

Fri. Sept. 1st

Still we have fair winds but it is getting very light and consequently the ship rocks very much. This morning warm and cloudy. We carried away our stunsail Halyards another was soon poove, and again the sail was set to assist us on our way. We carried away Royals, and stunsails all night. When day dawned we could make out a ship on our lee beam, bearing on the same course as we are going. To day we carried all the sails that we could put on her, studding sails below and aloft. Then we were only able to make about 4 1/2 knots. we continued this about 6.30. when we started the Engine which soon put us ahead. the power of steam is of great importance but for that we should now be plunging about these waters in comparatively idleness, but thanks to that power we are able to keep on our course with a little speed. served out cloathing

Sat. Sep 2nd

We are steering N.W. half N. quite warm and not a breath of wind, and below decks the heat is almost suffocating. many slept upon the spar Deck all night. last night was

was a beautiful night. the Moon shone forth in its splendor, and one could sit for hours and meditate upon the works of nature. myself I divided my thoughts between nature, and the loved ones at home, and long for the hour of our meeting with we all sincerely hope will be soon. we have got the ship looking quite neat again. for on each time that we coal ship. we look at coal bunk. served out clean ^{Flammocks}

Sun. Sep. 3rd

At noon we were ~~1000~~ one thousand and thirty miles on our way, being more than one third on our sixth day out, quite warm. About 1 o'clock the wind hauled aft and we were able to set our Fore and Aft sails, and by 4 bells we set all the squaresails. the wind is light but helps us on we averaged about 8 knots the hour. we had Quarters and Inspection at 10. and Divine service at 10 1/2 o'clock. we are steering N.W. by W. about 2 bells. we made the Island of Westport we carried sail until about 4 bells P.M. when we changed our course to N.W. by W. half W. this brought the wind ahead. when it became necessary to furl sail off for a continuance of good weather. several Whales were seen this morning

Mon. Sept. 4th

Homeward bound, fine day, very warm, we were able to set Fore and Aft sails, we were then going six knots, about 4 bells we ~~carried~~^{set} all our square sails, we are steering N.W. by W. half W. should this weather last about two weeks, we will be near our haven.

Tues. Sept. 5th

We are steering the same course as yesterday, we are going about 4 knots with no wind at all of consequence, we are going to have a long passage, we are now nine days out and not half way to our port.

Wens. Sept. 6th

This morning the wind is dead ahead, and we are obliged to tack ship, very warm, about 8 bells, afternoon watch, the wind hauld in our favor, we immediately set our square sails, and laid our course once more for home.

Thurs. Sept. 7th

We steamed last night enough to keep the ship from going astern, for we had no wind and this morning we are just rolling

about in perfect idleness, we have the power to go, but they will not use it, about 4 bells we ~~quit~~^{quit} steaming, then at 8¹/₂, we again put the engine in motion, we were obliged to furl sail, the wind being right ahead, we are now 1000 miles from our port, we are rolling along, about 5 knots, the hour.

Fri. Sept. 8th

Still the wind blows ahead, we continue to steam, we hope soon to enter the Gulf Stream once across, the stream our distance seems short, we begin to see the Grass, from the stream, and hope soon to be able to cross that mysterious stream, about 11¹/₂ o'clock we set the Fore sail, and about 11 we set all our square sails, and we began to go along quite free, until about 5 bells, when a squall arose from the Westward and we were obliged to tatter in our Degallantails, the squall was soon over, and we again spread them to the breeze, this is quite a long passage for a steamer of the class of this ship.

Sept. 9th

We are hardly holding our own, we have a head wind, and have been trying to work up a little, but we go about 1¹/₂ knots ahead.

and about 3 knots. to the Seeward. we were under single reefed Topsails. until about 11 O'clock. when we shook out the reef. and set the Sgallantsails. it have been quite threatening to day. alternately sunshine and rain. about 7 O'clock we about ship. and stood on the Port-Jack. bearing N. by South. we stood on this course until about 4 Bells. first watch. when we stood ~~N~~ by N. half N. being our course.

Sun. Sept. 10th

Blowing quite fresh. we were obliged to take in our Sgallantsails. and took a reef in our Topsails. we are steering on our course. N. N. W. being a very bad day. we did not have Quarters or Inspection. at 5 bells. we had. Devine Service. it continued to Blow. and by 12. N. all hands were called to. make sail. also took another reef in the Topsails. we are going about 8 knots. about 3 bells. A sail was reported. from the Mast head. about 4 points on the weather bow. we made her out to be a ship. steering on the same course as we are. but she was too far to the windward to speak her. about 7 bells. P.M. stoped the Engine. cooling quite heavily. we only stoped steaming about

half an hour. when we struck up again. and continued all night.

Mon. Sept. 11th

We are going about 8 knots. the hour. under double reefed Topsails and steam. about 9 O'clock we shook out the reefs stoped the Engine. afternoon. we took off the Staysails and bend the Tysails again. set Sgallant and Royals. about 4 bells. P.M. we exchanged signals with A. Chilianian Merchantman. our Latitude 46.17. ~~high.~~ we have a good breeze this evening but do not expect it to last long. Last night the Jack of the dust. was caught in the fore Hold. with a naked light by the Master at Arms. was reported. that brought down. strict orders regarding light or ~~much~~ for being careless. well. the innocent must suffer alike with the guilty.

Tues. Sept. 12th

The water has become quite warm. as we approach the gulf. going along slowly. we never have a fair wind. we are now a Thousand miles away from where we expected to be at this time. the wind hauld fair and we set all our square sails. and under steam.

making about 8 knots the hour. Nothing of importance going on except all hands wants to get home.

Wens. Sept. 13th

This morning we are going along quite easily. But not on our course. we entered the Gulf stream about 4 P.M. yesterday about 9 o'clock. we stopped stoped steaming. as the wind was driving us too far off of our course. and they wants to carry coal. as it looks squally. took in all the sail excepting fore and main topsail. and fore and mainsail. took a reef in the topsails. we are also carrying fore and aft. sails. about 11 o'clock all hands were called to muster read the articles of War. about 4 bells P.M. all hands were called to reef topsails. when we took a double reef in the fore and main topsails. we carried double reefed topsails all night.

Thurs. Sept. 14th

This morning we have a little breeze we shook out the reefs. and set D'gallant sails. wind very light. making about 4 1/2 knots the hour. about noon set Royals about 5 bells a sail was reported on our

weather beam. we made her out to be a Brig bound to the eastward. about 2 bells. we had surprise. Fire Quarters. we continued with all sail set. until about 4 bells. first watch they started the engine.

Fri Sept. 15th

We are wending our way slowly we have steamed all night and all day making about 8 knots. at noon to day we were about 600 miles from Boston. we hope to run that by Tuesday. at 4 bells we had Fire Quarters. then drilling with small arms. About 3 bells P.M. stoped the engine. we sailed all night. about 6 bells. mid watch. we had quite a rain storm. it blowed awful hard. for about an hour. and the rain in perfect torrents. we took in all sail. excepting topsails. those we double reefed about 1 Bell. ceased raining.

Sat. Sept. 16th

About 5 bells started engine. and about 3 bells. set fore and aft sails. and about 6 bells. we set all our square sails making about 8 knots. we had a general Polyzotoneing to day. we steamed until 2 1/2 o'clock when we stoped the engine. About 7 bells there came up a squall. when we took in our D'gallant.

and Royals. the squal did not last long
and we set our Degallant sails again
at 8 o'clock. we were going 9 knots. that
is quite a fair rate of speed. with the
propeller down. Oh! for a sight at the
Cape. This evening. there were three men
caught (Playing Cards in the Fore Hold.)
by the First Lieut. they were put into
the Brig. also the Act. Capt. of the Hold.
The ships Corporal of that Deck was Dis-
rated.

Sun. Sept. 17th

How slowly the time passes. or that
we in our anxiety. are uncon-
scious of its flight. we have been
under both steam and sail all day
weather fine. Levine serveae at 4
bells. and before serveae we had
inspection and Quarters. we have been
in sight of a Brig all day.

Mon. Sept 18th

Fine weather. quite warm. under both
steam and sail. last night in the mid
watch. steamed 10 1/2 knots. to day at noon
was 260 miles from the Cape. we
shall expect to reach Port on Wednesday

and want that be joyfull when we get
there. To day at ten o'clock. A summary
Court-Martial convened to try three men
for gambling. and the first and second
Captains of the Hold. for allowing gambling
to be carried on in the hold without report-
ing it. as night approachd it began to show
signs of bad weather. very cloudy. looks
like stormy is coming on. Oh for that
city of Land ho.

Tues. Sept. 19th

Boiling heavily. we feared a storm and
one we have. about 9 o'clock. we took in
Degallant sails and during the mid watch
reefed Topails. steaming all the time
during the first watch. we took sound-
ings. no bottom. to day. about 4 bells.
brought bottom. 80. Fath-
oms. blowing quite fresh. from the S.E.
making. about 10 1/2 knots. the hour
about 6 bells. made preparation. to hoist
up our cable. for the Bow anchors. and
to bend them. to day. there is a great
deal of tumbling about. at 640. have the
Lead 45 fathoms.

Wens. Sept. 20th

About 3 O'clock. A light was reported on our port bow, which we took for Cape Cod. but on sounding we found it to be a mistake. at Daylight, the Island of Nantucket was in sight. we changed our course for the Cape. morning very fine oh! Beautiful. We made the Light about 9.30. and passed the Cape about 11 O'clock. we signalled as we passed. Took a Pilot from Boat. Ch^d 8. about 4 bells, when about 25 miles from Boston, about 6 bells all hands were called to shorten sail. we having been under full sail all day. We came to Anchor about one mile from the Boston Light. at 4.45. Being about ten miles from the City. We received papers from the Pilot. but there was no exciting news. The sight of the shores of New England is a very pleasant sight. to one as anxious as I am to get ashore as soon as we were safe at Anchor. we got supper. then it was all hands to paint ship, and soon the sides were alive with the men blacking her anew. While the Commodore and some of the Officers tried their luck at fishing. but without suc-

cess. We shall expect to make an early start for the City. where we hope that we shall all feel relieved from our anxiety to get once more in the Dominions of Uncle Samuel.

Thurs. Sept. 21st

Light House Channel. This morning all hands were called quite early. we cleand ship Fore and Aft. A Burn Boat came alongside. we heard of the "Sacramento" arrival. We got up steam and about 11 O'clock. we weighed anchor and started for the City. we were saluted by the Forts as we passed up when near East Boston we saluted the Admiral. (he returning the salute) and came to anchor of Lincoln^s wharf. There soon were several persons on board. went ashore. visited my Aunt. also. Mrs. Daught. Mrs. Kellogg. Mrs. B. found every body well. and every thing stato quo. Mailed a Letter to C. W. R. one to Mr. R. H.

Fri. Sept 22nd

I returned on board this morning. got scolded for remaining on shore. Met. E. A. W. Met. W. S. and many of our old Boys. we soon will be out of Commission. there were about one hundred and fifty men discharged to day. which makes quite a change in affairs aboard ship. several of my associates

among them

Sat. Sept. 23rd

Boston Harbor. we have not received a mail as yet. it seems that our ship was reported at New York and our mail was sent there. we received a mail this eve
ing. I received a letter from C.W.R. Discharged

Sun Sept 24th

Boston. Went ashore to Market. but could get nothing but Baked Beans. went ashore again during the afternoon. but without success. We received a mail I received a letter from C.W.R. one from Sister. and one from Mrs Robt. Hamilton. the money sent to him in May last. was received and acknowledged in the issue of July 26. We had General Muster at 4 bells. and Levine Servease at 10 $\frac{1}{2}$ O'clock

Mon. Sept. 25th

Boston still where we anchored. to day. the Chaplain. and Commodore's Secretary. were detached we expect to go to the yard on to morrow. It is now growing quite cool unbend sails

Tues. Sept 26th

At Anchor. still waiting for the "Shoehattan" to haul out. then we shall haul in To day met Bill Briggs. heard from home.

Weds. Sept. 27th

Met in the Steam. Oh! when shall we get in. We have been a long time getting home. and now it seems as if we shall be forever getting into the dock. yesterday we sent down Degallant mast. and all Running Rigging. About 3 O'clock. the "Shoehattan" hauled out. she passed us. and anchored off South Boston. we have made preparation to haul in tomorrow. and I hope we shall succeed.

Thursday Sept. 28th

Hauled into the yard. A part of the crew were discharged. and they left in great joy.

Friday. Sept 29th

At the Navy Yard Charleston. at five O'clock I received my Discharge. being three years and nine days. in the service of Uncle Sam. and glad am I to receive it paid of \$4.24.00. so end my service in the Navy of the United States of America.

Daibys Composition No 1.

Three parts of Dorking Lime, and one part of Washed River sand. Mixed dry and kept from the air. Mixed to the consistence of thick wash and apply with stiff Brush.

Higgins Stucco.

To fifteen pounds of the best stone Lime add fourteen pounds of best Bone ashes, and ninety five pounds of clean washed sand. Mixed dry. Kept from the air until wanted. Mixed with Lime Water.

Parkes cement.

Burn Argillaceous Clay, in the same manner as Lime is made it is then reduced to A Powder. by grinding the same as cement to be used alone for some work, and for other work mixed equal parts sand.

Hamelins Cement

To every five hundred and sixty ⁵⁶⁰ lbs. of Earth or Earths (as pit sand, river sand, rock sand, pulverized earthenware,

or porcelain) add forty lbs. Litharge, two lbs. pulverized glass, or flint, one lb. of Minium. Two lbs. of Gray oxide of Lead. Sift through different sieves according to the quality of the work, add to every thirty lbs. of the cement in powder, one quart of some Vegetable oil, to be used in small quantities. Before the cement is applied the face of the wall must be moistened with oil.