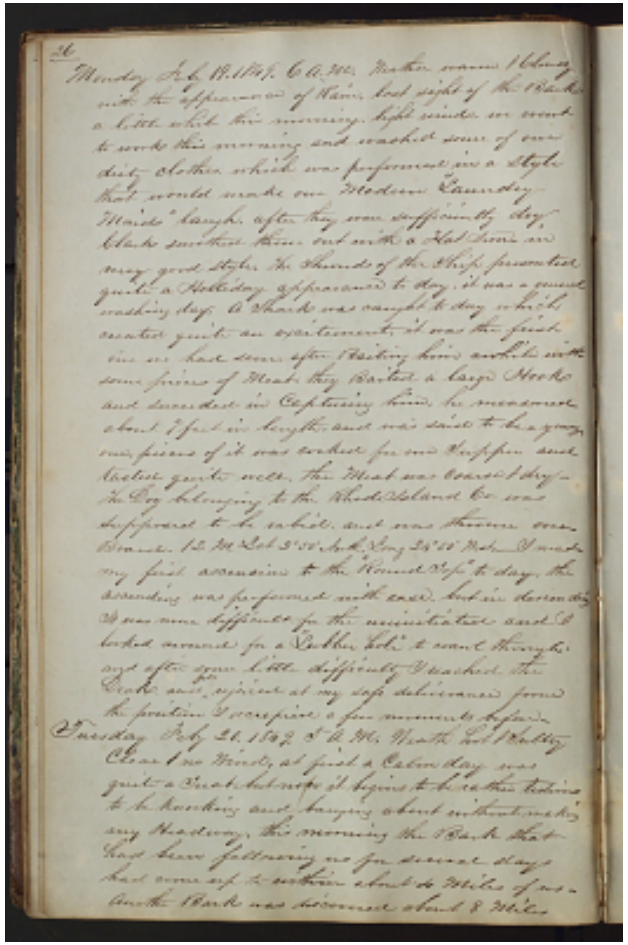
[[underlined]] 26 [[/underlined]]

Monday Feby 19, 1849. 6 A.M. Weather warm & Cloudy with the appearance of Rain, lost sight of the Bark a little while this morning. light winds. we went to work this morning and washed some of our dirty clothes, which was performed in a style that would make our Modern "Laundry Maids" laugh. after they were sufficiently dry Clarke smoothed them out with a Flat Iron, in very good style. The Shrouds of the Ship presented quite a Holliday appearance to day. it was a general washing day. a Shark was caught to day which created quite an excitement. it was the first one we had seen. after Baiting him awhile with some pieces of Meat, they Baited a large Hook and succeeded in Capturing him, he measured about 7 feet in length, and was said to be a young one, pieces of it was cooked for our Supper and tasted quite well. the Meat was coarse & dry - the Dog belonging to the Rhode Island Co was Supposed to be rabid, and was thrown over Board. 12 M Lat 2° 50' North. Long 24° 50' West. - I made my first ascension to the "Round Top" to day. the ascending was performed with ease, but in descending It was more difficult for the uninitiated and I looked around for a "Lubber hole" to crawl through. and after some little difficulty I reached the Deck and ^[[insertion]] felt [[/insertion]] rejoiced at my safe deliverance from the position I occupied a few moments before -

Tuesday Feby 20, 1849. 5 A M Weath hot & Sultry Clear & no Wind, at first a Calm day was quite a Treat, but now it begins to be rather tedious to be knocking and banging about without making any Headway. this morning the Bark that had been following us for several days had come up to within about 4 miles of us - Another Bark was discovered about 8 miles



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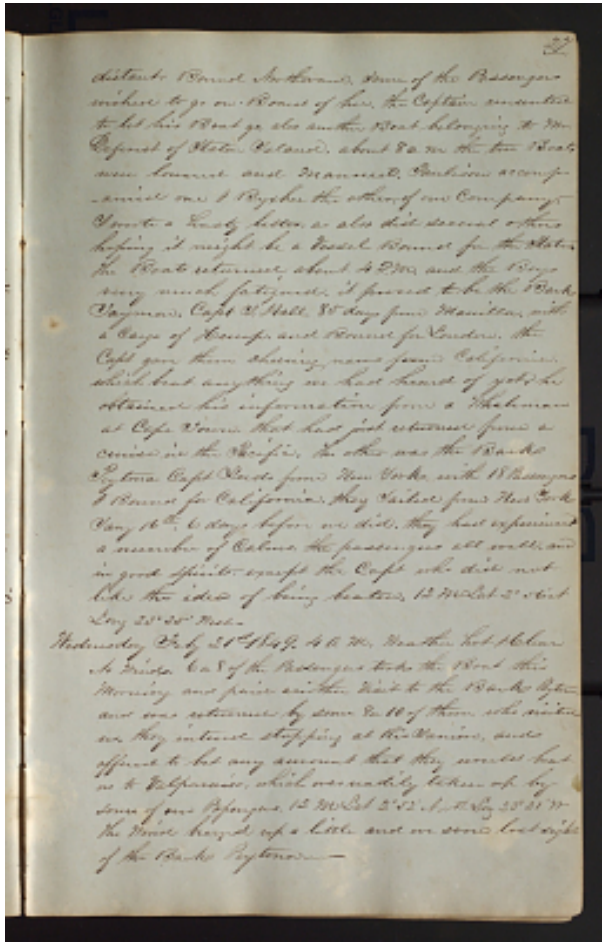
distant Bound Northward. Some of the Passengers wished to go on Board of her. The Captain consented to let his Boat go, also another Boat belonging to Mr Deforest of Staten Island. about 8 a m the two Boats were lowered and Manned. Paulison accompanied one & Byxbee the other of our Company. I wrote a hasty letter, as also did several others hoping it might be a Vessel Bound for the States. the Boat returned about 4 P.M. and the Boys very much fatigued, it proved to be the Bark Taymar. Capt J. Hall. 85 days from Manilla with a Cargo of Hemp and Bound for London. the Capt gave them cheering news from California, which beat anything we had heard of yet. he obtained his information from a Whaleman at Cape Town, that had just returned from a cruise in the Pacific. The other was the Bark Peytona Capt Leeds from New York with 18 Passengers & Bound for California. they Sailed from New York Jany 16th, 6 days before we did. they had experienced a number of Calms. the passengers all well. and in good spirits. except the Capt who did not like the idea of being beaten. 12 M Lat 2° 56' N Long 23° 35' West -

Wednesday Feby 21st 149. 4 AM. Weather hot & Clear No Winds. 6 or 8 of the Passengers took the Boat this Morning and paid another Visit to the Bark Peytona and was returned by some 8 or 10 of them who visited us. they intend stopping at Rio Janiero, and offered to bet any amount that they would beat us to Valparaiso, which was readily taken up by some of our Passengers 12 M Lat 2° 52' North Long 23° 31' W The Wind breezed up a little and we soon lost sight of the Bark Peytona -



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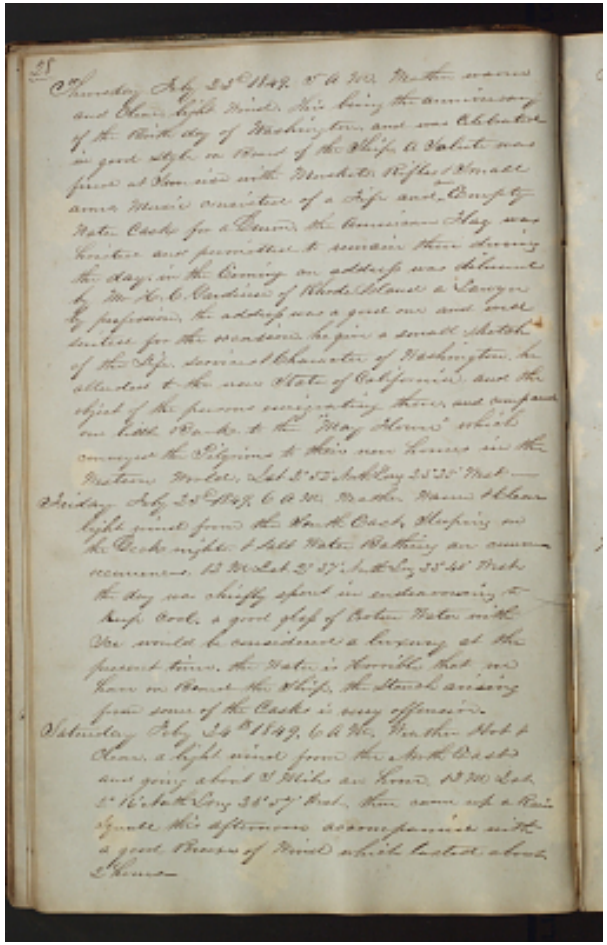
[[underlined]] 28 [[/underlined]]
Thursday Feby 22nd 1849. 5 A M. Weather warm and Clear. light Wind. This being the anniversary of the Birth day of Washington, and was Celebrated in good style on board of the Ship. A Salute was fired at Sun rise with Muskets, Rifles & Small arms. Music consisted of a fife and ^[[insertion]] and [[/insertion]] Empty Water Cask for a Drum. the American Flag was hoisted and permitted to remain there during the day. in the Evening an address was delivered by Mr H.C Gardiner of Rhode Island a Lawyer by profession. the address was a good one and well suited for the occasion, he gave a small sketch of the Life, Services & Character of Washington. he alluded to the new State of California, and the object of the persons emigrating there, and compared our little Bark to the "May Flower" which conveyed the Pilgrims to their new homes in the Western World. Lat 2° 52' North Long 23° 35' West -

Friday Feby 23rd 1849. 6 AM. Weather Warm & Clear light wind from the South East. Sleeping on the Deck nights. & Salt Water Bathing are common occurrences. 12 M Lat 2° 37' North Long 23° 40' West the day was chiefly spent in endeavoring to keep cool. a good glass of Croten Water with Ice would be considered a luxury at the present time. the Water is Horrible that we have on Board the Ship. the Stench arising from some of the Casks is very offensive.

Saturday Feby 24th 1849. 6 A M. Weather Hot & clear. a light wind from the North East and going about 3 Miles an hour. 12 M Lat 2° 16' North Long 23° 57' West. there came up a Rain Squall this afternoon accompanied with a good Breeze of Wind which lasted about 2 hours -



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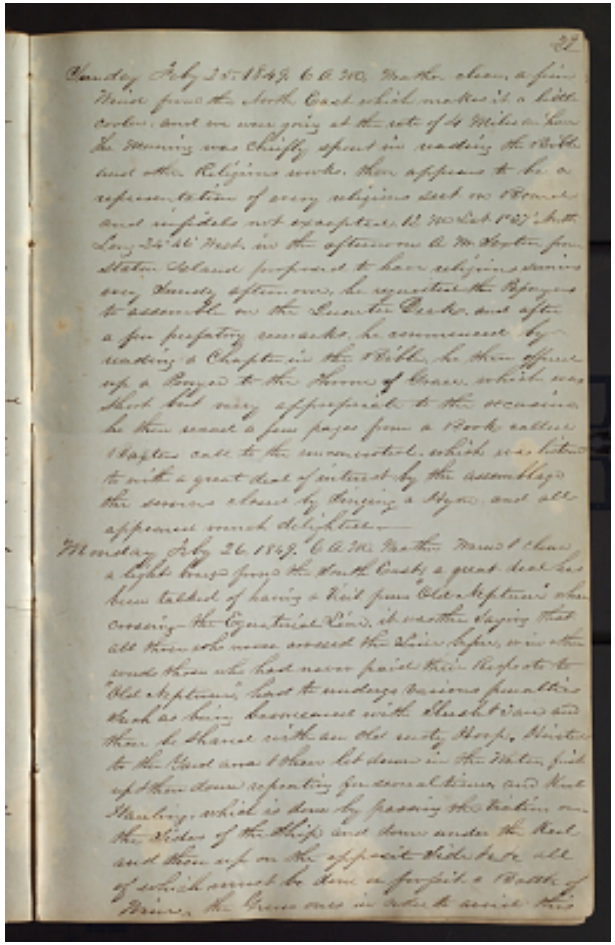
Sunday Feby 25. 1849. 6 AM. Weather clear, a fine Wind from the North East which makes it a little cooler, and we were going at the rate of 4 Miles an hour The Morning was chiefly spent in reading the Bible and other Religious works. there appears to be a representation of every religious sect on Board and infidels not excepted. 12 M Lat 1° 37' North Long 24° 46' West. in the afternoon A M Sexton from Staten Island proposed to have religious services every Sunday afternoon, he requested the Passengers to assemble on the Quarter Deck, and after a few prefatory remarks, he commenced by reading a Chapter in the Bible. he then offered up a Prayer to the Throne of Grace, which was short but very appropriate to the occasion. he then read a few pages from a Book called Baxters call to the unconverted, which was listened to with a great deal of interest by the assemblage the services closed by Singing a Hym. and all appeared much delighted -

Monday Feby 26, 1849. 6 A M. Weather Warm & clear a light breeze from the South East, a great deal has been talked of having a Visit from "Old Neptune" when crossing the Equatorial Line. it was the Saying that all those who never crossed the Line before, or in other words those who had never paid their Respects to "Old Neptune", had to undergo various penalties Such as being besmeared with Slush & Tard and then be shaved with an old rusty Hoop. Hoisted to the Yard arm & then let down in the Water, first up & then down repeating for several times, and Keel Hauling, which is done by passing the Victim over the Sides of the Ship and down under the Keep and then up on the opposite side &c &c all of which must be done or forfeit a Bottle of Wine. the Green ones in order to avoid this



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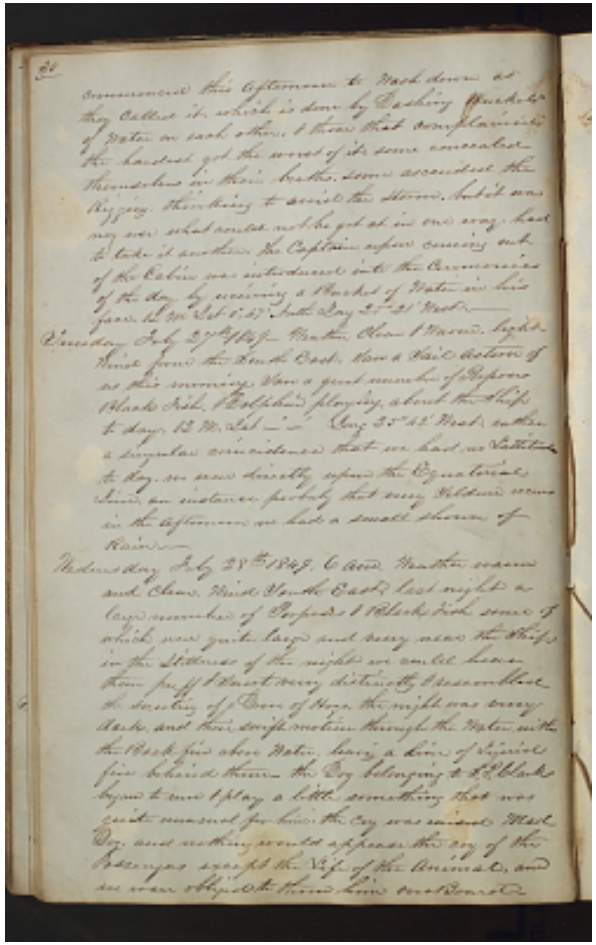
[[underlined]] 30 [[/underlined]]
commenced this afternoon to Wash down as they called it, which is done by Dashing Buckets of Water on each other. & those that complained the hardest got the worst of it. some concealed themselves in their berths, some ascended the Rigging, thinking to avoid the storm. but it was no use what could not be got at in one way, had to take it another. The Captain upon coming out of the Cabin was introduced into the Ceremonies of the day by receiving a Bucket of Water in his face. 12 M Lat 0°, 47' North Long 25° 21' West -

Tuesday Feby 27th 1849 - Weather clear & Warm. light Wind from the South East. Saw a Sail astern of us this morning. Saw a great number of Porposes Black Fish, & Dolphin playing about the Ship to day. 12 M. Lat __° __' Long 25° 42' West. rather a singular coincidence that we had not Lattidude to day. we were directly upon the Equatorial Line, an instance probaly that very Seldom occurs in the afternoon we had a small shower of Rain -

Wednesday Feby 28th 1849. 6 AM. Weather warm and clear. Wind South East, last night a large number of Porposes & Black Fish some of which were quite large and verry near the Ship in the Stillness of the night we could hear them puff & Snort verry distinctly & resembled the snorting of a Grove of Hogs, the night was verry dark, and their swift motion through the Water with the Back fin above the Water, leavig a line or Liquid fire behind them - the Dog belonging to S.P. Clark began to run & play a little something that was quite unusual for him. the cry was raised Mad Dog. and nothing would appease the cry of the Passengers except the Life of the Animal, and we were obliged to throw him overboard.



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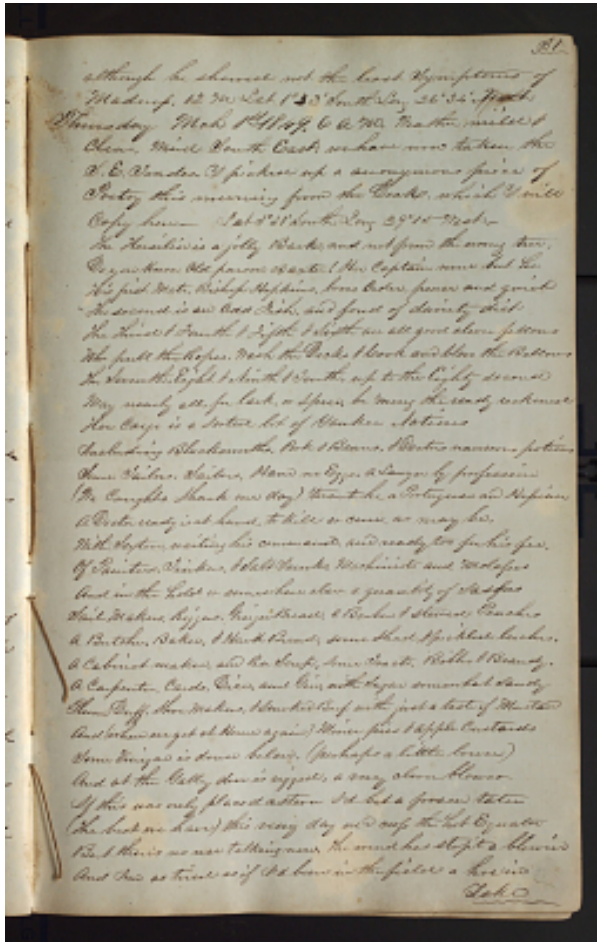
[[underlined]] 31 [[/underlined]]
although he showed not the least Symptoms of Madness. 12 M Lat 1° 33' south Long 26° 34' West

Thursday Mch 1st 1849. 6 AM. Weather mild & Clear, Wind South East, we have now taken the S.E. Trades. I picked up a anonymous piece of Poetry this morning from the Deck, which I will copy here - Lat 3° 31' South Long 29° 15 West -
The Hersilia is a jolly Bark, and not from the wrong tree.
Do you know Old parson Baxter! Her Captain none but he
His first Mate Bishop Hopkins, loves Order, peace and quiet
The second is an Odd Fish, and fond of dainty diet
The Third Fourth & Fifth & Sixth are all good clever fellows
Who pull the Ropes, Wash the Decks & Cook and blow the Bellows
The Seventh, Eight & Ninth & Tenth, up to the Eight-second
May nearly all, for lack or spice, be 'mong the ready reckoned
Her Cargo is a sorted lot of Yankee Notions
Including Blacksmith, Pork & Beans, & Docters nauseous potions
Some Tailors, Sailors, Ham no Eggs. A Lawyer by profession
(We Caught a Shark one day) [['twaut?]] he a Portugeese and Hessian
A Docter ready is at hand, to kill or cure, as may be.
With Sexton, waiting his command, and ready too [[fix?]] his fee,
Of Painters, Trickers, & Salt [[Junk ?]], Machinists and Molasses
And in the hold or somewhere else a quantity of [[Sasses?]]
Sail Makers, Riggers, GingerBread, a Barber & stewed Peaches
A butcher, Baker, & Hard Bread, some shad, & pickled leeches,
A Cabinet maker, and Pea Soup, some Tracts, Bibles & Brandy,
A Carpenter, Cards, Dice, and Gin, with Sugar somewhat sandy
Plum Duff, Shoe Makers, & smoked Beef, with just a taste of Mustard
And (when we get at Home again) Mince pies & apple Custards
Some Vinegar is down below, (perhaps a little lower)
And at the Galley door is rigged, a very clever blower
If this was only placed astern I'd bet a frozen tater
(The best we have) this very day we'd cross the hot Equater
But there's no use talking now, the wind has stop't a blowin
And I'm as tired as if I'd been in the field a hoein -
[[underlined]] Lake [[/underlined]]



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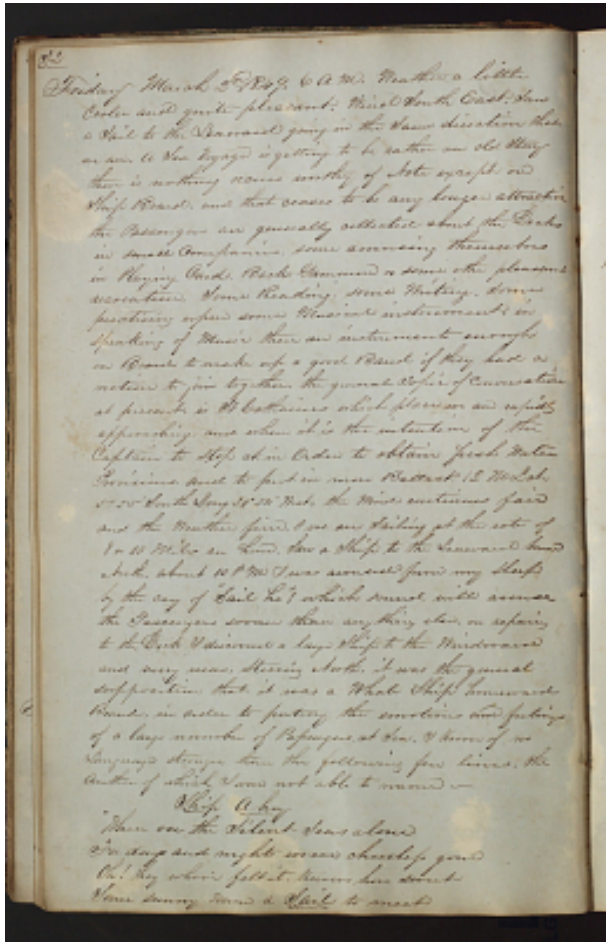
[[underlined]] 32 [[/underlined]]
Friday March 2nd 1849. 6 A M. Weather a little Cooler and quite pleasant. Wind South East, Saw a Sail to the Leaward going in the Same direction that we are. A Sea Voyage is getting to be rather an old Story there is nothing occurs worthy of Note except on Ship Board, and that ceases to be any longer attractive the Passengers are generally collected about the Decks in small Companies, some amusing themselves in Playing Cards, Back Gammon or some other pleasant recreation. Some Reading, some Writing, Some practising upon some Musical instrument. in Speaking of Music there are instruments enough on Board to make up a good Band if they had a notion to join together. the general Topic of Conversation at present, is St Catharines which place we are rapidly approaching, and where it is the intention of the Captain to stop at in Order to obtain fresh Water Provisions, and to put in more Ballast. 12 M Lat 5° 55' South Long 30° 54' West. the Wind continues fair and the Weather fine, & we are Sailing at the rate of 8 or 10 Miles an hour. Saw a ship to the Leaward bound North, about 10 PM I was aroused from my sleep by the cry of "Sail ho"! which sound will arouse the Passengers sooner than anything else, on repairing to the Deck I discovered a large Ship to the Windward and very near, Steering North. it was the general supposition that it was a Whale Ship homeward Bound, in order to portray the emotions and feelings of a large number of Passengers at Sea, I know of no Language stronger than the following lines, the author of which I am not able to name -

[[underlined]] Ship A hoy [[/underlined]]

"When oer the Silent Seas alone
For days and nights we'eve cheerless gone
Oh! they who've felt it, knows how sweet
Some sunny Morn a [[underlined]] Sail [[/underlined]] to meet



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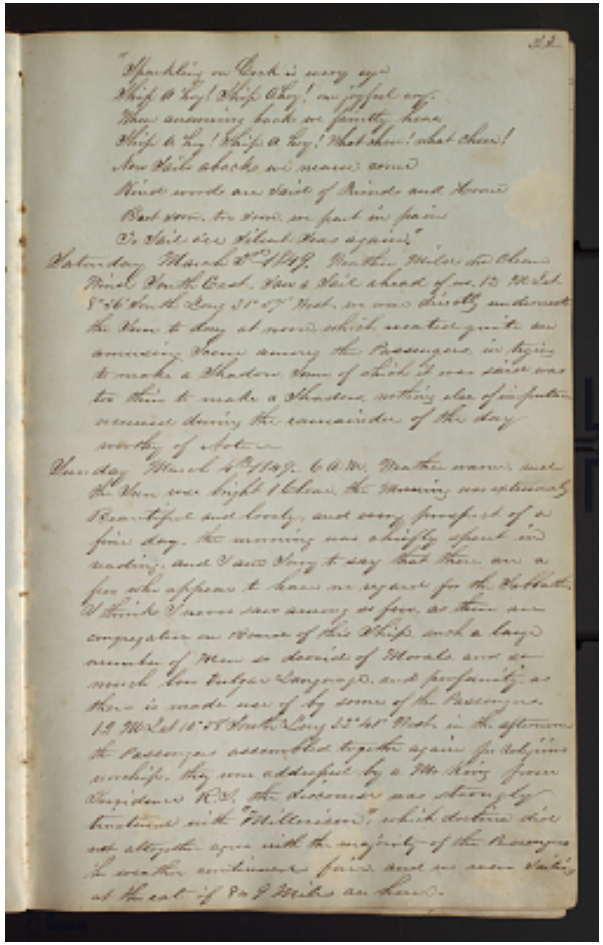
"Sparkling on Deck is every eye
Ship A hoy! Ship Ahoy! our joyful cry.
When answering back we faintly hear
Ship A hoy! Ship A hoy! What cheer! what cheer!
Now Sails aback we nearer come
Kind words are Said of Friends and Home
Back soon, too soon, we part in pain
To Sail o'er Silent Seas again."

Saturday March 3rd 1849. Weather mild and clear
Wind South East, Saw a Sail ahead of us, 12 M Lat 8° 36' South Long 31° 57' West, we were directly underneath the Sun to day at noon, which created quite an amusing Scene among the Passengers, in trying to make a Shadow. Some of which it was said was too thin to make a Shadow, nothing else of importance occurred during the remainder of the day worthy of Note--

Sunday March 4th 1849. 6 AM. Weather warm, and the Sun rose bright & clear, the morning was extremely Beautiful and lovely, and every prospect of a fine day. the morning was chiefly spent in reading, and I am Sorry to say that there are a few who appear to have no regard for the Sabbath. I think I never saw among so few, as there are congregated on Board of this ship, such a large number of Men so devoid of Morals, and so much low Vulgar Language, and profanity, as there is made use of by some of the Passengers. 12 M Lat 10° 58' South Long 32° 41' West. in the afternoon the Passengers assembled together again for religious worship. They were addressed by a Mr King from Providence R.I. The discourse was strongly tinctured with "Millerism", which doctrine did not altogether agree with the majority of the Passengers the weather continued fair, and we were Sailing at the rate of 8 or 9 Miles an hour.



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[[underlined]] 34 [[/underlined]]

Monday March 5th 1849. Weather Mild & Clear Wind South East. Saw two Sails one to the Leaward and the other to the Windward 12 M Lat 13° 52' South Long 33° 42' West - to day I suppose we have a new President in the United States in the Personage of Genl Zachary Taylor, the Hero of Buena Vista. Some arguments arose as to whether he was inaugurated Yesterday the 4th which was the time appointed, which happened to be Sunday, or whether it was postponed until to day. Some Bets were made I believe in regard to it -

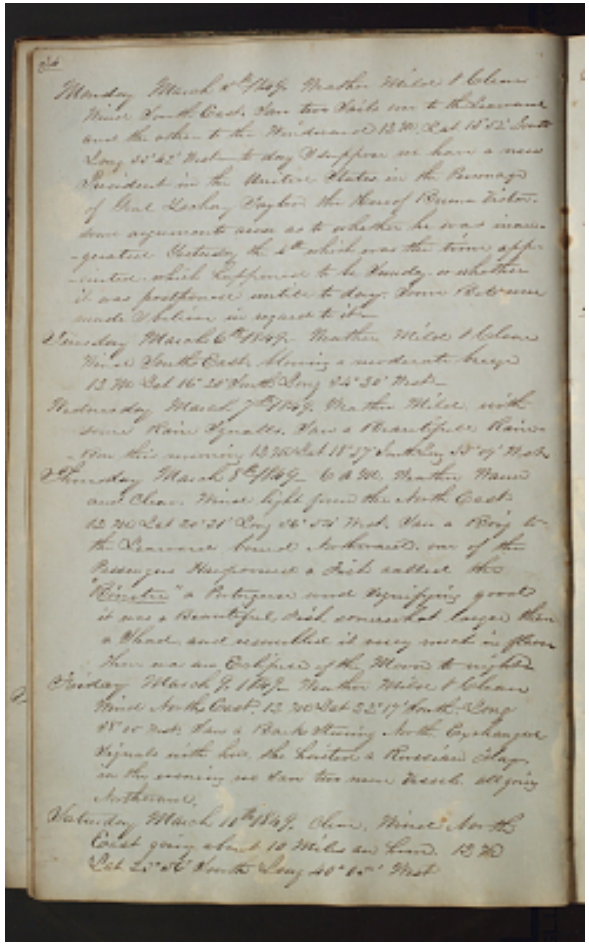
Tuesday March 6th 1849 - Weather Mild & Clear. Wind South East, blowing a moderate breeze. 12 M Lat 16° 20' South Long 34° 20' West.

Wednesday March 7th 1849. Weather Mild, with some Rain squalls. Saw a Beautiful Rainbow this morning 12 M Lat 18° 37' South long 35° 09' West.

Thursday March 8th 1849 - 6 A M. Weather Warm and Clear. Wind light from the North East 12 M Lat 20° 31' Long 36° 54' West. Saw a Brig to the Leaward bound Northward, one of the Passengers Harpooned a Fish called the [[underlined]] "Bonetee" [[/underlined]] a Portuguese word signifying good it was a Beautiful Fish somewhat larger than a Shad, and resembled it verry much in flavor. There was an Eclipse of the Moon to night.

Friday March 9, 1849 - Weather Mild & Clear. Wind North East, 12 M Lat 22° 17' South. Long 38° 05' West. Saw a Bark steering North. Exchanged Signals with her. she hoisted a Russian Flag, in the evening we saw two more Vessels. all going Northward.

Saturday March 10th 1849. Clear. Wind North East going about 10 Miles an hour. 12 M Lat 23° 56' South Long 40° 05' West.



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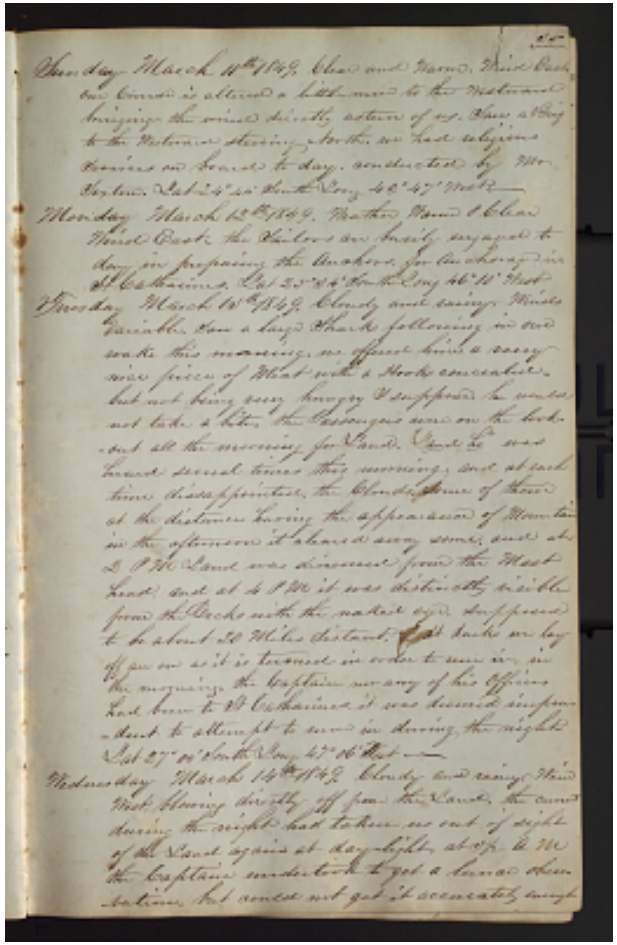
[[underlined]] 35 [[underlined]]
Sunday March 11th 1849. Clear and Warm. Wind East our Course is altered a little more to the Westward bringing the wind directly astern of us. Saw a Brig to the Westward steering North, we had religious Services on board to day, conducted by Mr Sexten. Lat 24° 44' South Long 43° 47' West -

Monday March 12th 1849, Weather Warm & Clear Wind East. The Sailors are busily engaged to day in preparing the Anchors, for Anchorage in St. Catharines. Lat 25° 34' South Long 46° 10' West.

Tuesday March 13th 1849, Cloudy and rainy. Winds Variable. Saw a large Shark following in our wake this morning, we offered him a verry nice piece of Meat with a hook concealed, but not being verry hungry I suppose, he would not take a bite. The Passengers were on the lookout all the morning for Land. [[underlined]] "Land ho" [[/underlined]] was heard several times this morning, and at each time disappointed, the Clouds, Some of them at the distance having the appearance of Mountains in the afternoon it cleared away some, and at 2 P M land was discovered from the Mast head. and at 4 P M it was distinctly visible from the Decks with the naked eye. Supposed to be about 20 Miles distant. At dark we lay off an or as it is termed in order to run in. in the morning, the Captain nor any of his Officers had been to St. Catharines. it was deemed imprudent to attempt to run in during the night. Lat 27° 00' South Long 47° 06' minutes West -

Wednesday March 14th 1849, Cloudy and rainy. Wind West. blowing directly off from the Land. the current during the night had taken us out of sight of the Land again at day-light. At 3 1/2 A M the Captain undertook to get a lunar observation, but could not get it accurately enough



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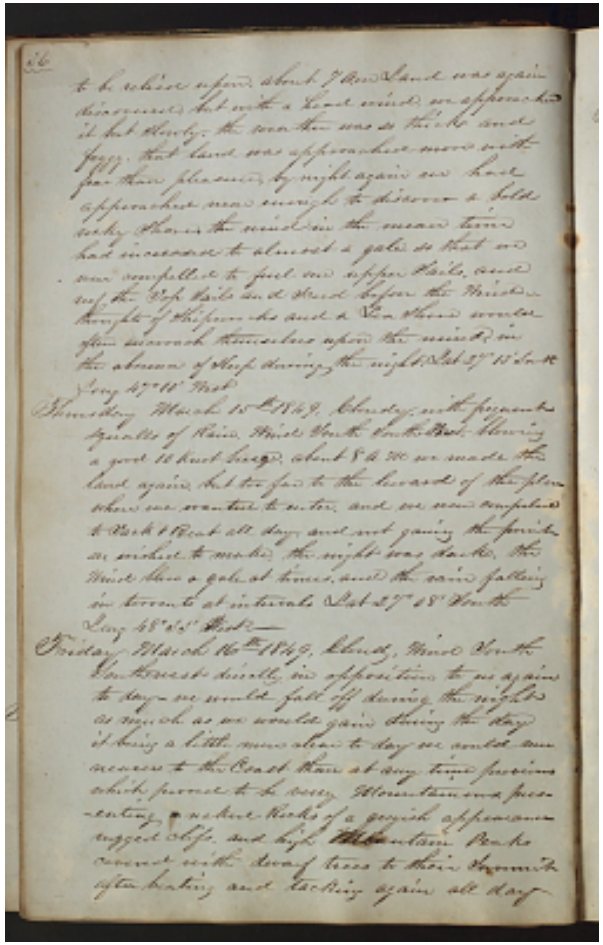
[[underlined]] 36 [[/underlined]]
to be relied upon. About 7 AM Land was again discovered, but with a head wind, we approached it but slowly. the weather was so thick and foggy, that land was approached more with fear than pleasure, by night again we had approached near enough to discover a bold rocky Shore. The wind in the mean time had increased to almost a gale, so that we were compelled to furl our upper Sails, and reef the Top Sails and Scud before the Wind - thoughts of Shipwrecks and a Lea Shore would often encroach themselves upon the mind, in the absence of sleep during the night. Lat 27° 15' South Long 47° 10' West.

Thursday March 15th 1849, Cloudy with frequent squalls of Rain. Wind South South West, blowing a good 10 knot breeze. About 8 A M we made the land again, but too far to the leward of the place where we wanted to enter, and we were compelled to Tack & Beat all day, and not gaining the point we wished to make, the night was dark. The Wind blew a gale at times, and the rain falling in torrents at intervals Lat 27° 08' South Long 48° 33' West -

Friday March 16th 1849. Cloudy, Wind South Southwest directly in opposition to us again to day - we would fall off during the night as much as we would gain during the day it being a little more clear to day we could run nearer to the Coast than at any time previous which proved to be verry Mountainous. presenting naked Rocks of a greyish appearance rugged clifs. and high Mountain Peaks covered with dwarf trees to their Summits after beating and tacking again all day



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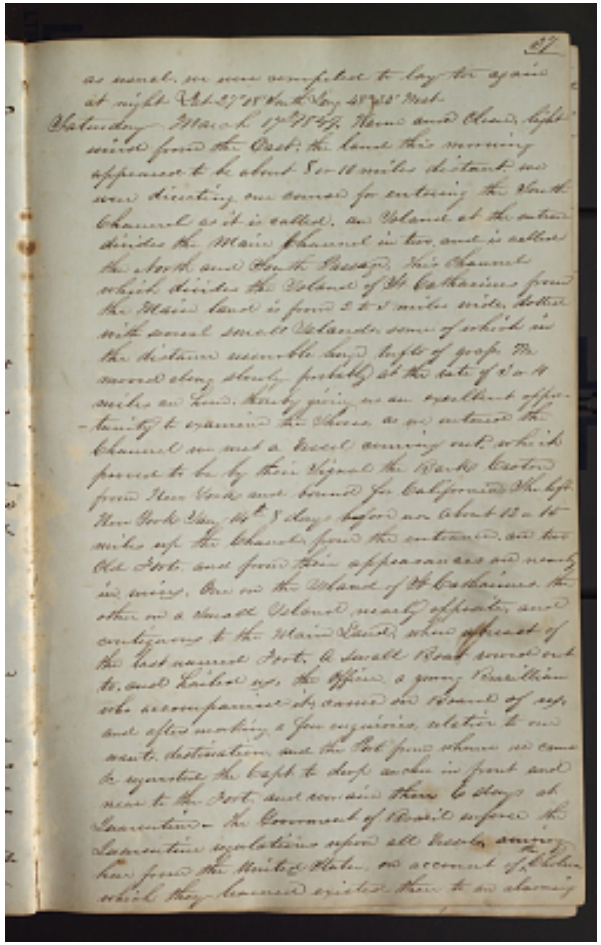
as usual. We were compelled to lay too again at night Lat 27° 08' South Long 48° 33' West

Saturday March 17th 1849. Warm and Clear. light wind from the East. The land this morning appeared to be about 8 or 10 miles distant. We were directing our course for entering the South Channel as it is called. An island at the entrance divides the Main Channel in two, and is called the North and South Passage. This channel which divides the Island of St Catharines from the Main land is from 2 to 5 miles wide, dotted with several small Islands, some of which in the distance resemble huge tufts of grass. We moved along slowly probably at the rate of 3 or 4 miles an hour, thereby giving us an excellent opportunity to examine the Shores. As we entered the Channel we met a Vessel coming out, which proved to be by their Signal the Bark Croton from New York and bound for California. She left New York May 14th 8 days before us. About 12 or 15 miles up the Channel. from the entrance, are two Old Forts, and from their appearances are nearly in ruins. One on the Island of St Catharines. the other on a Small Island nearly opposite, and contiguous to the Main Land, where abreast of the last named Fort. A small boat rowed out to. and hailed us, the Officer, a young Brazillian who accompanied it, came on Board of us, and after making a few inquiries, relative to our wants, destination, and the Port from whence we came &c requested the Capt to drop anchor in front and near to the Fort, and remain there 6 days at Quarantine-- The Government of Brazil enforce the Quarantine regulations upon all Vessels arriving here from the United States, on account of ^[[the]] Cholera which they learned existed there to an alarming



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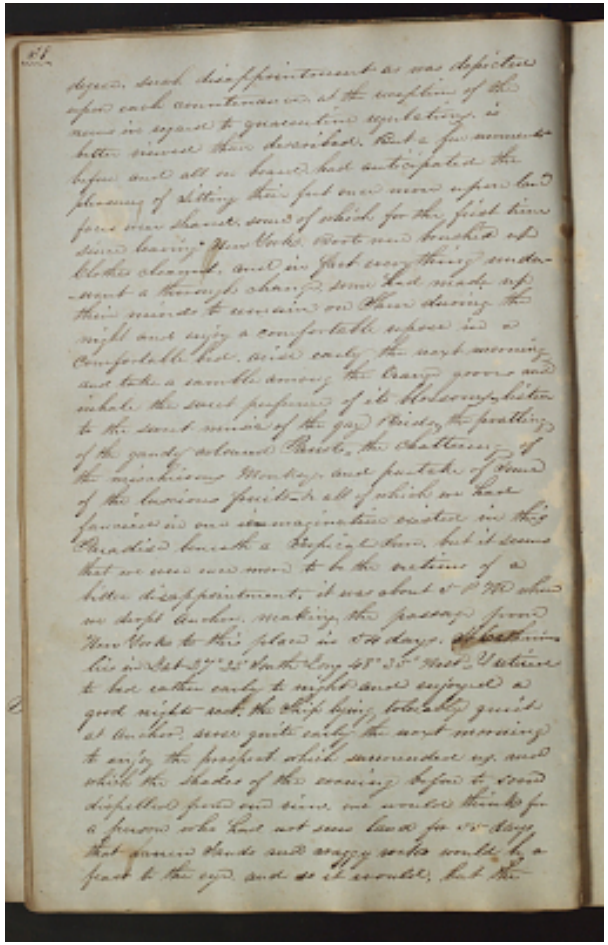
degree, such disappointment as was depicted upon each countenance, at the reception of the news in regard to quarantine regulations, is better viewed than described. But a few moments before and all on board, had anticipated the pleasure of Sitting their feet once more upon land faces were shaved, some of which for the first time since leaving New York. Boots were brushed up Clothes cleaned, and in fact everything underwent a thorough change, some had made up their minds to remain on Shore during the night and enjoy a comfortable repose in a comfortable bed, arise early the next morning and take a ramble among the Orange groves and inhale the sweet perfume of its blossoms, listen to the sweet music of the gay Birds, the prattling of the gaudy coloured Parrots, the chattering of the mischievous Monkeys, and partake of some of the luscious fruits- &c all of which we had fancied in our imagination existed in this Paradise beneath a Tropical Sun, but it seems that we were once more to be the victims of a bitter disappointment, it was about at 5 P M when we dropt anchor, making the passage from New York to this place in 54 days, St Catharines lies in Lat 27° 22' South Long 48° 35' West - I retired to bed rather early to night and enjoyed a good nights rest. the Ship lying tolerably quiet at Anchor, arose quite early the next morning to enjoy the prospect which surrounded us, and which the shades of the evening before to soon dispelled from our view, one would think for a person who had not seen land for 55 days that barren Sands and craggy rocks would be a feast to the eye. and so it would, but the



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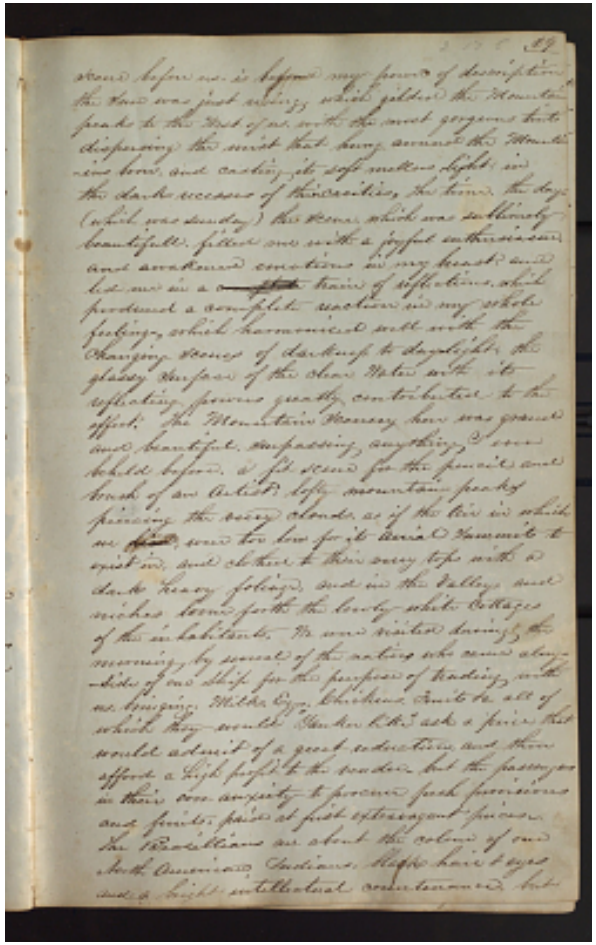
[[insertion in pencil, not author's handwriting]] 2 17 8 [[/insertion]]
[[underlined]] 39 [[/underlined]]
Scene before us, is beyond my power of description the sun was just rising, which gilded the Mountain peaks to the West of us, with the most gorgeous tints dispersing the mist that hung around the Mountains brow. and casting its soft mellow light, in the dark recesses of their cavities, the time, the day, (which was Sunday) the Scene, which was sublimely beautifull, filled me with a joyful enthusiasm, and awakened emotions in my breast, and led me in a [[strikethrough]] complete [[/strikethrough]] train of reflections, which produced a complete reaction in my whole feelings, which harmonized well with the changing Scenes of darkness to daylight, the glassy surface of the clear Water with its reflecting powers greatly contributed to the effect. The Mountain Scenery here was grand and beautiful, Surpassing anything I ever beheld before, a fit scene for the pencil and brush of an Artist. lofty mountain peaks piercing the verry clouds, as if the Air in which we lived, were too low for its Aerial Summits to exist in, and clothed to their verry tops with a dark heavy foliage, and in the Valleys and niches loom forth the lowly white Cottages of the inhabitants. We were visited during the morning by several of the natives who came along-side of our ship for the purpose of trading with us, bringing, Milk, Eggs, chickens, Fruits &c all of which they would "Yankee like" ask a price that would admit of a great reduction, and then afford a high profit to the vender- but the passengers in their over anxiety to procure fresh provisions and fruits, paid at first extravagant prices- the Brazillians are about the colour of our North American Indians. black hair & eyes and a bright intellectual countenance, but



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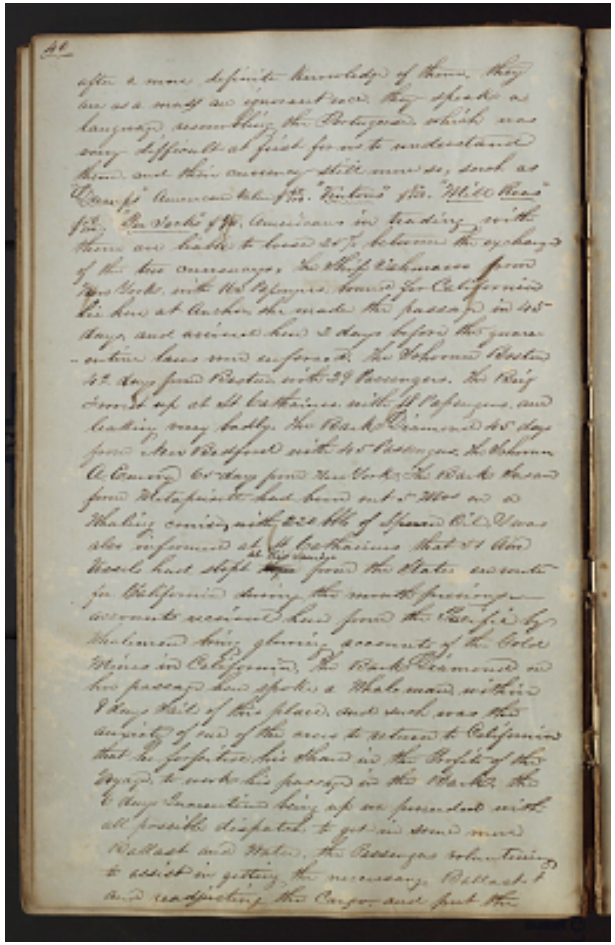
[[underlined]] 40 [[/underlined]]
after a more definite knowledge of them, they are as a mass an ignorant race. They speak a language resembling the Portugeese, which was very difficult at first for us to understand them, and their currency still more so, such as [[underlined]] "Dumps" [[/underlined]] American value $40/100. [[underlined]] "Vintons" [[/underlined]] $80/100. [[underlined]] "Mill Reas" [[/underlined]]" $56/100. [[underlined]] "Per Tack" [[/underlined]] $1/4. Americans in trading with them are liable to loose 25% between the exchange of the two currencys. The Ship Tahmaroo from New York, with 163 Passengers, bound for California lie here at Anchor, she made the passage in 45 days, and arrived here 2 days before the quarentine laws were enforced. The Schooner Boston 42 days from Boston, with 29 Passengers. The Brig Forrest up at St Catharines, with 18 Passengers and leaking very badly. The Bark Diamond 45 days from New Bedford with 45 Passengers. The Schooner A. Emery 65 days from New York. The Bark Susan from Metapoisett had been out 5 mos on a Whaling cruise, with 220 bbls. of Sperm Oil. I was also informed at St Catharines that 51 Am Vessels had stopt [[strikethrough]] there [[/strikethrough]] ^[[insertion]] at Rio Janeiro [[/insertion]] from the States en route for California during the month previous - accounts received here from the Pacific by Whalemen bring glowing accounts of the Gold Mines in California, The Bark Diamond on her passage here spoke a Whaleman, within 8 days Sail of this place, and such was the anxiety of one of the crew to return to California that he forfeited his Share in the Profits of the Voyage, to work his passage in the Bark, the 6 days Quarantine being up we proceeded with all possible dispatch to get in some more Ballast and Water, the Passengers volunteering to assist in getting the necessary Ballast & and readjusting the Cargo, and put the



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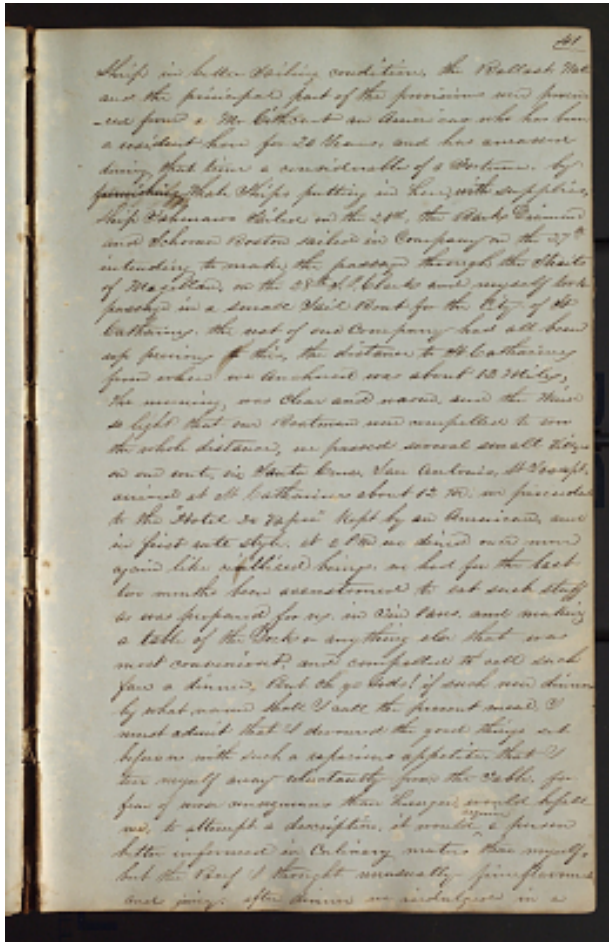
Ship in better sailing condition, the Ballast, Water and the principal part of the provisions were procured from a Mr. Cithcart an American who has been a resident here for 20 Years, and has amassed during that time a considerable of a Fortune, by furnishing Whale Ships putting in here, with supplies, Ship Tahmaroo sailed on the 21st, the Bark Diamond and Schooner Boston sailed in Company on the 27th intending to make the passage through the Straits of Magellan, on the 28th S.P. Clark and myself took passage in a small Sail Boat for the City of St Catharines. the rest of our Company had all been up previous to this, the distance to St Catharines from where we Anchored was about 12 Miles, The morning, was clear and warm, and the Wind so light that our Boatman was compelled to row the whole distance, we passed several small Villages on our route, vis Santa Cruz, San Antonio, St. Joseph, arrived at St Catharines about 12 M. we proceeded to the "Hotel De Vapor" Kept by an American, and in first rate style, at 2 P.M. we dined once more again like civillised beings, we had for the last two months been accustomed to eat such stuff as was prepared for us in Tin Pans and making a table of the Deck or anything else that was most convenient, and compelled to call such fare a dinner. But oh ye Gods! if such were dinners by what name shall I call the present meal. I must admit that I devoured the good things set before me with such a rapacious appetite, that I tore myself away reluctantly from the Table, for fear of worse consequences than hunger, would befall me, to attempt a description, it would ^[[insertion]] require [[/insertion]] a person better informed in Culinary maters than myself, but the Beef I thought unusually fine flavoured and juicy. after dinner we indulged in a



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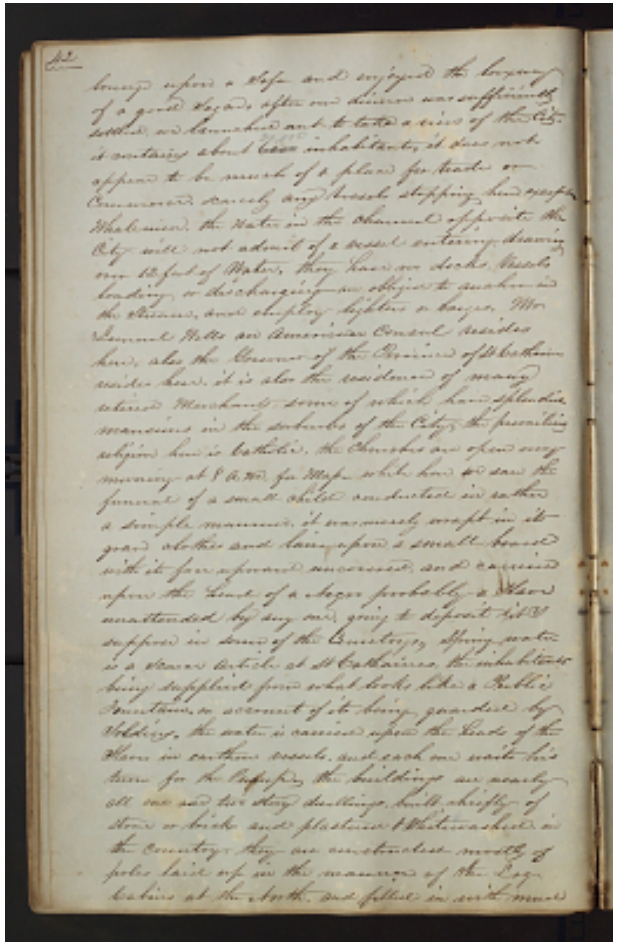
[[underlined]] 42 [[/underlined]]
lounge upon a sofa and enjoyed the luxury of a good Segar. after our dinner was sufficiently settled, we launched out to take a view of the City. it contains about [[strikethrough in pencil by another writer]] 6000 [[/strikethrough]] [[insertion by other writer]] 20,000 [[/insertion]] inhabitants, it does not appear to be much of a place for trade or Commerce, scarcely any Vessels stopping here except Whalemen. the Water in the channel opposite the City will not admit of a vessel entering drawing over 12 feet of Water. they have no docks. Vessels loading or discharging are obliged to anchor in the Stream, and employ lighters or barges. Mr Lemuel Wells an American Consul resides here, also the Governor of the Province of St Catharines resides here. it is also the residence of many retired Merchants, some of which have splendid mansions in the suburbs of the City, the prevailing religion here is Catholic, the churches are open every morning at 8 A.M. for Mass. while here we saw the funeral of a small child conducted in rather a simple manner. it was merely wrapt in its grave clothes and lain upon a small board with its face upward uncovered, and carried upon the head of a Negro probably a Slave unattended by any one, going to deposit it I suppose in some of the Cemetrys, Spring water is a Scarce Article at St Catharines. the inhabitants being supplied from what looks like a Public Fountain, on account of its being guarded by Soldiers. the water is carried upon the heads of the Slaves in earthen vessels, and each one waits his turn for the Pump, the buildings are nearly all one and two story dwellings, built chiefly of stone or brick and plastered & whitewashed. in the country, they are constructed mostly of poles laid up in the manner of the Log Cabins at the North. and filed in with mud



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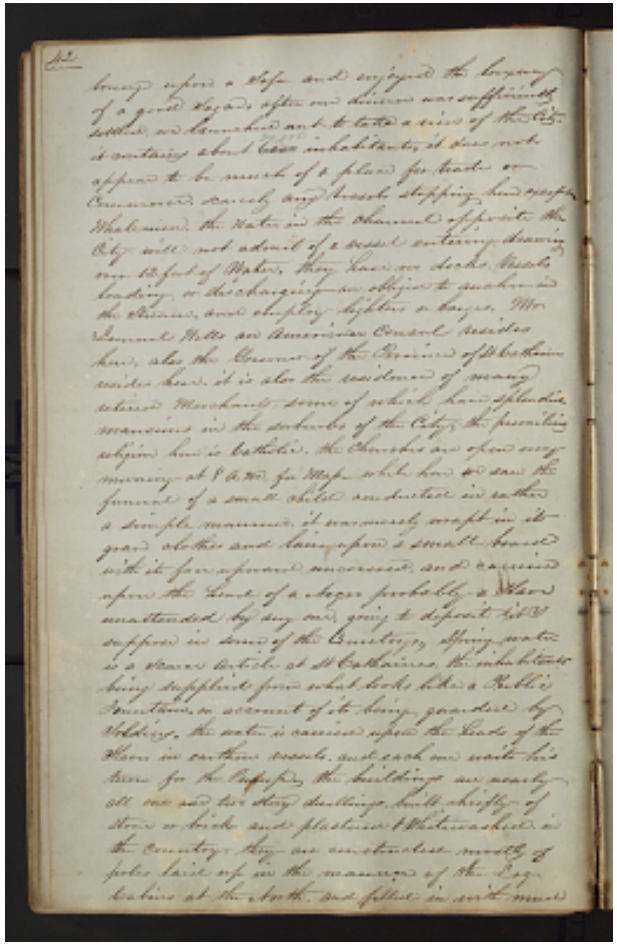

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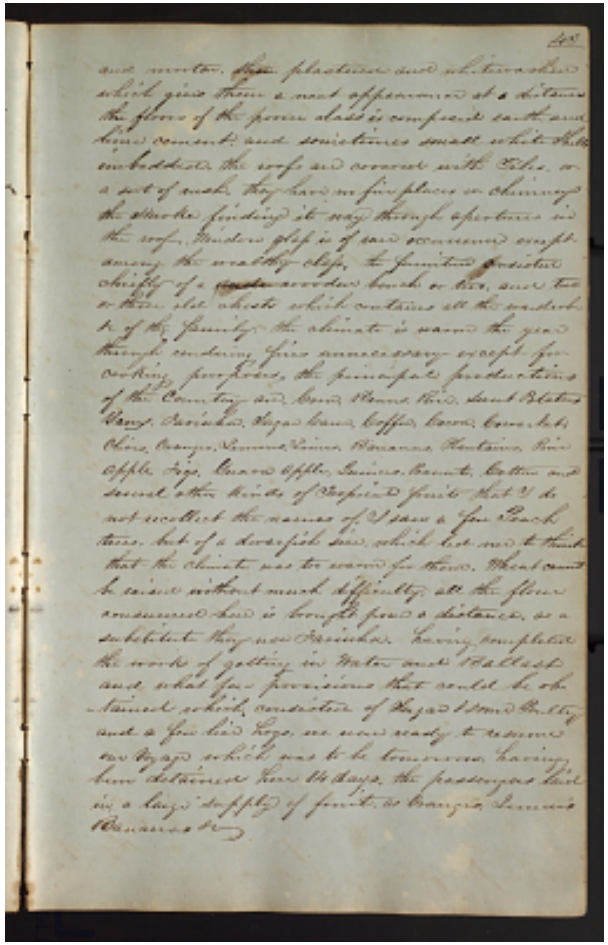
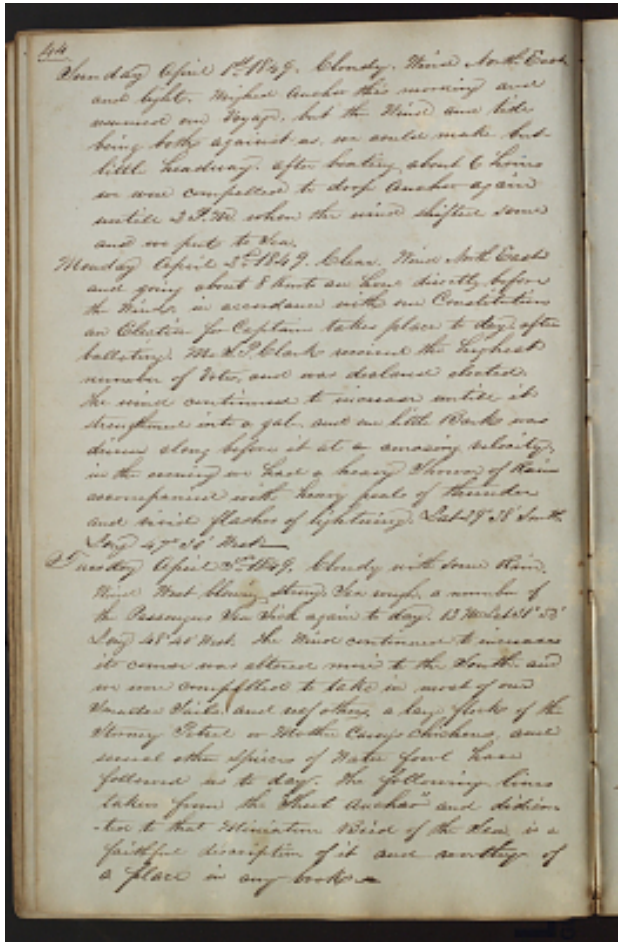
and mortar, then plastered and whitewashed which gives them a neat appearance at a distance the floors of the poorer class is composed earth and lime cement. and sometimes small white Shells imbedded. the roofs are covered with Tiles, or a sort of rush. they have no fire places or chimneys the smoke finding its way through apertures in the roof. Window glass is of rare occurrence except among the wealthy class. the furniture consisted chiefly of a rude wooden bench or two, and two or three old chests which contains all the wardrobe &c of the family. the climate is warm the year through rendering fires unnecessary except for cooking purposes, the principal productions of the Country are, Corn, Beans, Rice, Sweet Potatoes Yams, Farinha, Sugar Cane, Coffee, Cocoa, Cocoa Nut, Olives, Oranges, Lemons, Limes, Bananas, Plantains, Pine Apple, Figs, Guava Apple, Quinces, Peanuts, Cotton and several other kinds of Tropical fruits that I do not recollect the names of. I saw a few Peach trees, but of a dwarfish size, which led me to think that the climate was too warm for them. Wheat cannot be raised without much difficulty. all the flour consumed here is brought from a distance, as a substitute they use Farinha. having completed the work of getting in Water and Ballast and what few provisions that could be obtained which consisted Sugar & some Poultry and a few live hogs, we were ready to resume our Voyage which was to be tomorrow, having been detained here 14 days. the passengers laid in a large supply of fruit, as Oranges, Lemons, Bananas &c



[[underlined]] 44 [[/underlined]]
Sunday April 1st 1849. Cloudy. Wind North East and light. Weighed Anchor this morning and resumed our Voyage, but the Wind and tide being both against us, we could make but little headway. after beating about 6 hours we were compelled to drop Anchor again until 2 P.M. when the wind shifted some and we put to Sea.

Monday April 2nd 1849. Clear. Wind North East and going about 8 knots an hour directly before the Wind. in accordance with our constitution an Election for Captain takes place to day. after balloting, Mr S.P. Clark received the highest number of Votes, and was declared elected. The wind continued to increase until it strengthened into a gale. and our little Bark was driven along before it at an amazing velocity. in the evening we had a heavy Shower of Rain accompanied with heavy peals of thunder and vivid flashes of lightning. Lat 29° 38' South Long 47° 30' West -

Tuesday April 3rd 1849. Cloudy with some Rain, Wind West blowing strong. Sea rough. a number of the Passengers Sea Sick again to day. 12 M Lat 31° 53' Long 48° 40' West. The Wind continued to increase its course was altered more to the South. and we were compelled to take in most of our Smaller Sails. and reef others, a large flock of the Stormy Petrel or Mother Carey's chickens, and several other Spieces of Water fowl have followed us to day. The following lines taken from the "Sheet Anchor" and dedicated to that Miniature Bird of the Sea, is a faithful description of it and worthy of a place in any book -



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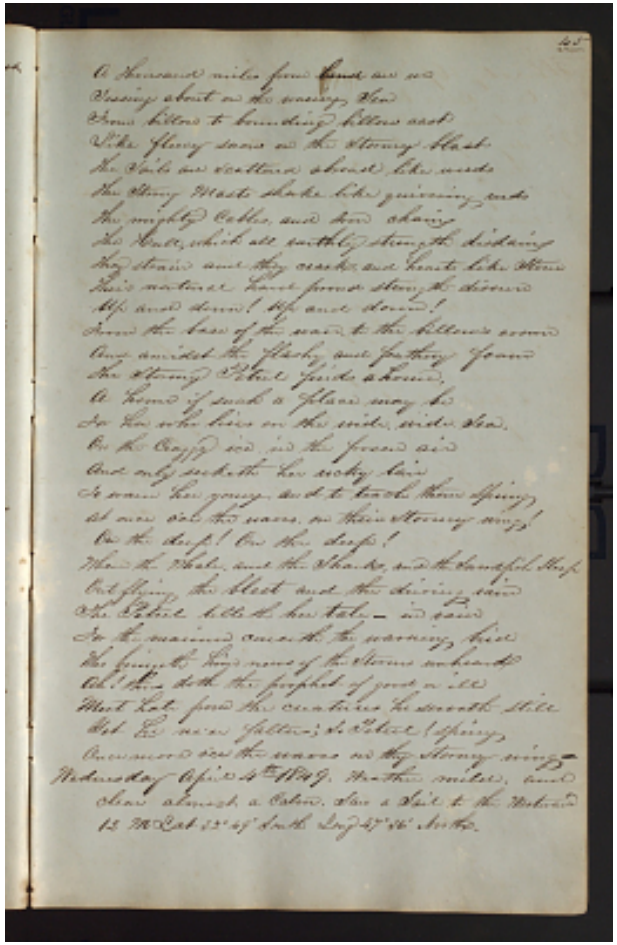
[[underlined]] 45 [[/underlined]]
A thousand miles from land are we
Tossing about on the roaring Sea
From billow to bounding billow cast
Like fleecy snow on the Stormy blast
The Sails are Scattered abroad like weeds
The Stormy Masts shake like quivering reeds
The mighty Cables, and Iron chains
The Hull, which all earthly strength disdains
They strain and they crack, and hearts like Stone
Their natural hard proud strength disown
Up and down! Up and down!
From the base of the wave, to the billow's crown
And amidst the flashy and feathery foam
The Stormy Petrel finds a home.
A home if such a place may be
For her who lives on the wide, wide, Sea.
On the Craggy ice in the frozen air
And only seeketh her rocky lair
To warm her young, and to teach them Spring
At once o'er the waves, on their Stormy wing!
On the deep! On the deep!
Where the Whale, and the Shark, and the Swordfish Sleep
Out flying, the blast and the driving rain
The Petrel telleth her tale - in vain
For the mariner curseth the warning bird
Who bringeth him news of the Storms unheard
Ah! thus doth the prophet of good or ill
Meet hate from the creatures he serveth still
Yet [[underlined]] he [[/underlined]] ne'er falters; So Petrel! spring
Once more o'er the waves on thy Stormy wing -

Wednesday April 4th 1849. Weather mild. and clear almost a Calm. Saw a Sail to the Westward 12 M Lat 32° 49' South Long 47° 36' North.



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[[underlined]] 46 [[/underlined]]
Thursday April 5th 1849. Cloudy. Wind North East. Saw a Vessel astern of us bearing to the Westward. 12 M Lat 33° 49' South Long 47° 36' West.

Friday April 6th 1849. Weather warm, and Clear Wind South East 12 M Lat 35° 05' South Long 48° 49' West

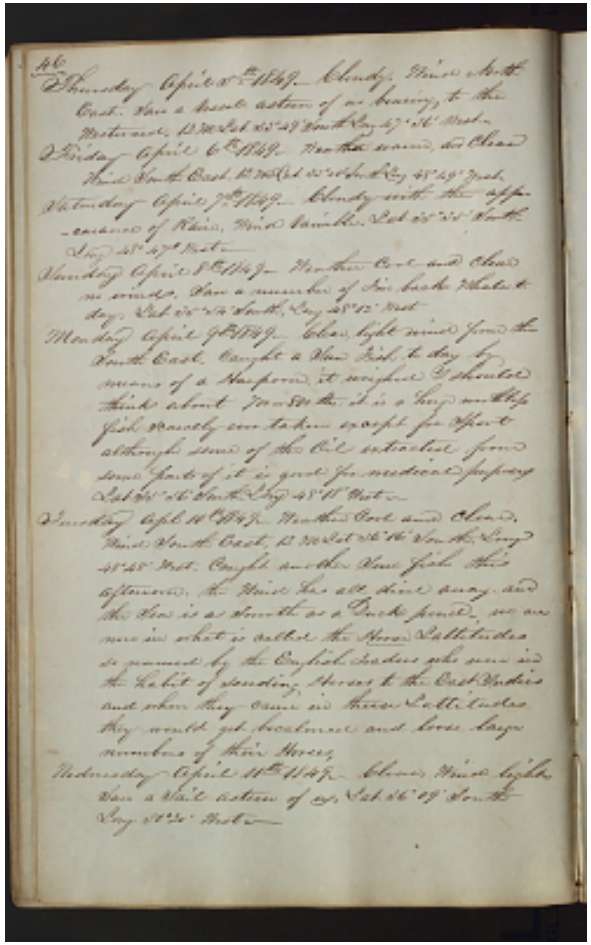
Saturday April 7th 1849 - Cloudy with the appearance of Rain. Wind Variable. Lat 35° 35' South Long 48° 47' West -

Sunday April 8th 1849 - Weather Cool and clear no winds Saw a number of Fin back Whale to day. Lat 35° 54' South. Long 48° 12' West

Monday April 9th 1849 - Clear, light wind from the South East. Caught a Sun Fish to day by means of a Harpoon. it weighed I should think about 700 or 800 lbs. it is a huge worthless fish scarcely ever taken except for Sport although some of the Oil extracted from some parts of it is good for medical purposes Lat 35° 56' South. Long 48° 18' West -

Tuesday Apl 10th 1849. Weather Cool and clear. Wind South East, 12 M Lat 36° 16' south. Long 48° 48 West. Caught another Sun fish this afternoon. the Wind has all died away, and the Sea is as Smooth as a Duck pond - we are now in what is called the [[underlined]] Horse [[/underlined]] Lattitudes so named by the English Traders who were in the habit of sending Horses to the East Indies and when they came in theese Lattitudes they would get becalmed and loose large numbers of their Horses,

Wednesday April 11th 1849 - Clear, Wind light Saw a Sail astern of us. Lat 36° 09' South Long 50° 20' West -



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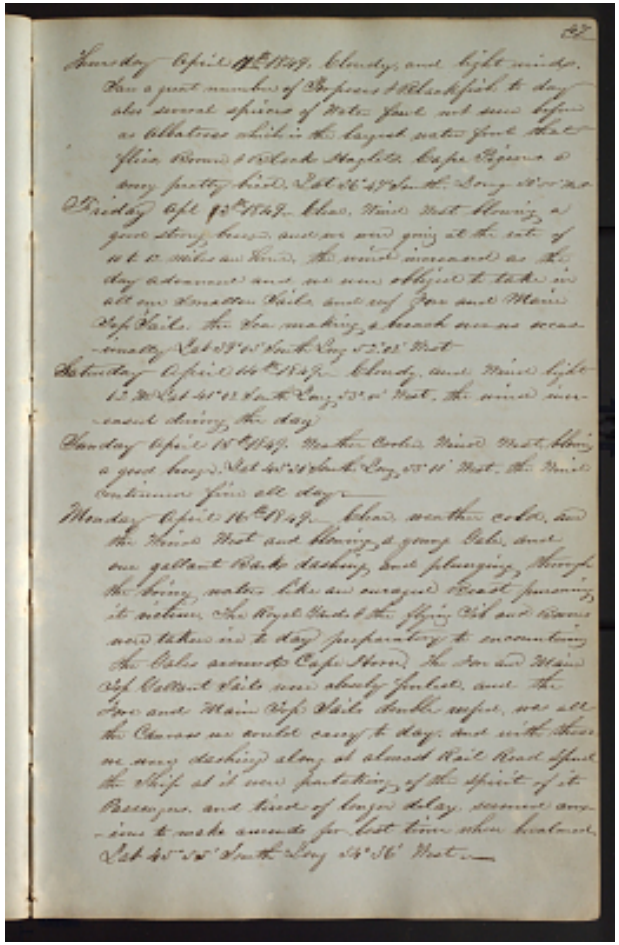
[[underlined]] 47 [[/underlined]]
Thursday April 12th 1849. Cloudy, and light wind. Saw a great number of Porposes & Blackfish to day also several spieces of Water fowl not seen before as Albatross which is the largest water fowl that flies, Brown & Black Haglets, Cape Pigeons, a verry pretty bird. Lat 36° 47' South. Long 50° 55' West

Friday Apl 13th 1849 - Clear, Wind West blowing a good strong breeze, and we were going at the rate of 10 to 12 miles an hour. the wind increased as the day advanced and we were obliged to take in all our Smaller Sails, and reef Fore and Main Top Sails. the Sea making a breach over us occasionally Lat 39° 03' South Long 52° 02' West

Saturday April 14th 1849 - Cloudy and Wind light 12 M Lat 41° 02' South Long 33° 00' West the wind increased during the day

Sunday April 15th 1849. Weather Cooler. Wind West, blowing a good breeze. Lat 43° 30' South Long 53° 11' West. the Wind continued fine all day -

Monday April 16th 1849 - Clear, weather cold, and the Wind West and blowing a young Gale. And our gallant Bark dashing and plunging through the briny waters like an enraged Beast pursuing its victim. The Royal Yards & the flying Jib and Booms were taken in to day preparatory to encountering the Gales around Cape Horn. the Fore and Main Top Gallant Sails were closely furled, and the Fore and Main Top Sails double reefed. was all the Canvass we could carry to day. and with those we were dashing along at almost Rail Road Speed the Ship as it were partaking of the spirit of its Passengers, and tired of longer delay, seemed anxious to make amends for lost time when becalmed Lat 45°55' South Long 54° 36' West -



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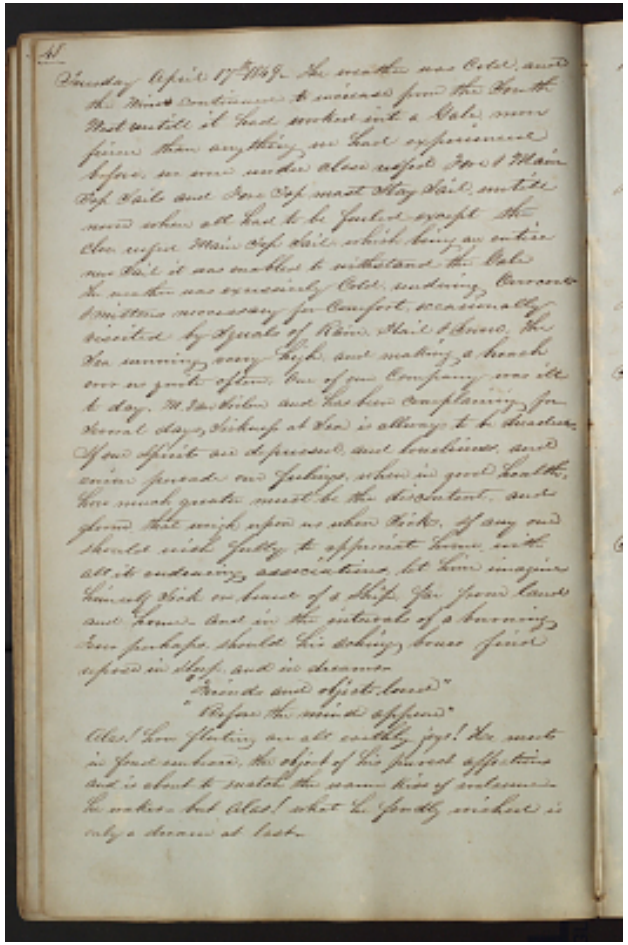
[[underlined]] 48 [[/underlined]]
Tuesday April 17th 1849. The weather was cold and the wind continued to increase from the South West until it had worked into a Gale more fierce than anything we had experienced before. we were under close reefed Fore & main Top Sails and Fore Top mast Stay Sail, until noon when all had to be furled except the close reefed Main Top Sail. which being an entire new sail it was enabled to withstand the Gale The weather was excessively cold. rendering Overcoats and mittens necessary for comfort, occasionally visited by squals of Rain, Hail & Snow. The Sea running very high and making a breach over us quite often, One of our Company was ill to day. M. Van Siclen and has been complaining for several days, Sickness at Sea is allways to be dreaded. If our Spirits are depressed and loneliness and enieu pervade our feelings, when in good health, how much greater must be the discontent, and gloom that weigh upon us when Sick. If any one Should wish fully to appreciate home, with all its endearing associations, let him imagine himself Sick on board of a Ship, far from land and home. and in the intervals of a burning fever perhaps, should his aching bones find reposed in sleep and in dreams -
"Friends and objects loved"
"Before the mind appear"
Alas! how fleeting are all earthly joys! He meets in fond embrace, the object of his purest affections and is about to match the warm kiss of welcome. he wakes - but alas! what he fondly wished is only a dream at last.



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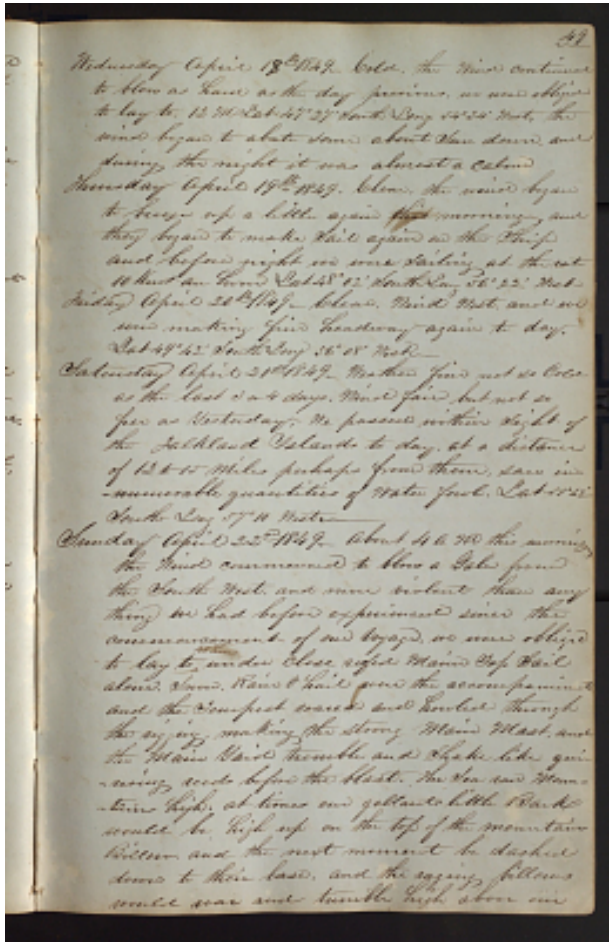
Wednesday April 18th 1849. Cold. the Wind continued to blow as hard as the day previous, we were obliged to lay to. 12 M Lat 47° 27' South Long 54° 34' West. the wind began to abate some about Sun down, and during the night it was almost a calm

Thursday April 19th 1849. Clear. the wind began to breeze up a little again this morning and they began to make Sail again on the Ship and before night we were Sailing at the rate 10 knot an hour Lat 48° 02' South Long 56° 22 West

Friday April 20th 1849 - Clear. Wind West, and we were making fine headway again to day. Lat 49° 42' South Long 56° 08' West -

Saturday April 21st 1849 - Weather fine not so Cold as the last 3 or 4 days. Wind fair but not so free as Yesterday. We passed within sight of the Falkland Islands to day, at a distance of 12 to 15 Miles perhaps from them. saw innumerable quantities of Water fowl. Lat 51° 42' South Long 57° 10 West -

Sunday April 22nd 1849 - About 4 A M this morning the Wind commenced to blow a Gale from the South West, and more violent than any thing we had before experienced since the commencement of our Voyage. we were obliged to lay to ^[[insertion]] 48 hours [[/insertion]] under close reefed Main Top Sail alone. Snow. Rain & hail were the accompaniments and the Tempest roared and howled through the rigging, making the strong Main Mast, and the Main Yard tremble and Shake like quivering reeds before the blast. The Sea ran Mountain high. at times our gallant little Bark would be high up on the top of the mountain Billow, and the next moment be dashed down to their base. and the raging billows would roar and tumble high above our



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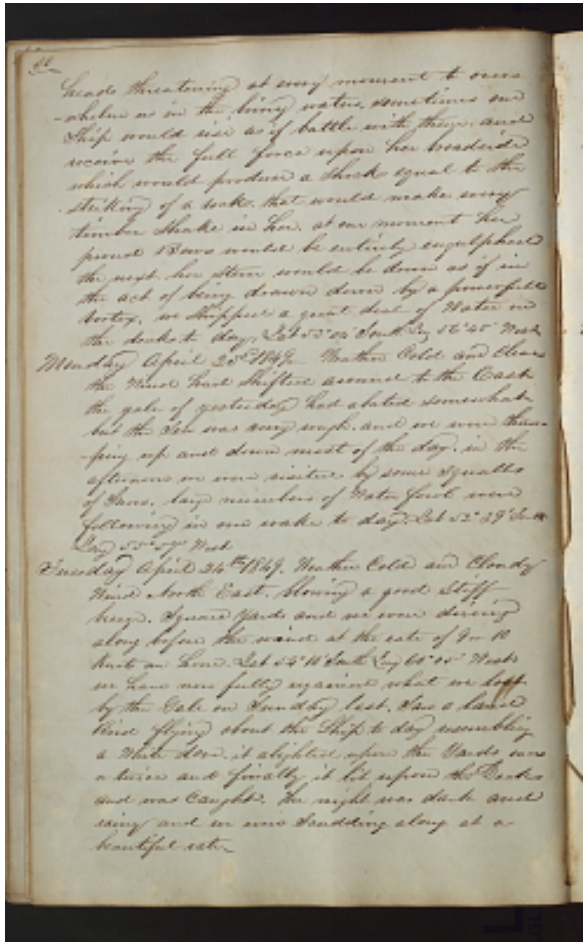
heads threatening at every moment to overwhelm us in the briny waters, sometimes our Ship would rise as if battle with them, and receive the full force upon her broadside which would produce a shock equal to the striking of a rock that would make every timber shake in her. at one moment her proud Bows would be entirely engulphed the next her Stern would be down as if in the act of being drawn down by a powerfull vortex. we Shipped a great deal of Water on the decks to day. Lat 53°04' South Long 56°45' West.

Monday April 23rd 1849 - Weather Cold and Clear the wind had Shifted around to the East the gale of yesterday had abated somewhat but the Sea was very rough and we were thumping up and down most of the day. in the afternoon we were visited by some Squalls of Snow, large numbers of water fowl were following in our wake to day. Lat 52°39' South Long 55°57' West

Tuesday April 24th 1849. Weather Cold and Cloudy Wind North East. blowing a good Stiff breeze. Square yards and we were driving along before the wind at the rate of 9 or 10 knots an hour. Lat 54°10' South Long 60°05' West we have now fully regained what we lost by the Gale on Sunday last. Saw a land bird flying about the Ship to day resembling a white dove. it alighted upon the yards once or twice and finally it lit upon the Decks and was caught. The night was dark and rainy and we were scudding along at a beautiful rate.



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[[underlined]] 51 [[/underlined]]
Wednesday April 25th 1849 - weather Cold. Wind West, occasional Squalls of Rain and Snow. Sea quite rough Lat 55°34' South Long 61°32' West

Thursday April 26th 1849 - Weather Cold. Wind West. some Squalls of rain and Snow. Lat 57°01 South Long 63°06' West. Caught several Cape Pigeons to day with a Hook and line -

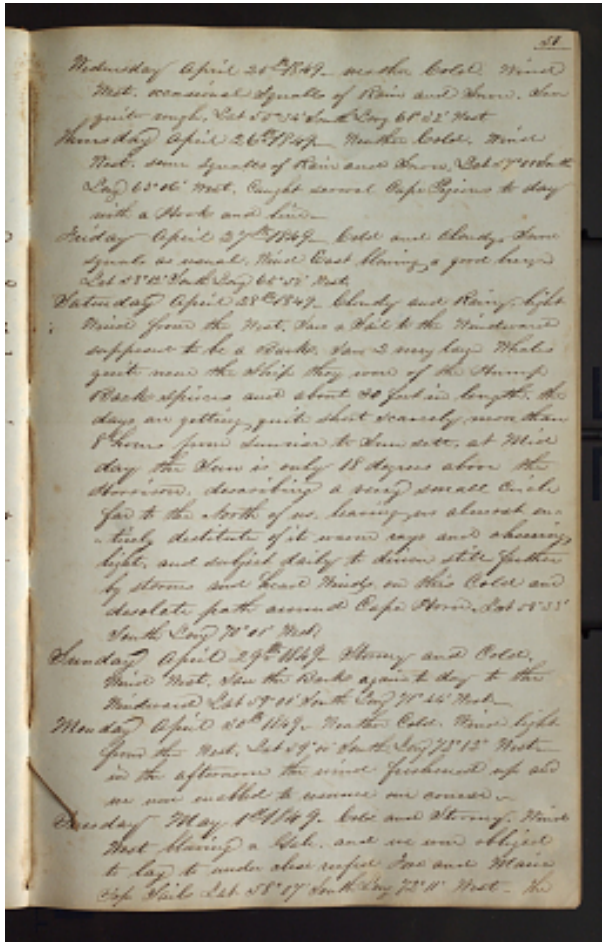
Friday April 27th 1849 - Cold and cloudy. Snow squals as usual. Wind East blowing a good Breeze Lat 58°12' South Long 65°52' West.

Saturday April 28th 1849 - Cloudy and Rainy. light Wind from the West, Saw a Sail to the Windward supposed to be a Bark. Saw 2 verry large Whales quite near the Ship they were of the Hump Back spieces and about 30 feet in length. the days are getting quite short scarcely more than 8 hours from Sunrise to Sun sett. at Mid day the Sun is only 18 degrees above the Horrison. describing a verry small circle far to the North of us, leaving us almost entirely destitute of its warm rays and cheering light, and subject daily to driven still farther by storms and head Winds on this Cold and desolate path around Cape Horn Lat 58°33' south Long
70°01' West.

Sunday April 29th 1849 - Stormy and Cold. Wind West. Saw the Bark again to day to the Windward Lat 59°01' South Long
71°44' West -

Monday April 30th 1849 - Weather cold. Wind light from the West. Lat 59°00' South Long 72°12' West- in the afternoon the wind freshened up and we were enabled to resume our course -

Tuesday May 1 1849. Cold and Stormy. Wind West blowing a Gale. and we were obliged to lay to under close reefed Fore and Main Top Sails Lat 58°07' South Long 72°11' West. The



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[[underlined]] 52 [[/underlined]]
Wind continued to blow with considerable violence during the whole day. the Decks were constantly with the rain and the Spray from the Sea, rendering our imprisonment in the Cabin rather tedious- although this is May day as it is called, still here we are far from the noise and bustle of moving &c so common at Home -

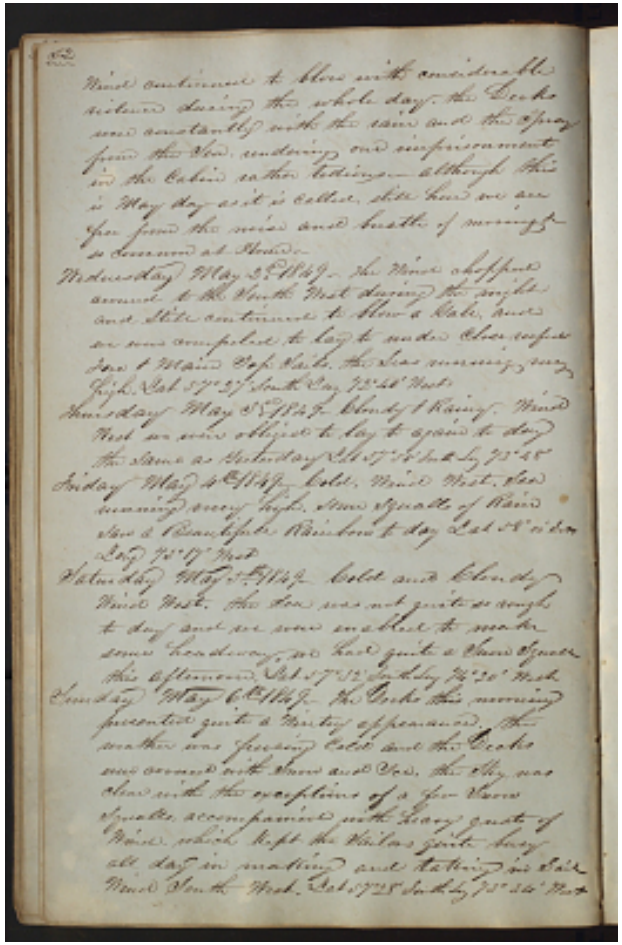
Wednesday May 2nd 1849 - The Wind chopped around to the South West during the night and Still continued to blow a Gale, and we were compeled to lay to under Close reefed Fore & Main Top Sails. the Seas running verry high. Lat
57°27' south Long 72°40' West

Thursday May 3rd 1849 - Cloudy & Rainy. Wind West we were obliged to lay to again to day the Same as Yesterday Lat 57°55' South Long 73°48'

Friday May 4th 1849. Cold. Wind West. Sea running verry high. Some Squalls of Rain Saw a Beautiful Rainbow to day Lat 58°00' South Long 73°17 West

Saturday May 5th 1849 - Cold and Cloudy Wind West. the Sea was not quite so rough to day and we were enabled to make some headway. we had quite a Snow Squall this afternoon. Lat 57°32' south Long 74°20' West

Sunday May 6th 1849 - The Decks this morning presented quite a Wintry appearance. the weather was freezing Cold and the Decks were covered with Snow and Ice. the Sky was clear with the exception of a few Snow Squalls, accompanied with heavy gusts of Wind,, which kept the Sailors quite busy all day in making and taking in Sail Wind South West. Lat 57°28' South Long 73°34' West



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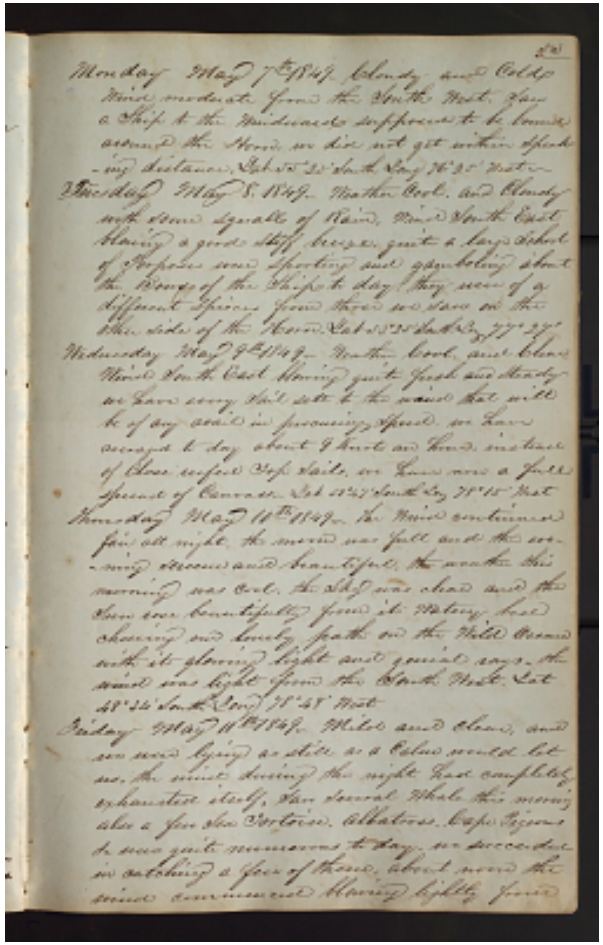
[[underlined]] 53 [[/underlined]]
Monday May 7th 1849. Cloudy and Cold Wind moderate from the South West. Saw a Ship to the Windward supposed to be bound around the Horn. we did not get within Speaking distance. Lat 55°25' South Long 76°25' West -

Tuesday May 8. 1849. Weather Cool. and Cloudy with some Squalls of Rain. Wind South East blowing a good Stiff breeze. quite a large School of Porposes were sporting and gamboling about the Bows of the Ship to day. they were of a different Spieces from those we Saw on the other side of the Horn. Lat 53°25' South Long 77°27'

Wednesday May 9th 1849 - Weather Cool. and Clear Wind South East blowing quite fresh and Steady we have every Sail sett to the wind that will be of any avail in procuring Speed. we have averaged to day about 9 Knots an hour, instead of close reefed Top Sails, we have now a full spread of Canvass- Lat 50°47' South Long 78°15' West

Thursday May 10th 1849 - The Wind continued fair all night, the moon was full and the evening Sereene and beautiful. the weather this morning was cool. the Sky was clear and the Sun rose beautifully from its Watery bed cheering our lonely path on the Wild Ocean with its glowing light and genial rays. the wind was light from the South West. Lat 48°34' South Long 78°48' West

Friday May 11th 1849. Mild and clear, and we were lying as still as a Calm would let us. the wind during the night had completely exhausted itself. Saw Several Whale this morning also a few Sea Tortoise. Albatross, Cape Pigeons &c were quite numerous to day. we succeeded in catching a few of them, about noon the wind commenced blowing lightly from



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[[underlined]] 54 [[/underlined]]
the North East and by dark it had increased to a 7 knot breeze Lat 47°49' South Long 78°53' West

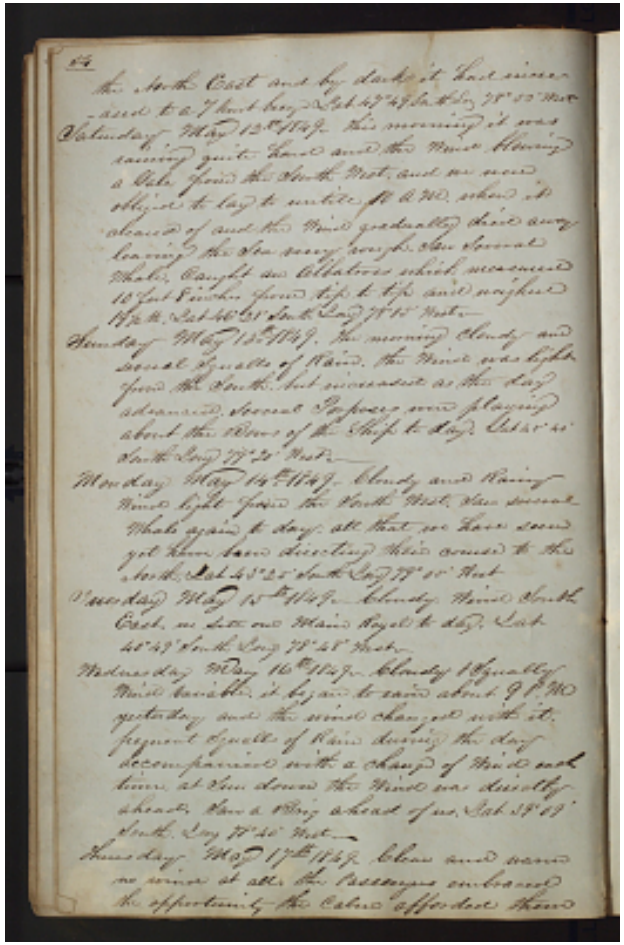
Saturday May 12th 1849. This morning it was raining quite hard and the Wind blowing a Gale from the South West, and we were obliged to lay to untill 10 AM. when it cleared of and the Wind gradually died away leaving the Sea verry rough. Saw Several Whale, Caught an Albatross which measured 10 feet 8 inches from tip to tip and weighed 19 1/2 lbs. Lat 46°21' South Long 78°15' West -

Sunday May 13th 1849. The morning Cloudy and several Squalls of Rain. the Wind was light from the South, but increased as the day advanced. Several Porposes were playing about the Bows of th Ship to day. Lat 45°40' South Long 79°20' West -

Monday May 14th 1849 - Cloudy and Rainy Wind light from the South West. Saw several Whale again to day. all that we have seen yet have been directing their course to the North. Lat 43°25' South Long 75°05' West

Wednesday May 16th 1849 - Cloudy & Squally Wind Variable. it began to rain about 9 P.M yesterday and the wind changed with it. frequent Squalls of Rain during the day accompanied with a change of Wind each time. at Sun down the Wind was directly ahead. Saw a Brig ahead of us. Lat 39°09' South. Long 78°40' West -

Thursday May 17th 1849. Clear and warm no wind at all. the Passengers embraced the opportunity the calm afforded them



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[[underlined]] 55 [[/underlined]]
of getting their bedding up on the Deck to air them, which gave the Ship quite an appearance of a May day. some were engaged in Shooting birds. Lat 39°03' South Long 78°50' West

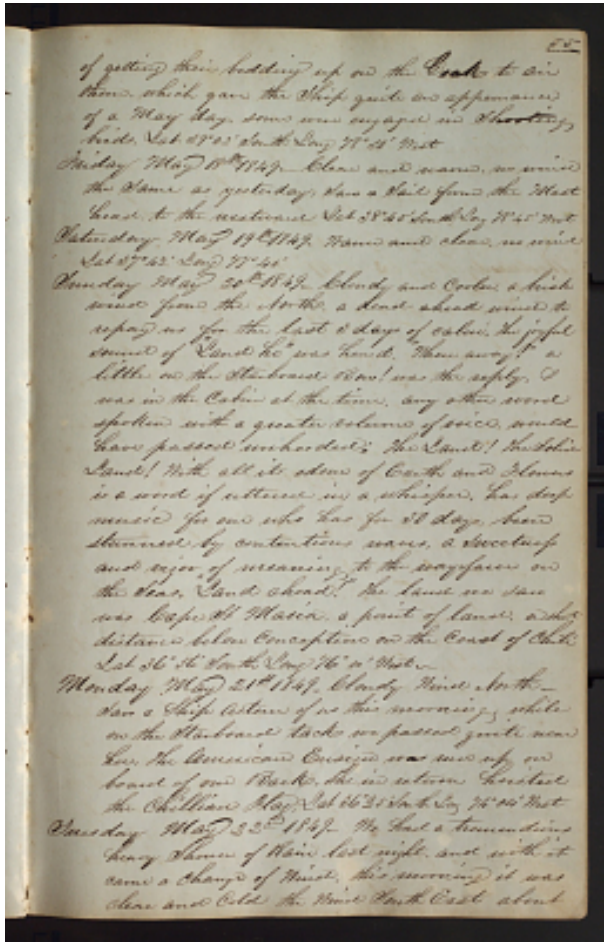
Friday May 18th 1849 - Clear and warm. no wind the Same as yesterday. Saw a Sail from the Mast head to the westward Lat 38°45' South Long 78°45' West

Saturday May 19th 1849. Warm and clear. no wind Lat 37°42' Long 77°40'

Sunday May 20th 1849. Cloudy and Cooler, a brisk wind from the North. a dead ahead wind to repay us for the last 3 days of calm. The joyful sound of "Land ho" was heard. "Where away!" a little on the Starboard Bow! was the reply. I was in the Cabin at the time, any other word spoken with a greater volume of voice would have passed unheeded; The Land! The Solid Land! With all its odour of Earth and Flowers is a word if uttered in a whisper, has deep music for one who has for 50 days, been stunned by contentious waves, a Sweetness and vigor of meaning to the wayfarer on the Seas. "Land ahead!" The land we saw was Cape St Maria, a point of land, a short distance below Conception on the Coast of Chili Lat 36°56' South Long
76°00' West -

Monday May 21st 1849. Cloudy Wind North - Saw a Ship astern of us this morning. while on the Starboard tack we passed quite near her. The American Ensign was run up on board of our Bark. She in return hoisted the Chillian Flag. Lat
36°25' South Long 74°04' West

Tuesday May 22nd 1849 - We had a tremendious heavy Shower of Rain last night, and with it came a change of Wind, this morning it was clear and Cold the Wind South East about



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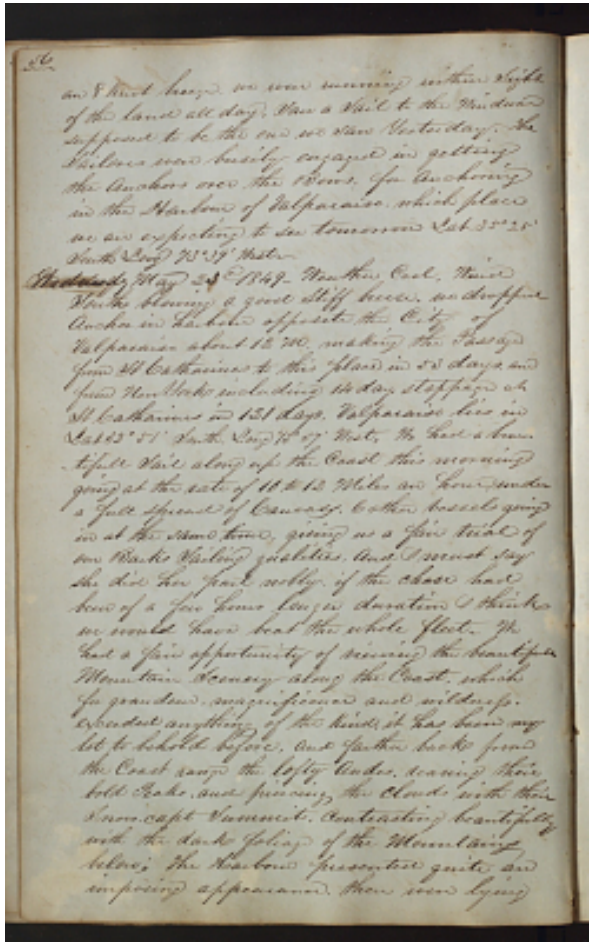
[[underlined]] 56 [[/underlined]]
an 8 Knot breeze. we were running within Sight of the land all day. Saw a Sail to the Windward supposed to be the one we Saw Yesterday. The Sailors were busily engaged in getting the Anchors over the Bows for Anchoring in the Harbour of Valparaiso, which place we are expecting to see tomorrow Lat 35°25' South Long 73°39' West-

Wednesday May 23rd 1849 - Weather Cool, Wind South blowing a good Stiff breeze. we dropped Anchor in harbor opposite the City of Valparaiso about 12 M, making the Passage from St Catharines to this place in 53 days, and from New York including 14 day stoppage at St Catharines in 121 days. Valparaiso lies in Lat 32°51' South. Long 73°57' West. We had a beautifull Sail along up the Coast this morning going at the rate of 10 to 12 Miles an hour, under a full spread of Canvass. 6 other vessels going in at the same time, giving us a fair trial of our Barks Sailing qualities. And I must say she did her part nobly. if the chase had been of a few hours longer duration I think we would have beat the whole fleet. We had a fair opportunity of viewing the beautifull Mountain Scenery along the Coast, which for grandeur, magnificence and wildness, exceeded anything of the Kind it has been my lot to behold before. and farther back from the Coast range the lofty Andes, rearing their bold Peaks, and piercing the clouds with their Snow-capt Summits, Contrasting beautifully with the dark foliage of the Mountains below; The Harbour presented quite an imposing appearance. there were lying



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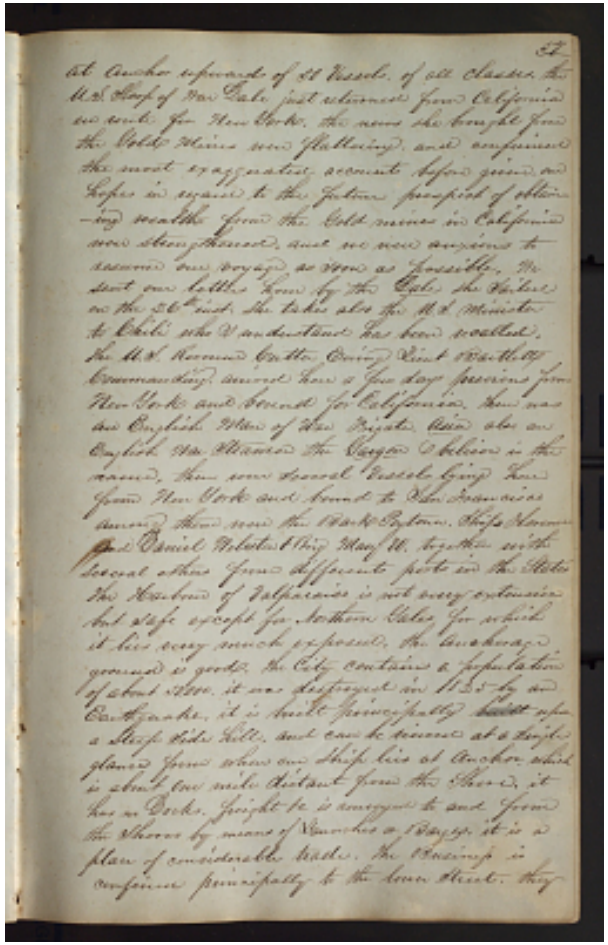
at Anchor upwards of 50 Vessels of all classes. the U.S. Sloop of War Dale just returned from California en route for New York. the news she brought from the Gold Mines were flattering, and confirmed the most exaggerated accounts before given, our hopes in regard to the future prospect of obtaining wealth from the gold mines in California were strengthened, and we were anxious to resume our voyage as Soon as possible. We sent our letters home by the [[underlined]] Dale [[/underlined]] she Sailed on the 26th inst. She takes also the U.S. Minister to Chili who I understand has been recalled. The U.S. Reverend Cutter Ewing Lieut Bartlett Commanding, arrived here a few days previous from New York and bound for California. There was an English Man of War Frigate, [[underlined]] Asia [[/underlined]] also an English War Steamer the [[underlined]] Gargon [[/underlined]] I believe is the name, there were Several Vessels lying here from New York and bound to San Francisco among them were the Bark Peytona, Ships Florence and Daniel Webster & Brig Mary W. together with Several others from different ports in the States The Harbour of Valparaiso is not very extensive but safe except for Northern Gales for which it lies verry much exposed. the Anchorage ground is good. The City contains a population of about 50,000. it was destroyed in 1825 by an Earthquake. it is built principally [[strikethrough]] built [[/strikethrough]] upon a Steep Side hill, and can be viewed at a Single glance from where our Ship lies at Anchor, which is about one mile distant from the Shore. it has no Docks. freight &c is conveyed to and from the Shores by means of Launches or Barges. it is a place of considerable trade. The Business is confined principally to the lower Streets. they



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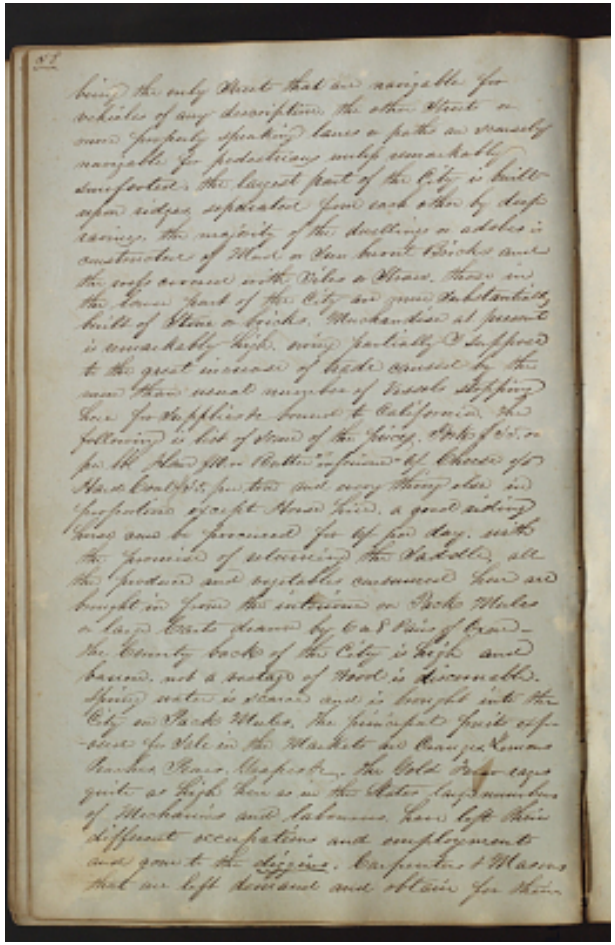
[[underlined]] 58 [[/underlined]]
being the only Streets that are navigable for vehicles of any description. The other Streets or more properly speaking lanes or paths are scarsely navigable for pedestrians unless remarkably surefooted. The largest part of the City is built upon ridges, separated from each other by deep ravines. The majority of the dwellings or adobes is constructed of Mud or Sun burnt Bricks and the roofs covered with Tiles or Straw. those in the lower part of the City are more Substantially built of Stone or bricks. Merchandise at present is remarkably high, owing partially I suppose to the great increase of trade caused by the more than usual number of Vessels stopping here for Supplies &c bound to California. The following is list of Some of the prices. Pork $35.00 per lbl Flour $10.00 Butter "inferiour" 6/- Cheese 1/6 Hard Coal $35. per ton and every thing else in proportion except Horse hire. a good riding horse can be procured for 6/- per day, with the promise of returning the Saddle. all the produce and vegetables consumed here are brought in from the interior on Pack Mules or large Carts drawn by 6 or 8 Pairs of Oxen - The County back of the City is high and barren, not a vestage of Wood is discernible. Spring water is scarce and is brought into the City on Pack Mules. The principal fruits exposed for Sale in the Markets are Oranges, Lemons Peaches, Pears, Grapes &c. the Gold fever rages quite as high here as in the States large numbers of Mechanics and labourers have left their different occupations and employments and gone to the [[underlined]] diggins [[/underlined]]. Carpenters & Masons that are left demand and obtain for their



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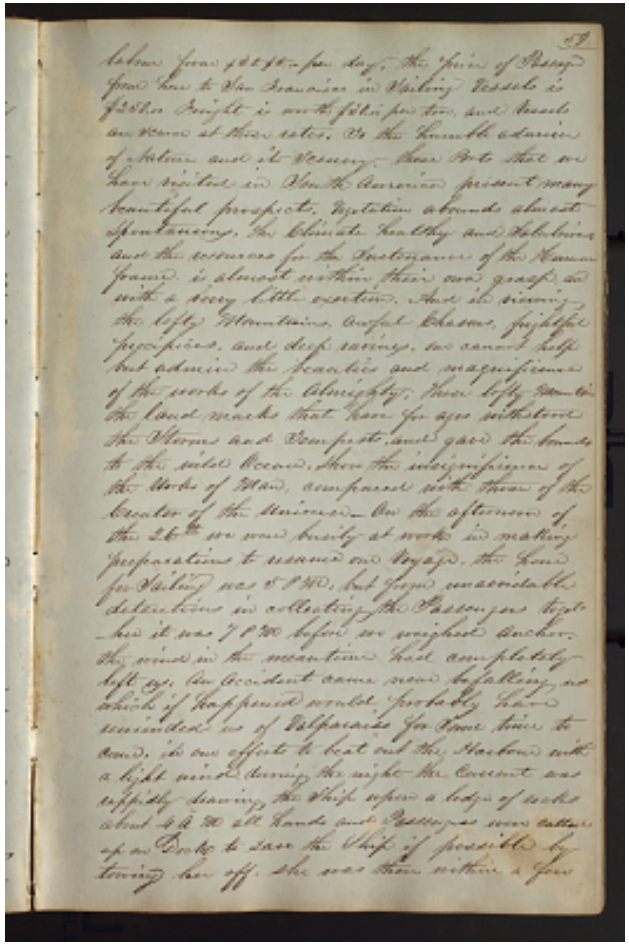
[[underlined]] 59 [[/underlined]]
labour from $3 to $5.00 per day. The price of Passage from here to San Francisco in Sailing Vessels is $250.00 Freight is worth $30.00 per ton, and Vessels are scarce at those rates. To the humble admirer of Nature and its Scenery, these Ports that we have visited in South America present many beautiful prospects. Vegetation abounds almost spontaneous. The Climate healthy and Salubrious, and the resource for the Sustenance of the Human frame is almost within their own grasp, and with a verry little exertion. And in viewing the lofty Mountains, awful Chasms, frightful precipices, and deep ravines, one cannot help but admire the beauties and magnificence of the works of the Almighty. Those lofty Mountains the land marks that have for ages withstood the Storms and Tempests, and gave the bounds to the wild Ocean, show the insignificance of the Works of Man, compared with those of the Creator of the Universe- On the afternoon of the 26th we were busily at work in making preparations to resume our Voyage. The hour of Sailing was 5 PM, but from unavoidable detentions in collecting the Passengers together it was 7 PM before we weighed Anchor. the wind in the meantime had completely left us. An Accident came near befalling us which if happened would probably have reminded us of Valparaiso for Some time to come. in our efforts to beat out the Harbour with a light wind during the night the Current was rapidly drawing the Ship upon a ledge of rocks about 4 AM all hands and Passengers were called up on Deck to save the Ship if possible by towing her off. she was there within a few



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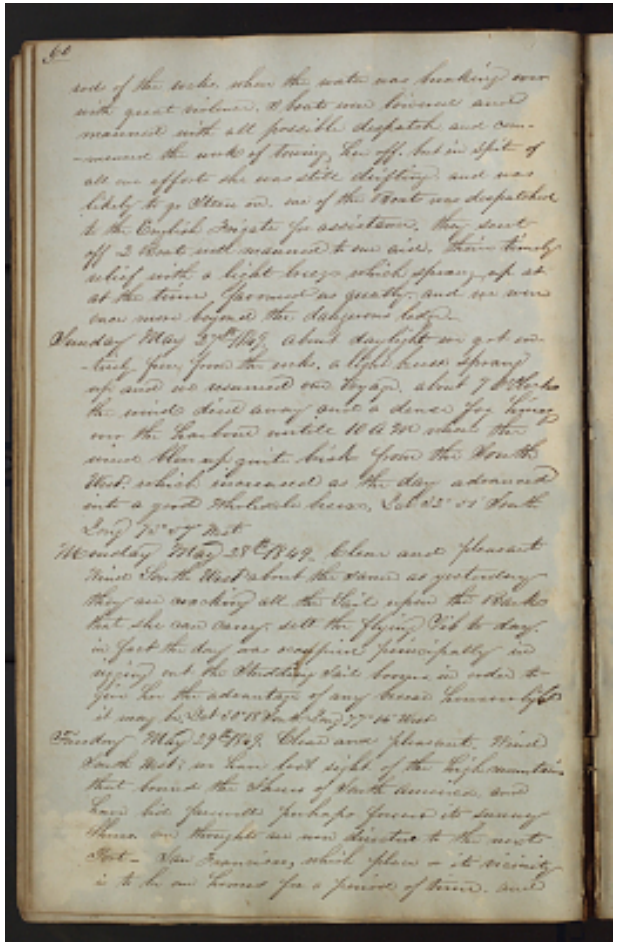
rods of the rocks, when the water was breaking over with great violence. 3 boats were lowered and manned with all possible dispatch, and commenced the work of towing her off. but in spite of all our efforts she was still drifting, and was likely to go Stern on. one of the Boats was despatched to the English Frigate for assistance. they sent off 2 Boats well manned to our aid. their timely relief with a light breeze which sprang up at at the time favoured us greatly, and we were once more beyond the dangerous ledge -

Sunday May 27th 1849. About daylight we got entirely free from the rocks, a light breeze sprang up and we resumed our Voyage. about 7 O'Clock the wind died away and a dense fog hung over the harbor untill 10 AM when the wind blew up quite brisk from the South West. which increased as the day advanced into a good Wholesale breeze, Lat 32°51' South Long 73°57' West

Monday May 28th 1849 - Clear and pleasant Wind South West about the same as yesterday they are cracking all the Sail upon the Bark that she can carry. sett the flying Jib to day. in fact the day was occupied principally in rigging out the Studding Sail booms, in order to give her the advantage of any breeze however light it may be. Lat 30°18' South Long 77°14' West

Tuesday May 29th 1849. Clear and pleasant. Wind South West. we have lost sight of the high mountains that bound the Shores of South America, and have bid farewell perhaps forever its sunny Shores. our thoughts are now directed to the next Port - San Francisco, which place or its vicinity is to be our homes for a period of time. and



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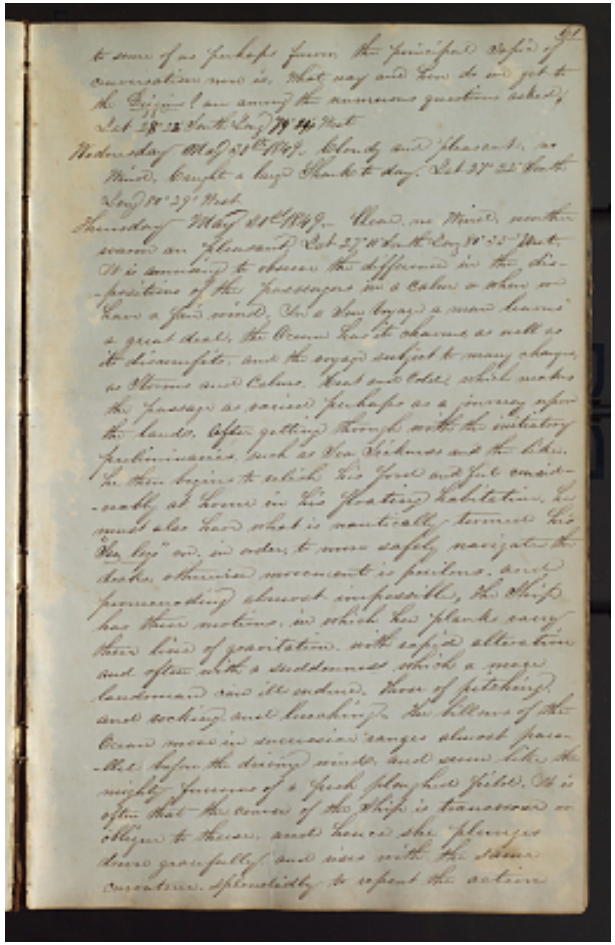
to some of us perhaps forever. the principal Topic of conversation now is, What way and how do we get to the [[underlined]] Diggins [[/underlined]]! are among the numerous questions asked. Lat 28°28' South Long 79°41' West

Wednesday May 30th 1849 - Cloudy and pleasant. no Wind. Caught a large Shark to day. Lat 27°22' South Long 80°29' West

Thursday May 31st 1849 - Clear. no Wind. weather warm an pleasant. Lat 27°11' South Long 81°35' West. It is amusing to observe the difference in the dispositions of the passengers in a cabin or when we have a fair wind. In a Sea Voyage a man learns a great deal. the Ocean has its charms, as well as its discomfits, and the voyage subject to many changes, as Storms and Calms, Heat and cold, which makes the passage as varied perhaps as a journey upon the land. After getting through with the initiatory preliminaries, such as Sea Sickness and the like, he then begins to relish his food and feel considerably at home in his floating habitation. he must also have what is nautically termed his [[underlined]] "Sea legs" [[/underlined]] on, in order to more safely navigate the decks, otherwise movement is perilous, and promenading almost impossible, The Ship has three motions, in which her planks vary their line of gravitation, with rapid alteration and often with a suddenness which a mere landsman can ill endure. Those of pitching, and rocking, and lurching. The billows of the Ocean move in successive ranges almost parallel before the driving wind, and seem like the mighty furrows of a fresh ploughed field. It is often that the course of the Ship is transverse or oblique to these, and hence she plunges down gracefully, and rises with the same curvature, splendidly to repeat the action



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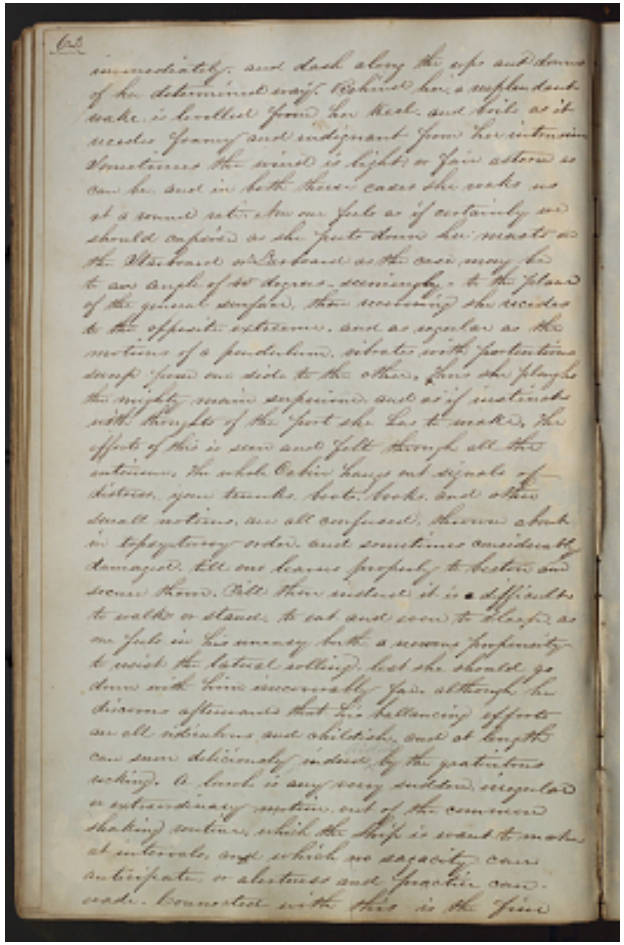
[[underlined]] 63 [[/underlined]]
immediately, and dash along the ups and downs of her determined way. Behind her, a resplendent wake is levelled from her Keel, and boils as it recedes foamy and indignant from her intrusion - Sometimes the wind is light, or fair astern as can be, and in both theese cases she rocks us at a round rate. Now one feels as if certainly we should capsize as she puts down her masts on the Starboard or Larboard as the case may be to an angle of 45 degrees - seemingly- to the plane of the general surface. then recovering she recedes to the opposite extreeme, and as regular as the motions of a pendulum, vibrates with pretentious sweep from one side to the other, thus she ploughs the mighty main superiour, and as if instinct with thoughts of the port she has to make. The effects of this is seen and felt through all the interiour. The whole Cabin hangs out signals of distress, your trunks, boots, books, and other small notions, are all confused, thrown about in topsy-turvy order, and sometimes considerably damaged, till one learns properly to bestow and secure them. Still then indeed it is difficult to walk or stand, to eat and even to Sleep, as one feels in his uneasy berth, a nervous propensity to resist the lateral rolling, lest she should go down with him irrecoverably far. although he discerns afterwards that his ballancing efforts are all ridiculous and childish, and at length can snore deliciously [[insertion in pencil]] , [[/insertion]] indeed ^[[insertion in pencil]] aided [[/insertion]] by the gratuitous rocking. A lurch is any verry sudden, irregular or extraordinary motion, out of the common shaking routine, which the Ship is want to make at intervals, and which no sagacity can anticipate, or alertness and practice can evade. Connected with this is the fine



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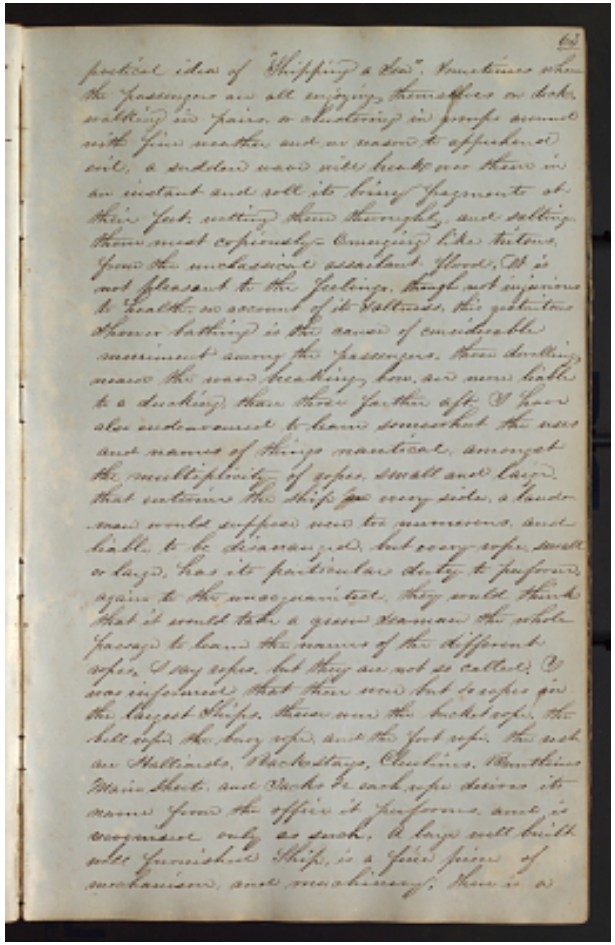
poetical idea of "Shipping a Sea". Sometimes when the passengers are all enjoying themselves on deck, walking in pairs, or clustering in groups around with fine weather and no reason to apprehend evil, a sudden wave will break over them in an instant and roll its briny fragments at their feet, wetting them thoroughly, and salting them most copiously - Emerging like tritons, from the unclassical assailant flood. It is not pleasant to the feelings, though not injurious to health, on account of its Saltiness, this gratuitous Shower bathing is the cause of considerable merriment among the passengers. those dwelling nearer the wave breaking bow, are more liable to a ducking, than those farther aft. I have also endeavoured to learn somewhat the uses and names of things nautical, amongst the multiplicity of ropes, small and large, that entwine the ship on every side, a landsman would suppose were too numerous, and liable to be disarranged, but every rope, small or large, has its particular duty to perform, again to the unacquainted, they could think that it would take a green Seaman the whole passage to learn the names of the different ropes. I say ropes, but they are not so called. I was informed that there were but 4 ropes in the largest Ships. theise were the bucket rope, the bell rope, the buoy rope, and the foot rope. the rest are Halliards, Backstays, Clewlines, Buntlines Main Sheets, and Tacks &c each rope derives its name from the office it performs, and is recognised only as such. A large well built well furnished Ship, is a fine piece of mechanism, and machinery. There is a



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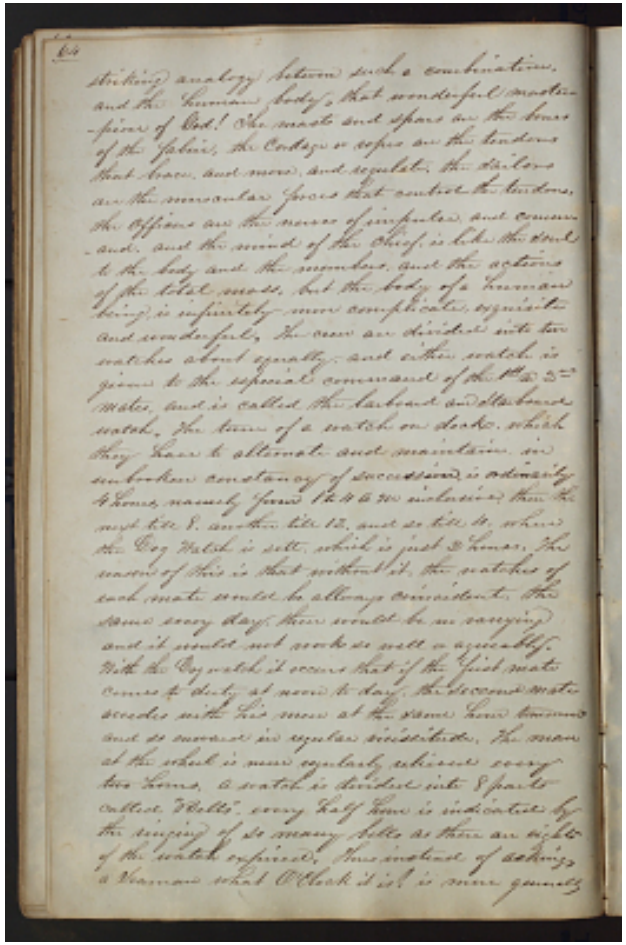
striking analogy between such a combination, and the human body, that wonderful masterpiece of God! The masts and spars are the bones of the fabric, the Cordage or ropes are the tendons that brace, and move, and regulate, the Sailers are the muscular forces that control the tendons, the Officers are the nerves of impulse, and command, and the mind of the chief, is like the Soul to the body and the members and the actions of the total mass. but the body of a human being, is infinitely more complicate, exquisite and wonderful, the crew are divided into two watches about equally, and either watch is given to the especial command of the 1st and 2nd mates, and is called the larboard and Starboard watch. The turn of a watch on deck, which they have to alternate and maintain in unbroken constancy of succession, is ordinarily 4 hours, namely from 1 to 4 AM inclusive, then the next till 8, another till 12, and so till 4, when the Dog Watch is sett, which is just 2 hours. The reason of this is that without it, the watches of each mate would be allways coincident. the same every day. there would be no varrying and it would not work so well or agreeably. With the Dog watch it occurs that if the first mate comes to duty at noon to day, the Seccond mate accedes with his men at the same hour tomorrow and so onward in regular vicissitude. The man at the wheel is more regularly relieved every two hours. A watch is divided into 8 parts called "Bells". every half hour is indicated by the ringing of so many bells as there are eights of the watch expired. Thus instead of asking a Seaman what O'Clock it is? is more generally



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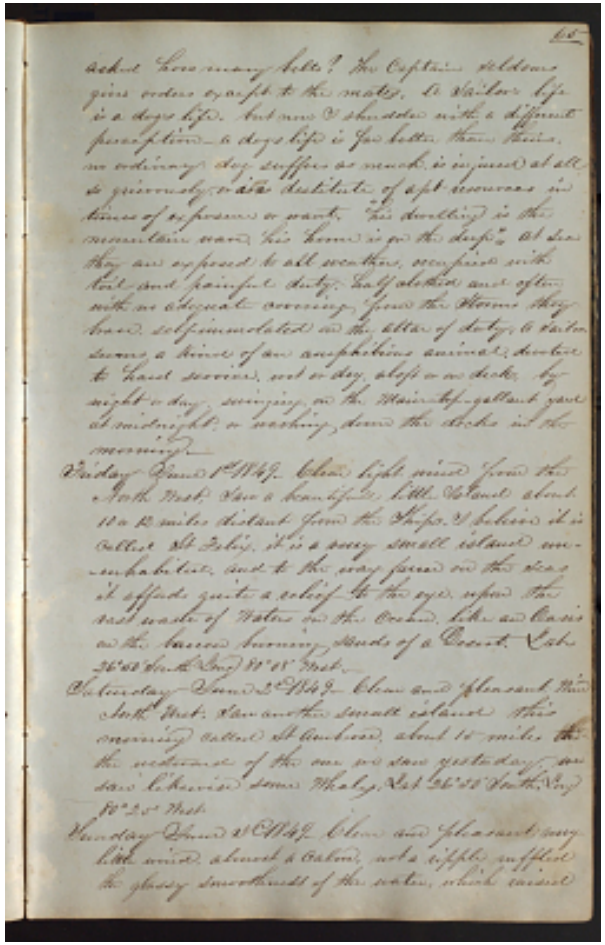
asked how may bells? the Captain seldom gives orders except to the mates. A Sailor's life is a dog's life, but now I shudder with a different perception - a dog's life is far better than theirs. no ordinary dog suffers as much, is injured at all so grievously, or is as destitute of apt resources in times of exposure or want. "his dwelling is the mountain wave, his home is on the deep". At Sea they are exposed to all weathers, occupied with toil and painful duty. half clothed and often with no adequate covering from the Storms they brave self-immolated on the altar of duty. A Sailor seems a kind of an amphibious animal, devoted to hard service, wet or dry, aloft or on deck, by night or day, swinging on the Main-top-gallant yard at midnight, or washing down the decks in the morning -

Friday June 1st 1849 - Clear light wind from the North West. Saw a beautifull little Island about 10 or 12 miles distant from the Ship. I believe it is called St Felix. it is a verry small island uninhabited, and to the way-farrer on the Seas it affords quite a relief to the eye upon the vast waste of Waters on the Ocean, like an Oasis on the barren burning sands of a Desert. Lat 26°50' South Long 80°08' West -

Saturday June 2nd 1849 - Clear and pleasant. Wind North West. Saw another small island this morning called St Ambrose, about 15 miles to the westward of the one we saw yesterday. we saw likewise some Whales. Lat 26°50' South. Long 80°25' West

Sunday June 3rd 1849 - Clear and pleasant, verry little wind, almost a Calm. not a ripple ruffled the glassy smoothness of the water, which raised



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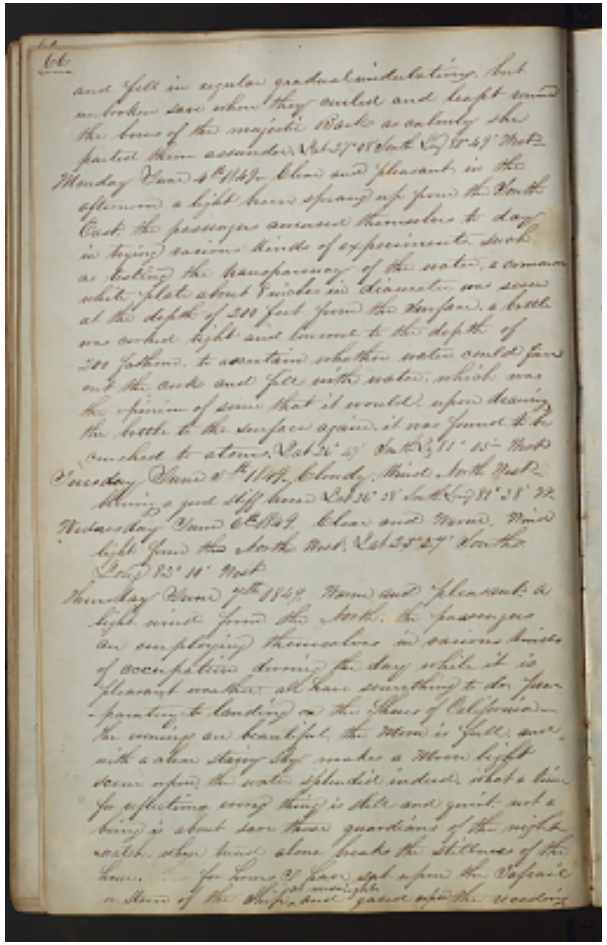
[[underlined]] 66 [[/underlined]]
and fell in regular gradual undulating, but unbroken save when they curled and leapt round the bows of the majestic Bark as calmly she parted them assunder. Lat 27°08' South Long 80°49' West -

Monday June 4th 1849 - Clear and pleasant. in the afternoon a light breeze sprang up from the South East. the passengers amused themselves to day in trying various kinds of experiments, such as testing the transparency of the water. a common white plate about 8 inches in diameter was seen at the depth of 200 feet from the Surface, a bottle was corked tight and lowered to the depth of 200 fathom, to ascertain whether water could force out the cork and fill with water, which was the opinion of some that it would. upon drawing the bottle to the surface again, it was found to be crushed to atoms. Lat 26°47' South Lg 81°05' West

Tuesday June 5th 1849 - Cloudy. Wind North West- blowing a good stiff breeze Lat 26°28' South Long 81°38' W -

Wednesday June 6th 1849. Clear and Warm. Wind light from the North West. Lat 25°27' South Long 82°10' West

Thursday June 7th 1849. Warm and pleasant. a light wind from the North. the passengers are employing themselves in various kinds of occupation during the day while it is pleasant weather. all have something to do preparatory to landing on the Shores of California - The evenings are beautiful. the Moon is full, and with a clear starry Sky. makes a Moon light scene upon the water splendid indeed, what a time for reflecting every thing is still and quiet. not a being is about save those guardians of the night watch, whose tread alone breaks the stillness of the hour. Thus for hours I have sat upon the Tafrail or Stern of the ship [[insertion]] at midnight [[/insertion]] and gazed upon the receding



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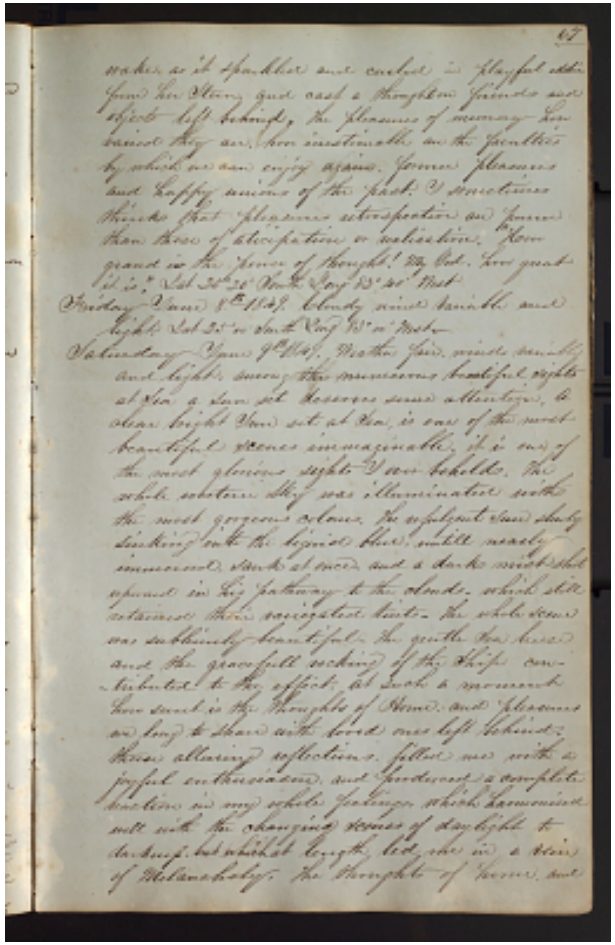
wake, as it sparkled and curled in playful eddies from her Stern, and cast a thought on friends and objects left behind, the pleasures of memory how varied they are, how inestimable are the faculties by which we can enjoy again former pleasures and happy unions of the past. I sometimes think that pleasures retrospective are purer than those of anticipation or realisation. "How grand is the power of thought! My God, how great it is." Lat 25°20' South Long 82°40' West

Friday June 8th 1849. Cloudy wind variable and light. Lat 25°00' South Long 83°00' West

Saturday June 9th 1849 Weather fair, winds variable and light. Among the numerous beautiful sights at Sea a sun set deserves some attention. A clear bright Sun set at Sea is one of the most beautiful scenes immaginable, it is one of the most glorious sights I ever beheld. The whole western sky was illuminated with the most gorgeous colours. The refulgent Sun slowly sinking into the liquid blue. untill nearly immersed. sank at once. and a dark mist shot upward in his pathway to the clouds which still retained their variegated tints. The whole scene was sublimely beautiful. The gentle Sea breeze and the graceful rocking of the Ship contributed to the effect. At such a moment how sweet is the thoughts of Home and pleasures we long to share with loved ones left behind. These alluring reflections filled me with a joyful enthusiasm and produced a complete reaction in my whole feelings which harmonised well with the changing scenes of daylight to darkness but which at length led me in a vein of Melancholy. The thoughts of home and



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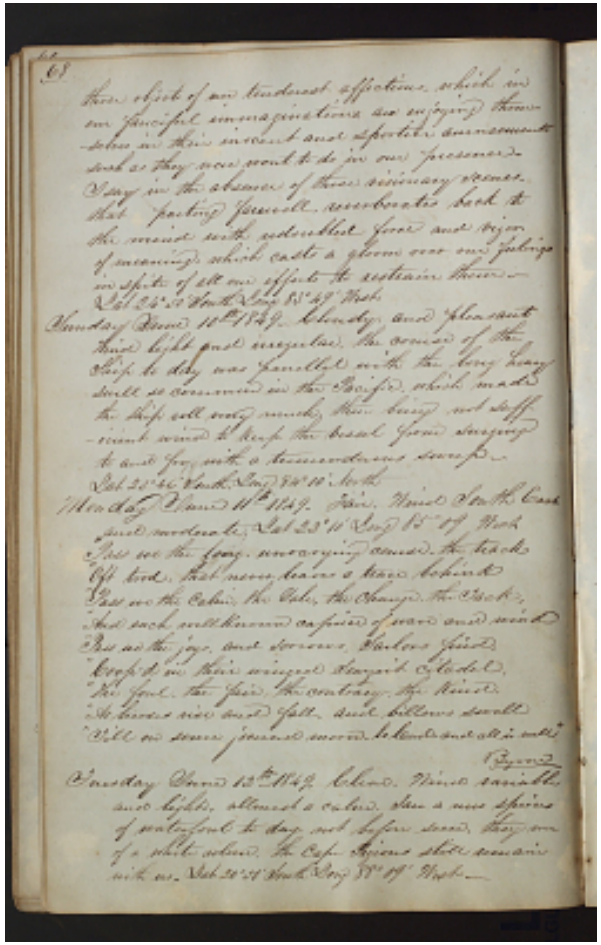
[[underlined]] 68 [[/underlined]]
those objects of our tenderest affections, which in our fanciful immaginations, are enjoying themselves in their inocent and sportive amusements such as they were wont to do in our presence. I say in the absence of those visionary scenes, that parting farewell reverberates back to the mind with redoubled force and vigor of meaning, which casts a gloom over our feelings in spite of all our efforts to restrain them.
Lat 24°50' South Long 83°49' West

Sunday June 10th 1849. Cloudy and pleasant Wind light and irregular, the course of the Ship to day was parallel with the long heavy swell so common in the Pacific, which made the ship roll very much, there being not sufficient Wind to keep the vessel from surging to and fro, with a tremenduous sweep.
Lat 23°46' South. Long 84°10'North

Monday June 11th 1849. Fair. Wind South East and moderate. Lat 22°10' Long 85°09 West
"Pass we the long, unvarying course. the track
"Oft trod, that never leaves a trace behind
"Pass we the Calm, the Gale, the change, the Tack,
"And each well known caprice of wave and wind
"Pass we the joys, and sorrows, Sailors find,
"Coop'd in their winged Sea-grit citadel,
"The foul, the fair, the contrary, the Kind,
"As breezes rise and fall, and billows swell
"Till on some jocund morn, ho land - and all is well"
[[underlined]] Byron [[/underlined]]

Tuesday June 12th 1849. Clear. wind variable and light. allmost a calm. Saw a new spieces of waterfowl to day not before seen. They were of a white colour. the Cape Pigeons still remain with us - Lat 20°50' South Long 88°09' West -



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[[underlined]] 71 [[/underlined]]
Sunday July 1st 1849. Clear Wind North West Lat 11°06' North Long 119°08' West

Monday July 2nd 1849. Weather hot & Clear. Wind West & light. Lat 11°28' North Long 119°10' West

Tuesday July 3rd 1849. Weather Warm. light Wind from the North West Lat 11°49' North Long 119°15' West

Wednesday July 4th 1849. Weather verry Warm. light Wind from the North West. the weather was so uncomfortably hot there was but little doing throughout the day. in the evening Mr H C. Gardiner delivered an Oration, in honour of our independence, which was verry able. and reflected much credit upon the author. Mr Reynolds read the declaration of independence, after which the passengers enjoyed themselves untill a late hour, with Music, Singing & dancing. Martial Music by the Fife & Drum, for a substitute for a Drum, they used the head of a Banjo. Lat 11°55' North Long 119°18' West -

Thursday July 5th 1849. Warm & Clear. Wind North Lat 12°05' North. Long 119°20' West -

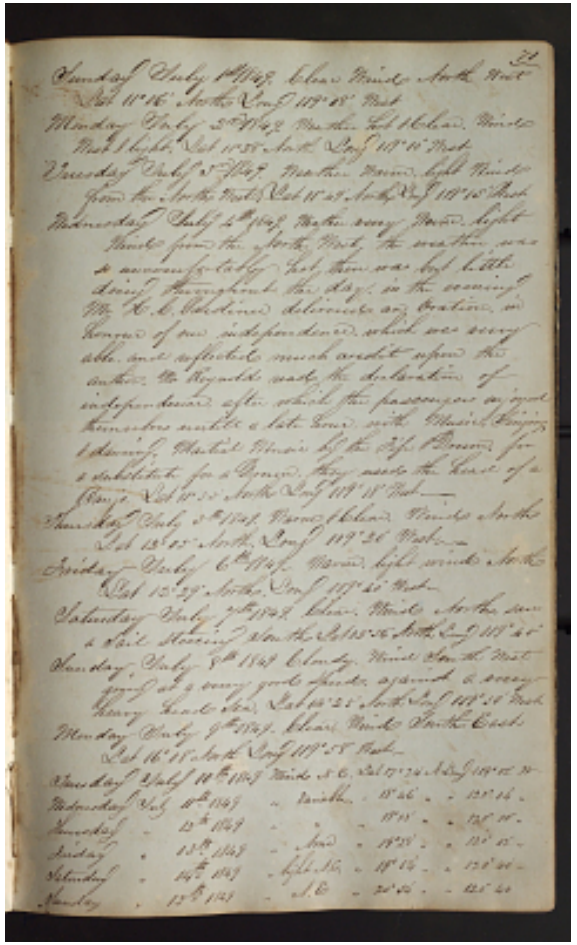
Friday July 6th 1849 - Warm. light wind North Lat 12°29' North. Long 119°40' West -

Saturday July 7th 1849. clear. Wind North. saw a Sail steering South Lat 12°56' North Long 119°45'

Sunday July 8th 1849. Cloudy. Wind South West going at a verry good speed. against a verry heavy head Sea. Lat 14°25' North Long 119°50' West

Monday July 9th 1849. Clear, Wind South East Lat 16°08' North Long 119°58' West -

Tuesday July 10th 1849 Wind N.E. Lat 17°24' N Long 119°02' W
Wednesday July 11th 1849 " Variable. " 18°46' " " 120°04' "
Thursday " 12th 1849 " " " 19°13' " " 120°10' "
Friday " 13th 1849 " None " 19°28' " " 120°12' "
Saturday " 14th 1849 " light N.E." 19°54' " " 120°40' "
Sunday " 15th 1849 " N.E. " 20°54' " " 120°40



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[[underlined]] 72 [[underlined]]
Monday July 16th 1849. cloudy. Wind North East. Saw a Sail to the leaward going the Same course that we were. Lat 21°46' North Long 122°09' West

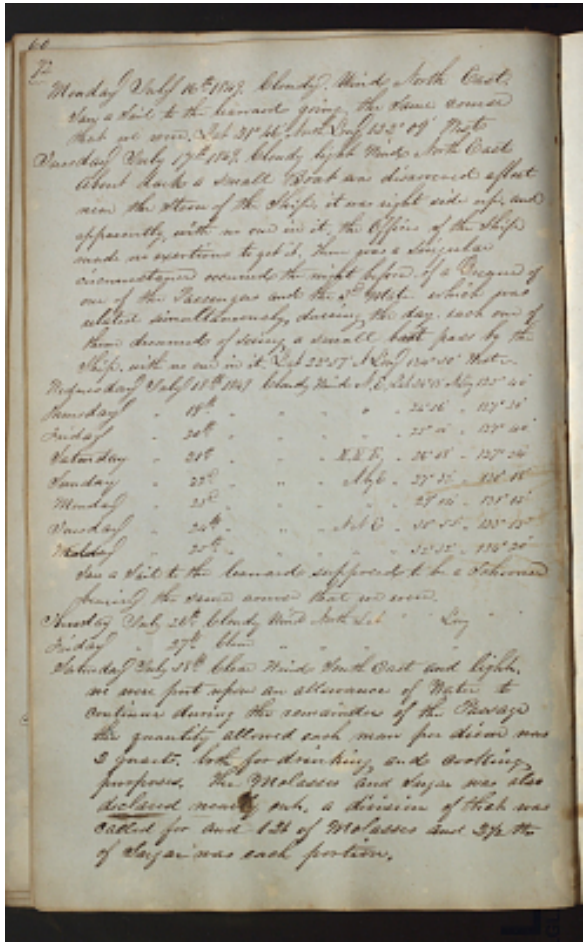
Tuesday July 17th 1849. Cloudy light Wind North East About dark a small Boat was discovered afloat near the Stern of the Ship. it was right side up, and apparently with no one in it. The Offices of the Ship made no exertions to get it. There was a Singular circumstance occurred the night before, of a Dream of one of the Passengers and the 3rd Mate, which was related simultaneously during the day. each one of them dreamed of seeing a small boat pass by the Ship, with no one in it. Lat 22°57' N Long 124°30' West -

Wednesday July 18th 1849 Cloudy Wind N.E. Lat 24°12' N Log 125°40'
Thursday " 19th " " " " " 24°36'
" 127°30'
Friday " 20th " " " " " 25°00'
" 127°40'
Saturday " 21st " " " N.N.E. " 26°08'
" 127°54'
Sunday " 22nd " " " N by E " 27°32'
" 130°18'
Monday " 23rd " " " " " 29°04'
" 131°15'
Tuesday " 24th " " " NNE " 30°55'
" 133°15'
Wednesday " 25th " " " " " 32°32'
" 134°20'
Saw a Sail to the leaward supposed to be a Schooner bearing the same course that we were.

Thursday July 26th Cloudy Wind North Lat ° ' Long ° '

Friday " 27th Clear " " " "

Saturday July 28th Clear Wind South East and light. we were put upon an allowance of Water to continue during the remainder of the Passage the quantity allowed each man per diem was 2 quarts, both for drinking and cooking purposes. The Molasses and Sugar was also declared nearly out, a division of that was called for and 1 Qt of Molasses and 2 1/2 tbs of Sugar was each portion.



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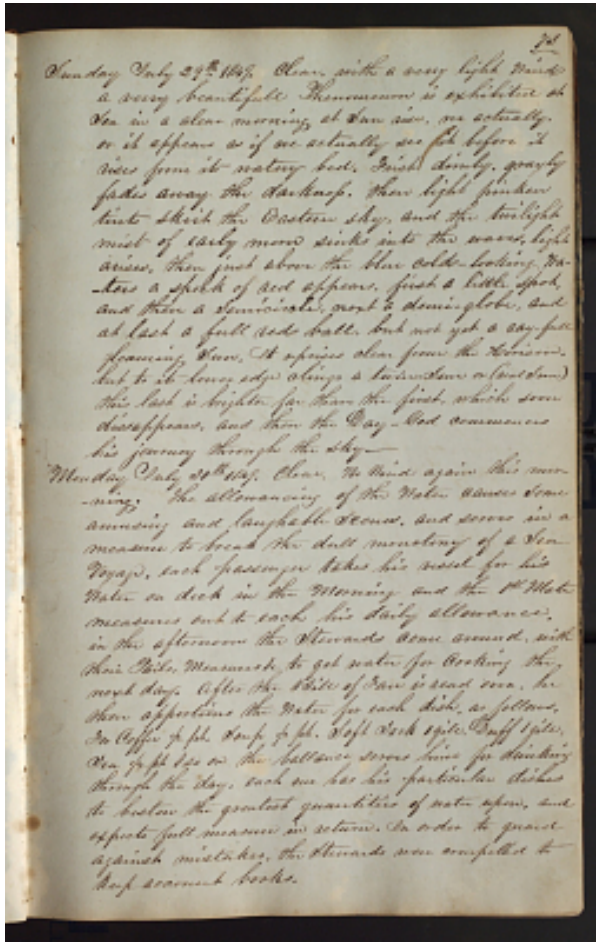
Sunday July 29th 1849. clear, with a verry light Wind a verry beautifull Phenomenon is exhibited at Sea on a clear morning at Sun rise, we actually, or it appears as if we actually see it before it rises from its watery bed. First dimly, grayly fades away the darkness. then light pinken tints skirt the Eastern sky, and the twilight mist of early morn sinks into the waves, light arises. then just above the blue cold-looking Waters a speck of red appears, first a little spot, and then a Semicircle, next a demi-globe, and at last a full red ball, but not yet a ray-full gleaming Sun. It uprises clear from the Horison, but to its lower edge clings a twin-Sun or (real Sun) this last is brighter far than the first, which soon dissappears, and then the Day - God commences his journey through the sky -

Monday July 30th 1849. Clear. No Wind again this morning The allowancing of the Water causes some amusing and laughable Scenes, and serves in a measure to break the dull monotony of a Sea Voyage. each passenger takes his vessel for his Water on deck in the Morning and the 1st Mate measures each to each his daily allowance. in the afternoon the Stewards come around with their Pails, Measures &c to get water for Cooking the next day. After the Bill of Fare is read out, he then apportions the Water for each dish as follows. For coffee 1/2 pt. soup 1/2 pt. Soft Tack 1 gill. Duff 1 gill. Tea 1/2 pt & so on the ballance serves him for drinking through the day. each one has his particular dishes to bestow the greatest quantities of water upon, and expects full measure in return. In order to guard against mistakes, the Stewards were compelled to keep account books.



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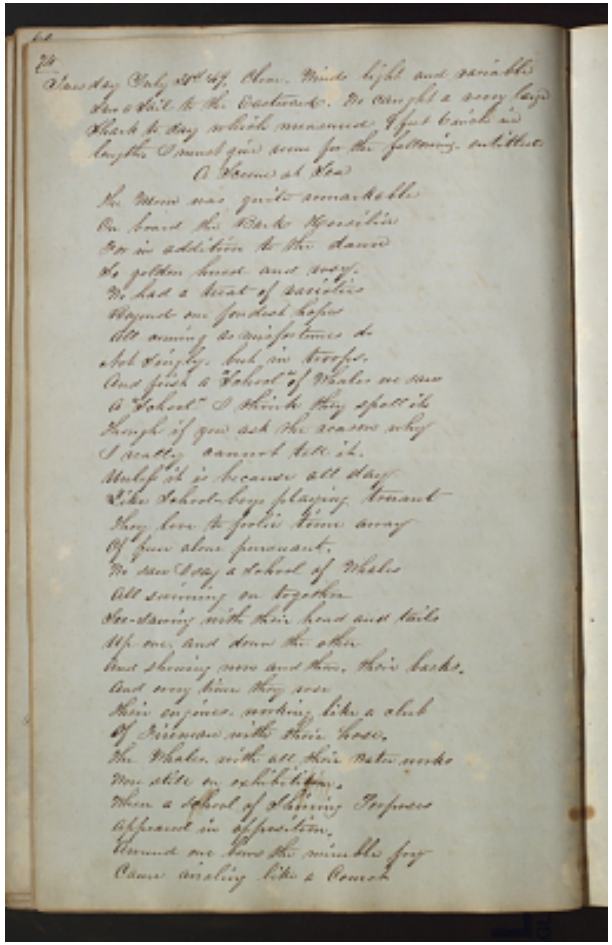
[[underlined]] 74 [[/underlined]]
Tuesday July 31st '49. Clear. Winds light and variable Saw a Sail to the Eastward. We caught a very large shark to day which measured 9 feet 6 inch in length. I must give room for the following. entitled

A [[Sceene?]] at Sea
The Morn was quite remarkable
On board the Bark Hersilia
For in addition to the dawn
So golden hued and rosy.
We had a treat of varieties
Beyond our fondest hopes
All aiming as misfortunes do
Not singly, but in troops.
And first a "School" of Whales we saw
A "School" I think they spell it
Though if you ask the reason why
I really cannot tell it.
Unless it is because all day
Like School-boys playing truant
They love to frolic time away
Of fun alone pursuant.
We saw I say a school of Whales
All swimming on together
See-sawing with their head and tails
Up one and down the other
And showing now and then their backs,
And every time they rose
Their engines, working like a club
of Fireman with their hose.
The Whales, with all their Water works
Were still an exhibition.
When a school of Shining Porpoises
Appeared in opposition.
Around our bows the nimble fry
Came circling like a Comet



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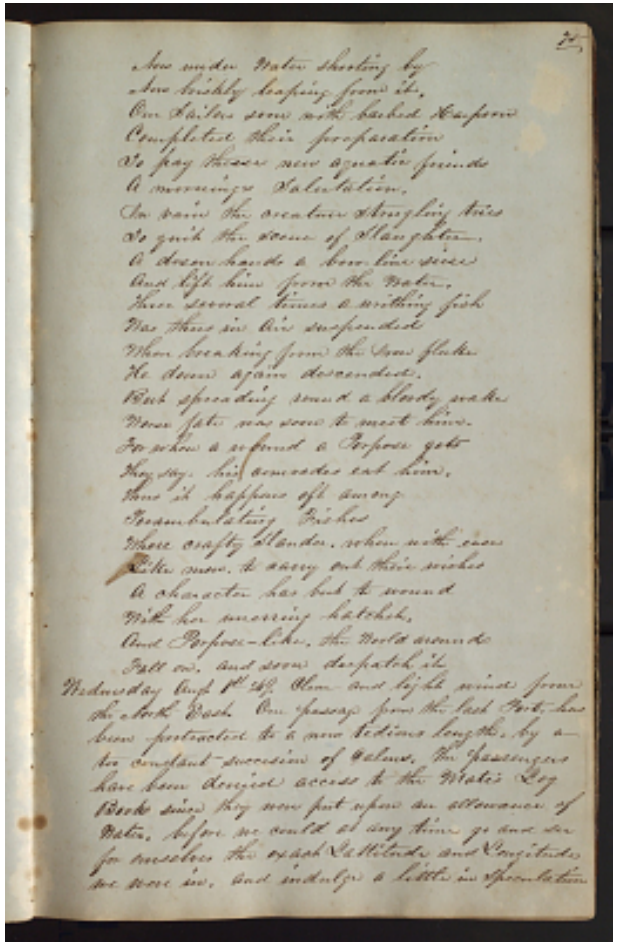
[[underlined]] 75 [[/underlined]]

Now under water shooting by
Now briskly leaping from it,
Our Sailors soon with barbed Harpoon
Completed their preparation
To pay these new aquatic friends
A mornings salutation.
In vain the creature struggling tries
To quit the scene of Slaughter.
A dozen hands a bow-line seize
And lift him from the water.
Three several times a writhing fish
Was thus in air suspended
When breaking from the iron fluke
He down again descended.
But spreading round a bloody wake
Worse fate was soon to meet him.
For when a wound a Porpose gets
They say, his comrades eat him.
Thus it happens oft among
Perambulating Fishes
Where crafty Slander, when with ease
Like men, to carry out their wishes
A character has but to wound
With her unerring hatchet,
And Porpose-like, the world around
Fall on, and soon dispatch it

Wednesday Augt 1st '49 Clear and light wind from the North East. our passage from the last Port. has been protracted to a now tedious length, by a too constant succession of calms. The passengers have been denied access to the Mate's Log Book since they were put upon an allowance of water. before we could at any time go and see for ourselves the exact Lattitude and Longitude we were in, and indulge a little in speculation



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[[underlined]] 76 [[/underlined]]
as to the probable term of our passage, this last arrangement rendered this part of the Voyage unpleasant, it seemed as though we were Convicts on board of a Prison Ship banished to some unhappy land, allowanced on Water, although the quantity was sufficient, and nearly allowanced on food -

Thursday Augt 2nd '49. Cloudy, Wind North West, We had a heavy fall of rain during the night This morning we saw 3 vessels, did not speak any of them. Home, and the happy unions of the past, are themes that reprise to the wanderer on the Main in repeated intervals, causing many a wakeful night, or seeking some Solitary retreat, aside from the discordant Scenes on the decks of a crowded Ship, it was during one of these wakeful nights where I composed the following lines, entitled

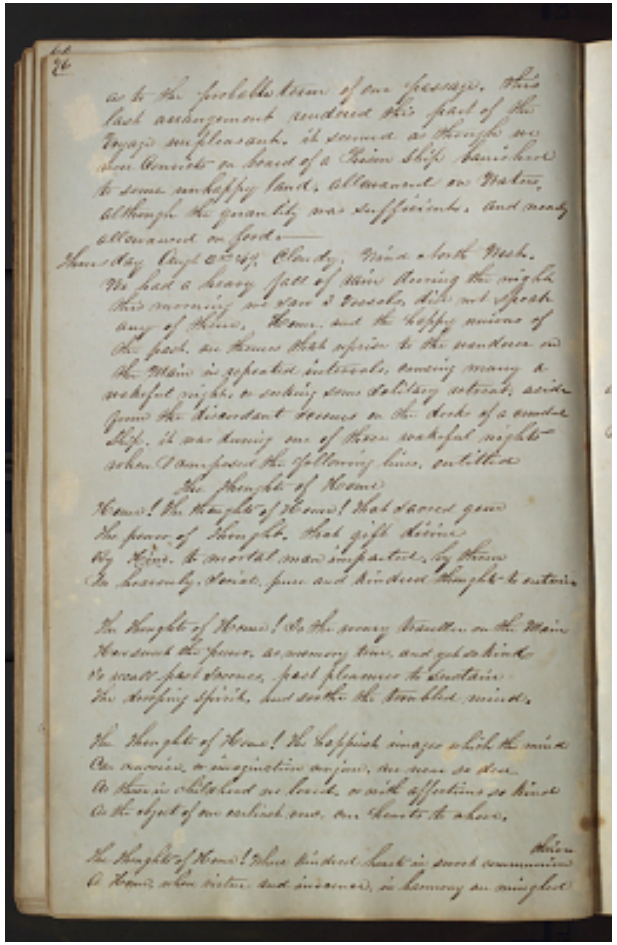
The Thoughts of Home

Home! The thoughts of Home! That sacred gem
The power of Thought, that gift divine
By [[underlined]] Him, [[/underlined]] to mortal man imparted, by them
In heavenly, Social pure and kindred thoughts - to entwine.

The thoughts of Home! To the weary traveller on the Main
How sweet the power, as memory true, and yet so kind
To recall past scenes, past pleasures to Sustain
The drooping Spirit, and soothe the troubled mind.

The thoughts of Home! The happiest images which the mind
Can conceive, or imagination conjure, are near so dear
As those in childhood we loved, or with affection so kind
As the object of our earliest vow, our hearts to cheer.

The thoughts of Home! Where kindred hearts in sweet communion
[[insertion]] thrive [[/insertion]]
A Home, where virtue and inocence, in harmony are mingled



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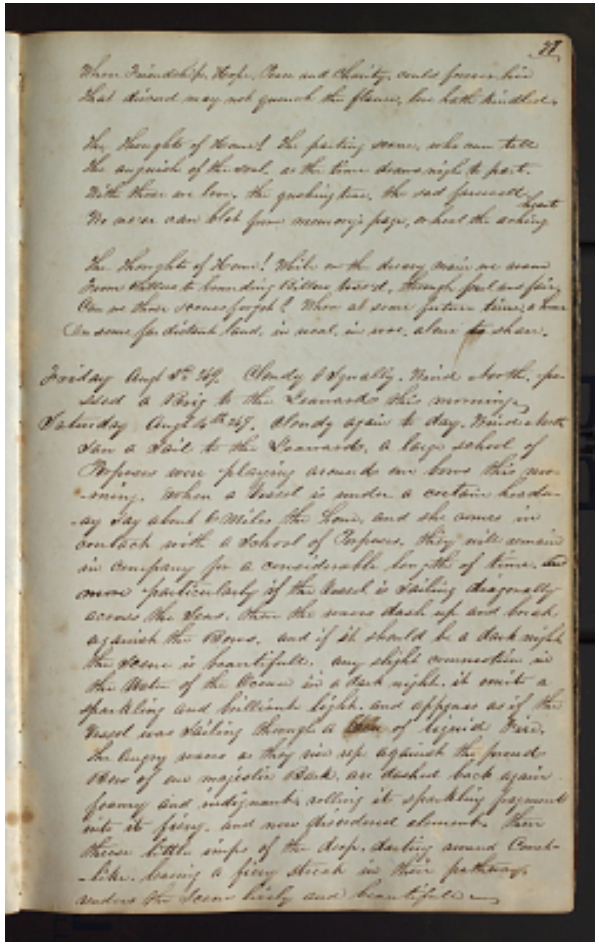
[[underlined]] 78 [[/underlined]]
Where Friendship, Hope, Peace and Charity, could forever live
That discord may not quench the flame, love hath kindled.

The Thoughts of Home! The parting scene, who can tell
The anguish of the soul, as the time draws nigh to part.
With these we love, the gushing tear, the sad farewell,
We ne'er can blot from memory's page, or heal the aching [[insertion]] heart [[/insertion]]

The Thoughts of Home! While on the dreary main we roam
From Billow to bounding Billow toss'd, through foul and fair,
Can we those scenes forget! When at some future time, a home
In some far distant land, in weal, in woe, alone to share.

Friday Augt 3rd '49. Cloudy & Squally, Wind North passed a Brig to the Leaward this morning.

Saturday Augt 4th '49. Cloudy again to day, Wind North saw a sail to the Leawards, a large school of Porposes were playing around our bows this morning When a Vessel is under a certain headway say about 6 miles the hour, and she comes in contact with a school of Porposes, they will remain in company for a considerable length of time, and more particularly if the Vessel is sailing diagonally across the Seas, then the waves dash up and back against the Bows, and if it should be a dark night the Scene is beautifull. Any slight commotion in the Water of the Ocean in a dark night, it emits a sparkling and brilliant light, and appears as if the Vessel was Sailing through a sphere of liquid Fire. The Angry waves as they rise up against the proud Bow of our majestic Bark, are dashed back again foamy and indignant, rolling its sparkling fragments into its fiery, and now disordered element. There these little imps of the deep, darting around Comet-like leaving a fiery streak in their pathway, renders the Scene lively and beautiful.



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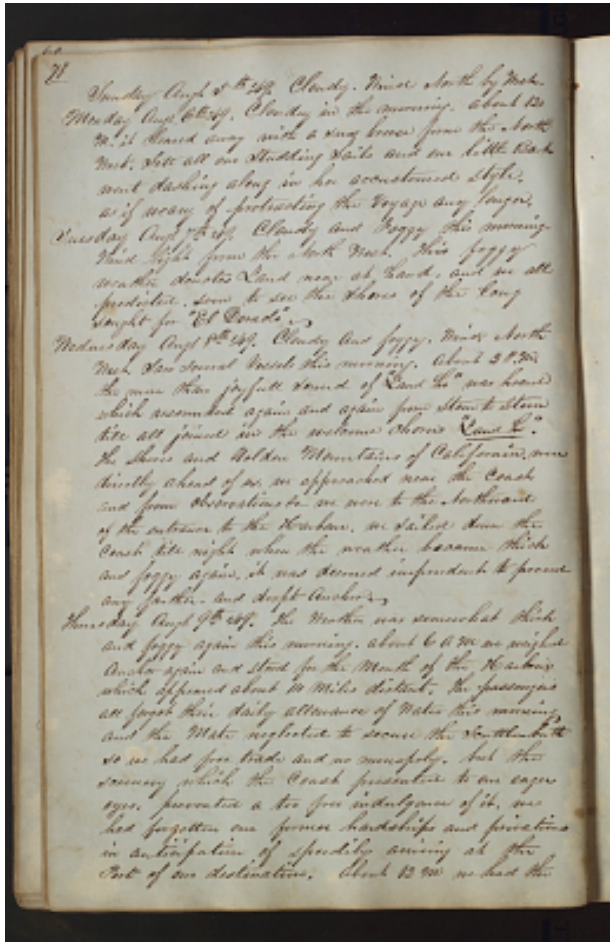
[[underlined]] 78 [[/underlined]]
Sunday Augt 5th '49. Cloudy. Wind North by West.

Monday Augt 6th '49. Cloudy in the morning, about 12 M. it cleared away with a strong breeze from the North West. Sett all our Studding Sails and our little Bark went dashing along in her accustomed style, as if weary of protracting the Voyager any longer.

Tuesday Augt 7th '49. Cloudy and Foggy this morning. Wind light from the North West. This foggy weather denotes Land near at hand, and we all predicted, soon to see the Shores of the long sought for "El Dorado" -

Wednesday Augt 8th '49. Cloudy and foggy. Wind North West. Saw several vessels this morning. About 2 p.m. the more than joyfull sound of "Land ho" was heard which resounded again and again from stem to stern till all joined in the welcome chorus "[[underlined]] Land ho. [[/underlined]]". The Shores and Golden Mountains of California were directly ahead of us, we approached near the Coast and from observations etc. we were to the Northward of the entrance to the Harbour, we sailed down the Coast till night when the weather became thick and foggy again, it was deemed imprudent to proceed any farther, and dropt anchor -

Thursday Augt 9th '49. The Weather was somewhat thick and foggy again this morning, about 6 A M we weighed Anchor again and stood for the Mouth of the Harbor which appeared about 14 Miles distant. The passengers all forgot their daily allowance of Water this morning and the Mate neglected to secure the Scuttlebutt so we had free trade and no monopoly, but the scenery which the Coast presented to our eager eyes, prevented a too free indulgence of it, we had forgotten our former hardships and privations in anticipation of speedily arriving at the Port of our destination. About 12 M we had the



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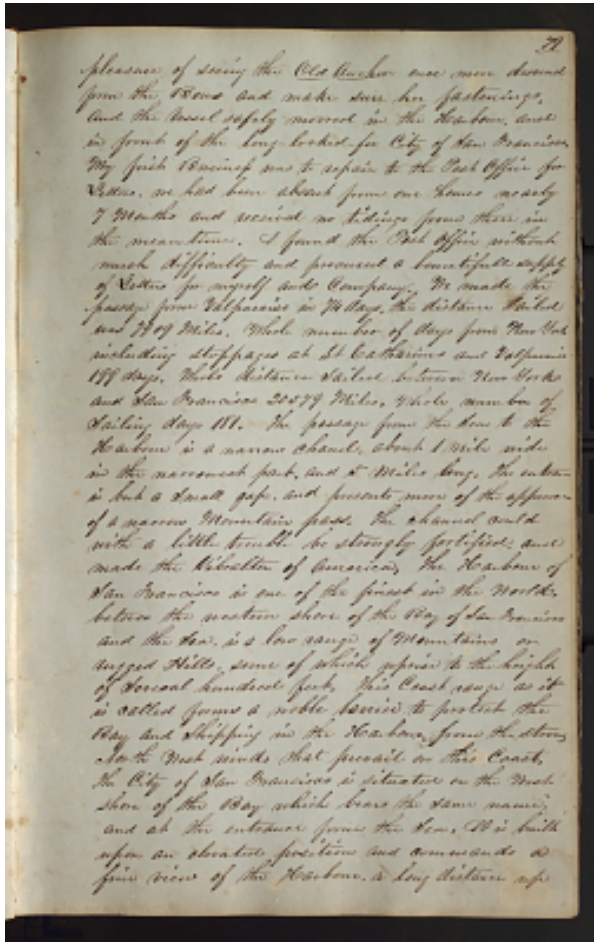
pleasure of seeing the [[underlined]] Old Anchor [[/underlined]] once more descend from the Bows and make sure her fastenings. and the Vessel safely moored in the Harbour, and in front of the long-looked-for City of San Francisco. My first Business was to repair to the Post Office for Letters. we had been absent from our homes nearly 7 months and received no tidings from there in the meantime. I found the Post Office without much difficulty and procured a bountifull supply of Letters for myself and Company. We made the passage from Valparaiso in 74 days. The distance sailed was 7909 miles. Whole number of days from New York including stoppages at St Catharines and Valparaiso 199 days. Whole distance Sailed between New York and San Francisco 20579 Miles. Whole number of Sailing days 181. the passage from the Sea to the Harbour is a narrow chanel, about 1 mile wide in the narrowest part, and 5 Miles long. The entrance is but a small gap. and presents more of the appearance of a narrow mountain pass. The channel could with a little trouble be strongly fortified, and made the Gibralter of America, The Harbour of San Francisco is one of the finest in the World. between the western shore of the Bay of San Francisco and the Sea, is a low range of Mountains or rugged Hills, some of which uprise to the heights of several hundred feet. This Coast range as it is called forms a noble barrier to protect the Bay and Shipping in the Harbour, from the strong North West winds that prevail on this Coast. The City of San Francisco is situated on the West shore of the Bay which bears the same name. and at the entrance from the Sea. It is built upon an elevated position and commands a fine view of the Harbour, along distance up



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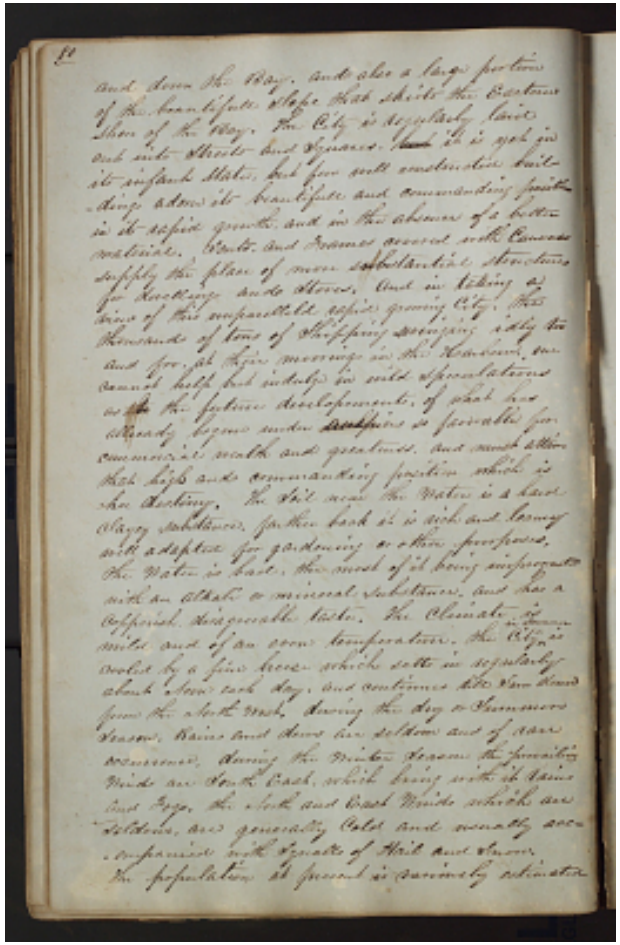
and down the Bay, and also a large portion of the beautifull slope that skirts the Eastern shore of the Bay. The City is regularly laid out into Streets and Squares. [[strikethrough]] but [[/strikethrough]] it is yet in its infant State. but few well constructed buildings adorn its beautifull and commanding position in its rapid growth and in the absence of better material, Tents and Frames covered with canvass supply the place of more substantial structures for dwellings and stores. and I taking a view of this unparelleld rapid growing City. The thousands of tons of Shipping swinging idly to and fro, at their moorings in the Harbour. one cannot help but indulge in wild speculations as to the future developments of what has allready begun under auspices so favourable for commercial wealth and greatness. and must attain that high and commanding position which is her destiny. The Soil near the Water is a hard clayey substance, farther back it is rich and loamy well adapted for gardening or other purposes. The Water is bad. The most of it being impregnated with an alkali or mineral substance, and has a copperish disagreeable taste. The climate is mild and of an even temperature. The City ^[[insertion]] in summer [[/insertion]] is cooled by a fine breeze which setts in regularly about Noon each day, and continues till Sun down from the North West. during the dry or Summer Season. Rains and dews are seldom and of rare occurrence. during the Winter Season the prevailing Winds are South East, which bring it rains and fogs. the North and East Winds which are seldom are generally cold and usually accompanied with squalls of hail and Snow,
The population at present is variously estimated



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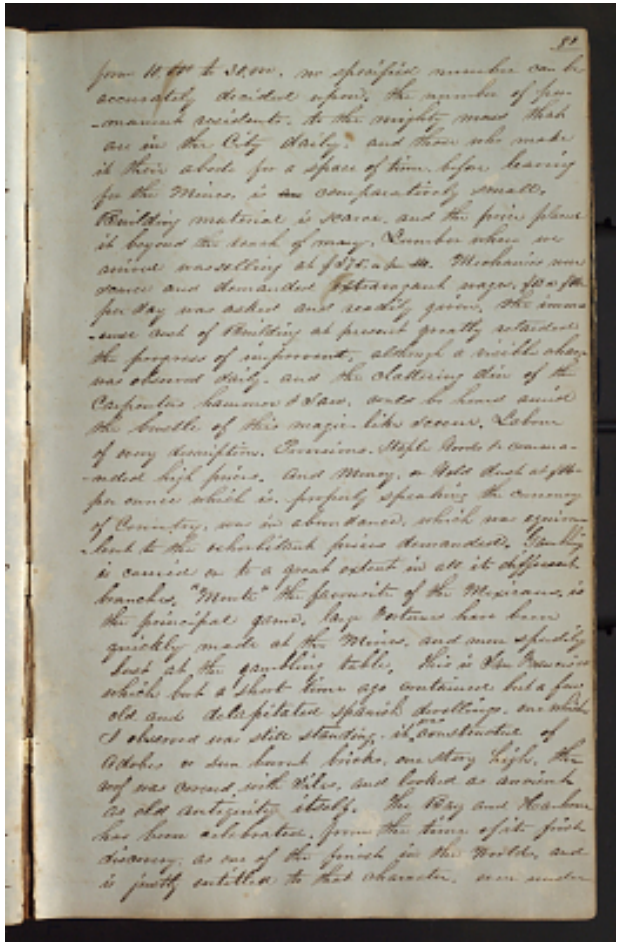
from 10,000 to 30,000. no specified number can be accurately decided upon. The number of permanent residents. to the mighty, mass that are in the City daily. and those who make it their abode for a space of time. before leaving for the Mines. is comparatively small. Building material is scarce. and the price placed it beyond the reach of many. Lumber when we arrived was selling at $375.00 per [[strikethrough]] M [[/strikethrough]]. Mechanics were scarce and demanded extravagant wages $12 and $16 - per day was asked and readily given. The immense cost of Building at present greatly retarded the progress of improvement. although a visible change was observed daily. and the clattering dim of the carpenters hammer a& saw. could be heard amid the bustle of this magic-like scene. labour of every description, Provisions. staple Goods &c commanded high prices. and money, or gold dust at $16 - per ounce which is properly speaking the currency of Country, was in abundance, which was equivalent to the exhorbitant prices demanded. Gambling is carried on to a great extent in all its different branches. "Monte" the favourite of the Mexicans, is the principal game, large Fortunes have been quickly made at the Mines, and more speedily lost at the gambling table. This is San Francisco which but a short time ago contained but a few old and dilapidated Spanish dwellings. one which I observed was still standing. it ^[[insertion]] was [[/insertion]] constructed of Adobes or sun burnt bricks, one story high. The roof was covered with Tiles, and looked as ancient as antiquity itself. the Bay and harbour has been celebrated. from the time of its first discovery, as one of the finest in the World. and is justly entitled to that character. even under



Alexander Van Valen Diary, 1849-1850
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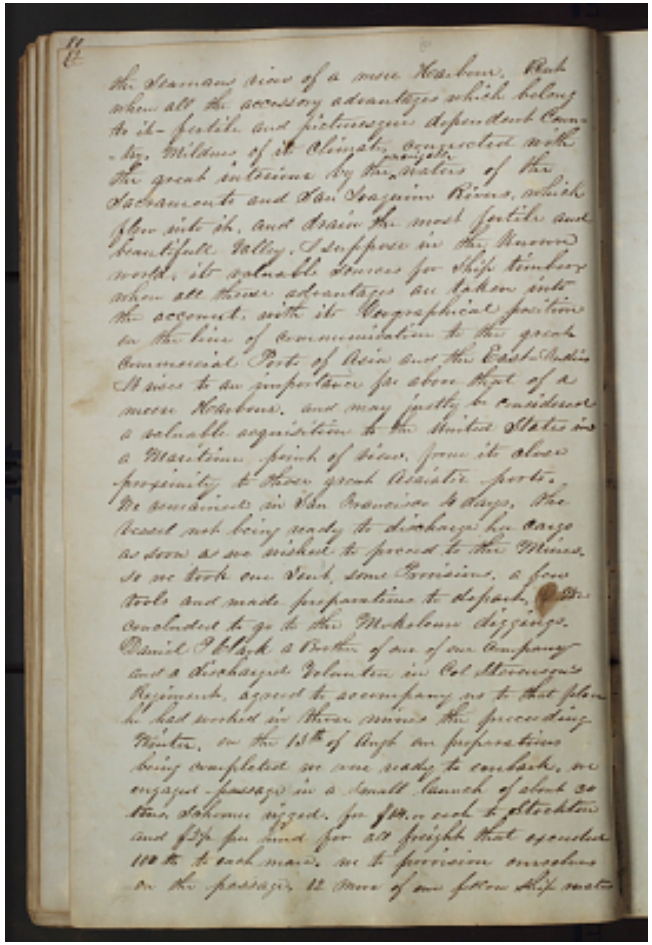
[[underlined]] 82 [[/underlined]]
the Seamans view of a mere harbour. But when all the accessory advantages which belong to it - fertile and picturesque dependent Country. Mildness of its climate connected with the great interior by the ^[[insertion]] navigable [[/insertion]] waters of the Sacramento and San Joaquin rivers, which flow into it, and drain the most fertile and beautifull valley. I suppose in the known world, its valuable sources for Ship timber when all these advantages are taken into the account. with its Geographical position on the line of communication to the great commercial Ports of Asia and the East Indies. It rises to an importance far above that of a mere harbour. and may justly be considered a valauable acquisition to the United States in a Maritime point of view. from its close proximity to these great Asiatic ports.
We remained in San Francisco 4 days. The vessel not being ready to discharge her cargo as soon as we wished to prceed to the Mines, so we took our Tent, some provisions, a few tools and made preparations to depart. We concluded to go to the Mokelenn diggings. Daniel P Clark a Brother of one of our company and a discharged Volunteer in Col Stevenson's Regiment. agreed to accompany us to that place he had worked in those mines preceding Winter. on the 13th of Augt our preparations being completed we were ready to embark. we engaged passage in a small launch of about 20 tons. Schooner rigger. for $14.00 each to Stockton and $2 1/2 per [[hurd?]] for all freight that exceeded 100th to each man. we to provision ourselves on the passage. 12 more of our fellow shipmates



Alexander Van Valen Diary, 1849-1850
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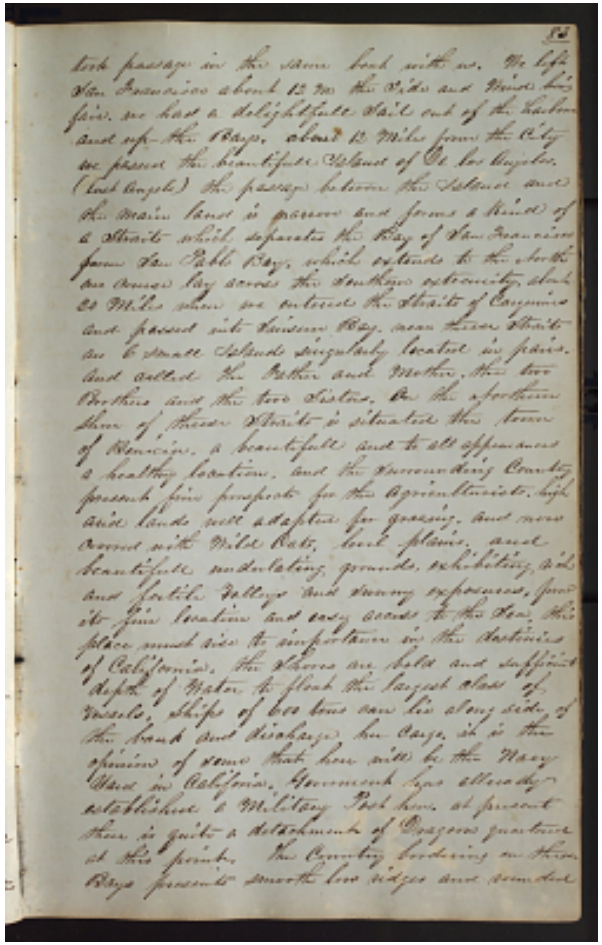
[[underlined]] 83 [[/underlined]]
took passage in the same boat with us. We left San Francisco about 12 M The Tide and the Wind being fair, we had a delightfull Sail out of the harbour and up the Bays. about 12 Miles from the City we passed the beautifull Island of De los Angelos, (lost Angels) The passage between the Island and the main land is narrow and forms a kind of a Straits which separates the Bay of San Francisco from San Pablo Bay, which extends to the North our course lay across the Southern extremity, about 20 Miles when we entered the Straits of Carquinos and passed out into Snisun Bay. near these Straits are 6 small Islands singularly located in pairs, and called The Father and Mother, The Two Brothers and The Two Sisters. On the Northern Shore of these Straits is situated the town of Benicia, a beautifull and to all appearances a healthy location, and the surrounding Country presents fine prospects for the agriculturists. high arid lands well adapted for grazing, and now covered with Wild Oats, level plains. and beautifull undulating grounds, exhibiting rich and fertile Valleys and sunny exposures, form it fine location and easy access to the Sea this place must rise to importance in the destinies of California. The Shores are bold and sufficient depth of Water to float the largest class of vessels. Ships of 600 tons can lie alongside of the bank and discharge her cargo. it is the opinion of some that here will be the Navy yard in California. Government has already established a Military Post here. at present there is quite a detachment of Dragoons quartered at this point. The country bordering on these Bays presents smooth low ridges and rounded



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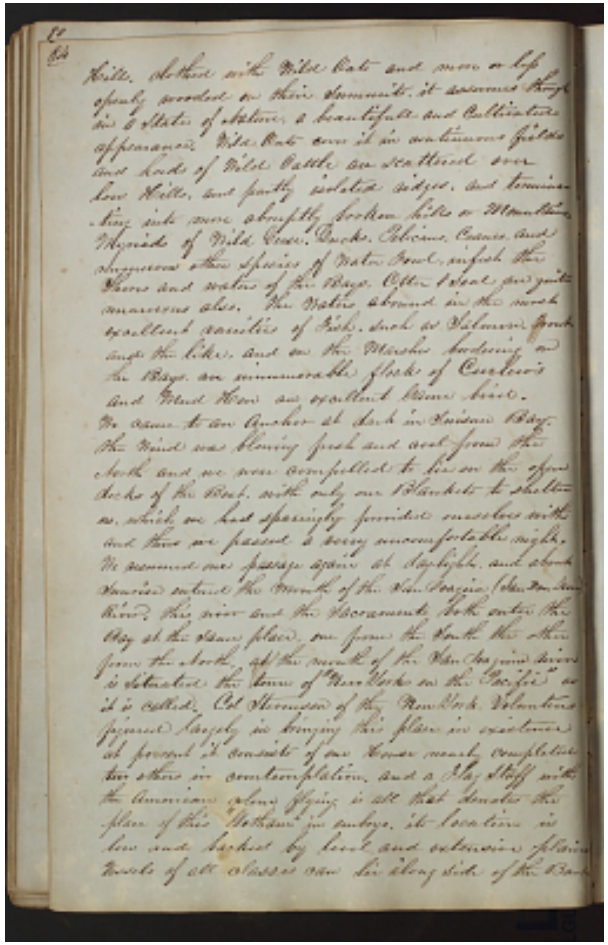
[[underlined]] 84 [[/underlined]]
Hills, clothed with wild Oats and more or less openly wooded on their summits. it assumes though in a State of Nature, a beautiful and cultivated appearance. Wild Oats cover it in continuous fields and herds of wild Cattle are scattered over low Hills, and partly isolated ridges, and terminating into more abruptly broken hills or mountains, Myriads of Wild Geese, Ducks, Pelicans, Cranes and numerous other species of Water Fowl, infest the Shores and waters of the Bays. Otter & seal are quite numerous also. The Waters abound in the most excellent varieties of Fish, such as Salmon, Trout and the like. and on the Marsh bordering on the Bays, an innumerable flock of Curlews and Mud hen an excellent Game bird.
We came to an Anchor at dark in [[Swisun?]] Bay. The wind was blowing fresh and cool from the North and we were compelled to lie on the open decks of the Boat, with only our Blankets to shelter us. which we had sparingly provided ourselves with and thus we passed a very uncomfortable night. We resumed our passage again at day -light and about sunrise entered the mouth of the San Joaquin (San Wan Keen) River. This river and the Sacramento both enter the Bay at the same place, one from the South the other from the North. at the mouth of the San Joaquin River is situated the town of "New York on the Pacific" as it is called. Col Stevenson of the New York Volunteers figured largely in bringing this place in existence at present it consists of one House nearly completed two others in contemplation, and a Flag staff with the American colour flying is all that denotes the place of this "Gotham" in embryo. its location is low and backed by level and extensive plains vessels of all classes can lie along side of the Bank.



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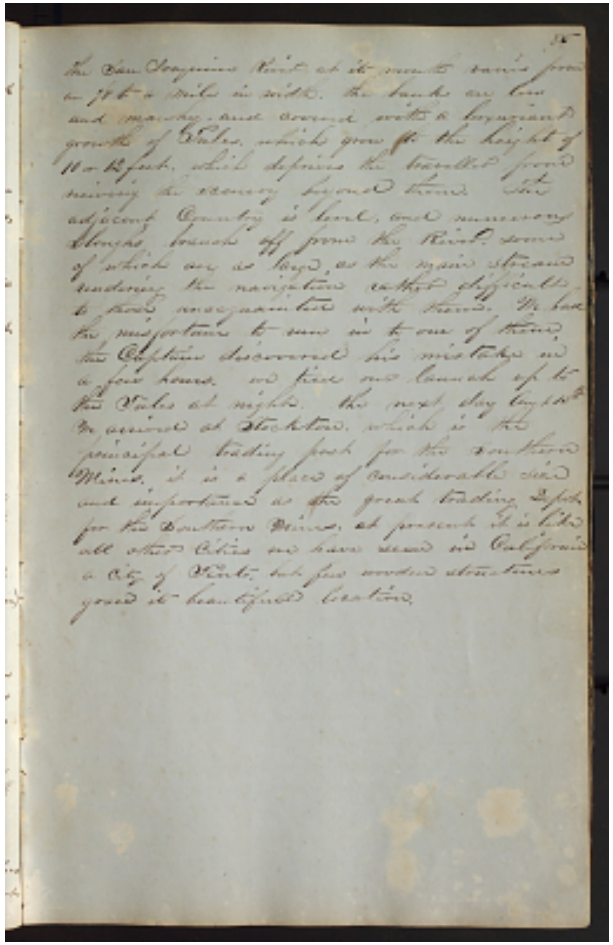
[[underlined]] 85 [[/underlined]]

The San Joaquin River at its mouth varies from an 1/8th to a mile in width. The banks are low and marshy, and covered with a luxuriant growth of Tules, which grow to the height of 10 or 12 feet. which deprives the traveller from receiving the scenery beyond them. The adjacent Country is level, and numerous Sloughs branch off from the River, some of which are as large as the main stream rendering the navigation rather difficult to those unacquainted with them. We had the misfortune to run in to one of them the Captain discovered his mistake in a few hours, we tied our launch up to the Tules at night. The next day Augt 15th we arrived at Stockton, which is the principal trading post for the Southern Mines, it is a place of considerable size and importance as the great trading Depot for the Southern Mines. at present it is like all other cities we have seen in California a city of Tents, but few wooden structures brace its beautiful location.



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[[Image - black and white hand-drawn Map of the Gold Regions in California, showing Towns, Ranches, Roads and the point where the first gold was discovered.]]

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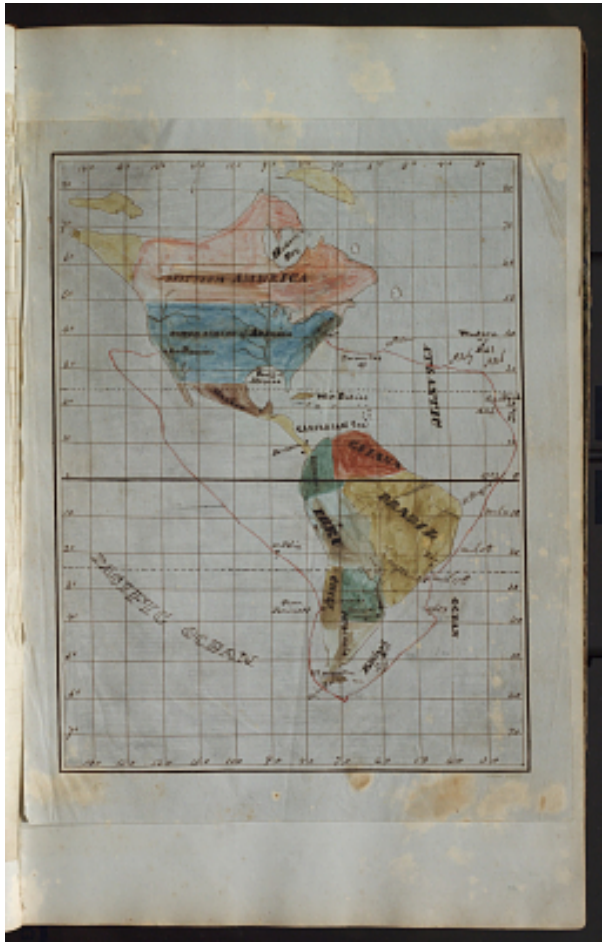
[[Image - Hand coloured Map of the Americas showing the journey taken by the ship Hersalia, from New York to San Francisco, with some dates and positions en route.]]



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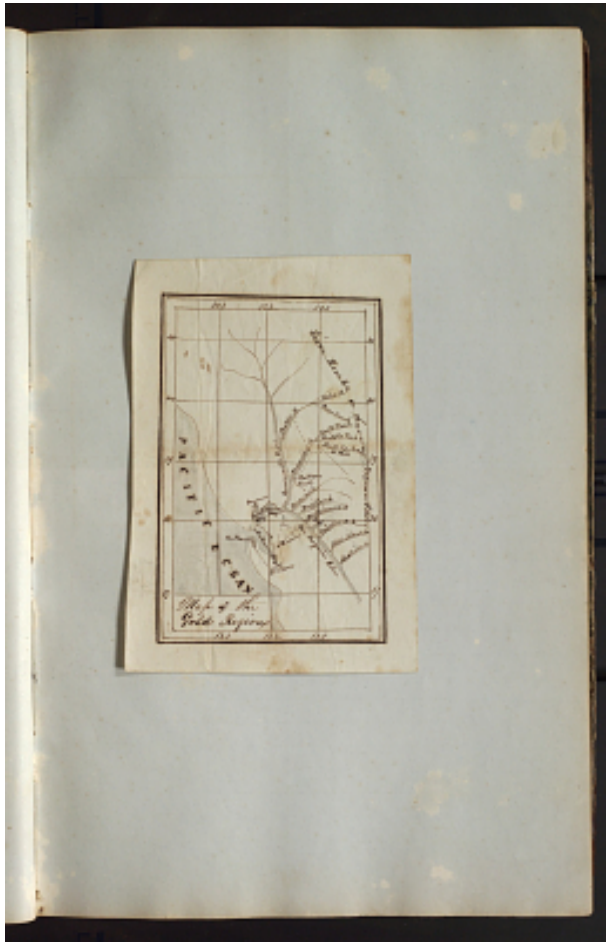
[[image - black and white Map of the Gold Regions around San Francisco]]



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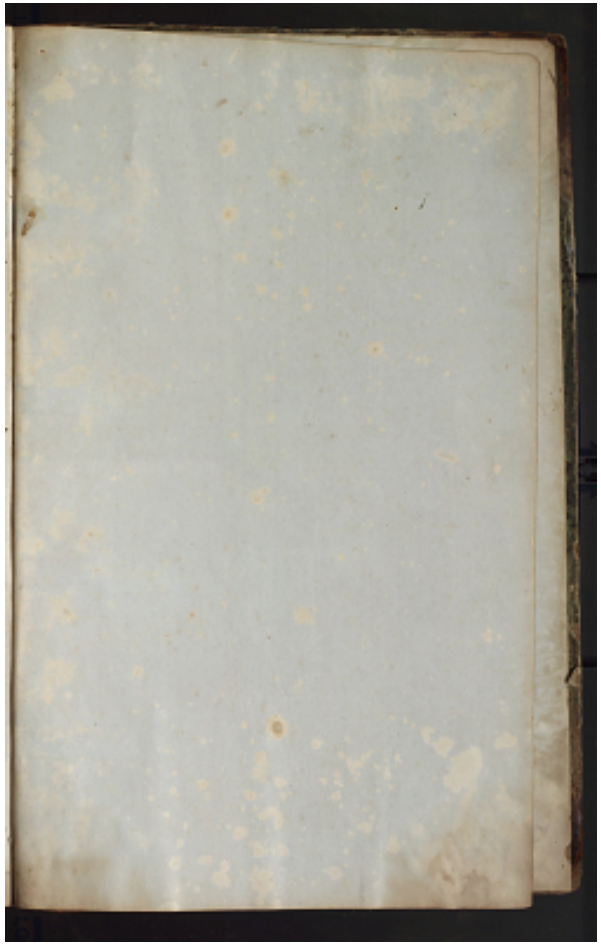

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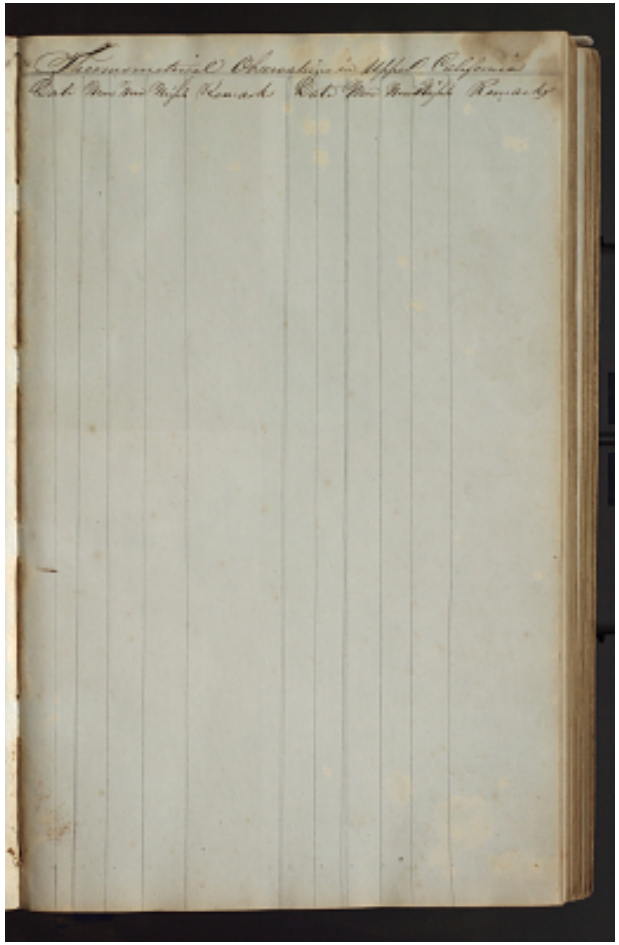
Thermometrical Observations in Upper California
Date | Morn | Noon | Night | Remarks | Date | Morn | Noon | Night | Remarks



Alexander Van Valen Diary, 1849-1850
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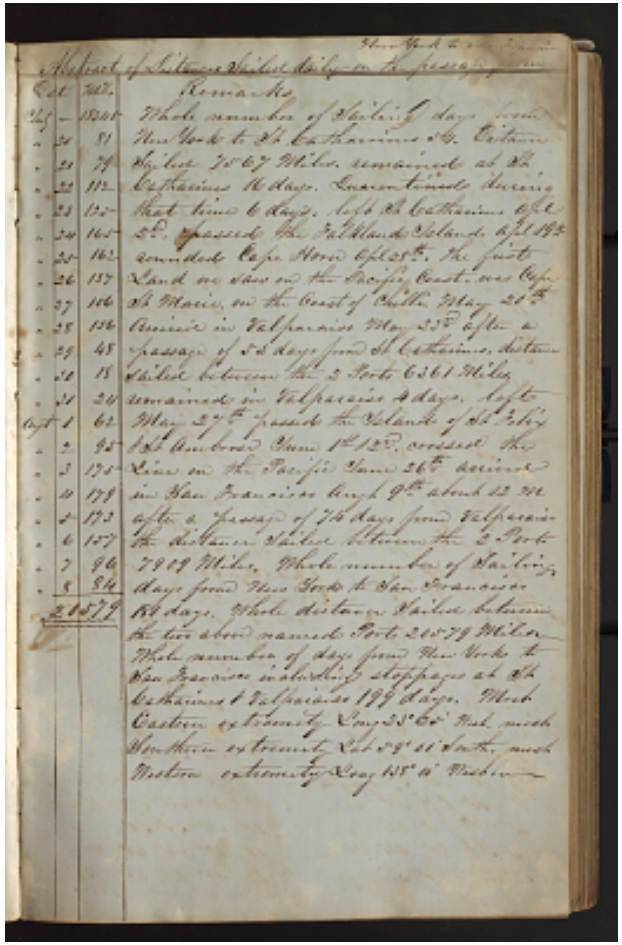
New York to San Francisco

Abstract of Distances Sailed daily on the passage from

Date	Miles	Remarks
July ~	18345	Whole number of sailing days from
" 20	81	New York to St Cathairines 54. Distance
" 21	79	Sailed 7567 Miles, remained at St
" 22	112	Catharines 16 days. Quarantined during
" 23	125	that time 6 days. left St Catharines Apl
" 24	165	2nd. passed the Falkland Islands Apl 19th
" 25	162	rounded Cape Horn Apl 28th. The first
" 26	137	Land we saw on the Pacific Coast. was Cape
" 27	106	St Marie, on the Coast of Chilli. May 20th
" 28	156	arrived in Valparaiso May 23rd after a
" 29	48	passage of 53 days from St Catharines, distance
" 30	18	sailed between the 2 Ports 6361 Miles.
" 31	24	remained in Valparaiso 4 days. Left
Augt 1	62	May 27th passed the Islands of St Felix
" 2	95	& St Ambrose June 1st & 2nd. crossed the
" 3	175	Line on the Pacific June 26th arrived
" 4	179	in San Francisco Augt 9th about 12 M
" 5	173	after a passage of 74 days from Valparaiso
" 6	157	the distance sailed between the 2 Ports
" 7	96	7909 Miles, Whole number of Sailing
" 8	84	days from New York to San Francisco
----------		181 days. Whole distance Sailed between
20579		the two above named Ports 20579 Miles.
==========		Whole number of days from New York to
		San Francisco including stoppages at St
		Catharines & Valparaiso 199 days. Most
		Eastern extremity Long 23° 25' West, most
		Southern extremity Lat 59° 01' South. most
		Western extremity Long 138° 00' West -



Alexander Van Valen Diary, 1849-1850
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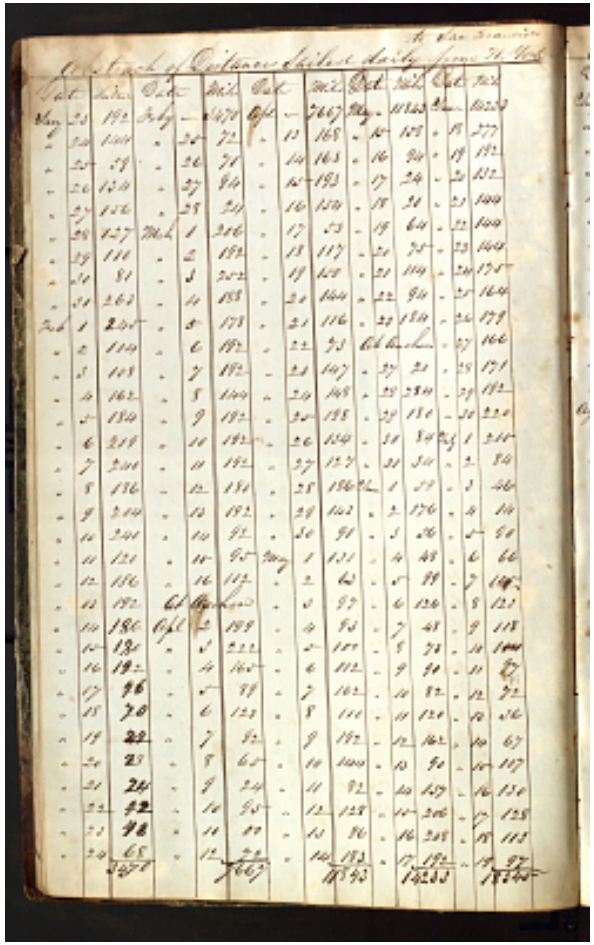
to San Francisco

Abstract of Distances Sailed daily from N. York

Date	Distance	Date	Miles	Date	Miles	Date	Miles	Date	Miles
Jany 23	192	Feby-	3470	Apl-	7667	May-	11843	June	14233
" 24	144	" 25	72	" 13	168	" 15	158	" 18	277
" 25	59	" 26	70	" 14	163	" 16	94	" 19	192
" 26	134	" 27	94	" 15	193	" 17	24	" 20	132
" 27	156	" 28	24	" 16	154	" 18	20	" 21	144
" 28	127	Mch 1	206	" 17	53	" 19	64	" 22	144
" 29	110	" 2	192	" 18	117	" 20	75	" 23	144
" 30	81	" 3	252	" 19	150	" 21	114	" 24	175
" 31	263	" 4	188	" 20	144	" 22	94	" 25	164
Feb 1	245	" 5	178	" 21	116	" 23	184	" 26	179
" 2	114	" 6	192	" 22	73	At Anchor		" 27	166
" 3	108	" 7	192	" 23	147	" 27	20	" 28	171
" 4	162	" 8	144	" 24	148	" 28	284	" 29	192
" 5	184	" 9	192	" 25	198	" 29	180	" 30	220
" 6	219	" 10	192	" 26	134	" 30	84	July 1	215
" 7	240	" 11	192	" 27	127	" 31	34	" 2	84
" 8	186	" 12	180	" 28	186	June1	58	" 3	46
" 9	204	" 13	192	" 29	143	" 2	176	" 4	14
" 10	240	" 14	92	" 30	91	" 3	56	" 5	90
" 11	120	" 15	95	May 1	131	" 4	48	" 6	66
" 12	186	" 16	112	2	63	" 5	99	" 7	105
" 13	192	At Anchor		" 3	97	" 6	126	" 8	123
" 14	186	Apl 2	199	" 4	93	" 7	48	" 9	118
" 15	180	" 3	222	" 5	100	" 8	73	" 10	104
" 16	122	" 4	165	" 6	112	" 9	90	" 11	97
" 17	96	" 5	89	" 7	162	" 10	82	" 12	72
" 18	70	" 6	123	" 8	110	" 11	120	" 13	36
" 19	42	" 7	92	" 9	192	" 12	162	" 14	67
" 20	28	" 8	65	" 10	144	" 13	90	" 15	107
" 21	24	" 9	24	" 11	82	" 14	137	" 16	130
" 22	42	" 10	95	" 12	128	" 15	206	" 17	128
" 23	48	" 11	00	" 13	86	" 16	208	" 18	113
" 24	68	" 12	72	" 14	183	" 17	192	" 19	97
	3470		7667		11843		14233		18345



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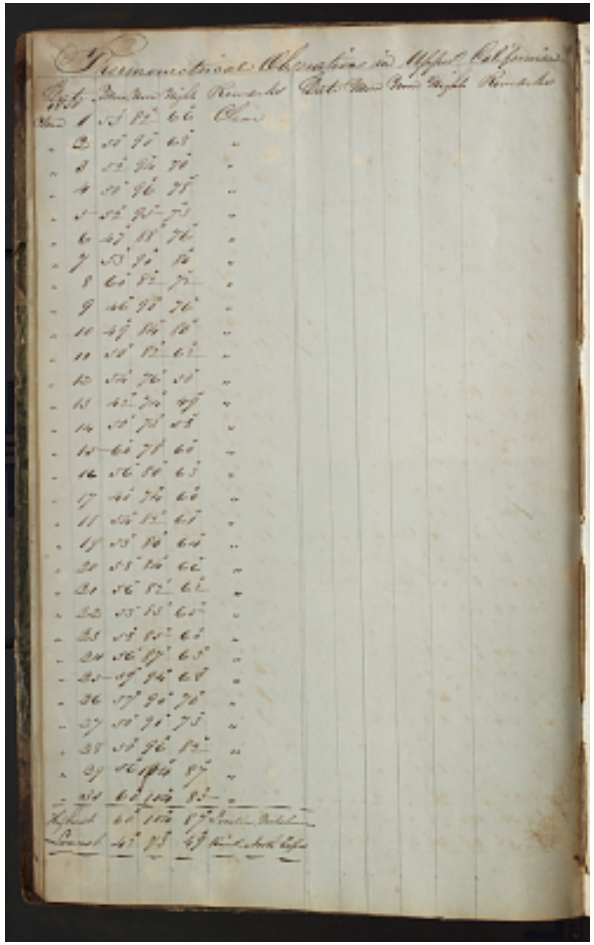
Thermometrical Observations in Upper California

Date	Morn	Noon	Night	Remarks	Date	Morn	Noon	Night	Remarks
1850									
June 1	53°	82°	66°	Clear					
" 2	50°	90°	68°	"					
" 3	52°	94°	70°	"					
" 4	50°	96°	78°	"					
" 5	52°	95°	73°	"					
" 6	47°	88°	76°	"					
" 7	53°	90°	80°	"					
" 8	60°	82°	72°	"					
" 9	46°	90°	76°	"					
" 10	49°	84°	80°	"					
" 11	50°	82°	62°	"					
" 12	54°	76°	50°	"					
" 13	42°	74°	49°	"					
" 14	50°	73°	58°	"					
" 15	60°	78°	60°	"					
" 16	56°	80°	63°	"					
" 17	40°	74°	60°	"					
" 18	54°	82°	61°	"					
" 19	53°	80°	64°	"					
" 20	58°	84°	66°	"					
" 21	56°	82°	62°	"					
" 22	53°	83°	65°	"					
" 23	58°	85°	60°	"					
" 24	56°	87°	63°	"					
" 25	59°	94°	68°	"					
" 26	57°	90°	70°	"					
" 27	50°	91°	73°	"					
" 28	50°	96°	82°	"					
" 29	56°	104°	87°	"					
" 30	60°	104°	85°	"					
Highest	60°	104°	87°	Location Mokelumne					
Lowest	42°	73°	49°	River, North Expos					



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Thermometrical observations in Upper California
1850

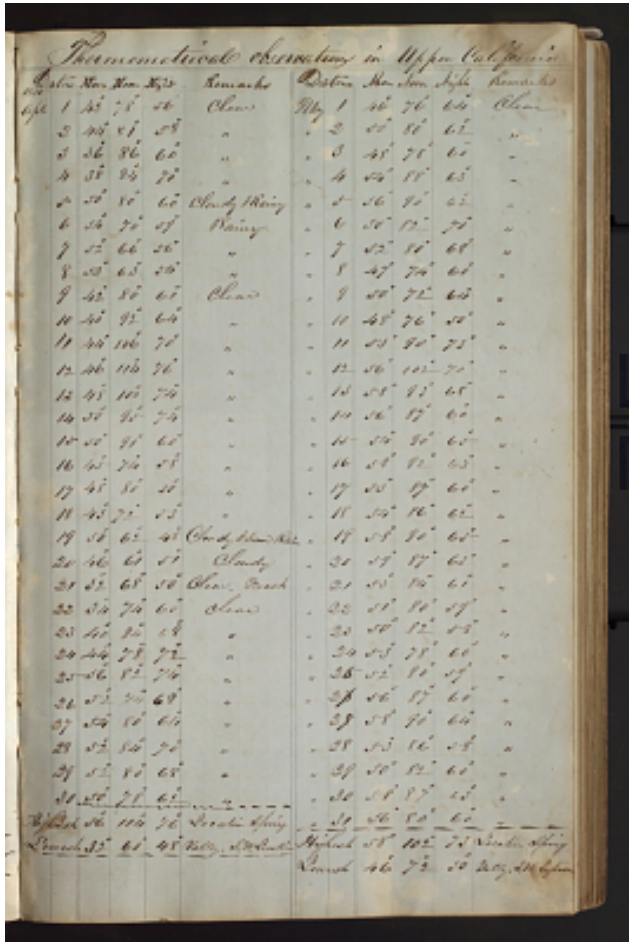
[[Left hand column]]

Date	Morn	Noon	Night	Remarks
Apl 1	42°	78°	56°	Clear
2	44°	81°	58°	"
3	36°	86°	60°	"
4	38°	84°	70°	"
5	50°	80°	60°	Cloudy & Rainy
6	54°	70°	59°	Rainy
7	52°	66°	56°	"
8	52°	63°	54°	"
9	42°	80°	61°	Clear
10	40°	92°	64°	"
11	44°	106°	70°	"
12	46°	114°	76°	"
13	48°	100°	74°	"
14	50°	95°	74°	"
15	50°	91°	60°	"
16	45°	74°	58°	"
17	48°	80°	50°	"
18	43°	72°	53°	"
19	50°	62°	48°	Cloudy & Some Rain
20	46°	61°	51°	Cloudy
21	32°	68°	50°	Clear, Fresh
22	34°	74°	60°	Clear
23	40°	84°	68°	"
24	44°	78°	72°	"
25	56°	82°	74°	"
26	52°	74°	68°	"
27	54°	80°	64°	"
28	52°	84°	70°	"
29	52°	80°	68°	"
30	50°	78°	62°	"

Highest 56° 114° 76° Location Spring
Lowest 32° 61° 48° Valley S.W. Location

[[Right hand column]]

Date	Morn	Noon	Night	Remarks
May 1	46°	76°	64°	Clear
2	50°	80°	62°	"
3	48°	78°	60°	"
4	54°	88°	63°	"
5	56°	90°	62°	"
6	50°	82°	70°	"
7	52°	80°	68°	"
8	47°	74°	60°	"
9	50°	72°	64°	"
10	48°	76°	50°	"
11	53°	90°	73°	"
12	56°	102°	70°	"
13	58°	93°	68°	"
14	56°	87°	60°	"
15	54°	90°	65°	"
16	58°	92°	63°	"
17	53°	87°	60°	"
18	54°	86°	62°	"
19	58°	90°	65°	"
20	59°	87°	63°	"



21	53°	84°	61°	"
22	51°	80°	39°	"
23	50°	82°	58°	"
24	53°	78°	60°	"
25	52°	80°	59°	"
26	56°	87°	60°	"
27	58°	90°	64°	"
28	53°	86°	58°	"
29	50°	82°	60°	"
30	58°	87°	63°	"
31	56°	80°	60°	"

Highest 58° 102° 73° Location Spring
Lowest 46° 72° 50° Valley S. W.[[Exposu?]]

Alexander Van Valen Diary, 1849-1850
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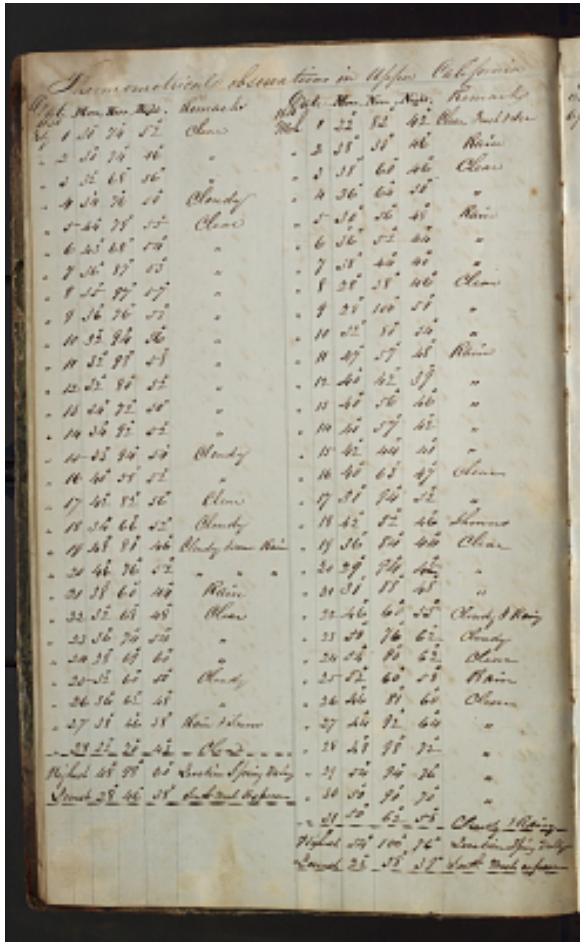
Thermometrical observations in Upper California

[[Left hand column]]

Date	Morn.	Noon.	Night.	Remarks
1850				
Feby 1	30°	74°	52°	Clear
" 2	30°	74°	46°	"
" 3	32°	68°	56°	"
" 4	34°	76°	50°	Cloudy
" 5	44°	79°	55°	Clear
" 6	43°	68°	54°	"
" 7	36°	87°	53°	"
" 8	35°	97°	57°	"
" 9	36°	76°	53°	"
" 10	32°	94°	56°	"
" 11	32°	98°	58°	"
" 12	32°	80°	52°	"
" 13	34°	72°	50°	"
" 14	34°	92°	52°	"
" 15	33°	94°	54°	Cloudy
" 16	40°	58°	52°	"
" 17	42°	82°	56°	Clear
" 18	34°	66°	52°	Cloudy
" 19	48°	81°	46°	Cloudy some Rain
" 20	46°	76°	52°	" " "
" 21	38°	60°	44°	Rain
" 22	32°	68°	48°	Clear
" 23	36°	74°	54°	"
" 24	28°	69°	60°	"
" 25	32°	60°	50°	Cloudy
" 26	36°	62°	48°	"
" 27	38°	46°	38°	Rain & Snow
" 28	32°	70°	43°	Clear
Highest	48°	98°	60°	Location Spring Valey
Lowest	28°	46°	38°	South West Exposure

[[Right hand column]]

Date	Morn.	Noon.	Night.	Remarks
1850				
Mch 1	22°	82°	42°	Clear,Fresh & Ice
" 2	38°	50°	46°	Rain
" 3	38°	60°	46°	Clear
" 4	26°	64°	50°	"
" 5	30°	56°	48°	Rain
" 6	36°	52°	44°	"
" 7	38°	44°	40°	"
" 8	28°	38°	46°	Clear
" 9	28°	100°	51°	"
" 10	32°	80°	54°	"
" 11	47°	57°	48°	Rain
" 12	40°	42°	39°	"
" 13	40°	56°	46°	"
" 14	41°	57°	42°	"
" 15	42°	44°	41°	"
" 16	40°	63°	47°	Clear
" 17	31°	94°	52°	"
" 18	42°	52°	46°	Showers
" 19	36°	84°	44°	Clear
" 20	29°	94°	45°	"
" 21	31°	88°	48°	"



"	22	46°	60°	55°	Cloudy & Rainy
"	23	50°	76°	62°	Cloudy
"	24	54°	80°	62°	Clear
"	25	52°	60°	58°	Rain
"	26	46°	81°	61°	Clear
"	27	44°	92°	64°	"
"	28	48°	98°	72°	"
"	29	54°	94°	76°	"
"	30	50°	90°	70°	"
"	31	50°	62°	58°	Cloudy & Rainy
Highest		54°	100°	76°	Location Spring Valley
Lowest		22°	38°	39°	South West exposure

Alexander Van Valen Diary, 1849-1850
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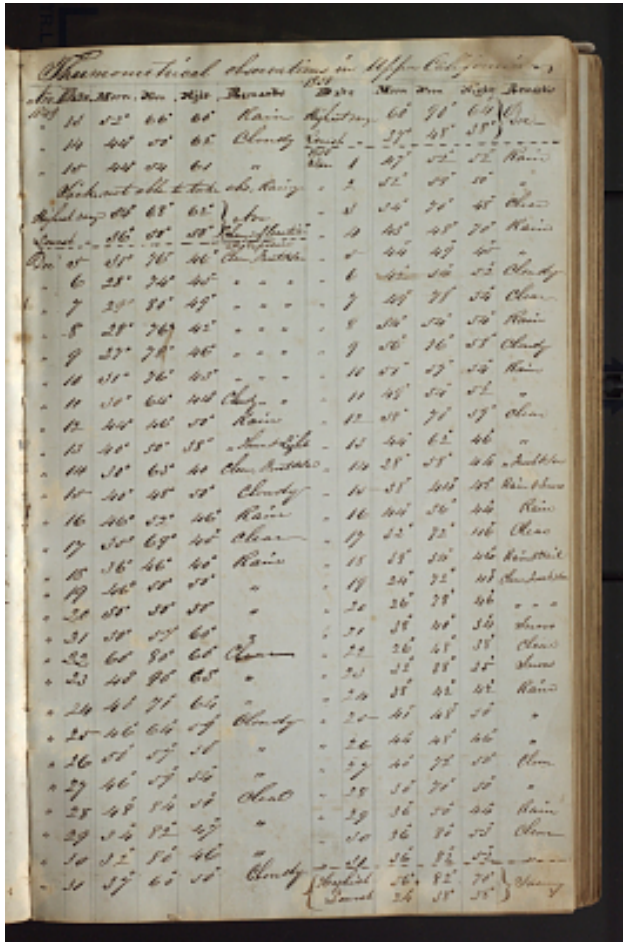
Thermometrical observations in Upper California
[[Left hand column]]
Nov Date. Morn. Noon. Night. Remarks
1849
" 13 52° 66° 60° Rain
" 14 44° 50° 62° Cloudy
" 15 44° 54° 61° "
Sick, not able to take obs. Rainy
Highest range 54° 68° 62° } Nov
Lowest " 36° 50° 50° }"change of location"

S.W. Exposure
Dec 5 31° 76° 46° Clear, Frost & Ice
" 6 28° 74° 45° " " "
" 7 29° 80° 49° " " "
" 8 28° 76° 42° " " "
" 9 27° 78° 46° " " "
" 10 31° 76° 43° " " "
" 11 30° 64° 44° Cloudy, " "
" 12 44° 46° 50° Rain
" 13 40° 50° 38° " Thun & Light
" 14 30° 63° 40° Clear, Frost & Ice
" 15 40° 48° 50° Cloudy
" 16 46° 52° 46° Rain
" 17 35° 69° 45° Clear
" 18 36° 46° 40° Rain
" 19 46° 50° 50° "
" 20 50° 50° 50° "
" 21 50° 57° 60° "
" 22 60° 80° 60° Clear
" 23 40° 90° 63° "
" 24 40° 71° 64° "
" 25 46° 64° 59° Cloudy
" 26 50° 57° 50° "
" 27 46° 59° 54° "
" 28 48° 84° 51° Clear
" 29 34° 82° 47° "
" 30 32° 80° 46° "
" 31 37° 60° 50° Cloudy

[[Right hand column]]
1850
Date Morn Noon Night Remarks
Highest range 60° 90° 64°} Dec-
Lowest " 27° 48° 38°}

1850
Jan 1 47° 52° 52° Rain
" 2 52° 58° 50° "
" 3 34° 70° 48° Clear
" 4 43° 48° 70° Rain
" 5 44° 49° 45° "
" 6 42° 54° 52° Cloudy
" 7 49° 78° 54° Clear
" 8 54° 54° 54° Rain
" 9 56° 76° 58° Cloudy
" 10 51° 57° 54° Rain
" 11 49° 54° 52° "
" 12 38° 70° 59° Clear
" 13 44° 62° 46° "
" 14 28° 58° 44° " Frost & Ice



"	15	38°	44°	42°	Rain & Snow
"	16	44°	56°	44°	Rain
"	17	32°	72°	46°	Clear
"	18	39°	54°	46°	Rain & Hail
"	19	24°	72°	41°	Clear, Frost, Ice
"	20	26°	78°	46°	" " "
"	21	38°	40°	34°	Snow
"	22	26°	48°	38°	Clear
"	23	32°	38°	35°	Snow
"	24	38°	42°	42°	Rain
"	25	41°	48°	50°	"
"	26	44°	48°	46°	"
"	27	40°	72°	50°	Clear
"	28	30°	70°	50°	"
"	29	36°	50°	44°	Rain
"	30	36°	80°	53°	Clear
"	31	36°	82°	52°	"

Highist	56°	82°	70°}	Janury
Lowest	24°	38°	38°}	

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Thermometrical observations in Upper California during Sept and Octo

[[left hand columns]]

Date.	Morn.	Noon.	Night,	Remarks.
1849				
Sept 10	50°	96°	74°	Clear
" 11	48°	90°	78°	"
" 12	52°	85°	64°	"
" 13	48°	80°	64°	Cloudy
" 14	52°	74°	64°	"
" 15	44°	80°	70°	Clear
" 16	58°	74°	59°	"
" 17	48°	76°	58°	"
" 18	42°	86°	68°	"
" 19	42°	89°	68°	"
" 20	54°	96°	73°	"
" 21	54°	97°	82°	"
" 22	54°	94°	72°	"
" 23	54°	96°	74°	"
" 24	56°	111°	84°	"
" 25	54°	94°	74°	"
" 26	53°	90°	80°	"
" 27	53°	85°	75°	"
" 28	51°	82°	70°	"
" 29	48°	83°	75°	"
" 30	54°	88°	75°	"
Oct 1	53°	94°	76°	"
" 2	52°	90°	80°	"
" 3	49°	64°	50°	App of Rain
" 4	54°	79°	57°	" " "
" 5	48°	89°	62°	Clear
" 6	46°	87°	64°	"
" 7	44°	80°	60°	"
" 8	46°	76°	57°	App of Rain
" 9	48°	69°	58°	Rain
" 10	54°	74°	64°	"
" 11	52°	80°	54°	Clear
" 12	42°	84°	56°	"

[[/left hand columns]]

[[right hand columns]]

Date	Morn	Noon	Night	Remarks
Oct 13	38°	83°	65°	Clear
" 14	40°	92°	74°	"
" 15	44°	88°	64°	"
" 16	44°	94°	64°	"
" 17	46°	89°	63°	"
" 18	44°	92°	68°	"
" 19	46°	102°	62°	"
" 20	44°	95°	60°	"
" 21	42°	89°	58°	"
" 22	43°	88°	69°	"
" 23	40°	88°	68°	"
" 24	37°	78°	64°	"
" 25	34°	78°	60°	"
" 26	34°	79°	68°	"
" 27	44°	84°	68°	"
" 28	40°	84°	75°	"
" 29	46°	94°	70°	"
" 30	42°	90°	72°	"
" 31	44°	86°	68°	"

Greatest Height
54° 102° 80°} October
Lowest range
34° 64° 50°} Northern Exposure

Nov	1	40°	64°	56°	Clear
"	2	40°	54°	48°	"
"	3	39°	50°	46°	"
"	4	44°	58°	48°	"
"	5	50°	54°	46°	"
"	6	52°	58°	44	"
"	7	54°	53°	54°	"
"	8	36°	58°	53°	Cloudy
"	9	42°	56°	52°	Rain
"	10	50°	55°	50°	"
"	11	48°	56°	60°	Clear
"	12	50°	68°	62°	Rain

[[/right hand columns]]

Alexander Van Valen Diary, 1849-1850
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1849 Abstract of Lat & Long from N York to San Francisco

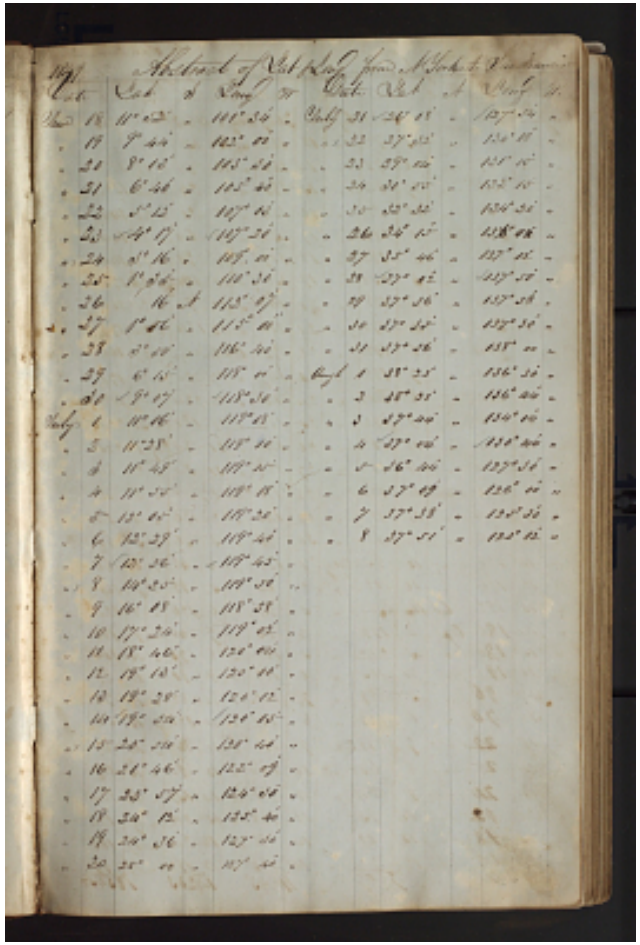
[[left data]]

Date	Lat S	Long W
June 18	11° 52' "	101° 34' "
" 19	9° 44' "	102° 00' "
" 20	8° 13' "	103° 30' "
" 21	6° 40' "	105° 40' "
" 22	5° 12' "	107° 03' "
" 23	[[^A]]4° 17' "	[[^A]]107° 20' "
[[^B]]" 24	3° 16' "	109° 00' "
" 25	1° 35' "	110° 30' "
" 26	16' N	112° 07' "
" 27	1° 56' "	115° 00' "
" 28	3° 50' "	116° 40' "
" 29	6° 15' "	118° 00' "
" 30	[[^A]]9° 07' "	[[^A]]118° 30' "
July [[^B]]1	11° 06' "	119° 08' "
" 2	11° 28' "	119° 10' "
" 3	11° 49' "	119° 16' "
" 4	11° 55' "	119° 18' [[^A]]"
" 5	12° 05' "	119° 20' "
" 6	12° 29' "	119° 40' "
" 7	[[^A]]12° 56' "	[[^A]]119° 45' "
" [[^B]]8	14° 25' "	119° 50' "
" 9	16° 08' "	118° 38' "
" 10	17° 24' "	119° 02' "
" 11	18° 46' "	120° 04' "
" 12	19° 13' "	120° 10' "
" 13	19° 28' "	120° 12' "
" 14	[[^A]]19°54' "	[[^A]]120° 15' "
" [[^B]]15	20° 54' "	120° 40' "
" 16	21° 46' "	122° 09' "
" 17	22° 57' "	124° 30' "
" 18	24° 12' "	125° 40' "
" 19	24° 36' "	127° 30' "
" 20	25° 00 "	127° 40' "

[[end left data]]

[[begin right data]]

Date	Lat N	Long W
July 21	[[^A]]26° 08' "	[[^A]]127°54' "
" [[^B]]22	27° 32' "	130° 18' "
" 23	29° 04' "	131° 15' "
" 24	30° 55' "	133° 15' "
" 25	32° 32' "	134° 20' "
" 26	34° 15' "	136° 02' "
" 27	35° 46' "	137° 12' "
" 28	[[^A]]37° 02' "	[[^A]]137°50' "
" 29	37° 36' "	137° 58' "
" 30	37° 35' "	137° 30' "
" 31	37° 56' "	138° 00 "
Aug 1	38° 25' "	136° 30' "
" 2	38° 23' "	136° 44' "
" 3	37° 44' "	134° 14' "
" 4	[[^A]]37° 04' "	[[^A]]130°44' "
" 5	36° 44' "	127° 30' "
" 6	37° 09' "	126° 00' "
" 7	37° 38' "	125° 30' "
" 8	37° 51' "	123° 12' "



[[end right data]]

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Alexander Van Valen Diary, 1849-1850
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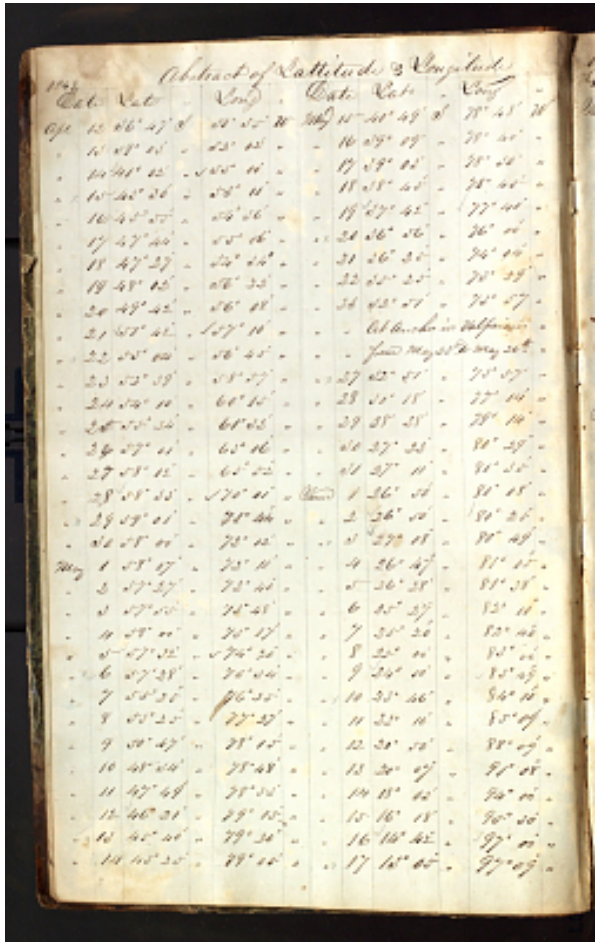
Abstract of Lattitude & Longitude
1849
[[left data]]

Date		Lat	"	Long	"
Apl	12	36° 47' S		50° 55' W	
"	13	39° 03'	"	52° 02'	"
"	14	[[^A]]41° 02'	"	[[^B]]53° 00'	"
"	[[^C]]15	43° 30'	"	53° 11'	"
"	16	45° 55'	"	54° 36'	"
"	17	47° 44'	"	55° 06'	"
"	18	47° 27'	"	54° 34'	"
"	19	48° 02'	"	56° 22'	"
"	20	49° 42'	"	56° 08'	"
"	21	[[^A]]57° 42'	"	[[^B]]57° 10'	"
"	22	55° 04'	"	56° 45'	"
"	23	52° 39'	"	58° 57'	"
"	24	54° 10'	"	60° 15'	"
"	25	55° 34'	"	61° 32'	"
"	26	57° 01'	"	63° 06'	"
"	27	58° 12'	"	65° 52'	"
"	28	[[^A]]58° 33'	"	[[^B]]70° 01'	"
"	29	59° 01'	"	71° 44'	"
"	30	58° 00'	"	72° 12'	"
May	1	58° 07'	"	72° 11'	"
"	2	57° 27'	"	72° 40'	"
"	3	57° 55'	"	73° 48'	"
"	4	58° 00'	"	73° 17'	"
"	5	[[^A]]57° 32'	"	[[^B]]74° 20'	"
"	[[c,A]]6	57° 28'	"	73° 34'	"
"	7	55° 25'	"	76° 25'	"
"	8	53° 25'	"	77° 25'	"
"	9	50° 47'	"	78° 15'	"
"	10	48° 34'	"	78° 48'	"
"	11	47° 49'	"	78° 53'	"
"	12	[[^A]]46° 21'	"	79° 15'	"
[[^A]]"	13	45° 40'	"	79° 20'	"
"	14	43° 25'	"	79° 05'	"

[[end left data]]

Date		Lat	"	Long	"
May	15	40° 49' S		78° 48' W	
"	16	39° 09'	"	78° 40'	"
"	17	39° 03'	"	78° 50'	"
"	18	38° 45'	"	78° 45'	"
"	19	[[^B]]37° 42'	"	[[^A]]77° 40'	"
"	[[^C]]20	36° 56'	"	76° 00'	"
"	21	36° 25'	"	74° 04'	"
"	22	35° 25'	"	73° 39'	"
"	23	32° 51'	"	73° 57'	"
"	"	At Ancher in Valpairuiso		"	
"	"	from May 23rd to May 26th		"	
"	[[^C]]27	32° 51'	"	73° 57'	"
"	28	30° 18'	"	77° 14'	"
"	29	28° 28'	"	79° 14'	"
"	30	27° 22'	"	80° 29'	"
"	31	27° 11'	"	80° 35	"
June	1	26° 50'	"	80° 08'	"
"	2	[[^B]]26° 50'	"	[[^A]]80° 25'	"
"[[^C]]	3	[[^D]]27° 08'	"	80° 49'	"
"	4	26° 47'	"	81° 05'	"
"	5	26° 28'	"	81° 38'	"
"	6	25° 27'	"	82° 10'	"



"	7	25° 20' "	82° 40' "
"	8	25° 00' "	83° 00' "
"	9	[[^A]]24° 50' "	[[^A]]83° 49' "
"[[^C]]	10	23° 46' "	84° 10' "
"	11	22° 10' "	85° 09' "
"	12	20° 50' "	88° 09' "
"	13	20° 07' "	91° 08' "
"	14	18° 03' "	94° 00' "
"	15	16° 18' "	95° 30' "
"	16	[[^A]]14° 42' "	[[^A]]97° 00' "
"[[^C]]	17	13° 05' "	97° 09' "

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[[^D]] [[pencil check with X over]]

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Abstract of Lattitude & Longitude

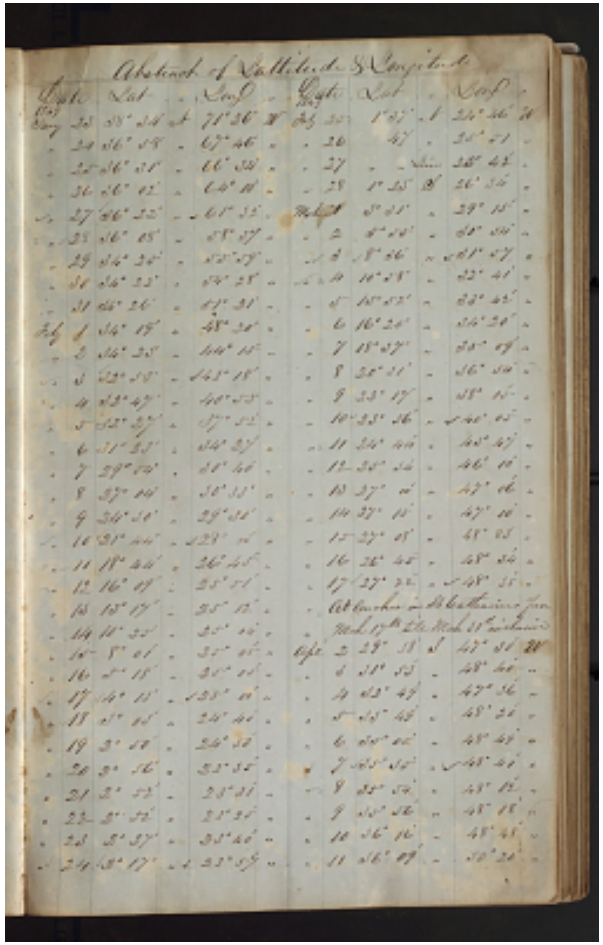
[[left data]]

Date	Lat	"	Long	"
1849				
Jany 23	38° 34'	N	71° 26'	W
" 24	36° 58'	"	67° 46'	"
" 25	36° 31'	"	66° 34'	"
" 26	36° 02'	"	64° 00'	"
[[^A]]" 27	[[^A]]36° 22'	"	[[^B]]61° 32'	"
[[^C]]"[[^A]]	28 36° 08'	"	58° 37'	"
" 29	34° 25'	"	55° 59'	"
" 30	34° 23'	"	54° 28'	"
" 31	34° 26'	"	51° 21'	"
Feby 1	34° 19'	"	48° 20'	"
" 2	34° 23'	"	44° 15'	"
[[^A]]" 3	[[^A]]32° 53'	"	[[^B]]43° 18'	"
^[[9]]" 4	32° 47'	"	40° 53'	"
" 5	32° 27'	"	37° 52'	"
" 6	31° 23'	"	34° 27'	"
" 7	29° 54'	"	30° 40'	"
" 8	27° 04'	"	30° 33'	"
" 9	24° 30'	"	29° 30'	"
[[^A]]" 10	[[^A]]21° 44'	"	[[^B]]28° 00'	"
[[^C]]"[[^A]]	11 18° 44'	"	26° 45'	"
" 12	16° 09'	"	25° 51'	"
" 13	13° 17'	"	25° 12'	"
" 14	10° 25'	"	25° 04'	"
" 15	8° 01'	"	25° 05'	"
" 16	5° 18'	"	25° 05'	"
[[^A]]" 17	[[^A]] 4° 13'	"	[[^B]]25° 00'	"
" [[^A]]18	3° 03'	"	24° 40'	"
" 19	2° 50'	"	24° 50'	"
" 20	2° 56'	"	23° 35'	"
" 21	2° 52'	"	23° 31'	"
" 22	2° 52'	"	23° 25'	"
" 23	2° 27'	"	23° 40'	"
"[[^A]] 24	[[^A]]2° 17'	"	[[^B]]23° 57'	"

[[end left data]]

[[right data]]

Date	Lat	"	Long	"
1849				
Feby 25	1° 37'	N	24° 46'	W
" 26	47'	"	25° 51'	"
" 27	"	" Line	25° 42'	"
" 28	1° 23'	S	26° 34'	"
Mch 1	3° 31'	"	29° 15'	"
" 2	5° 55'	"	30° 54'	"
"[[^A]] 3	[[^A]]8° 36'	"	[[^B]]31° 57'	"
[[^A]]"[[^D]] 4	10° 58'	"	32° 41'	"
" 5	13° 52'	"	33° 42'	"
" 6	16° 20'	"	34° 20'	"
" 7	18° 37'	"	35° 09'	"
" 8	20° 31'	"	36° 54'	"
" 9	22° 17'	"	38° 05'	"
" 10	[[^A]]23° 56'	"	[[^B]]40° 05'	"
" [[^D]] 11	24° 44'	"	43° 47'	"
" 12	25° 34'	"	46° 10'	"
" 13	27° 00'	"	47° 06'	"
" 14	27° 15'	"	47° 10'	"
" 15	27° 08'	"	48° 83'	"



" 16 26° 45' " 48° 34' "
" 17[[^A]] 27° 22' " [[^B]]48° 35' "
"[[^D]]At Anchor in St Catharines from
" Mch 17th till Mch 31st inclusive
Apl 2 29° 38' S 47° 30' W
" 3 31° 53' " 48° 40' "
" 4 32° 49' " 47° 36' "
" 5 33° 49' " 48° 20' "
" 6 35° 05' " 48° 49' "
" 7 [[^A]]35° 35' " [[^B]]48° 41' "
"[[^A,D]] 8 35° 54' " 48° 12' "
" 9 35° 56' " 48° 18' "
" 10 36° 16' " 48° 48' "
" 11 36° 09' " 50° 20' "
[[end right data]]

[[^A]] [[pencil check mark]]
[[^B]] [[pen check mark]]
[[^C]] [[pencil s]]
[[^D]] [[pencil X]]

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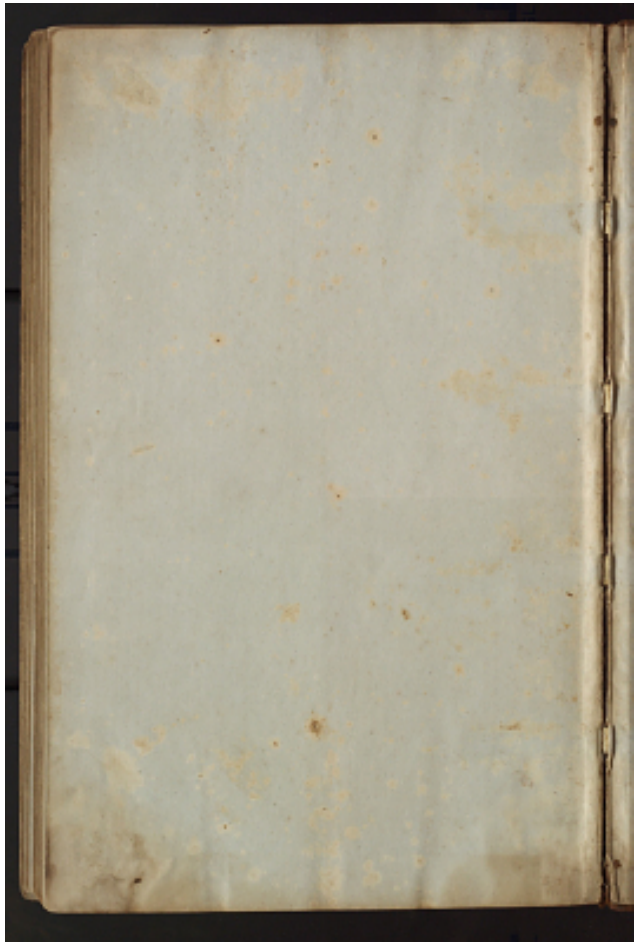

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35) 430 (21 3-2 35
70 [[line]]
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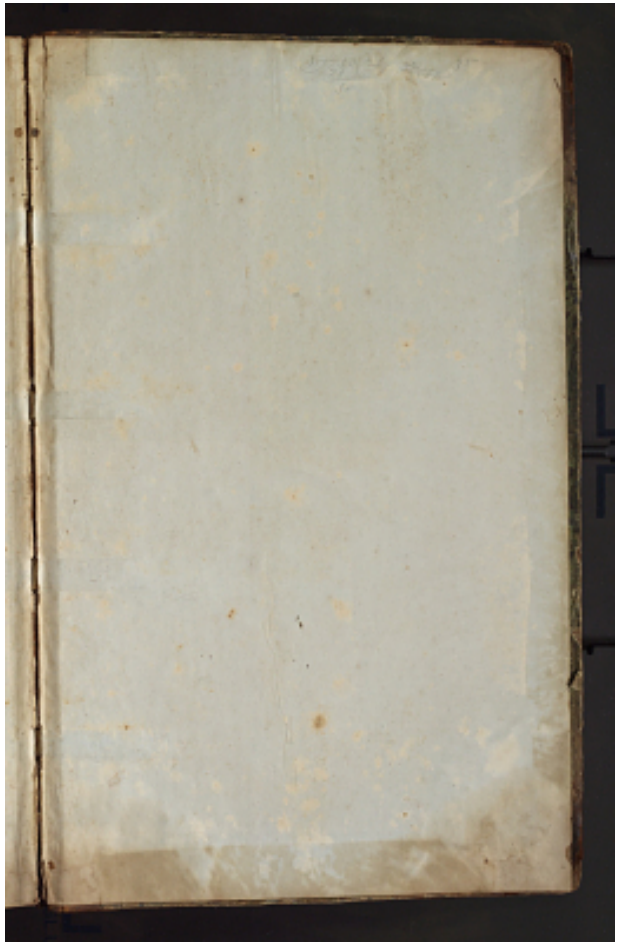
30



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