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Wh
C454 Foss, Charles H.
1869j Journal. Aug. 20, 1868 - Aug. 20, 1875.
164p. illus. 25cm.

Records "life and adventures in foreign and
distant lands" of a seaman from Cambridgeport,
Mass.

Contents.--Three voyages:

(Cont. next card)

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Wh
C454 Foss, Charles H. Journal. Aug. 20, 1868-
1869j Aug. 20, 1875. (Card 2)

On the British bark CHANCE. Sept. 12, 1869 -
July 16, 1870. Whaling ground: South Pacific.

On the bark ARCTIC of Honolulu. A. N. Tripp,
Master. Whaling ground: North Pacific; Arctic
Ocean.

Nov. 10, 1871 - Nov. 5, 1872.

(Cont next card)

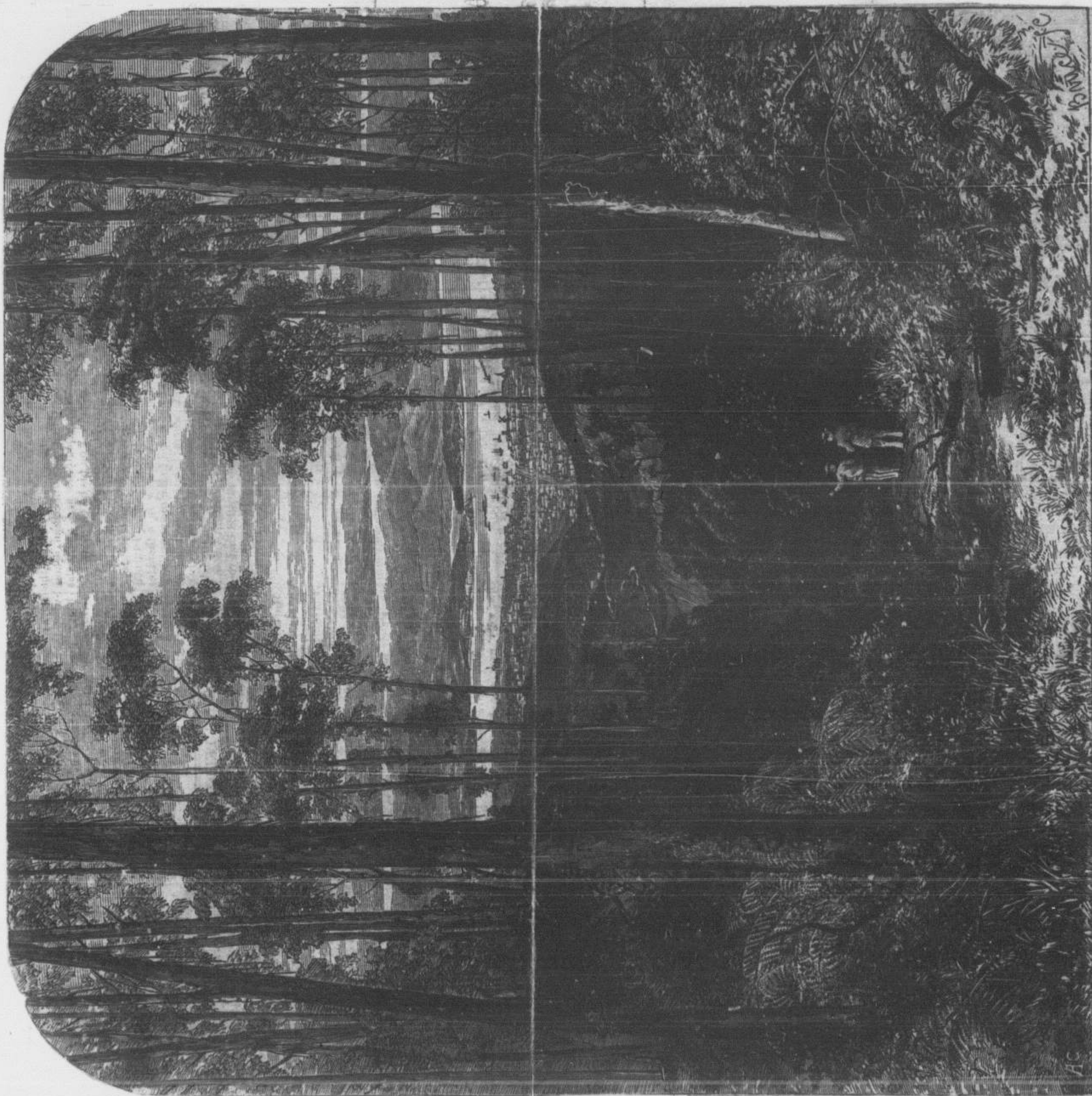
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Wh
C454 Foss, Charles H. Journal Aug. 20, 1868-
1869j Aug. 20, 1875. (Card 3)

Dec. 4, 1872 - Oct. 30, 1873.

Contains pencil sketches, land and sea of
Australia, New Zealand, and Sandwich Islands.

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HOBART TOWN, FROM MOUNT WELLINGTON.

400²

dhhs

Journal, 1868-75. Much
on whaling. With drawings.
Very unusual & interesting.
1874.

Wh
C454J
1869

Life and Adventures.

of
Charles. H. Foss.

Residence.

Cambridgeport.
Mass.

—1875—

As experienced by him self from the 20th
of August 1868 till the 13th of May 1874
Second voyage from the 9th of September till the
12th of October

Engravings Excepted.

The views in this Book are all
painted by me.
signed,

Charles H. Foss.

Witness. W. H. Ruse. Jr.

-1868-

1

Life and adventures In foreign and
Distant lands. As Experienced by
Charles H. Tapp.

From the 20th of August. 1868. Till
the 18th of May. 1874.

With the consent of my father and
mother. I shipped on the 6th of July
1868. in the Barque Agate. Bound
from Boston to New Zealand. Leaving
Boston on the 20th of August with a
fair wind and fine clear weather. Calm
weather on the 6-7th and 8th of September.
On the 9th Spoke a Topsail Schooner.
Called the Mary Taylor. 3 years out
Bound into Holmes. Hole. By her I
sent a letter home. Fine clear weather
as far as latitude 4 Degrees North.
Then nothing but continual gales of wind
and heavy rain. Crossing the Equator.
in Longitude 26- Degrees West. Thence
through the South East Trades to the
Cape of good ^{hope} making the passage to
the Cape in 70 days. Heavy Gale of wind
from the westward the ^{ship} running with
Main Top Gallant Sail. out I F. Blowing
harder every day. and a tremendous
sea running all the time on the
15th of November a tremendous ^{sea} struck the
Ship heeling her over considerable

Breaking in our galley door and washing every thing astight on deck and doing other severe damage. 28 days from the Cape arrived off the port but Blowing a heavy gale in wind from the S.W. which prevented us from going into port untill the 2nd of December when we arrived at 1/2 past 8 o'clock in the evening let go our anchor and furled all sail having come a distance from Boston 16,000 miles. Not liking the actions of the Captain and the treatment of which he gave me I therefore deemed it prudent that it was best for me not to go home in the Ship. I therefore appointed Christmas day to leave the Ship. On a Christmas morning I watch had liberty to go ashore with the boat and return back to the Ship at 4 o'clock. Shortly after my arrival ashore a few moments after 1/2 I stood on the road which branches off to go up to Dunedin I stood but a few moments and then I said to my ship mates good by. Boys I am off. I passed up the hill to the grand Junction then down the hill into Dunedin arriving there at 1/2 past 3 o'clock in the afternoon having come a distance of 9 miles from Port Chalmers. Where to go or what to do in that large City I did not know I being a perfect stranger

to every one. I was afraid of passing my Captain in the Street. So I concluded it was best for me to go down on the wharves and see if I could not see any one that I knew on any of the lighters that was taking Cargo from the ships up the river to the City. It being impossible for a ship any bigger than 150 or 200 tons to get up the river it being shallow water. Navigable only for small Steamers. Not seeing any one that I knew I sat down on a pile of Planks for a little while to think what was best for me to do. I a perfect stranger without friends with out money and not knowing where I was a going to sleep for the night. I felt pretty bad Hungry as a bear not even daring to go up into town for a drink of water I being tired and sleepy having had nothing to eat since morning. I thought I would find a place to sleep so I crawled away inside of a lot of lumber and slept there for the night waking up in the morning at 8 o'clock. I being so hungry I did not readily hardly know what to do so as I was a going up the wharves a young man spoke to me and asked me if I had had any thing to eat this morning and I told him I not since yesterday morning and he took me on board

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of his lighter and got some breakfast ^{for me} ready
 he giving me all that I wanted to eat
 and drink after Breakfast I felt like
 another person. I thanked him very much
 I leaving. I meditated for the country I
 being a perfect stranger on the roads I
 did know which one to take not daring
 to ask any one which road to take for
 fear being found out that I had run away
 from the Ship. so I took the road I
 came to first. in going through Georges street
 I past the Captain but he did not know
 me the road which I took for the country
 led me back in about the same place
 which I started from which made me almost
 discouraged. It being almost evening I was troubled
 to know where was I going to sleep for the
 night. I went down on the wharves to see
 if there I could find any one that I knew
 and I was pleased to find one man
 whom had taken cargo from our ship he
 asked me if I had not ran away from
 the Barge Agate and I told him that
 I had and he asked me to come aboard
 and see him so I went aboard and he
 asked me down in the Cabin and he gave
 me my supper and asked me to stop all
 night and I did so and he gave
 me my breakfast in the morning and a
 lunch to take with me on the road I asked
 his advice which was the best road for me to

-1868-

take. I told him that I had passed the
 Captain on the street but he did not know
 me. he said that I had better not stop
 around the wharves for the Captain would get
 a warrant out and have me arrested and
 taken to Jail till the Ship was ready to
 go home which would have been about three
 months. So I took his advice and started
 on the Littleton Littleton road for the country
 when close by the water of Little I happened
 to look behind me and who should I
 see coming but one of my ship mates
 I thought at first that he was after me
 but he said that he had ran away
 also and wanted me to go with him
 so I felt a great deal better to think
 that I had company on the road we
 traveled as far as 8 miles past stopping
 there a few moments to talk with 2 French
 men that had a tent pitched there and
 they asked us if we would not
 have some thing to eat and we told them
 that we was very hungry and they gave
 us all that we could eat and drink so
 we travelled on and when within about 8 miles
 of Blueskin we met 11 other Sailors coming
 down from Littleton into Dunedin. they said
 that there was nothing to do up country
 as times ^{was} pretty dull most any where and we
 told them that there was nothing to do in
 Dunedin there being but very few ships in port

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one of the young fellows and my shipmate and my self started together to go into the woods and pitch our tent and stop 2 or 3 days so we pitched our tent about $3/4$ of a mile from the main road which goes into Dunedin the young man that came with us had about 10 or 12 shillings on him so I thought I would be all right for a few days till the ship went away but I found it was not so stopping there all night with them in the tent till next morning. The day before I promised the frenchman that I would come up and see them as they said they did not know but they could find something for me to do we having our tent pitched about 3 miles from where they had there pitched I left our tent to go up and see the frenchman at 10 o'clock telling my shipmate that I would be back in about 3 hours. I went and seen the frenchman but they said that they was ^{very} sorry but they could not find any thing for me to do as I was not hardly strong enough on my return back I discovered that the tent was gone and also my shipmate what to do I did not know or hardly where to go so I concluded that I would go back and ask the frenchman advise they telling me that I had better go over to the tiari plains and see I could not get any thing to do over there there being more farms and sheep stations over there than any where in New Zealand

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So I traveled over there 17 miles distant from Dunedin I'm going through waikeke street in Dunedin. I passed the Captain on the same side of the street as I was a walking on. I was afraid that he would see me but I never said any thing but walked right by him without taking any notice of him I getting out into tiari Plains I asked most every one whom I met if they knew of any one that wanted a boy to work on a farm and the answers that I received was that they did not. After trying hard all day I succeeded in getting 2 or 3 days work a clearing the fields but receiving hardly any money for it the man being poor and having a family to support was not able to pay any thing so on my leaving he gave me a pair of pance and and a coat and a pair of first rate Boots he also made me a present of a half crown I thanked him very kindly and bid him good by ^{and} wished him success. Not finding any more work around there to do I resolved to make a long journey of it and see if I could not strike a good job. Travelling on as far as the frenchmans having come a distance of 21 miles I stopped for the night arising early the next morning I got my breakfast and started on the long road for Littleton a distance of 255 miles traveled on through Blueskin township through waikeke I thought must try and not

So too much in one day I having come a distance of 25 miles I thought must try and find a place to stop for the night. So I came along, to a farm house and I knocked at the door and kindly asked them if they would please be kind enough to give me something to eat as I told them that I had not had any thing to eat since morning they kindly asked me in and I sat down to the table so I had a most magnificent supper it being New Years Day they had every thing to eat that you could possibly think of. They made stop for the night, and gave me my breakfast in the morning before I came away and a lunch to take with me on the road. Saturday, January 2nd 1869, traveled through Milton Hamden Otisford and Moraki Townships into Palmarston stopping out side of Palmarston having come a distance of 28 miles for the night. in a stable I had no supper but in the morning they gave me my breakfast. Sunday, January 3rd 1869, left early in the morning for Orono arriving there with a wet skin it raining very hard all day having traveled 27 miles during the day stopping in Orono over night left on Monday, January 4th for Timaron a distance of 50 miles having a hard road to travel and a dangerous road also it being the road where so many have been murdered and robbed but I was not afraid of them robbing me for I

had nothing on me for them to rob so I traveled on as far as the Niamati River Hotel stopping there for the night having come a distance of 22 miles during the day I thought I had done exceedingly well on a rough road. Tuesday January 5th 1869. I arose early in the morning ready to start having 28 miles to go to reach Timaron that day, but what detained me the most was that I had a very large river to cross over before that I could go on any farther. A river which runs at the rate of 8 miles an hour with a strong current away out into the expansive Ocean the river is about 1/4 of a mile wide in some places. Crossing it by a punt a representation of which I have drawn below

We therefore reached safe footing on the other side the fare being one shilling but I thanked the man very kindly and told him that I had got no money and therefore I was more greatly obliged for taking me across the river for nothing it being very dangerous.

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after a very severe days travelling through swamps and plains over hills and mountains there being very few houses on the road for me to ask for any thing to eat I therefore reach Timarou at 1/2 past 4 o'clock having come a distance of 28 miles from the river without any thing to eat all day long. I went down to the surf Company's shed and a young man spoke to me and asked me where I had come from and I told him Dunedin he said I had had quite a walk of it. I told him ^{him} yes that I had it was a distance of 130 miles. He asked me if I was looking for work and I told him that I was looking for anything that I could get to do anywhere. He also asked me if I had eat any thing and I told him not since morning. He gave me a shilling and told me to go and get some supper and then come back and see him again so after supper I went back to him and stopped in his house all night he said I was welcome there as long as I liked to stay. Stopped with him till Saturday Jan. 9th 1869. He told me I had better see Mr. Young and see if he would not give me any work to do so I see Mr. Young and he asked me if I was a machinist and I told him yes that I was and he said that he wanted a man to run the engine and work

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on a lathe also. I told him that I had ran an engine before. He said that I could come to work on Monday morning. I went to Simpson's Boarding house to board which was the best house to board at in the town paying 30 Shilling a week for board which is \$7.50 a week. Monday, January 11th 1869. went to work at young's foundry and machine shop. worked lasting only for a short time I was working night and day for very near a week having but very little rest during the night only from 4 till 7 o'clock in the morning. Saturday noon January 16th discharged all hands as there being no more work to do for any one. Stopped at Simpson's over Sunday till Monday January 18th 1869. Leaving Timarou for Littleton traveled as far as Timuka distance 14 miles stopping over night. Tuesday Jan. 19. left Timuka for the Ashburton river distance 26 miles not deeming it prudent to attempt to cross the river I stopped on the right side over night it being pretty dark when I got there Wednesday Jan. 20. Heavy rain up country making the river a great deal larger than it would have been had there been no rain but I thought it was an impossibility to attempt to cross it so I started back for the Waimati Hotel a distance from the Ashburton 68 miles passing through Timuka Timarou and arriving at the Waimati Hotel on Saturday Jan. 23.

I was at work at the 'Miamati' Hotel, 1 week I did not like the work very well, so I left on Sunday, Jan. 31st, for Oamaru distance 23 miles arriving there at 4 o'clock in the afternoon Tuesday, Feb. 2 I heard that the panorama of the American war was going to play there for 3 nights so I concluded that I might get a job with them, and I spoke to the treasurer and he said that he wanted some body to travel with them that could play music, but I told that did not know how but I could soon learn in a very short time so I joined them ~~in~~ in Oamaru wages 15 shillings a week expenses all paid playing Wednesday, Thursday, and Friday, 3-4-5th of February, crowded houses and immense success, left Sat. morning at 1/2 past 12 o'clock for Waiwaka, a distance of 52 miles having 4 good horses and a nice wagon we did not think any thing of it arriving at Waiwaka at 3 o'clock in afternoon after a long ride, we put up, our show, in a very short time, ready to play in the evening, crowded house, mostly Maori natives and half Casts — Left again on Sunday, February 7th, for the City of Dunedin, distance 28 miles arriving there at 11 o'clock, in the forenoon watering our horses and stabling them they being pretty tired and hungry so ~~we~~ ^{we} rested on the remainder of the

(day), ready for Monday's performance, commencing Monday morning February 8th, being at 12 o'clock (by) of 12,000 inhabitants crowded houses every night and immense success, playing there till March, the 6th of leaving Dunedin on a long tour through the entire country on the 7th day of March, which was a Wednesday, having a first rate time to start on our travels, before leaving Dunedin I shall give ~~you~~ a picturesque review of this splendid City.

Leaving Sumner for Wakiwak at 8 o'clock, arriving at Wakiwak distance 28 miles at 2 o'clock. in the evening afternoon playing at the school house one night. Starting again on Thursday 8th of March for Palmiston farm ships distance 35 miles arriving there at 12 o'clock. Playing only one night Crowded House. Left Palmiston on Friday morning at 8 o'clock for the gold Diggins of New Zealand, we reached as far as Pigroot Town Ship a small place stopping for the night left again on Saturday morning March 10th for Wai. Gold Diggins. arriving there at 1/2 past 4 o'clock having come a distance of 62 miles the last two days. Playing at ware from Monday March 12th till Saturday night March 17th. Leaving ware on Sunday March 18th for Black's Farm Ship at 8 o'clock in the morning arriving there at 1/2 past 11 o'clock distance 22 miles. Playing Monday and Tuesday March 19th and 20th. Left again on Wednesday March 21th for Dunstan Gold Diggins distance 14 miles playing Wednes. Thurs. Friday and Saturday 21-22-23-24th of March. Immense Crowded Houses. Left Dunstan Gold Diggins for Dunstan Creek distance 24 miles arriving there at 1/2 past 2 o'clock in the afternoon. Playing there Monday Tues. and Wednesday March 26-27th and 28th. Left again on Thursday for Cromwell distance 14 miles arriving there at 11 o'clock in the forenoon playing Thursday.

Friday and Saturday March 29, 30th and 31st. Sunday morning April 1st. Left Cromwell for Arrow town distance 16 miles play in arrow town one night only. Left again on Tuesday Apr 8th for Greenstone distance 26 miles over a very rough road some places at which there is hardly room enough for one team to pass another on the road there is one place of which we had to pass where there is not room for one team to pass another on one side of the is a big cliff of over hanging rocks while on the other side there is a large river which runs at the rate of 8 or 10 miles ^{and hour} and taking trees and every thing along with it the river is 150 feet down below from the road at the foot of the hill we had a large river to cross in a punt a description of which I have given on page 9th after a very hard days travelling we arrived at Greenstone at 1/2 past 8 o'clock in the evening. Playing there Wednesday Thurs. Friday and Saturday April 5-6-7th and 8th. Leaving Greenstone for Cromwell distance 42 miles on Sunday April 8th arriving there at 9 o'clock in the evening having come a different route from ^{which} we went before. When we was at Greenstone we was up country as far as we could get. Being a distance from Sumner City.

241 miles. Playing Monday and Tuesday April 9th and 10th on Thursday we give our grand Ball and benefit for the poor of Cromwell. Leaving Cromwell on Wednesday, April 11th for the Clyde Town Ship, playing one night only. Distance from Cromwell 14 miles. Leaving the Clyde on our return Back by a different route for Mamreka 23 miles distant arriving at Mamreka Town Ship on Thursday April 12th playing two nights Thurs. and Friday April 12-13th. Leaving Mamreka Town Ship for Tugue at 8 o'clock on Saturday April 14, a distance 19 miles arriving there at 15 minutes past 11 o'clock. Playing there one night. Leaving again on Sunday April 15 for Yokomairo distance 28 miles arriving there at 3 o'clock in the afternoon. Playing there Monday, Tuesday and Wednesday April 16-17th and 18th. Leaving Yokomairo for Invercargill distance 12 miles. Playing one night only. Leaving Balclutha for Invercargill a distance from Balclutha of 22 miles on Friday April 20th over a very rough road through marshes and plains over hills and through valleys, travelling as far as Popotunax distance 16 miles stopping for the night. Leaving Popotunax on Saturday morning for Matua Bridge a distance of 12 miles leaving at 8 o'clock and having to travel 23 miles without any water for our horses and without any for our selves, reaching Matua Bridge at 4 o'clock in the afternoon.

Stopping there over night and all day Sunday and Sunday night on purpose to rest our horses early to start on Monday morning April 23th leaving early in the morning for Invercargill 34 miles distant arriving at Invercargill at 1/2 past 3 o'clock in the afternoon. Playing there from April 24 till May 8th. Good Houses and I mean success. I leaving the panorama on Tuesday May 8th for Bluff Harbor 21 miles from Invercargill. My intention was in getting to port Chalmers and see if I could get a chance to get home in any of the ships leaving Bluff Harbor on Wednesday May 9th. I a the Steamer *Adelaide* Agrestale for Port Chalmers a distance by water of 192 miles arriving at Port Chalmers at 1/2 past 7 o'clock on Thursday morning May 10th. Leaving Port Chalmers for Dunedin reached there and stopped for the night. Leaving again on Friday May 11th on purpose to join the Company again travelled as far as Tire Plains distant 14 miles stopping over night off again rest place being Yokomairo on Saturday May 12 arriving at Yokomairo distance 24 miles Panorama playing Monday evening May 13th. They was a going to have a fancy Ball on Tuesday evening evening but I would not stay with them any longer so I left to come down to Dunedin again travelled as far as Tire's.

Plains distance 24 miles. stopped over night and left again for Dunedin on Wednesday, May 16th arriving at Dunedin in the afternoon distance 14 miles. Thursday May 17th I went to see the American Counsel to see if I could not get a chance to go home in the American Bark Marathon bound to Boston. He asked me if I had not ran away from the Bark Ogate last December and I told him that I had and he said that he would see the Captain and ask him if he wanted anyone aboard of his ship. The Counsel telling me to be around in two or three days and he would let me know Monday. May 21st I went to see the American Counsel again and he told me to be at the agents office at 1/2 past 2 o'clock and that I would see the Captain there my self and have a talk with him so I see the Captain and he told me that he would give a chance as Cabin Boy if I liked to take that. At 1 o'clock he did not require any one aboard of his ship but if I like to go it would be a good chance to get home to Boston. I told him that I would go and be aboard on Tuesday May 22 and commence work. As soon as I got aboard the Cook said to me you look after the Cabin and keep every thing nice and clean and I will

look after gally and do the cooking on Thursday May 24th I noticed the Cook and the Officer was not in very good terms I noticed the mate go to the gally door and ask the Cook for a coal off fire to light his pipe with but the Cook refused him admittance and told him if he did not go away from the door that he would knock him down shortly afterwards the Cook called me forward and told me to go down in his state room and look under his pillow and I would see a Revolver laying there and get it and fetch it to him and not let the mate or second mate see me so I got it and carried it forward to him and he told me to go aft and keep my eyes and ears open and hear what I could hear presently I see the mate and second mate going towards the gally door and just about to step in when the Cook was making. Bread told them if you dont go out of this gally I will blow both of your brains out. The mate and second mate came away from the gally door and did not say any thing more but in the evening after supper I went to bed a little past 7 o'clock I could hear in my State room just as plain as could be at about 8 o'clock the mate up and told the Captain the whole story and the Captain said hold on till to morrow and I will fix him.

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Friday May 25th a police officer came aboard of the ship and asked for the Cook. he said he had a warrant to arrest him and the mate told him that he was in the galley. The police man said to the Cooks get your self ready and come along with me but the Cook declining but said the officer I you will not come on my asking you I shall have to take further steps I have got a pair of Hand Cuffs in my pocket and if you do not come along easy why I shall have to put these on you and make you come along so the Cooks thought it was best to go along easy for the police man was rather to large for him to handle. On Saturday May 26 The Cook was tried in Court in the City of Dunedin and found guilty and sentenced to 7 weeks hard labor or a fine of £7 which is 35 dollars. The Cook paying the fine The Captain ^{said} to the Cook if the wanted to go on board of the ship again he must go before the mast other wise if he did not want to go he would pay him off and discharge him the Cook was therefore payed off and discharged from the ship there not being any one else aboard to do the Cooking of course I had to do both look after the Cabin and do the Cooking also but I got along first rate and what I did not

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know how to do why the Captain would turn to and show me. The Captain did not ship any other Cook not till the 15th of June. Every thing went on all strait enough taking in our Cargo of potatoes 300 Tons. besides other cargo amounting to 450 Tons altogether Sailing on Sunday 8th of July for Sydney, ~~and~~ Australia N. E. W. a distance of 1300 miles hardly had we got ~~the~~ out side when she ship pitching about so capsized one of the large Coppers of Hot scalding water in the galley right on top of the Cooks feet scalding them so bad that he had to lay up the remainder of the passage. Fine clear weather till we got under the lee of Stewart Island when it commenced to blow a heavy gale of wind from the S.W. which last for 48 hours continual head winds and gales all the way across I having all the work to do my self made it rather hard for me but the officers helped me along first rate so I got along as well as could be expected. Arrived in Sydney Australia 25th of July making the passage in 21 days. Went along side the wharf on the 27th of July to discharge our Cargo. Left the ship on the same day went to a boarding house in Prince Street to board. Two days after being ashore the Captain sent for

-1869.-

me to come up to the American
Consulate so I went up there and he made
me a present of a Sovereign which is 5 dollars
for my work. Coming across he offered me
20 dollars a month to go home with
him and be Cook and Steward. but I
thought the work would be too hard
for me so I would not go. I thanked
the Captain very much. Stopping in Sydney
some little time while I had my stay
in Sydney I was surprised to see some
of the Natives of Australia They are entirely
destitute of Hair a description of which
I have shown you below as you will see.



THE TRIBE OF HAIRLESS MEN, N.S.W. - FROM A PHOTOGRAPH BY J. W. B. IN SYDNEY.

-1869.-

Sydney is a fine place being a very healthy
Climate a description of which I shall give
hereafter. I shipped on Sydney, on the
Barque Chance a Colonial Barque, and
the 12th of September with the 140 lay, bound
on a Cruise for sperm whales that is
every 140 Barrels of Oil we took aboard
I had one Barrel to my self. Sailing from
Sydney, on the 21st of September with a
fair wind bound to the western whaling
ground to Cruise for Sperm Whales. Fine
Clear weather most of the time. On the
8th of October we had the luck to
fall in with 3 very large whales pretty
close to us. So we called all hands
and lowered our Boats down and managed
to get along side of them but the Boat
Stew the one that strikes the whales
happen to miss hitting either one of
them. After sailing about all day without
getting any nearer them we at last
went aboard with our boats feeling down
hearted. so we cruised and cruised from
one week to another. Some times we would
see a whale or two a month Other times
we would see a thousand whales all
around the Ocean as far as you could
see with the naked eyes on the 21st
of November we had the pleasure of
seeing the whales as thick as the
air around us so we called all

-1869-

and lowered down our boats I think we was chasing the whales about 1 hour when all at once the Captain cried out, Boat fast and saw that boat going along at the rate of 8 miles an hour. I was not belonging to my boat but the Captain's Boat that season, and our Boat very seldom lowered unless we had to in a case of necessity. While we was aboard of the ship we had to navigate the ship around ahead of the whales so as not to frighten them. In about 1/2 hour the whale was dead, and then we lowered down and helped the Boys tow him alongside, after picking him along side we passed the fluke Christ around his tail, and had him all fast so there was no danger of losing him any more. I will give you a sketch of the method of cutting in a sperm whale ⁱⁿ aboard of a ship.

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It was a very large whale after trying him out we found that he was 102 Barrels of Oil. On the 28 of November we left the western ground for French rock being a better place to catch whales there being more of them there than any where else. On a Wednesday day we had the delightful pleasure of seeing a large school of whales. We lowered down our boats the Captain's Boat not lowering down, I was at the wheel steering the ship right for the whales, following them as fast as they went away from us the boats had not been down more than an hour and a half when they got for to a 65 Barrell whale as soon as they struck him the whale stove the Boat all to pieces of which you will see

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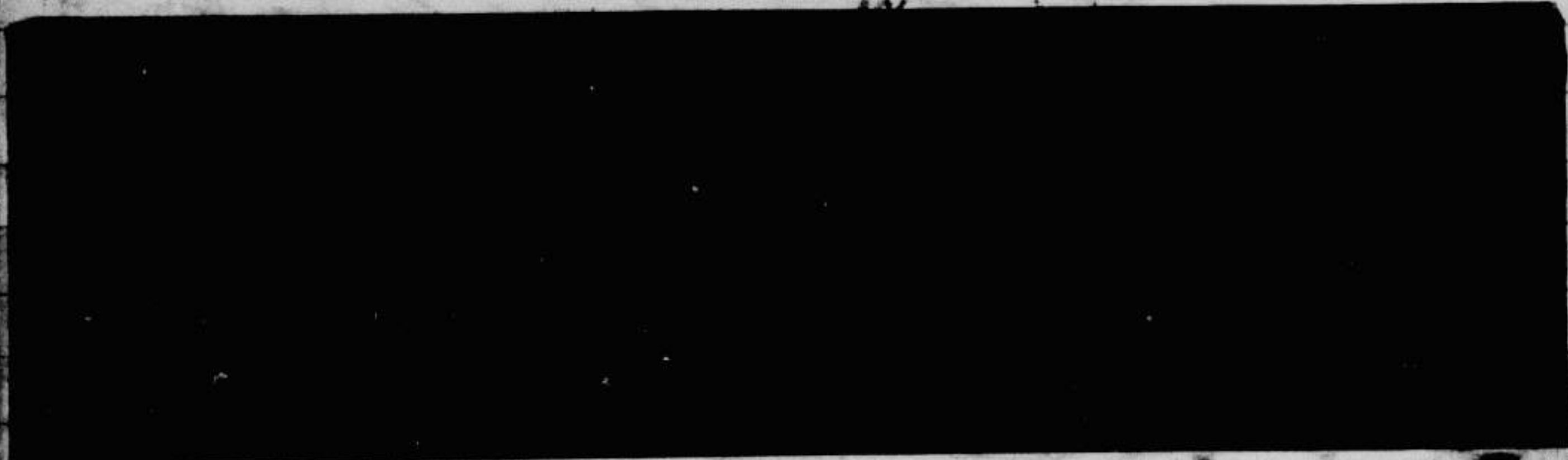
leaving the men all in the water in a rather dangerous condition plenty of large sharks being around but we lowered down our boat and picked the men up hardly. Had we got the men in the boat when a very large whale came up close to us the Captain lies out to the Boat Stern to get the Irons ready, and Hit Him but Hee was not quite near enough. In the mean time the third mate was pulling as hard as they could for the whale that stove the Boat Hee having two Irons in him besides 300 fathom of line to tow behind him which he would have to stop and rest before many hours at last the third mate latched up to him and put 2 more Irons in which just about killed Him. In half an hour after striking him the second time the Wave was set, which meant that the whale was dead. After towing him along side we attempted to cut him in commencing to cut in on the Body part the Ship gave a heavy roll to windward, which was such a heavy strain that our main mast swung and had it not been for having good rigging the masts would have gone over the side and probably some other damage

- 1869, -

would have been done. Before leaving this whaling ground I will give you an idea of the method of catching Whales and how it is done. There is 2 or 3 men at the mast head of a whole Ship. During the whole day to keep a look out for whales and when they see a Whale's spout they ring out then the blow is the Captain asking where away the men at the mast head answering where ever it may be to windward or to leeward sometimes they are in one place and some times in another. The Captain asking again how far off the man at the mast head answering 3 miles off from the Ship. Call all hands and clear away. The boats came next there was a tremendous rush on deck some doing one thing some doing another some ringing out. where are they where are they. The first mate answered hear they are on the lee Beam. right. Close to us hurry up Boys and get the Boats ready. So the Order comes from the Captain to lower away down we go 4 Boats all to gether. After sailing about 2 1/2 miles we have to with the Boats and wait for the whale to come up seeing one sail already to boat should

-1869.-

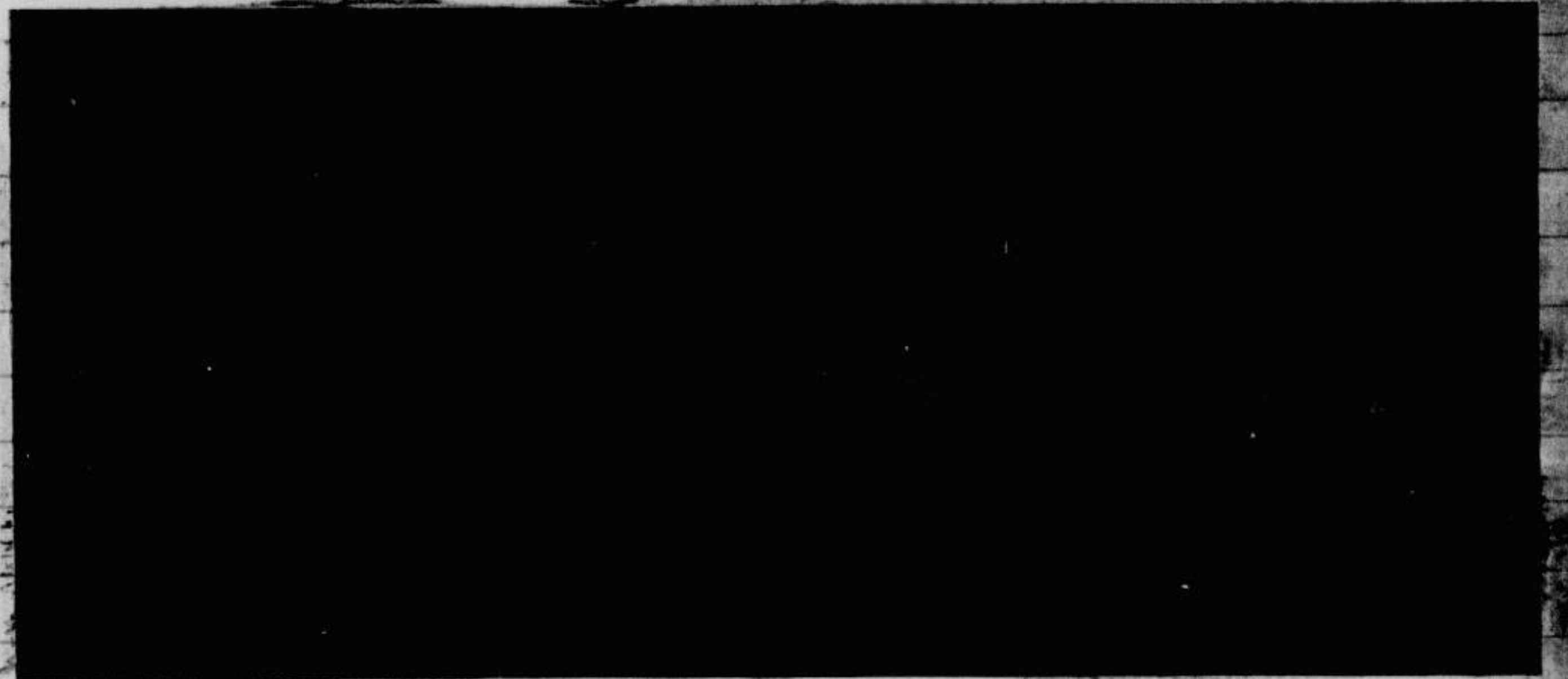
the whale comes right up. he being likely to come up any moment. as soon as he comes up the Boat Steerer holds his Iron in his hand ready to strike the whale as soon as the boat gets near enough. I will give you a representation of an Iron which they strike a whale with also a picture of a hand l. i. e. by which they kill a whale with.



After striking the whale it is the Boat Steerer's place to go aft. and let the officer come forward so that he can kill the whale as soon as they can get a chance they haul the Boat up close to the whale and then the Officer takes the lance and drives it into the whale and endeavours to kill him but sometimes they can kill him right off. Other times it is an hour or 2 ~~for~~ perhaps longer before they can kill him. or get a chance to get near him. When dead he is taken

-1869-nd 1870.-

along side and cut in and then tried out stowing. the Oil as soon as cool down below ready for port. Before leaving this whaling ground I will give you a description of a ship trying out and the Boats down for whales. also a description of French Rocks and the N. E. Coast of New Zealand.



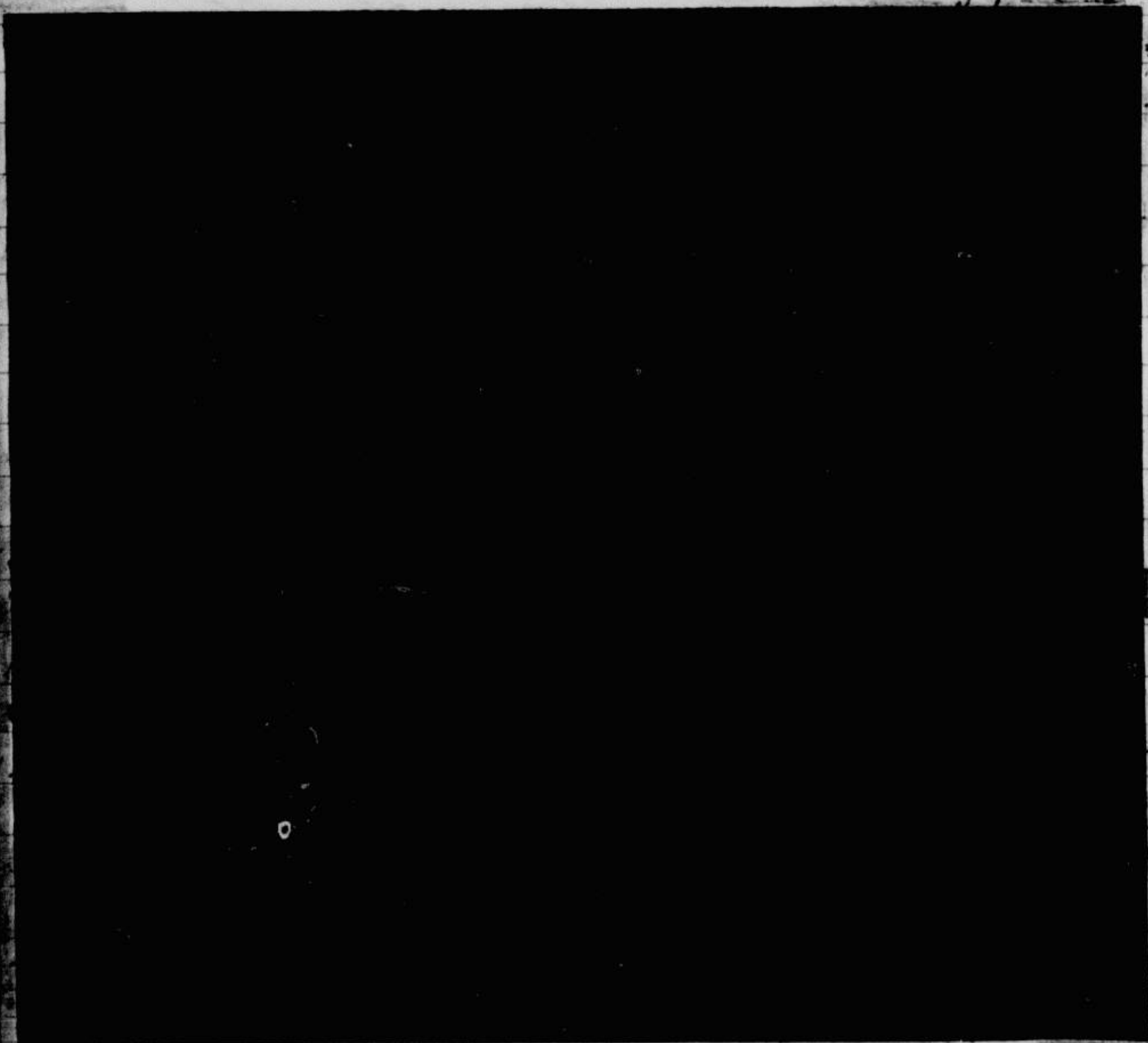
Saturday New Years Day we left the French Rocks for Australasian Rights in the S. W. part of Australia being a good whaling ground we stopped there some time seeing no whales we left there for Kangaroo Bay in the later part of March. 1870. Sighting Vandiemans land on the 9th of April. Having such a heavy gale of wind did not dare to go any nearer so we stood off for the night till next.

Morning. Sunday April 10th 1870. Fine clear weather light breeze. of wind went down the coast. to Kangaroo Bay. (Scouten Islands) and dropped anchor to get wood and water as we was getting short of it. Laying at anchor 2 weeks. On Sunday April 24th we were all permitted to go ashore any one that liked to go so about 12 of us started. and went ashore some went one part of the island and others went another part. but I went up. with only two of us away up to the further end of the Island to see what we could see and about 5 o'clock they all left. to go back. but I stopped behind. I got in a first rate place where they could not see me but I could see them when they went off to the ship. There was three men at work on the Island and they had a small hut of which they lived in as soon as I see the boat get aboard of the ship. I came down towards the house and went in there was an old man which done the cooking for the other two men he asked me to sit down and have some supper which I did as I was very hungry. Indeed having had nothing to eat since morning. He says to me the other 2 men has

gone aboard of your ship and probably they will come back. about 9 o'clock perhaps they may. Come after you but to be on the safe side you had better sit down by the window which I could look out and see the ship. and watch when the Boat. Came ashore and when I should see them leave the ship for to come ashore I should get out. and go way up in the bushes. and hide my self - till the ship went away. as she was going away. on Monday April 25. 1870. But it was not so for. instead of me getting away. I got caught and taken aboard of the ship again. just a little after dark I was sitting at the window watching for the Boat. and the first thing that I knew was that the second mate was coming in the door with the other 2 men but it was too late for me to do any thing for there was only one door and for me to get out that door would be utterly impossible. The second mate asked me where I had been and I told him he also asked me if I was trying to run away and I told him no that I had got lost. and could not find the way back. He says to me you can go aboard of the ship with me when

-1870.-

5 go. at 10 o'clock, we went aboard of the ship in going down to the Boat the officer walked behind me and the other two men walked in front of me so escape I could not, so I had to go aboard. Below you will see a representation of the bay and Island 92 miles from Hobart.



-1870.-

got aboard all safe. next morning the Captain called me aft and says to me what was you trying to do yesterday I told him nothing that I got left Behind and missed the Boat. he said it was no such a thing But I shall furnish you you can go forward now. During our stay there we cut and brought aboard 20 tons of wood heard and soft to gether. On Monday, April 25th 1870 we hove up our anchor and went outside to cruise for whales. Without any success for a while we thought of Best that we should go to Kangaroo Island and try there arriving there on the 30th of May. we had the delightful pleasure of seeing Whales in abundance but we could not have the luck to get any or get any whales near them. During these some times we thought it was best for us to go in to port as our main mast was sprung so bad that we could not have cut any more whales in had we got any more. Leaving Kangaroo Island for Hobart town on the last day of June. Arriving of the pillars on the 14th day of July 1870 with a head wind and light.

-1870.-

Breeze took the Pilot aboard and beat up the river as far as Stormy Bay. Distance from Hobart town 12 miles. arriving at the anchorage on Saturday July 16th 1870. Below you will see a representation of the pillars and the Iron pot light house the entrance to the Derwent River. On the ~~right~~ ^{left} of this picture is Stormy Bay which is out of site from view.



-1870.-

On Sunday July 17. 1870 Three boats came down from Hobart town on purpose to take us up to town left the ship at 1 o'clock for Hobartown enjoying the beautiful scenery of the Derwent River arriving at the Old wharfe at 4 o'clock getting some supper and stopping all night aboard of a schooner ready for Monday morning. I got up at 7 o'clock to look around to see what I could see and if I could get any thing to do any where. In the afternoon I went over to Kangaroo point to see if I could not get an engine to run that they had over there but I failed in getting any such chance. Tuesday July 18th Was all got on Discharged from the ship at 12 o'clock at 1 o'clock I went on board of a schooner to see if I could not get a chance to down the river for fire wood I therefore managed to get a chance to work on board of a schooner at 10 shillings a week. Wednesday morning July 20th we went down the river to N.W. Bay to get a load of fire wood only a distance of 16 miles passing through the S.W. passage up the Bay arriving there at

-1870-

two o'clock took in our wood and finished loading at 11 o'clock on Thursday forenoon. Leaving at 12 arriving at 5 o'clock discharged our cargo on Friday and left again for the Bay. I stopped aboard of that schooner till the 21st of September. So I went to work in another schooner at the same wages. I did not stop in her a great while only till the 10th of October. Left to go in a fishing boat wages on shares of 1 third each. I tried one trip at it but did not like it very well so I thought I would leave. Being about tired of Hobartown and not seeing any thing else to do I thought the best thing for me to do would be to travel the country as far as Launceston and see if could not ^{get} work on any of the farms or sheep stations. Though the country you will find a grand picturesque view of Hobart town on the front page of this Book. I left Hobart town on the 12 of October arriving at Bridgewater distance 16 miles from Hobart town. I stopped about a half hour and I stood talking with a young man there he said that he was cutting fire wood

-1870-

at New Norfolk about 8 miles further up the river from where we was standing only on the other side by which we crossed in a boat. He offered to pay me 1/2 what was made altogether. So I agreed that I would go with him. So we got along first ate together when had to go and get our rations every week from the man that we was working for. Our hut being built under a hanging cliff of rocks way up in a gully what we call a valley about 3 miles from any house. It is a rather lonesome place. There being plenty of animals all around us. we having to keep a large fire going all night in order to keep them away. I have drawn you a representation of ~~the hut~~ ^{the hut} which we lived in ~~any night~~.



-1870-

I have sit along side of that fire
 hour after hour watching the different
 species of animals as they happen to
 pass by not daring to go away from
 the fire for fear of being ate up
 alive there are plenty of all kinds
 of animals most that you can mention
 Only they are not all seen every day
 It is the worst country for snakes -
 that there is in the world sometimes I
 go out to see them by dozens other times
 I would see only 3 or 4 of them -
 The Kangaroo is the most lively lively
 animal of its size It jumps on its
 hind legs very seldom touching the
 ground with its fore legs. The largest
 species of them can take a full grown
 man up in his fore paws and run right
 away with him. Below I have given you a
 drawing of these animals the way I seen them.



-1870-

There are a ~~great~~ great many wild cats in
 that country. dangerous to attack them, also
 the wallaby, ~~Op~~ Opossum and Badger the
 last three being small animals being
 perfectly harmless, only when you take one
 in your hands after catching him in a trap
 most decidedly he would try to bite you
 their teeth being very sharp and long. Below
 I will endeavor to give you a representa-
 tion of the different animals as well as
 the different birds such as the Magpie
 Cuckoo and a ~~species~~ of an owl.



-1870-

There is a great many other kind of birds and animals which I saw while I was there. And afterwards, I did not stay there a great while as I thought that it was rather too dangerous for me. So I left on the 21st of October for Lancaster a distance of 120 miles left New Norfolk at 8 o'clock crossing the river into Bridge water the man I had been working for told me of a first rate man where I could get a place to stop that night and probably get a chance to work there at the sheep stations distance from New Norfolk of 16 miles. But it being a wet day and nasty weather I did not get along very fast, the roads were so rough and muddy. I got but one meal on the road during the day. It was about a half hour after dark and I did not know what to do or which way to go there was so many different roads. I stood for a few moments thinking what to do. It being a dark stormy night, not a house or light in sight, no whens. I was almost tired out but I thought that I would not give up and despair but keep on the road. I had

-1870-

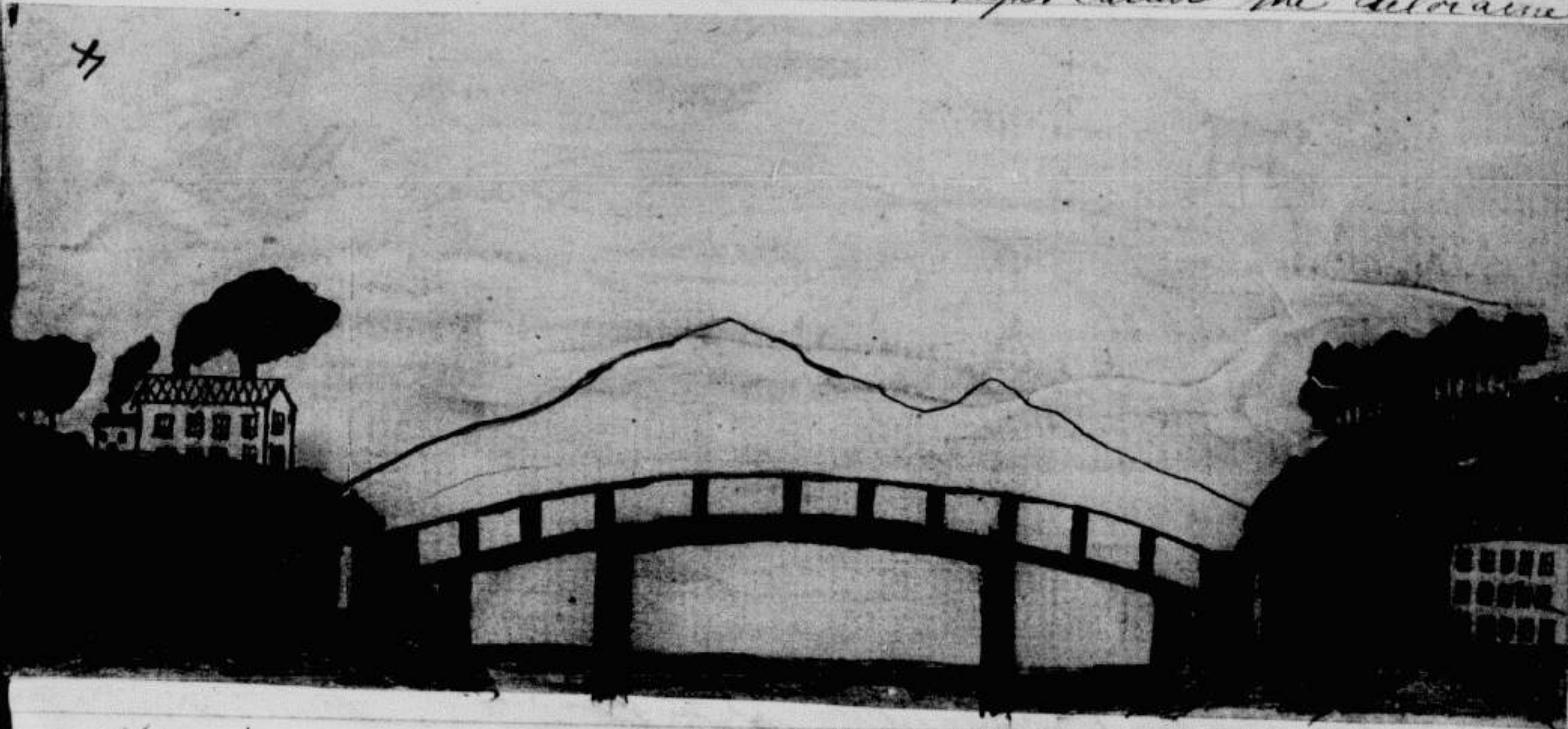
not been walking but a few minutes when I espied a light right ahead of me. It was the house that I wanted. I went up to the door and knocked and asked them if they would please be kind enough to give me some thing to eat. I being very hungry and all wet thought to the skin so they gave me all that I could eat and drink and a nice place to sleep for the night. I asked them if they did not want any help and they said that they had got too many now that they had got to discharge some of them. Work being so very dull. October 22nd I rose at 8 o'clock and started on the road again without any breakfast. I know only three native names of places on this island Ringarooma and Boobyalla on the north coast and Guabine on the east. In New South Wales the names are all together different such as Paramatta Woolloomooloo Illawarra Wollongong Wollondilly Mittagong Miramoo Yuggerrang Murrumbidgee Yangarra Otakara and many other such names too numerous to mention and also too hard to remember any length of time. I travelled on for some

-1870,-

distance before I got a chance to get any thing to eat. I being very hungry I having had nothing to eat since the night before. Which made me have a good appetite after eating I travelled on the road as far as Brighton distance from where I stopped the night before 18 miles being 50 miles from Hobart town. Stopping over night in a stable I arose at 8 o'clock in the morning the man kindly offered me my breakfast before I went away. I thanked him very much and started on the road having very rough roads to travel and so many mountains and hills to go over I did not get along very fast. I passed through bagdad into Green Ponds. at the Hotel I stopped all night. It did not cost me any thing for stopping there the land lord kindly gave me my supper and lodging all night, and breakfast. At in the morning before I came away. having come only 14 miles the 23rd of October I thought I must try and do better on the 24th of October which was Monday. I passed through Cross mark over the bridge into Catlands Town ship. having come a distance of 23 miles. I stopped over night at Catlands, starting early on the 25th of October through Ross Town ship into Deloraine township.

-1870.-

a description of the bridge which crosses the river Meander. at that township. called the Deloraine bridge.



Having come 13 miles I resolved to stop for the night. at the first place I could get a chance to stop and get some supper. I at last succeeded in getting a chance to stop and have have some supper and also to stop all night, and my breakfast before I started. It is hard indeed for any one to travel the country without a cent of money. nor not. knowing which way to go or hardly what to do there being so many strange people, and they have so many strange ways and actions being all together different than our people at home. I started at 9 o'clock on the road through a beautiful valley. Between fine ranges of fine wooded hills one of which forms its high round

-1870.-

farm is named Saint Pauls dome. The road lay along the opposite declivity overlooking the vale with its snug, pleasant and cottages green lawn like fields and the bright St. Pauls River outspread in fair arrow below me. I frequently had hard times to get along sometimes I had to ford rivers and cross through marshes and one plain being very hard travelling all things. One most horrid black mass spread out before me over a length and breadth of some few acres. To go round it was utterly useless. To ~~cross~~ cross it I had to. So I plucked up to my knees in what looked to be like Bird Linné it being very white. as I walked along over Saint Pauls Plain which to my right hand of me I discovered a high mountain covered with snow. I asked a man whom I met on the road what was the name and he told me it was the Ben Lomond Mountain 4,200 feet above the level of the sea. Passing on through the snake Banks into further having come only 14 miles stopped all night and had a good rest. October 27th I rose early and had some breakfast and started on the road being only 6 miles from Lancaster. I could get there in a very short time. From the top of the hill which I stood, I could

-1870.-

see the whole of the city as I was going along. the road a Gentleman stopped his train and asked me if I did not want a ride into the city and I told him yes sir that I would. I arrived in Lancaster on Thursday, October 27th at 12 past 10 o'clock. I going in the city with the Gentleman. He told me that he was one of the Clergy men. He asked me if I had left a ship and I told him that I had been discharged from a whaling Barge. He pulled a shilling out of his pocket and gave it to me. I thanked him very much. He told me to try and get work aboard of some of the ships that lay there. The first thing that I done when I got there was to get a good plume. I looked around considerable to see if I could not find any thing to do. I could not find any thing to do in the city so I started to go down to Georgetown. I traveled about 16 miles without any success. I stopped at a farm house to ask for some thing to eat and they gave me all that I wanted to eat and drink. I asked them if they did not want any one to work on the farm and they told me that they did not want any one they asked me to

-1870,-

stop for the night I thanked them very kindly and stopped over night. Friday October 28th I started to come back to Lanneston not thinking it worth while to go to Georgetown. I arrived back in Lanneston at 4 o'clock same day. I went down on the wharfe to see what I could see and there was a Cutter of about 20 tons layed there. The Captain of her asked me to "come aboard" and I went aboard of her and he asked me to have something to eat. He also asked me if I was looking for any thing to do and I told him that I was he said that I could stay aboard and help him till I got something else to do and I thanked him very much. He gave me a new pair of boots at 12 past seven o'clock we left to go down the river as far as Blackwall Creek distance 16 miles to load firewood arrived back on Monday 31st 1870 discharged cargo and left again and Wednesday, ~~October~~ November 2nd to get a load of wheat arriving back to Lanneston again and Saturday, November 5th 1870, discharged cargo and left for Pig Island for another load of fire wood. distance 20 miles. arriving back again to Lanneston on Wednesday November 8th Left the city for some time bound to Blackwall creek

-1870,-

The captain that I had been working for told me that I could get a chance about 4 miles from his place to a farm house that was there. The woman wanted a young fellow to work about the house so I went to work there and commenced on Thursday, November 10th. I did not like the place very well so I did not stop there only a short time I left there on Friday, November 18th and returned back to where I came from. I came up to the city in the cutter on Monday November 14th 1870. There was a scotch Barge layed there along side of the wharfe I went up to the shipping office to see if I could not get an chance to ship in the scotch Barge I asked the shipping Master if there was any prospect of shipping on the Barge and he asked me what I was I told him Ordinary Seaman. He told me to see the Captain aboard and I saw the Captain and he gave me a slip of paper to go to the shipping Master. I therefore shipped before the shipping Master on Tuesday, November 15th 1870 as Ordinary Seaman. Wages £2.10 shillings a month, no advance. being 12 dollars a month money, discharged all her cargo of sugar and rice and got every thing all ready for sea left Lanneston on Monday November 21st at

-1870.-

2 o'clock the steamer taking us as far as Georgetown the river being so narrow for a ship to sail down it is about 4 miles in length and varying from $\frac{1}{4}$ of a mile to 5 miles in width some places hardly wide enough for one ship to pass another, at last we got outside having a splendid fair wind we reached New Castle light at 2 o'clock in the morning of Sunday November 27th 1870. Arrived in port at 6 o'clock in the morning fine clear day dried all our sails and furled them at 4 o'clock Monday November 28th We began to discharge our ballast in lighters having over 200 tons aboard it took us some time to discharge it On Sunday morning Dec. 4th being summer time than the second mate and 2 or 3 of us took the ship's boat and went up to the Coffin Ore works to get some Oysters and when had a first rate time when got back at 4 o'clock On Monday December 5th having near all our ballast out but 20 tons and no coal in at yet we had to stop taking any more out for fear of a strong wind coming and capsizing us There is a wind that comes all of a sudden then it called a backfitter or a southerly Breeze coming direct from the southward sometimes taking the mast right out of a ship and doing other severe damage.

-1870.-

on Tuesday morning December 6th at 2 o'clock all hands was called to let go our other anchor and send down Top Gallant and Royal yards and top Gallant and Royal Masts and Order to chuck every thing to down below that we could get down to save the ship. By the time that we had got our yards ready to send down the Heaviest of the wind had struck the ship and heeled her over considerably but doing no damage several of the other ships dragged their Anchors some distance had it not been for putting every thing below as we did probably the ship would have gone over otherwise there was no damage done. We took in 100 tons of coal in lighters on 7th and 8th of December on the 9th of December we went along side the wharves to finish loading at 7 o'clock we went and washed our selves and went up town one of the young fellows and my self had made up our minds to leave the ship on account of small wages the wages being then in that port 4 pounds which is 20 dollars a month so we stopped at Hendersons boarding house all night till 5 o'clock in the morning when we arose and started on the road not daring to take the main Road for fear of being telegraphed back again therefore we took

-1870-

the sea beach for it a distance to Sydney, of 90 miles we travelled as far as the lake when we came across a house having had nothing to eat all day, and having come 14 miles made us feel pretty hungry. So we knocked at the door but no answer so we concluded to open the door I did not like to do it but my shipmate said to me I will do it and you stay one side and watch so he went inside and the first thing that I saw was him coming out of the door with a monstrous loaf of Bread in one arm, and a big loaf of Cheese in the other arm. I was awfully afraid of having some one to come and catch us, and then we should be in a pretty good mess. When it last got away from the house without any one seeing us at all, we travelled on as far as the lake, having come a distance of 19 miles from New Castle Australia, N. S. W. Stopping at the lake, Magann's, over night, having a good supper, and my breakfast in the morning before I went away on the road. Started early in the morning of the 11th of December, having come quite a distance. We thought we was getting along first rate when we at last succeeded in sticking

-1870-

ourselves in a swamp. I think we was stuck, about 6 hours, we lost the run of the road and did not know which way to go we was up to our necks in mud and water. There was an abundant supply of ~~snakes~~ around and Kangaroos and forestiers. But we did not feel so frightened after all when at last succeeded in getting out of the swamp, and arriving on good ground. When we traveled on that day about 26 miles stopped for the night at a fair house near the sea beach. Started next morning and travelled as far as 18 miles stopping at Mr. house the great discovery of gold in Australia he gave us all we could eat and drink and a good bed to sleep in for the night. Started in the morning of December 13th for Broken Bay, distance 13 miles we arrived there at 2 o'clock in the afternoon. When managed to get a chance to work, our passage to Sydney in ketch what we call a fore and aft Schooner. We sailed from Broken Bay on the 6th of December. Arriving there the same day dropped anchor in Woolloomooloo Bay. Discharged the cargo the game (Captain) never offering me any money for the work that we had so we concluded not to do any more aboard of her. When she left and I went to board at John's Boarding House, in Argyle Street Sydney, N. S. W. On the 21st of December I went to work

-1870.-

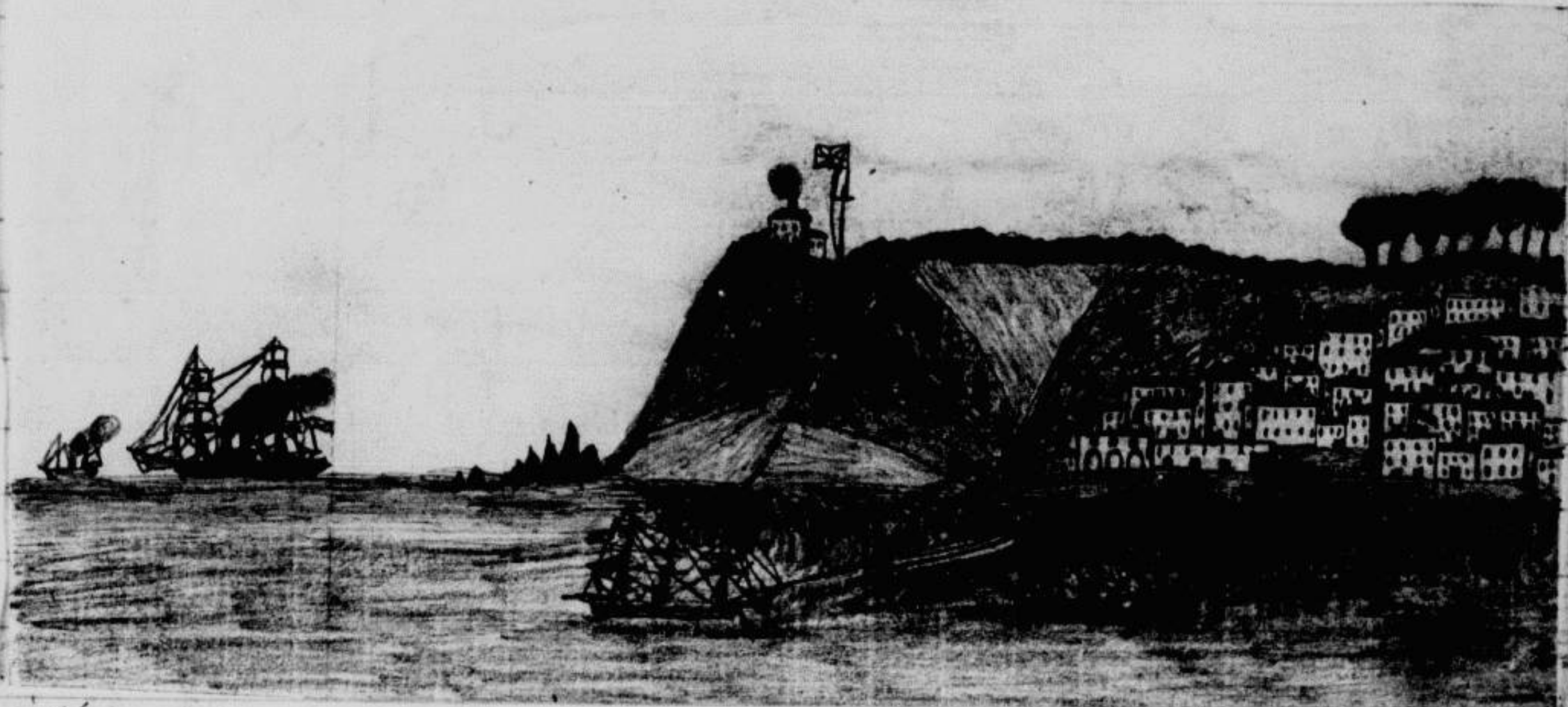
aboard of the abrown Brig. Belonging to Sydney, to work. I had to look for the Captain and his Wife and little Boy, and myself. That was all that I agreed to do but I had not been aboard more than a week, when he wanted me to scrub the Ship side. And I told him that I would do no such thing. I also told him that he had better settle up with me and I would go ashore but he said no that he would not and ordered me to go aboard of the Brig. And I stood there with the Boats Painter in my hand not wanting to go aboard, untill he settled up with me. But he still kept ordering me aboard and I at last went aboard again. I told my shipmate that was aboard of the brig with me all about it. And I said I am of now in a hurry. I packed my things up and got every thing ready, and lowered them down in the Boat. My ship mate and my self got down in the Boat and then we left for the Paramatta River. Distance 32 miles from Sydney, arriving at there we stopped on an Island. At 2 o'clock, in the morning at about 9 o'clock in the evening we saw a boat come close to the Island and hail us but we did not dare to answer. It was a police Boat and if should have

-1870-nd.-1871.-

answered why I should have been caught and probably got 2 or 3 years for taking the ships Boat away without leave. We thought that we had better leave as it would not do to stay around there till daylight. So we left to come down at 2 o'clock arriving at Market wharfe at a little after 3 o'clock at daylight. We took our things on our shoulder and started up King Street towards Woolloomooloo. So lucky for us the steamer had just arrived in from Hunter River loaded with passengers. In going up though King Street the police man stopped us and wanted to know where we was going. At that time in the morning we told him that we had come in on the steamer from Hunter River. New Castle and they said it was all right had it not been for the steamer coming in probably we should have been taken to the station house and there we should have been found out. We went over to Woolloomooloo and from there down to the circular quay. And shipped on board of the Brig. Sacramento bound for New Castle N. S. W. distant 60 miles by water. We left Sydney Australia at 10 o'clock on Tuesday morning with a fair wind. arriving at New Castle the next day.

Discharged our cargo and took in a cargo coal. And returned to Sydney. Discharged coal and took in another cargo back again I left her as soon as I got in New Castle Went to Hearnings Boarding House. to board. I was not ashore in New Castle but about a week. at 10 days when I got a chance to ship in a English Brig loaded with coal bound to Oamaru New Zealand wages 3 lb. a month. Left New Castle on Wednesday Feb. 10th 1871. 24 days out in going through Cooks Straits the wind headed us off and we ran into port Underwood New Zealand, and lay for 2 weeks with a head wind blowing hard all the time left Port Underwood 38 days out with a fair wind arriving off the port 44 days out the Captain said to me that I was the only one that had been there before And he asked me what course to steer to clear the reef I told him S.W. by W. nothing westerly, and I was at the wheel and kept her so But he had something to find fault about I had my wheel laid down but the current kept her from coming too the wind the Captain thought he could do better so he came running aft all at once he struck me on the shoulder and knocked me away from the wheel. I did not say any thing but arose and to hold of the

wheel again and at last succeeded in getting into port Oamaru next morning after getting in the reef Boats commenced to take our coal out of us. I will give you a representation of the method of which they take to discharge ships and load



Two or 3 days after my arrival there I took the first opportunity that I could get to go and run away from the Brig so I at last succeeded one morning about 6 o'clock I left Oamaru and travelled with out a cent of money in my pockets as far as Palmerston 27 miles distant leaving next day for Dunedin. travelled as far as Waihou 28 miles stopped over night in a stable. left again in the morning for Dunedin. Arriving there at 4 o'clock the same day having come a distance

of 25 miles. Being tired and sleepy, I having no money, not knowing where to get any thing to eat nor where to sleep, for the night I went down on the wharves to see if I could not get any thing to eat but I could not succeed in getting any thing, therefore I looked for a place to sleep. At 8 o'clock, I crawled in amongst a lot of wool that was piled on the wharves and there I slept till morning I arose at 8 o'clock and went, and looked around to get some thing to eat and at last succeeded in getting my breakfast. After Breakfast I went up town and I stood on the corner of George and Petty streets and a man came up to me and asked me if I was stopping anywhere, and I told him no where, and he told me to wait there till he came back and when he came back, I went ~~over~~ up to his house with him and he told me that I could stop with him, and as long as I liked till I got some work to do and I stopped there till the first of April 1871, when I left for port. Chalmers, arriving there the same day I was out of work for two or 3 days getting my meals in the best way I could after being down there

about 4 days, when I succeeded in getting work down the river cutting fine wool. To cut 20 cord of wool at 20 shillings a cord I finished cutting wool on the 27th of June. Shipped on the steam ship Nevada on the 29 day of June, left on the 30 for Littleton upon Nelson, Wellington and Auckland, and Sandwich Islands, arriving there on the 13th of August, 1871, discharged cargo and mails, and left again, on the 15th of August, for Auckland, New Zealand, layed in Auckland 3 days, and then left for Wellington Nelson, Napier, Littleton and port. Chalmers, New Zealand, layed in port Chalmers, for 10 days, and left again for Littleton stopped there 4 hours and left for Napier Nelson, Wellington and Auckland layed in Auckland 3 days, and then left again for Navigator Islands, and thence to Honolulu, Sandwich Islands, layage latitude 21.19.0 North Pacific Ocean. It is a very warm country, indeed, there is no winter here but it is no colder than what it is in our summer, there is an abundance of fruit growing, there such as Oranges pine apples, figs, dates Bananas, mangoes, Apples, Water Melons, Cantaloupes, and a great abundance of other products such as,

-1871-

Rice Coffee tea and Sugar Cane there is a great many manufactories here for boiling Sugar Cane down into sugar and the Manufactory of Molasses. There is a great deal of Molasses and Sugar imported. Then thousands of tons of it sent away every year to other Countries. Below ^{of Honolulu} will give you a representation of the city.



Above you ~~which~~ will see a picture of Honolulu the native name being Wahoo, you will see on your right Diamond Head. on the left Cocoa Head. The street running up the town is called ^{the} Valley Road, which runs to the other side of the Island. It is a very fertile Country most every thing will ^{grow} there the soil being very rich. I stopped there till the

-1871-

10th of November 1871, I arrived there in the steam ship Nevada. and the 21st of September 1871, two days before my arrival there I went to the mate and told him that I would like to go home and he said that I could go home if I wanted too. Sunday Morning Sept. 24 the mate told all those that wanted to go home to go up to the purser's office and get our names transcribed on the Steamer Moses Taylor. Books. at 10 o'clock I was at work down in the engine Room looking after the tanks to see if they did not run over. at 11 o'clock I left to go aboard of the other steamer which was bound to California. I received my order from the purser which amounted to \$54.00. I drew \$7 dollars off of the Order aboard of the other Boat. at 12 o'clock I went up town and had a good look at the place at 1 o'clock. I stood in front of the Royal Hotel talking to a Gentleman. which I did not know was a police man I asked him what kind of a place Honolulu was to run away and he said I had better not run away as I would get ketch'd as soon as I done it I told him I did not think that I would get ketch'd and he told

-1871-

me to go ahead and try it. —
 the steamer was to go away, at 4 o'clock.
 in the afternoon I got my note cashed
 and went up town and hired a
 room for \$1.50 a week. at 5 o'clock I
 was in my room. Jack came up to me,
 and told me Black, ~~Jack~~ Bill, was
 down in Bill Haller's after me, and
 Dick top. I told him to go down
 stairs and watch him and let
 me know when he had gone. In the
 mean time I stood by with my door
 locked ready to jump out of the
 window should he attempt to break
 open the door. Jack came up to me and
 told me that he had gone and I went
 down and got supper next morning I went down
 to the American Consulate, and got my
 discharge from the Nevada steam ship. In
 going up town again the police man stopped
 me and I let him take me as far as
 the station house when I pulled out my dis-
 charge and showed it to him and he was
 mad as could be, and let me go. then
 I shipped on board of the Bangor, Arctic
 Friday November 10-1871. Left Honolulu on the
 13 for ~~Pearl~~ Island distant 400 miles.
 arrived there Thursday 16 of November left

-1871-

again on Friday 17th for Barren Island 92
 miles arriving there on Sunday 19 of November.
 left again on Monday 20th for Pearl Island
 88 miles distant arriving there Wednesday 22nd
 left again on Friday Nov 24th for Pleasant
 Island distant 22 1/2 miles, stopped there 4 days
 with and abundant supply of all kinds
 of fruit left again on Tuesday 28 of November
 for Baker Bay distant 332 miles arriving
 there Saturday Dec. 2-1871, on our arrival
 there we layed to with the ship about
 4 miles from the land the natives come
 along side in canoes, only one at a time
 being allowed along side to once as they
 will attack the ship in a very short
 time. I will give you a representation of
 these canoes, and the native men.



-1871-

we stopped there till the 10 of December trading with the natives, 1 lb of tobacco for 1 lb of tortoise shell, shell being worth then in Yokohama, \$5.00 ~~at~~ ~~for~~ ~~round~~ left for New Haven, distant 68 miles, arriving, - the 12 of Dec. ~~left~~ ~~on~~ the 13 of December, 1871, we had the delightful pleasure of seeing and abundant supply of Whales, ~~on~~ ~~boats~~ all hand when called and our boats lowered and our Captain had the delightful pleasure of seeing a large sperm Whale breach in the air calculating he was a 1300 Barrell Whale. Our boats had not been down more than 1 hour when the man at the mast head sung out Boats fast, The Captain giving orders to get the fluke chains along, and head made ready for use at 12 o'clock the whale was along, side and at 4 o'clock he was cut in ready for boiling down. We turned as on 65 Barrells of sperm Oil. left New Haven for Fishman Island distant 42 miles arriving there on 17 of December 1871 left again on the 18 for Lord Howe group distant 190 miles arriving there on the 20 of December left again on the 21 ~~for~~ ~~for~~ Pleasant Island 160 miles arriving there on 23 of December left again on the 24 of December for McCaskill Island distant 228 miles. ~~arrived there on the~~

-1871-1872-

On Monday, December 25th 1 day after leaving ~~the~~ ~~Island~~ ^{Pleasant} Island, we had the delight, full pleasure of falling in with plenty of whales they being all around the ship. We called all hands and lowered down our Boats and after them they was not down a great while when the man at the mast head sung out Boats fast. We got every thing all clear to take him along, side when we found that they had killed another whale and then we got both along side. On Tuesday the whales were still around, we lowered down again and got fast to another one Chase them all day, again but could not get any more Wednesday, December 26-1871 the whales still around lowered down again and got another one but we lost sight of them altogether. The last 5 whales turned out 102 Barrells of sperm Oil. We arrived at Mr. Paskill's Island, 28 of December left again on 29 of December for Wellington Island arriving there the same day, left again for Okenison Island, arriving there Sunday, December 31st 1871, dropped our anchor in the Bay, and furl'd all sail, and made every thing fast. On Monday, Morning we made every thing ready for

water and fire wood. On Tuesday we went ashore to get off a large raft of water 175 Barrels, Wednesday. Went ashore after firewood fetch off eight boat loads Thursday Jan 4th eight more which made twenty cords altogether. Friday Jan 5th we got off another large raft of water 125 barrels amounting altogether to 300 Barrels. On Jan 6th 7th & 8th took aboard a large quantity of Pumpkins Mummy apples Cocoanuts Bananas Pine Apples Watermelons & Cucumbers and 125 Hogs and sailed on the 21st of January for Saypan a distance of 1000 miles arriving there the 26th of January, dropped anchor in the bay. The Barker far away out of Sydney and Targue Progress of crew Bedford and our own Barge of Honolulu was lying there all together. on the 28th of January a man at the mast head sung out There she blows called all hands and cleared away our boats and lowered down and chased them all day without any success. The hunchback Whale being a very hard Whale to catch, sometimes we lowered two or three times a day. then again we would not lower again for a week. We had considerable many men aboard having four Japanese and a French Captain their schooner being stole from them at Strong's Island making a Total altogether

of 48 men. left Saypan on the 10th of February for Tinian arriving there the same day distant 32 miles dropped anchor and fueled all sail. On the 12th of February ~~myself~~ at the mast head I sung out for a Cow and a Calf — breaching way inside the bay. the Captain told me to come down as quick as I could and clear away the boats and go after them after being down some little time the third mates boats steerer struck the calf with the iron but it drawed out again and we lost them both we did not see a great many more whales worth lowering for while she was there. On the 15th of February we began to take cargo for Yokohama Japan. the cargo consisted of 50,000 Limes. 25 bullock Hides 300 Pumpkins 3 Tons of Sweet Potatoes 4 barrels Onions. 12 Goat Hides. 50 Watermelons 75 Bunches Bananas 4 Barrels White Potatoes 10,000 Lemons 7000 Cocoanuts. 40 (extra size) Hogs. Left Tinian on the 22nd of February for Suva arriving there on the morning of 23rd took aboard 1 Spanish Doctor as passenger besides 1 Dutchman took aboard 75 Bunches of Bananas and orders to leave at 12 o'clock noon on the 25th or the Captain would be fined five hundred dollars so we had to leave on

—1872.—

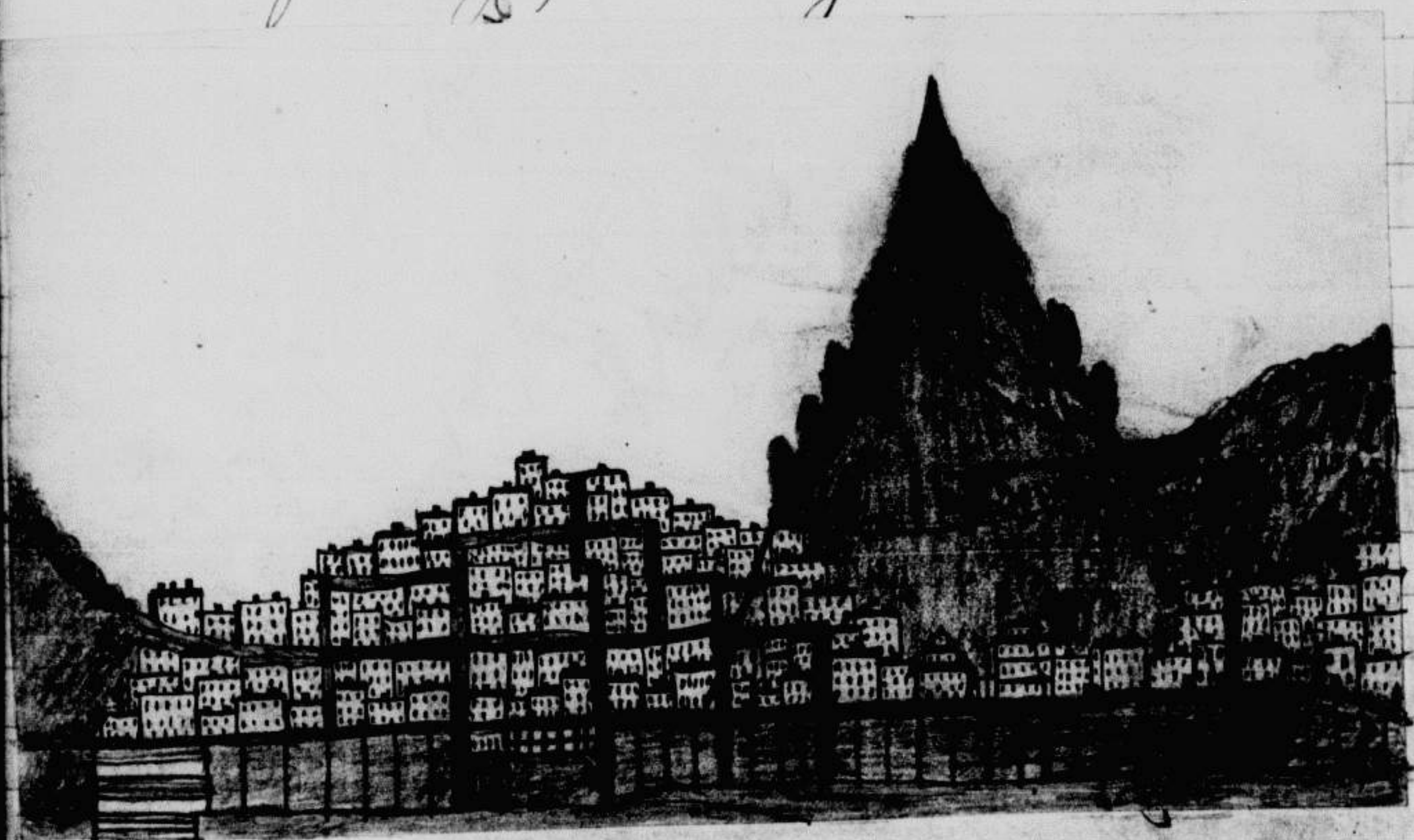
pay the fine. On the 25th for Sulfur Island arriving there on the 29th distance 332 miles. left again the same day for Bornean Islands distance 140 miles arriving there the 4th of March. dropped anchor and fueled all sails. on the 5th of March took aboard 6 Barrels Onions 200 Pumpkins. 20 bags White Potatoes. 3 extra large size Hogs. 44 Live Turtles. 500 lbs of Tortoise Shell. 150 Chickens 6 pairs of Ducks. 1 Rambuckhous Goat. 3 young Calves. left on the 14th for Yokohama. arrived there the 26th of March after having several ~~heavy~~ heavy gales of winds springing our upper foretopmast yard and splitting one of two of our sails and carrying away our inner bobstay. on the 28th of March we began to discharge our cargo. in two days times we had all our cargo out. on the fourth of April a captain came aboard of our ship and asked our captain to let him have 10 of our best men to go aboard of his ship and bend his sails and get her ready for sea. The most of his crew being in irons and chained in between decks. at 2 o'clock in the afternoon broke loose from their irons and chained through the assistance of one of my shipmates there was a Japanese sampan along side of the ship ready to take the captain ashore. but the men after getting out of their irons —

—1872.—

rushed on deck and down the companion way into the sampan and started to go ashore but the Japanese did not want to take the men ashore as they would get into trouble but the men rip up the boards out of the bottom of the sampan and hit the Japanese over the head and made them scull there was another sampan along side of the ship which the captain jumped in and came ashore after them but the men paddled ashore with the boards as hard as they could go they reached the shore some four minutes ahead of the captain they all got clear one of the men came aboard of our ship and stowed himself away so that he would not be found out. As soon as our men got done working aboard they came aboard of our ship and immediately after arriving aboard two of our men ran away. on the 10th of April took aboard one half ton of Tobacco. 26 sacks of flour. one box of Preserves. 4 quarters of meat. 193 Pickles of Potatoes for our own use. On the 12th of April one watch had liberty to go ashore for twenty four hours. On the 13th the other watch had liberty to go ashore and return the next day one of our men left while at liberty ashore.

-1872-

On the 17th of April a policeman came aboard of our ship with one of the men that had run away. On the 19th of April we had orders to go to Misaki Bay there to lay at anchor. in Yokohama we sold all our furs all the way from \$10 to \$600 furs being very dear there and valuable. Before leaving Yokohama I will give you a splendid view of this Japanese city and Mt. Fusaama



In your right you will see a view of the highest mountain in Japan it being seen a distance of 120 miles of a clear day there is snow on it all the year round. On your left is Yokohama and on the right at the foot

-1872-

of the mountain is Gunnygarver and Skye town. at five o'clock the same day we arrived at Misaki Bay two more of our men run away. one of them was watched and brought aboard. April 21st we hove in our anchor and sheeted home all possible sail took Pilot aboard and left for the Coast of Kodiak there to cruise for right whale. On the 24th of April at 11 o'clock at night we was running with a heavy fair wind with all sails out. at 12 o'clock a tremendous squall struck the ship coming from the NW. our course being N. W. by E. therefore it was a head wind. we had to run dead before the wind in order to get the sail in. we took in our royals, degalantsails and all our small sails down to single reefed topsails and hauled on the wind and hove to for the night. at one o'clock the breeze came stronger and stronger which compelled us to take in our upper topsails our lower fore topsails the goose wing the main topsail and reefed the spanker. it blowed a continual gale of wind for four solid days a heavy mountainous sea running all the time breaking over the ship but doing no damage. at 1/2 past 12 o'clock in reefing

-1872-

the fore topsail. Petowla one of the men was in the bunt he went to reach forward to get hold of a sale and the sail gave a slap and he pitched head foremost on a struck on the rail of the degallant fore castle and broke his ribs injuring some other parts of his person. the man in the lookout saved him from ^{going} overboard he was taken aft and the blood washed off from him and splinters put on his legs and a man stationed there to watch him night and day there was nothing passed from him for three days and a half in the morning of the 5th day he died. he was scaved up in canvas and orders given for all hands on deck haul up the mainsail haul up the foresail haul down the head of the spanker square the fore yards clew down the main royal take out the Gang way board and rail and lay the corpse on the covering board all hands silent to prepare for prayers: four minutes to prayers then four men seized hold of the slide and when the icicles came he was cast into the Briny Deep, orders to make sail again and sail for the Arctic Ocean. On the 10th of May we sighted the ice in latitude 54.19. N. north

-1872-

Pacific Ocean head winds and calms prevented us from doing much with the Ice. on the twelfth of May we had a fair wind and made good use of it and poked her through the ice. On the 15th of May sighted Cape Thadens having ~~sighted~~ come a distance of 4,600. miles. On the 17th of May we arrived at Plow Bay having come a distance from Cape Thadens 316 miles. dropped anchor and furled all sails. layed in Plow Bay. 8 days waiting for a shift of wind to move the ice and left on the 21st of May for the Arctic Ocean. On the 22nd we had a heavy gale of wind from the N. E. off Indian Point which kept us back till the 24 of May. ^{we} had to keep heaving the lead during the gale to see that we was not drifting ashore on the point on the 25 passed by St. Lawrence Bay, and Island vast quantities of ice all around us far as we could see there was too much ice around to prevent us from going through the Straits. on the 26 of May the man at the mast head rung out then the Redoubt. We called all hands and lowered down our boats and up sail and after them. but we could not get near them. after we had

1872

not been down more than 2 hours when the ~~the~~ collar was up to the peak. for us to come aboard. On the 27 of May, we sighted the diamese and farewell Rock right ahead at 2 o'clock, we passed through the straits bound due north I shall give you a representation of the straits of ~~the~~ diamese formerly called Rhering Straits.

view of
Rhering Straits
Diamese Great and
Small and farewell
Rock.
Cape Prince of Wales
and E Cape.

On the Right is little diamese and Cape Prince of Wales on your left is Big diamese and E Cape. We arrived in the Arctic Ocean at 4 o'clock in the afternoon of the 27 of May. There was a great deal of ice as far as we could see all around, which prevented us from going any farther to the Northward than Cape Prince

-1872-

of Wales. on the 10 of June we saw a large whale breach in the air called all hands but did not lower. Kept a sharp lookout for two hours but did not see him again on the 18th June being most time for walrusing we saw a large and heavy body of walrus on several cakes of ice there being about 5000. all together called all hands and lowered down and brought aboard 19 walrus. On the 19th 13 walrus 20th & 21st blowing a heavy gale of ~~and~~ wind which compelled us to heave to under lower topsails under the lee of the ice there being a very large flow of ice to windward of us. On the 22nd of June caught 45 walrus. On the 23rd we had the delightful pleasure of seeing large numbers of walrus on the ice. the Captain came forward and told us all to be quick and lower the boats as there was 4000 of walrus in sight from 3 o'clock in the morning till 10 o'clock in the evening we fetched aboard 107 walrus. Turns us out again after having only 2 hours sleep but did not get only 8. 24th 25th and 26th took aboard 62 walrus. On the 27th 90 walrus. On the 28th 72 walrus. On the 29th 40 walrus. On the 30th 82 walrus. On the 1st of July 28 walrus. On the 2nd of July 37 walrus. On the 3rd 10 walrus. On the 4th of July in the morn-

ing. finished our walrusing by taking aboard
 37 walrus before 9 o'clock. Ammounting altogether
 550. walrus. Captain called all hands on
 deck and told us all to splice the main
 brace gave orders to hoist the American
 Flag at the peak. flag of truce at the
 mast-head we took our twelve pounder
 on the gallant fore castle and fired a salute
 of 42 guns in Honor of the Glorious Fourth.
 There was a grand jubilee on board all day.
 at 8 o'clock in the evening spliced the main
 brace again. orders from the captain to
 make all sail and square yards for St
 Lawrence Bay. before leaving the walrus
 ground I shall give you a representation
 of them as I saw them on the ice.

view of walrus
 on the ice
 in the Arctic
 Ocean

the we arrived at St. Lawrence Bay, on the
 6th of July 1872. Stopping there some little
 time trying out our walrus, giving us altogether
 450 Barrels of Oil. On Wednesday, July 17th
 Took a large raft of water aboard 175 Barrels.
 On the 18th Bore up anchor and made all
 sail, and started to come out with the
 wind a beam. but the Captain did not keep
 off enough and ran the ship ashore. We let
 go both anchors lowered all the Bower, and
 hauled aboard the fore and main yard got
 our kedge anchor up from between decks
 and ran it off our quarter started our
 water by being holes in the Casks, fore and
 aft. discharging some 1 or 200 Barrels of water
 before that we could get off, we at last
 succeeded in getting off. but taking our quarter
 line to the windlass after getting off before
 we had any supper we had to get another
 large raft of water off. On the 19th got under
 way and passed through the straits round St.
 On 24th of July made Cape Lisburn on our
 lee bow but the ice being so thick and heavy
 could not get any farther north. On the 25th
 the wind hauled round into the N.E. which
 gave us a slant to get up further N. we
 poked her through the ice all night long
 and on the 26th dropped our anchor at

— 1872. —

Icy Cape. On the 2nd of July the bark — far away dropped anchor close side of us — at 11 o'clock A.M. called all hands orders from the captain to go on a whaling expedition with the boats, after being down about 10 hours it came on thick fog and a dead calm but did not see any whales nor hear any. it took us quite a while to find the ship. but after a while we succeeded. before leaving Icy Cape I shall give you view of Icy Cape the bark far away and Arctic —

view of Icy Cape
Bark far away
and Arctic.

— 1872 —

On the 29th of July, hove up anchor and got under way made all possible sail bound to Saint Barrow the northern most point of North America. On the 30th of July spoke the ship Europa having 50 whales aboard 800 barrels stowed down. On the 31 of July a man came aboard of our ship and told our captain that there was six ships on fire at Whalemans Inlet we made all sail and went as far as we could go. when we got up there there were four or five ships still burning dropped our anchor at Whalemans Inlet could not get any farther north for a day or two. Below I give you a view of Whalemans Inlet and the barges Monticella and Henry Sabor still a smoking. —

Whalemans
Inlet.
Barges —
Monticella
and Henry
Sabor

On the 2nd of August man at the mast head sung but there she blows called all hands lowered down the boats there being then over 80 or 100 boats being down after one whale we had not been down more than 2 hours when up goes the colors for to go aboard the barge Progress catching the whale. On the 3rd hove up anchor and started to cruise amongst the ice for whales at 11 o'clock A.M. lowered down boats and struck a 65 Barrel whale cut him in and started for the North Pole. On the 4th started for Point Barrow again. On the 8th when within 100 miles to the Northward of Point Barrow saw a large school of bowhead whales down boats we had not been down more than half an hour when our mate struck a 60 Bbl. whale hardly had he given the signal when the 3rd mate struck a 75 Bbl. whale took them both along side. the 4th mate being still away from the ship with another 68 Bbl whale tried them all out giving us 195 Bbls bowhead oil. On the 10th of Aug we had the delightful pleasure of killing a 125 Bbl whale. On the 12th wind blowing strong from the S.W. blocked the passage up with ice between Point Barrow and the Western ice which compelled us to lay at anchor four days

and wait for a N.E. wind to open the ice. On the 16th of Aug. we got through. On the 17th of Sea Horse Island we fell in with a large striker which turned us out 98 Bbls oil. On the 20th struck another whale and lost him. On the 21st we struck 2 more and lost them both. On the 22nd did not see any. Had a general gaming all day. On the 23rd went to the westward to see what we could see there. On the morning of the 24th struck a 90 Bbl whale and saved him. On the 28th of Aug a heavy gale of wind set in and snowing great guns which lasted for two days. On the 31st saw a large school of whales but could not get ^{only} an 80 Bbl one. On the 5th of Sept. while at Herald Island saw vast numbers of whales but being very bad weather could not lower. Below I give you a view of Herald Island in the Arctic Ocean

View of Herald
Island
in the
Arctic Ocean

Xx

-1872-

On the 6th of Sept went to Sea Horse Island there to cruise for more Whales. - Did not see any more for a few days but when we did see any it was blowing a gale of wind. all the time On the 27th of September the Barge Rosco was totally lost in the ice. All hands saved. On 4 of October we spoke the Barge Itharis then Captain asking us if we were going down our Captain telling him just as soon as we got one more whale. On the 5th of October saw a small whale and got him. Killing him out making altogether 1280 Bbls of Oil. 167 Spuns 450 Walrus. 673 Bow head. - On the morning of the 6th of October - We squared yards for Honolulu Sandwich Islands. it took us 4 days. to go to the straits passed through Kamise on the 10th of October passed by Blower Bay on the 12th of October, on the 15th of October passed through Fox Islands with a fair wind and steady breeze. On the 23rd and 24th ~~Blowing~~ Blowing a heavy gale from the S.W. Being a head wind therefore we could not do any thing we had to leave too far. a day or two On the 27th and 28th we chided all our bone read for to go into Market

-1872-

On the 28th of October at 5 o'clock in the afternoon. Arrived of Molochi and kept off for Diamond Head Arriving in Honolulu on the morning of the 29th of October Discharged before the Harbor Master on Tuesday November 5th 1872 I having used up \$167.0 for Clothes during my stay in the Arctic Ocean. therefore I had no ready money. Coming to me having it all for. Clothes \$20. for Board while in Honolulu Before I went up to William Hall to board. Before leaving Honolulu I will give you a few words in the Kanaka language. which I will transfer in English as they use their language.

A to ho A to ho nuimui O'i mi hoi a hony.
 Mucky. Mucky. punalua pachai rigapoo Cordedat.
 hoi A oie hui mi mamua. ~~the~~ ahony
 Mucky. Mucky kapa hony. wienu ~~the~~ ahony.
 Moi Moi Mamua hoi hui mi mamua
 Mucky. Mucky rigapoo Pachai ahony) mucky
 Mucky. rigapoo pachai. ahony. Mucky Mucky)
 Moi Moi Mahopy row. ahony. echi oie
 Mamua hui hui row malakahi malallo
 row hui hui Mamua a hoi Hony Cow
 Kaka Wienu kapa hony hui hui row
 Mikanary Oahu ka wa o ka lanai.
 Honolulu.

- 1872 -

Good Morning Plenty. Good Mornings. Come here you do like Friend Chinaman all the same. Off day you here you come here up stairs do like half white woman do sleep up stairs you come here before like all the same Chinaman do like all the same Chinaman do like sleep way back do see you before Plenty of Molasses. way down below. Plenty up stairs. Here you. Kiss my half white baby. Plenty of Missionaries. Watou times in the heavens. Honolulu.

On the 10th of November went to work at Wm Halls store having one thirds the money made. we took in 30 dollars on an average. some days took in as high as 100 dollars. On the 15th of November steamship Nevada Moses Taylor and Nebraska were all in Honolulu at one time. on the 16th and 17th two large ships arrived which gave us plenty of custom but I could not get a man to work steady at it they would work a day or two and get drunk therefore I had to leave it and go to sea again. I layed still till the 4th of December and on that date I shipped again on the same barge for another whaling. Cruise on the 8th of Dec. with a fair wind we put to sea bound for Roaches Island distance 400 miles arrived there on the 11th left on the 12th for Barren Island distance 92 miles arriving there the next day.

- 1872 & 1873 -

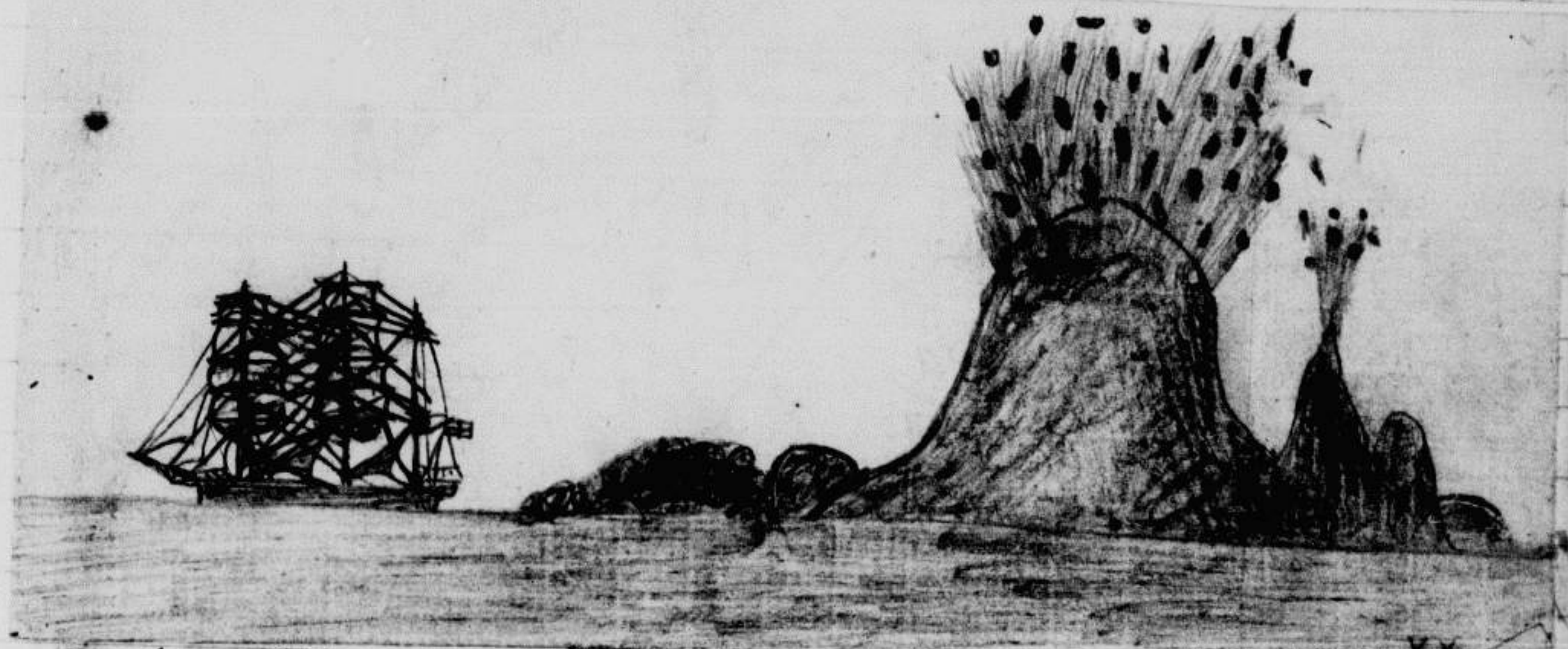
Left on the 14th for Ocean Island distance 68 miles. arriving there the next day. Left on the 16th for Pleasant Island distance 224 miles arriving there the 19th of December. Left on the 20th for Strong's Islands distance 140 miles. arriving there the next day. Left on the 22nd for Wellington Island distance 120 miles. arriving there the 24th. Left on the 25th for Esencion Island distance 48 miles arriving there the 30th of December. On the 31st of Dec got our boats ready to get firewood. On the 1st day of January 1873. It was a stormy day and could not do any thing. On the 2nd could not get only four loads aboard the ship during the day on account of the tide. On the 3rd took aboard 4 more loads. On the 4th four more. On the 5th four more. On the 6th took aboard a large raft of water 175 barrels. On the 7th began to take in cargo took aboard 150 bags. 200. Pumpkins. On the 8th 50 Bunches Bananas. On the 9th 300 many apples ready for pickles. On the 10th took aboard 25 Bunches Plantains 150 lbs Tortoise Shell. On the 11th 2 dozen watermelons and 3 young Calves. On the 12th took aboard 100 Squashes 3 lbs Cucumbers 4 Bbls White Potatoes did not do any thing more till the 22nd of Jan. When we had ordered to leave

- 1873 -

up anchor and make sail bound to Timian distance 1000 miles arriving there on the 24th Jan. Dropped anchor and furlled all sail kept sharp look out every day for Whales. Lowered once or twice but did not get fast to a 50 bl Cow Whale we struck him of Crab Island and with four boats attached to him he towed us away inside the reef and away back by the ship into deep water again before we killed him we at last went in his horrors preparing to die after he was dead the mate proposed hauling his head up so as to tow him easier to the ship but in doing so the whales throat got full of water which made him sink down about 50 feet we got all the men on the lines to try and haul him up but it was no use they had to cut lines and let him sink. On the 25th of February began to take in cargo for Yokohama took aboard 10,000 Lemons 25 Bull.cks Hides and 200 Pumpkins. 6 wild Hogs 4 Tons Sweet Potatoes On the 26th Blowed a heavy gale of wind for several days therefore we could not do any thing. On the 2nd of March took aboard 6 bls Lemons 40 bags White Potatoes 25 bunches bananas 50 Synashes. On the 3rd took aboard 25 cases of Jerked Beef 2 doz Boats Hides. On the 4th of March took aboard 50 mats. 200

- 1873 -

Watermelons. 500 Seawas 10000 Limes. On the 5th of March hove up anchor and made sail for Guam arriving there the 10th of March distance 24 miles. ~~At~~ discharged our cargo of Jerked Beef. On the 6th of March left again for Sulphur Island distance 332 miles it is a volcanic eruption throwing some masses of lava when arrived there on the 10th of March 1873 a view of which I have given Below as I seen it.



This Island is situated latitude 23.19.8. Longitude 170.10.0. West It is very dangerous We cannot go more any nearer than 3 miles without the ship heaving fire. left on the 11th for Bougain Islands distance 120 miles arriving there on the 12th of March. left go anchor and furl sail. and layed there for some time it Blowed

-1873-

a heavy gale of wind for 2 or 3 days.
which prevented us from doing any thing.
On the 15th of March. Took aboard
aboard, 150 Pumpkins, 6 large hogs, 7 Bbls.
of onions & 4 Bbls Potatoes. On the 16th
took aboard 28 Turtles. Before leaving
Banan Island I will give you a view
of this ~~city~~ island and harbor.

view of Island,
Banan Harbor,
and Rocks.

Left on the 20 of March for Black Rock.
to cruise for Spinn Whales. we stayed around
there for some time but did not see any there.
left Black Rock on 10th of April, 1873. -
for Yokohama Japan. While around this -
Island saw several large schools of -
Blackfish. But could not get any. -
Wee got a killer one day, and tried -
him out turning us out 2 Barrels of -
Black Oil on the next Page you

-1873-

will see a view of Black Rock
Black,

view of
Rocks
Turtles
Longitude 159.
Latitude 28.
Longitude 159.
Latitude 28.
Longitude 159.
Latitude 28.

Arrived In Yokohama on the 18th of
April, 1873. On the 19 of April, 1873 we
Broke out all our stores and provisions
out from aft. On the 20th of April,
the Carpenter came aboard and went to
work to tear our Cabin down and build
another one down Below. On the 21st of
April, 1873. I watch ~~the~~ went on shore
for a liberty of 24 hours. to return
again next morning, and then the other
watch to go ashore. discharged all
our Cargo and took in some more
Provisions such as flour Sugar, Coffee and
tea, and rice, a Water Boat, came along
side and we took all our water aboard
ready for sea. On the 23rd of April,
1873 My Watch had liberty to ashore for 24
hours. I stayed ashore all day, and had

-1873-

a first rate time. I went up to ~~the~~
Cunningham and was very much interested
in that Place. As you will see below.

Cunningham,
Gawau.

This City is connected with Yokohama there
being about 20,000 inhabitants mostly Gills.
you will see below a view of the
Battery and Fort at Cunningham, Japan.

Battery and
Fort Japan.

-1873-

I left Cunningham, Japan at 1 o'clock to go
over to European town. There being a great
many white People living there. Below
I will give you a representation of the town.

European
Town.

On the 24 of April 1873 the other
watch went to ashore. On the 27th
I went ashore again, and had a
very fine time. I took a walk all around
the town you will see below a view
of a Japanese Pawn Brokers Shop.

Pawn
Brokers
Japan.

-1873-

On the 27th of April, took aboard -
 some more Provisions On the 30th of
 April, left Yokohama for the Arctic Ocean,
 a view of which you will see ^{below}
 as it was when we was coming out of ^{the harbor}

View of
 Harbor, in
 Japan.

and Barge
 Arctic coming out

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View of the Harbor, and the Ship that,
 I was in, the Barge Arctic, On the
 3rd of May, had a very severe
 gale of wind, which lasted for several
 days, we was here to under, Goose,
 using main top sail. On the 5th of ~~May~~
 May, Calm, and Clear Weather ~~for~~ for a day
 or two on the 10 of May, our Captain
 took sick and nearly all of us was sick
 and he thought he would go into a port
 and get some medicine, He therefore left
 for Petrovalasky, Russia America province.

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Arrived of the port, but could not get in,
 on account of the ice and Bay, being
 all frozen. Below you will see a view
 of Petrovalasky Russia America.

view of



St. Petrovalasky
 Russia America.

This place is situated latitude 52.10.9".
 Longitude 167.24.8. west of the meridian
 of Greenwich. On the 10th of May, sighted
 the Ice in latitude 53.16.20. Longitude
 178.10.14. west. The ice being very thick
 and heavy. The wind but very light
 breeze of wind. 11th of May fair Wind,
 Passed the ship through the Ice. On the 12th
 sighted Cape Thadus, thick squally weather
 and heavy all hand called to stand
 by in case a large Ice Berg should
 strike the ship there being plenty of
 them around as far as we could see
 We saw several Whales while off the Cape
 but did not get a chance to get near

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any of them. Below you will see a view of ~~the~~ Cape Thadens, and the Barque Arctic and Ship, Cinapa, stuck in the ice. Solid for 4 1/2 days.

Barque Arctic
and Ship Cinapa,
jammed in the ice
for 4 1/2 days.

On the 13th of May, at 2 o'clock in the morning, our ship fetched up solid against the ice. We had to keep that way for 2 or 3 days, until at last we got out into clear water after a very hard struggle with the ice. On the 17th of May, we sighted Indian Point, dropped our anchor, and layed there all day, and night saw one whale but could not get nigher near him. We also took aboard a large quantity of Ballast to put our ship down by the stern. Before leaving I will

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give you a view of Indian Point and ^{settlement,}

view of Point
Indian,
Behring Straits
Arctic Ocean.

On the 18th of May, we took up anchor and went up north, passed by St. Lawrence Bay and Islands up to the straits on our driving off. Big dinner. We saw a large whale spouting called all hands, and lowered down our boats and went after him. We had not been down more than two hours when the 4 men struck the whale as soon as the Boat steers struck him the whale turned the Boat up side down which gives all hands a sticking. we had to cut line and let him go. he started to windward and we pulled after him, but had to give him up. called the Boats aboard and hoisted them up. On the 19th of May we passed

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through diamoses into the arctic Ocean.
 On the 20 of May, saw large number
 of walrus on the ice, landed down our
 boats and went after them but did
 not get more than 4 or 5 walrus. On the
 21, 22, 23, 24, 25th and 26th Blowing a heavy
 gale of wind, therefore we could not do
 any thing. On the 27th of May, got
 21 walrus. On the 28th " " 9 walrus.
 on the 29th " 11 walrus. On the 30th,
 walrus. On the 31st of May, saw a
 another whale but could not get near.
 him. there were some 40 or 50 boats after
 him as I have shown from my own eyes.

50 Boats
 after one whale

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On the 1st day of June, we got about
 60 walrus, there being about 5 or 6 ships in
 sight namely ship Europa, Berqur, Arctic, Progress,
 Logoda ^{and} faraway, all after walrus, and the Ice Belov
 you will see a view of the ships after walrus.

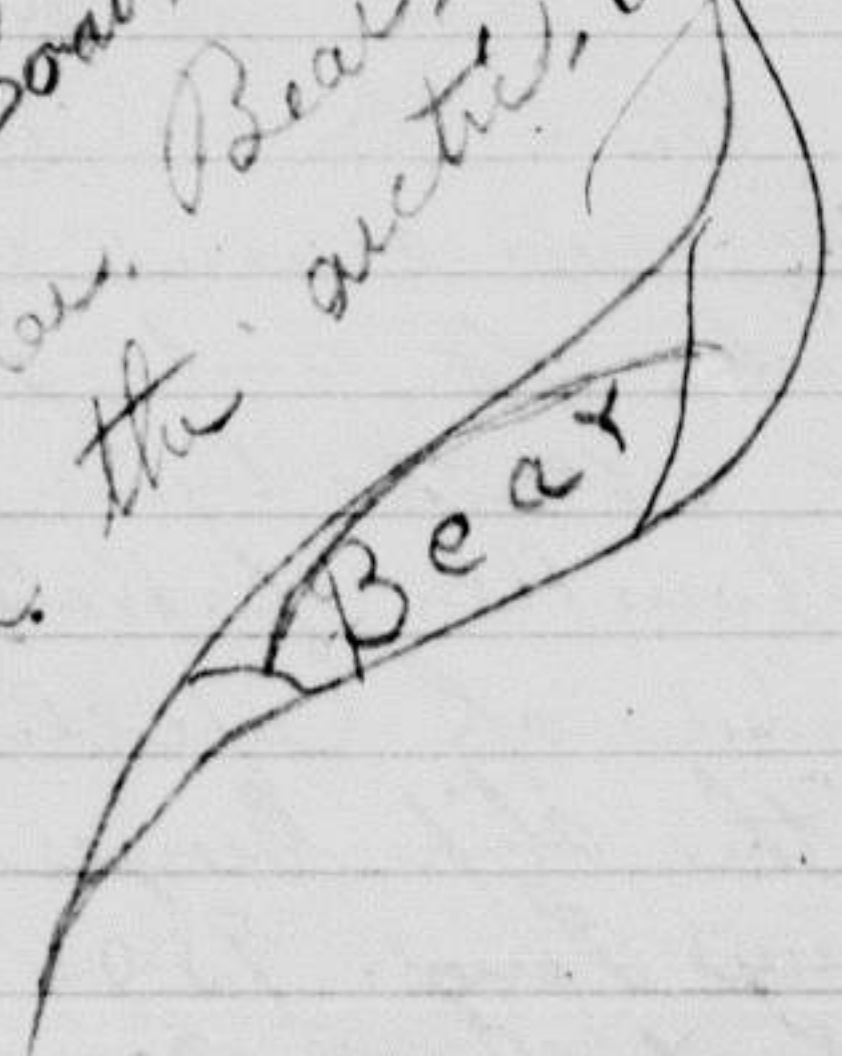
Ship
 Europa
 Berqur - Arctic
 Progress - faraway -
 and Logoda

On the 2nd of June, got 22 walrus. On the
 3rd and 4th of June Blowing a gale of wind,
 on the 5th got 11 walrus. On the 6th of June,
 got only 3 walrus. They being very scarce, we
 thought it was time to knock off and go for
 whales so we started for north trying out
 our walrus turning out 120 Barrels of Walrus oil.
 On the 10th of June arrived off Cape Lisbow.
 saw several ships spoke the ship Georges 800
 Barrels of Oil the ship Jerry Perry 950 Barrels
 of Oil, Barks. Vidar 250 and Java 300 Barrels

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of oil. On the 11th of June, passed by
icy Cape bound due North. Could not
get very far North on account of there being
so much ice, all around, us but we succeeded
in getting up 4 or 5 miles every day. Cold and
stormy weather occurring nearly every day
arriving off Sea Horse Island, on the 10th
of July. On the 4th of July in the morning
we succeeded in getting a large bear, which
we killed and took aboard of the Ship.
The Captain fired a salute of 32 guns off
in honor of the 4th of July. Called all
hands aft, and ordered to fire the
main brace which order was fulfilled and
carried out. Below you will see a view of our
boat, after a polar bear, and the capture of

view of
our Boat after
a polar bear,
in the Arctic Ocean.

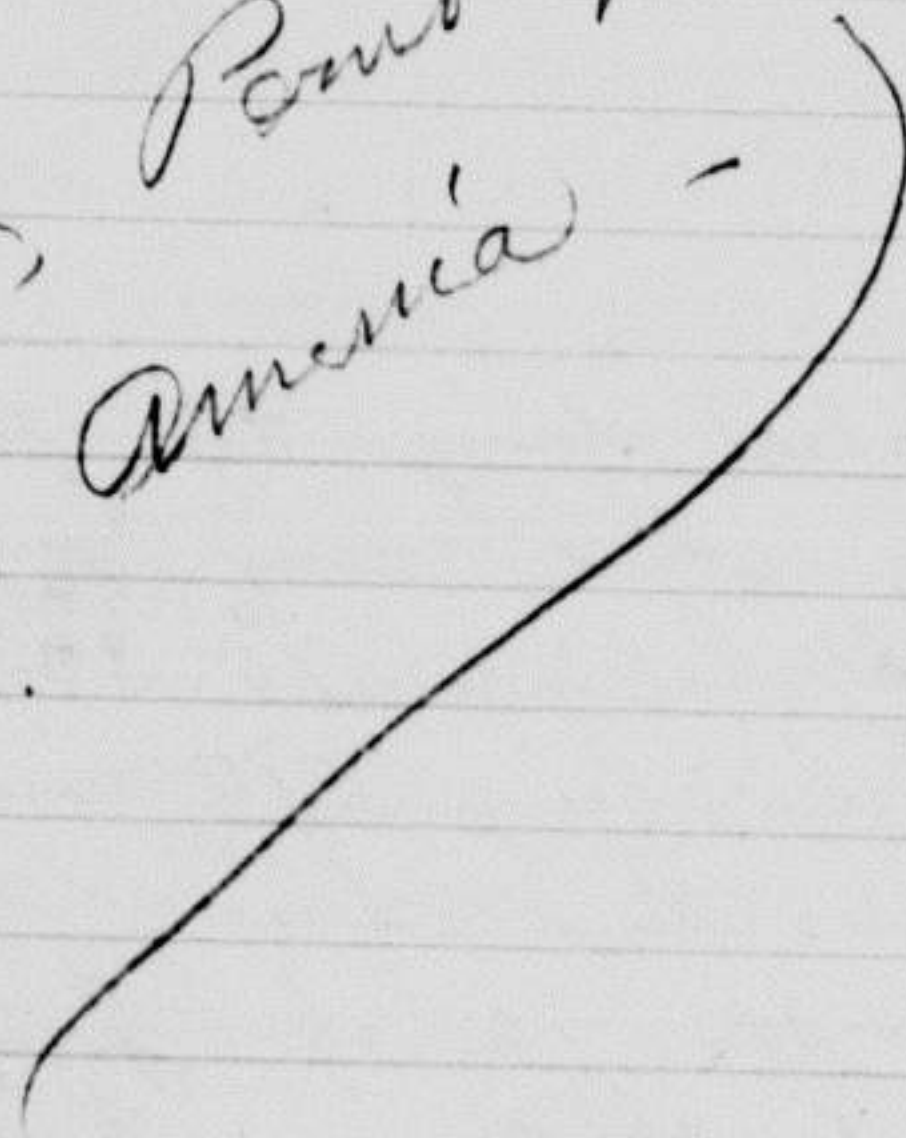


(Bear)

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on the 11th of July we attempted to Beat
to the southward with a strong southerly wind
a blowing for 4 days, but there being
such a strong current running to the
Northward, all the time, that we could
not do anything at all, therefore we put
into Whalimens Islet, to drop anchor, layed
there 4 days, on the 16th of July we hoisted
up anchor, and started again North, saw
whales, several times but could not get any
faggy and sunny weather till the 29th of
July, when we arrived off Point Barrow, and
the 30th cold and clear weather, you will
see below a view of Point Barrow the
Northernmost point of North America

View of
Point Barrow.
Northmost Point of
America -



-1873-

On the 31st of July saw a large whale about 60 miles to the N.W. of Point Barrow we lowered down our boats and had not been down more than 2 hours when we struck him. It took us considerable time to get him along side after getting him along side we cut him in and tied him out turning us out. 102. Barrells off. C.C. Below you will see a view of our ship taken the whale alongside.

view of the 13th Arctic taking a whale alongside.

Saw several whales during the first of July but could not get any. when, nearly any of them are went as far north as latitude 75° 30' 0" within 14 1/2 degrees of the North Pole being 870 miles straight course. Cold stormy weather during the first part of July 1873. On the 12 of July the wind came into the westward therefore we had to get out from Point Barrow and work south so as not to be

-1873-

landed in between the ice and shore. Below you will see a view of the ship endeavoring to get out into clear water so as to save the ship.

View of the ship getting out from Point Barrow.

In case we should have got jammed in probably if we should not have got a chance to get out again and therefore we should have lost our ship. We therefore succeeded in getting out into clear water. Below you will see all the ships laying at Point Franklin after getting out in clear water.

View of the ship at Point Franklin laying after getting out in clear water.

Before leaving this Arctic Ocean I will give you a view of an Esquimaux family as I saw them when I was thus in the dress.

view of
an Esquimaux
family.

On the 10th of August we thought we would follow the western ice all along to Herald Island to see if we could not see any whales over there. on the first of August up to the 10th we had several gales of wind which prevented us from doing any thing at all. We kept on to the westward and saw several whales and succeeded in getting one on the 12 of August. tried him out turning us out 65 Barrels of Oil, we kept on to Herald

Island during the latter part of August heavy gales of wind with plenty of snow and hail. We arrived at Herald Island on the 2nd of September saw nothing. there heavy foggy weather all the time. we returned back to the eastward. saw another whale and got him. turned us out 130 Barrels of Oil. he was a very large Whale. it took us one day to cut him in. Below you will see the Barge, Arctic cutting in this large whale.

view of
Barge Arctic
cutting in a large
Whale.

On the 15th of September we arrived off Sea Horse Island but blowing a heavy gale of wind. We did not know what to do there we was under close reefed topsails and fore sail, and main sail. Beating to windward to Cape Lisbon out of danger of the ice. the gale lasting right along every day. on the 29th of September, our Captain thought it best that we should go down

to Honolulu. Called all hands and made all sail square yards, for Honolulu. On the 3rd of Oct. calm with light breeze. and baffling winds passed through between big and little Diamee into Bhering Straits. On the 4th of Oct. passed by St Lawrence Bay. On the 5th hove to under the lee of the west coast of Russian America Plover Bay discharged an Esquimaux Boat Steerer and gave him articles for the winter including whaling gear bomb-gun and lance two hundred ^{fifty} fathom of line on the 7th of Oct. past by Cape Thadens and bid adieu to the Esquimaux Land. On the 9th past at the seaward of Kings Island. On the 10th blowing a heavy gale of wind passed to the Windward of St Paul Island. On the 12th passed between Fox Island passage &c. On the 13th 14th 15th 16th 17th & 18th fine steady breeze ship traveling at the rate of 200 miles a day. On the 19th & 20th we clean all our Bone amounting 21,000 lbs. On the 21st 22nd 23rd & 24th fine clear weather light breeze. On 25th & 26th wind hauled around into the southwest blowing a heavy gale of wind being a head wind which compelled us to heave to under goose wing main topsail. On the 27th fine clear ~~and~~ weather fair wind with more or less swell on.

On the 28th fair wind. at 1/2 past 1 o'clock sighted Molachi a view of which you will see below.

View of
Molachi
and. Surrounding
Islands. Land.
may
Weat.
Can.
Gon
a a a a a
o o o o o

At 1/2 past 7 o'clock in the evening Kept off to W. by S. course for Diamond Head arriving of Diamond Head at 1/2 past 11. Hove to under the lee of the land for the remainder of the night. On the morning of the 29th of Oct. at 1/2 past 7 o'clock a tug steamer came out and towed us into Honolulu. On the 30th discharged all hands. On the 31st I went to work at the store of W^m Hall on 1/3rd share. I worked for him till the 1st of November. then I shipped on board the American ship Coringa bound from

1873. ~~1874~~

Honolulu to Hamburg. before leaving Honolulu I will give you a view of the Harbor.

View of the Harbor
of Honolulu

On the 15th spent out 40 for clothes and sundries. On the 16th I went down to the new wharf and on my return at 1/2 past one I saw the men heaving up anchor on board of the ship. I passed by the shipping masters office and before I was half way up the Valley road I saw the men had all the sails set. I had not got my things aboard I went up to the store and sat in the window watching for the shipping master presently I saw him turn the corner I dodged in back of the store I told

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Bill to tell Hart that I had gone to Mohe presently I heard Hart ask Bill where I was. Bill told him I had gone to Mohe two weeks ago and he had not seen me since but Hart said he knew better he said he ~~say~~ saw me sitting in the window when I heard that I came in. Hart says to me our ship has gone he asked me if I calculated to go in her I told him no he says all right (Eriani Kiko) which being interpreted means come here Police I told him never mind the police but get a hand cart and take my things down and I would follow. I followed him down the Valley road st to the wharf he got a boat to pull me off to the ship she being then 3 1/2 miles from Honolulu it cost me four dollars for the boat. I got aboard the ship at four o'clock and squared yard for Cape Horn fine clear weather up to the 21st of Dec. in Latitude 38° 19' 0" Longitude 93° 22' 19" Degrees east On the 22nd & 23rd Heavy gale of wind which compelled us to take in 17 of our sails and heave to under three lower topsails. On the 24th fair wind again course S. S. E. nothing to leeward. On the 25th strong breeze had to take our fore main and Mizzen royals and fore and mizzen top gallant sails and inner and outer gibs and

- 1873 - 1874 -

main^{de} gallant sail and main topmost staysail, the wind kept increasing and hauled out into the Southward being a head wind for us. compelled us to take in main topmost staysail fore main and main upper topsails cross-jack mainsail lower main topsail lower fore topsail reefed the foresail and Bobbed the gibe a heavy mountainous sea running all the time we sprung a leak which compelled us to keep to the pumps every half hour below you will see a view of the ship lying to in this gale of wind

View of
Ship Coringa
lying to in a
Heavy Gale of Wind

the gale of wind lasted till the 2nd of Jan 1874. On the 3rd of Jan fair wind set all possible sail course S.E. by E 1/2 E. fine clear weather and steady breeze for ten days. On the

- 1874. -

15th of January wind hauled ahead again which compelled us to take in all small sails beat to windward for six days. On the 22nd of Jan fair wind again made all sail course E. by S 1/2 S. fair wind up to the 6th of Feb. On the 4th of February the wind became so strong that we had to heave to under goose wing main topsail ship sprung a fresh leak pumping out water two hours and forty minutes out of every four hours. On the 7th the head wind again for four days. On the 12th fair wind again at 12 o'clock kept the ship of our East-ward through the Straits of Lemaire round Cape Horn a view of which you will see below.

View of Cape
Horn, and
Harbors of
La Maire,
Patagonian
Coast,



after arriving through the Straits it Blowed a heavy gale of wind which compelled us to leave too under short sail, for three days. On the 16th of February, 1874, fair wind came again and we set all sail. Passed up across the River Plate into the S.E. Trades striking them in longitude 39.18.42, degrees west, fine weather though the tides mounted the ship all over out side and in. Tared and Scraped Every thing down. Fair wind and fine weather though the tides as far as latitude 3.19.10, South. Crossed the equator in longitude 27.1.1. degrees west on the 4th of March. We was some 4 or 5 days round the equator. before we got the N.E. Trades, we succeeded in getting the N.E. Trades on the 10th of March. (considerable rain, and stormy weather during our passage through the trades. Plenty of ships in sight. spoke the ship Excelsior 68 days from Aberdeen Bound to Liverpool, England. On the 20th of March, experienced a heavy gale of wind which lasted but a short time fair wind but was compelled to leave to did not dare to run it was such a thick fog and mist on the 24th of March, had soundings 40, 45, and 50 fathom of water all night long had to have two again thought that there was land close too plenty green water indicating land

(close too some where, saw a great number of ships waiting too have the fog clear away on the 25th the fog cleared away and at 8 o'clock that evening entered the English Channel with Silly Island light on our port beam, a view of which you will see below.

view of English Channel,
and Silly Island,
light,

On the 26th of March, ship travelling 9 and 10 knots and hour passed the biggards palmouth, theale, Bell of Portland. On the 27th passed by, Hungeness, and Beachy head. On the 28th passed through the Straits of Dover into the North sea there being a distance of, only, 21 miles across France on one side while England lies on the other it was very thick and foggy, all the time going through which made it very difficult to get along, where there was

So many different Ships you will see
below a view of the Straits of Dover.
(alias on one side and Dover, England on the other)

view of
the Straits of
Dover.

On the 29th 1874, passed by some few
hundred vessels. Getting fish from steady breeze
fair wind. On the 30th of March, Strong
Breeze, of Wind Clear, weather and fair, wind.
at 1/2 past 2 o'clock on the morning of the 31st
of March. I was on the lookout, and sung out for
the light house we have to under short sail till
morning. Pilot came aboard at day light and gave
orders to go to Cuxhaven which was immediately
obeyed. passed 2 light ships. took second Pilot aboard
at the 4 light ship. It being very thick fog, it was
with great difficulty we succeeded in getting in the
elbe river. It blowing almost a gale of wind in passing
by the port a schooner ran into us losing her mast and

Boom. we dropped anchor at Cuxhaven, at 6
o'clock, and layed for Ciderst. during the night
you will see a view of Cuxhaven. Below.

view of
Cuxhaven.
Germany. Europe.

On the morning of the 1st of April, 1874.
Hove up anchor and went off to Hamburg.
arriving there at 1/2 past 4 o'clock in afternoon with
the assistance of the tug boat. Went ashore at 7
o'clock. Payed off and discharged April 7th
\$22.50. Prussian money. April 8th Went aboard of the
ship. Coninga, to unbind sails, but did not
only loose and dry, and fuel, then again we
received \$2 a piece for the lot. Thursday Apr. 9th
I shipped on board of the Barge, Colleton.
bound from Bremen Haven to New York, wages
\$6 a month which is 18 1/2 Prussian dollars. On
Friday April 10th Started from Hamburg for the rail
way station in the coach at 1/2 past 9 o'clock.

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arriving there at 15 minutes past 10 o'clock, ready for the train. Before leaving this city I will give you a view of the city of Hamburg, and ^{Europe} etc.

view of
the city of
Hamburg,
Europe.

Left Hamburg at 10 minutes past 11 o'clock, train for Bremen, a distance of 200 miles the scenery on the route was most excellent. Considering the climate we stopped at several small places on the route we arrived at Bremen at 5 o'clock in the afternoon, stopped one hour for refreshments you will see a view of this splendid city on the next page left Bremen at 6 o'clock, arriving at Bremen Haven at 1/2 past 7 o'clock. Went aboard all hands of us at 8 o'clock Saturday April 11th. - Turned to in the morning and got the ship ready for sea. Took a delegation yard aboard also a lower stunsail Boom. You will see a view of the city of Bremen Haven on the next Page. On Sunday April 12th took the pilot aboard and hove up anchor at 9 o'clock and

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took a tug steamer till we got some ways down the river let the steamer go at 12 o'clock. Made all sail Course N.W. by W. Bent Middle.

city of
Bremen,

Staysail and gaff topsail. fine weather sudden shift of wind at 1/2 past 12 o'clock at night.

city of
Bremen Haven

We shortened sail down to our lower topsails and single reefed ^{main} topsails and all the fore and

— 1874. —

up sails in Monday, April, 13th. first part of —
the day, up to 12 o'clock Head wind thick —
weather with nasty fog, and dew fine weather the
later part of the day, fair wind light breeze,
Course, N.W. by W. Tuesday, April, 14th 1874, Fine —
weather light breeze of wind Course, N.W. by N. In the
afternoon sent down main dgalion yard and sent
up a new one and then sent the old one —
up forward then sent down the upper main
top sail and sent up a new one. Wednesday, April
15th sighted the coast of Scotland, at daylight
this morning fine clear weather with the exception of
a little Rain, N.N.W. sighted North Fleet light at 1/2
past 8 o'clock in the evening, you will see below
a view of the coast, of Scotland also North Fleet light,

view of
the coast of
Scotland and
North Fleet light

— 1874 —

Thursday, April, 16th took pilot aboard at 1/2 past
5 o'clock in the morning it commenced to blow
a heavy gale of wind at, about, 10 o'clock, which,
compelled us to take in our, topsails and, courses
and have to under, lower topsails and 2 stay
sails equally, weather with plenty of snow and
hail ship lying to under the lee of the land
blowing hard all night, head wind and fearful
squally weather Friday, April, 17th 1874, Blowing
hard as before occasionally a snow squall or
two and plenty of hail, no rain. Moderated
down this evening head wind still, Saturday
April 18th clear, weather moderated a good deal,
so that we was able to put sail, on the ship,
head wind with light breeze, all day, long, fair wind
at 8 o'clock in the evening but did not attempt to go
through the passage in the night shorten sail and layed
to under the lee of the land till morning Sunday, April 19th
made all sail and squared yards, at 4 o'clock in the
morning rainy weather and a good fair wind we arrived through
the passage at 8 o'clock, you will see a view of our
ship going through the passage, fair wind up to 10 o'clock,
clear weather about 2 or 3 hours and then it commenced
to blow again at 1 o'clock shorten sail down to our
lower top sails head wind and fearful squally,
weather, Monday, April 20th 1874, The wind still abated,
it moderated down a good deal so that we could set,
more sail had to take it in at 1 o'clock and carry reefed

fore sail and reefed. Main sail. Clear weather at 6 o'clock. Wind moderated a good deal during the night. Head wind still. you will see below in view of the penland of farther passage Coast of Scotland.

View of
Penland of farther
Passage. Coast of Scotland

Tuesday April. 21st 1874. Moderated down so we could carry our topsails and courses, and main. Deggallion sail. fine Clear weather but head wind. It commenced to Blow again at 1/2 past 8 o'clock. this evening took in main top. Gallant sail. and reefed the fore and main topsails equally. Weather and hail. Wednesday. April. 22nd 1874. 1/2 past 2 o'clock took in the main sail. and reefed the fore sail took in the upper topsails. Blowing hard all day. long. till about 8 o'clock. Wind hauled aft. and with it came a tremendous Snow Storm which lasted about 2 hours. Calm weather for a half hour 1/2 past 6 fair wind. hoisted the fore sail. and topsails and Deggallion sail. same equally. all night long. light wind course. W. by N.

Thursday. April. 23rd 1874. Fine fair wind to day. Course. W. by N. Clear. Weather. fine Steady Breeze up to 6 o'clock in the evening. Ship. going 8 and 9 knots an hour. It commenced to Blow at 1/2 past 6 o'clock took in the fore and main top. Gallant sails. and all the fore and aft. sails 8 o'clock. Reefed. Topsails. and. Main sail. Blowing hard all night. long ship travelling 10 and 11 knots all night. at 8 o'clock in the morning took in the upper top sails and. main sail and reefed. the fore sail. Thick weather and. nasty drizzling rain. Course. W. Friday Apr. 24th this morning shortly after taking in sail the wind died away to a dead. Calm. It hauled around a head fine Clear weather till 4 o'clock in the afternoon. Then the ship came up to her course. hoisted top sails and courses. and fore and main top. Gallant sails steady Breeze. fair wind Course. W. took in the fore top. Gallant sail. at 12 o'clock. thick weather and plenty of rain ship travelling 8. 9. and 10 knots an hour. Saturday April. 25th 1874. took in the main top. Gallant sail and Virgin top. must stay sails fair wind during the day. and night. Thick weather up to 12 o'clock. Course. W. and. W. 1/2 N. Clear. weather this afternoon strong Breeze at 8 o'clock in the evening reefed the top sails and. courses. Course. W. 1/2 N. Sunday. April. 26th 1874. fine Clear. Weather. Made. all sail. fair wind ship travelling 8 knots an hour. fine weather but rather Cloudy. steady Breeze. Main

—1874—

Royal out Course. W. nothing to leeward steady Breeze during the afternoon and evening. Thick fog every little while. Monday, April 27, 1874. Thick weather and foggy light Breeze during the day. W $\frac{1}{2}$ S. and W. S. W. Fair Wind up to 10 o'clock. This evening. Then the wind hauled round to the westward, foggy weather light Breeze. Tuesday, April 28, 1874. Wind hauled around into the S. E. again. Thick and rainy weather all day long, steady Breeze, all sail out Course. W $\frac{1}{2}$ S up to 5 o'clock, strong Breeze of wind. Began to take in sail. 1 $\frac{1}{2}$ past 6 o'clock, wind began to haul ahead, a little. 8 o'clock, all hands. Shorten sail, down to our lower top sails fine steady Breeze. Clear weather at 10 o'clock, light wind ship 1 Point off of her Course. Wednesday April 29, 1874. Nearly a calm this morning fine clear weather head, wind Calm, weather all day, ship under short sails 4 o'clock. This afternoon fair wind. Made all sail, Clear weather Course. W $\frac{1}{2}$ S Thursday, April 30, 1874. Fine steady Breeze. Through the day, up to 8 o'clock, all hands, shorten sail, down to reefed top sails and, Main sails foggy and, rainy. Course. W by S, and, W $\frac{1}{2}$ S. Moderate Breeze, and, smooth water during the remainder of the day. Friday May 1, 1874. Light Breeze, this morning foggy and rainy. Made all sail, ship 1 Point off of her, courses Bent a new upper, fore top sail, Calm this afternoon and evening.

—1874—

Saturday May 2, 1874. Light Breeze, this morning foggy and rainy head, winds and Calms, all night, long ship going her course up to 10 o'clock, this evening. Thick and, rainy weather. Sunday, May 3, 1874. Thick weather and, rainy all day long, head, wind and strong Breeze, up to 4 o'clock wind died away to a light Breeze, fair wind at 1 $\frac{1}{2}$ past 6 o'clock, light Breeze, and, rain up to 8 o'clock. Course. W by S, after 8 o'clock shorten sail down to our lower top sails, wind hauled, around ahead, and Blowed, pretty hard, all night ship ~~transferring~~ 5 points off of her, Course soon all night long, and very heavy. Monday, May 4, 1874. Snowing hard, all the morning and, blowing a living gale of wind reefed top sails and, fore sail, on the ship, blowing hard, all day long. 4 o'clock wind moderated some so that we could set our top sails and, main sail at 7 o'clock, in the morning ship heading N. W by W on the port, tack fell in with a vast quantity of ice thick scattering pieces we was compelled to wear ship, and go on the other tack heading then S S E. Party of ice to leeward of us and, a storm. You will see a view of the ship, crossing the Banks of Newfoundland on the next page. Tuesday, May 5, 1874. Clear weather this morning strong Breeze during the day, head, wind. Wind moderated a good deal. Made sail, at 4 o'clock, very, thing out put. 2 or 3, day sails wind died away to a dead, Calm, this evening.

1874

Clear weather sailed ship at 11 1/2 past 6 o'clock ship heading S by W. fine during the eve up to 10 o'clock, then it died away to a calm and occasionally a puff of wind from various points on the compass. Bright starlight at 12 o'clock. Wednesday, May 6th 1874, fine steady breeze. this morning ship running free course W 1/2 S kept breezing up all the time, ship crossing the Banks of Newfoundland 12 o'clock, wind

Barge
Carleton
crossing the
Banks of Newfoundland,
St. John's.

began to haul ahead took in the fore and main top gallant sail at 10 o'clock. Reefed top sails, and at 12 o'clock furled the fore sail and main sail shortly after 12 o'clock, sighted the steam ship Egypt, right a star Board from Liverpool to New York at the same time the man on the lookout, sung out for an iceberg on our weather Beam about 1 mile off it was about 150 or 200 feet high. Blew hard all this afternoon at 3 o'clock, sighted a ship on our

1874

Weather Bow with Jibboom, gave you will see a view of the large iceberg, of which we passed.

view of an iceberg,
on the Banks of,

Newfoundland,

Wet and rainy weather all this afternoon, and Evening, wind moderated down a good deal, 12. at night, also the ship heading her course, but not going ahead any. Thursday, May 7th 1874, Light, wind this morning, rainy and foggy, weather, wind died away, to a calm. Friday, May 8th 1874, Light, winds and clear weather and clear weather and a fair wind. Course, W 1/2 S, W by N, 1/2 N. wind hauled ahead, this evening the wind was, very light. Saturday, May 9th 1874, Strong Breeze, head wind all day, long took in the fore dgalion sail, and,

gaff. 1/2 sail, foggy and rainy this morning
 fine clear weather this afternoon Sunday, May 10th.
 fine clear weather after 12 at noon rainy this
 morning fair and fine weather the rest of the
 day. Course, W. X N. 1/2 N Monday, May 11th 1874. fine
 clear weather and day, steady light breeze fair
 wind Course, W X N 1/2 N. started to paint ship
 Tuesday May 12th 1874. Fine clear weather.
 N.E. wind steady breeze all day. passed a large
 steamer bound to Liverpool supposed to be
 the Egypt. Wind hauled ahead this evening blowing
 a pretty stiff breeze. had to take the fore
 and main Drogallion sail, and some of the
 small sails Wednesday May 13th 1874. fine
 clear weather. up to 1/2 past 11 o'clock
 this evening had. Wind ship heading N.W. 1/2 N.W.W
 strong breeze nearly finished painting ship had
 to take the top gallant sails in and reef.
 Top sails Thursday May 14th foggy and thick
 weather this morning had wind fine and
 clear weather from 9 o'clock during the remainder of
 day washed down between decks Friday May 15th
 fine clear weather and a fair wind Course
 S.W. 1/2 S W.S.W. W 1/2 N. Painting ship out side
 light. Breeze passing Georges. Barker soundings 30 and 35
 fathom of water. Saturday May 16th fair wind
 all day up to 6 o'clock foggy and rainy all
 day and during the night after 6 o'clock ship

3 and 4 points off of her Course. ship travelling
 during the day 8.8, and 10 knots an hour.
 distance 23.0 miles from New York Sunday
 May 17th fine clear weather light
 breeze. had wind passing the deep sea
 back along all night soundings 40.30.25.
 fathoms of water 10 minutes to 4 o'clock I
 was 200 aloft. to see if I could see
 the light house but I could not at
 8 Bells. Called the watch and hove
 the lead again soundings 17 fathoms of water
 distinctly heard the surf. Breaking out
 the breeze thought we was close to
 land all hands took ship 5 o'clock the
 fog cleared away saw the land a steam
 and on our lee quarter plenty of ships in
 sight ship heading the night N.W. - W.N.W
 light breeze distance at 2 o'clock from
 Sandy hook 33 miles from New York all
 sail out leading wind during the afternoon
 and evening fine steady breeze at 6 o'clock
 right abreast of fire Island light, hove Obed
 to turn in with our cloths on ready for a call
 Monday May 18th 1/2 past 1 o'clock this morning
 called all hands and let go anchor at Sandy hook
 till 6 o'clock this morning hove up anchor again
 and went up to Staten Island and let go
 anchor again to wait for Obed. Cloudy and rainy

— 1874. —

in the forenoon and fore and. Clear in the afternoon: finished cleaning up the decks and wash down I w. the evening a runner Boat along side at about 8 o'clock, with 3 Runners aboard, and wanted to take those ashore that desired to leave the ship. 4 of us managed to get our things clear and over the side into the Boat. We managed to get clear of the ship after a very hard struggle, arriving at the Battery in New York, at 10 o'clock at 1/2 past 10 at the Boarding House. Tuesday, May 19th 1874. Had a good look over the city went to the theatre in the evening. Wednesday Thursday and Friday and Saturday No shipping of any importance Sunday, May 24th 1874. My father came on to New York, for me, and payed my Bills and we left for Boston on the 10 minutes past 9 train on the N. York Central R. R. South Shore line arriving at 1/2 past 6 o'clock, and out at Cambridge at 7 o'clock. Home, stayed at home considerable time. Went to work at June 29th 1874. At H. C. Wildes finished with him on Tuesday September 8th 1874. Shipped on schooner Helen, J. Holway, Captain Holmes Board from Boston to Machias Port, sailed on Thursday Sep. 10th 1874. with a fair wind, at 1 o'clock. passed Cape Ann light at 5 o'clock at 7 we passed Salem, and at 8 Newburyport. strong Breeze during the day, and evening. Friday Not much.

— 1874. —

wind schooner off Martinique Rock, saw plenty fisherman, catching mackerel, light Breeze, all day, ship did not go 5 miles, during the night you will see below a view of the fleet of Mackerel vessels, off Martinique Rock.

view of
a fleet of Mackerel Vessels,
off Martinique Rock

Off Mount Desert Rock, Sunday, Sep. 13th 1874. Fine steady Breeze at 8 o'clock, light Breeze light house right ahead. Moose peak, on our port Bow, passed, by the light house, into the Harbor and let go anchor, and discharged Ballast on Monday September 14th 1874, and went up to Port Machias, and dropped our anchor. Tuesday, September 15th 1874. All hands payed off, and discharged except the Cook who was left as shipkeeper Paid off with \$3.25 cents, went up to Machias to see if I could not get a chance.

—1874—

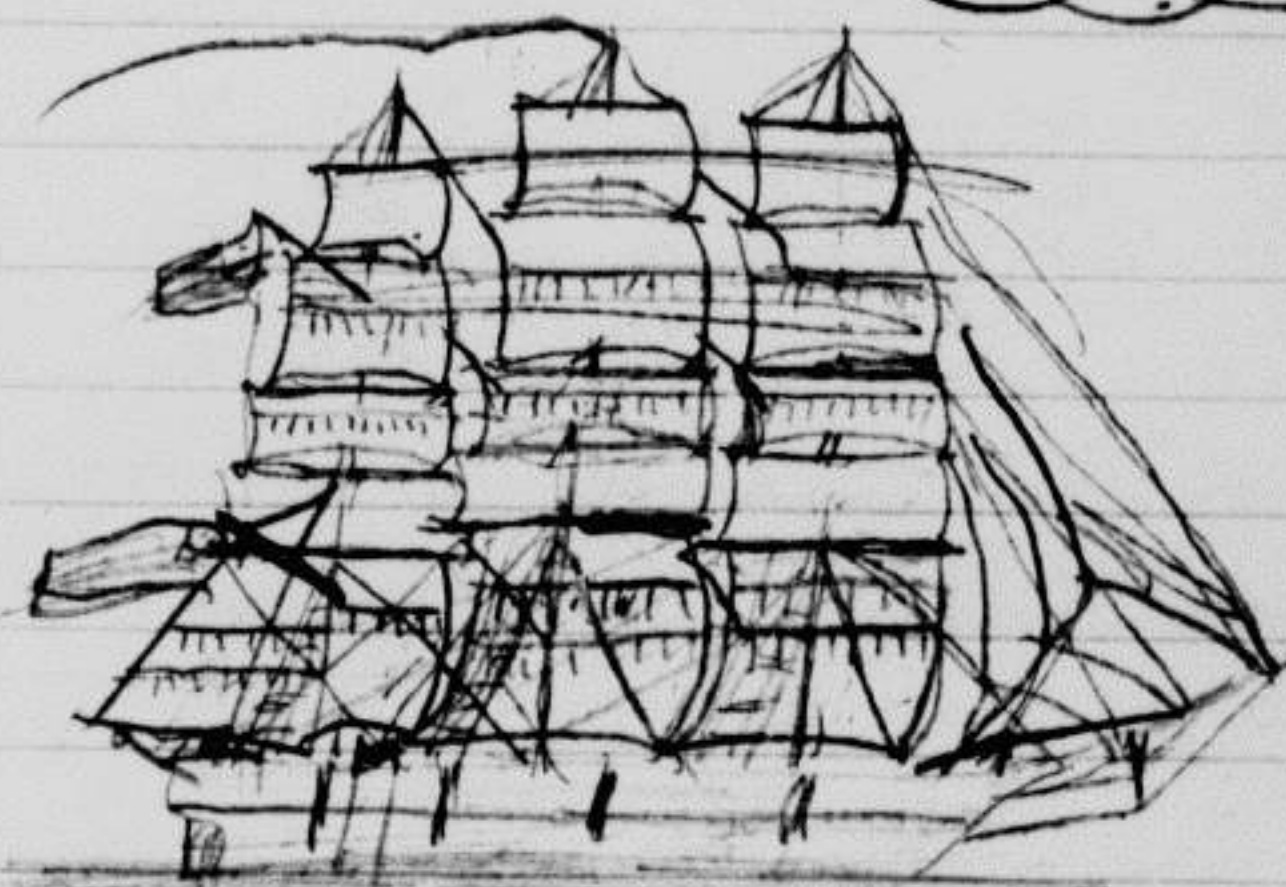
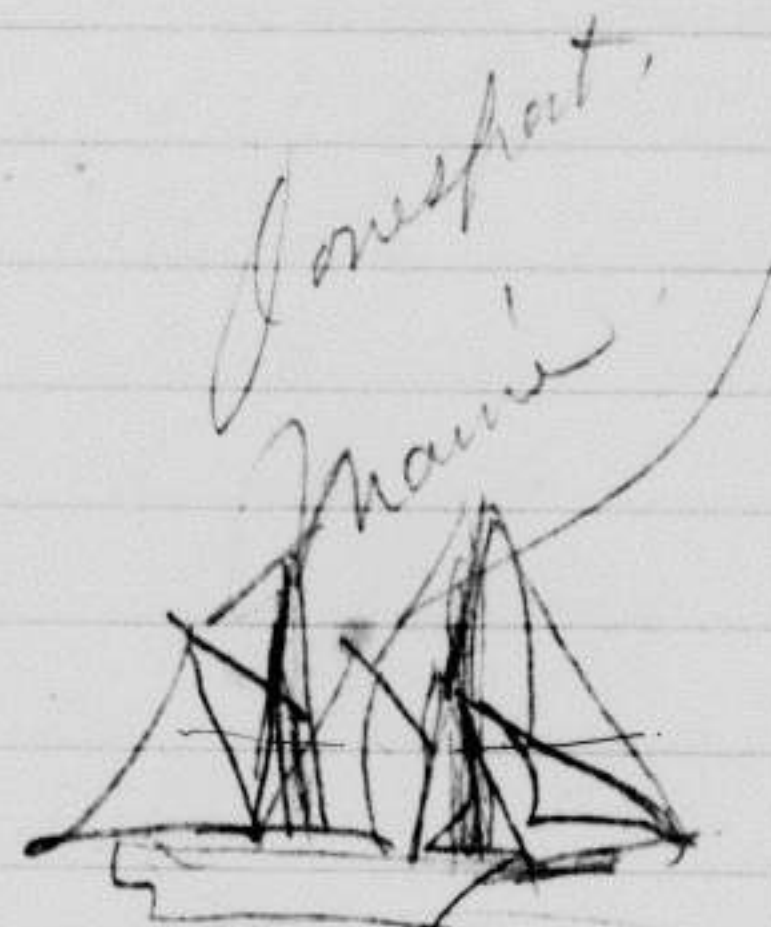
thurs. but I could not stop up, there
 over night at a boarding House. Left on Wednesday
 Morning September 16th to come down again,
 to the port. Shipped on the schooner Ori.
 Wages, \$23.00. a month, laying along side of the
 Wharf, waiting for a fair wind to go out.
 Before leaving Machias port I will give you a view
 of the Town and the schooner and Harbor.

Machias Port
 State of Maine

Left on Friday September 18th 1874. to come out
 but it being low tide we could not get out till
 High Water. We got off at 2 o'clock, in the after-
 noon. The Captain thought that the weather looked
 so bad that he would not go any farther than
 Jonesport 35 miles distant, and lay there and wait
 for good weather. Saturday September 19th. Thick fog
 and rainy weather blowing a heavy gale of wind.
 In the evening pretty heavy rain. Sunday, September

—1874—

20th 1874. foggy weather all day. long, heavy rain
 all night with occasionally a heavy squall or
 two from the eastward. Monday, September 21st.
 You will see a view of Jonesport below



2nd Fine Clear weather. Northerly wind. hove up
 anchor and got under weigh at 7 o'clock. Came
 out through westward passage. 2 o'clock wind
 hauled ahead. fine and clear. Course W by S
 fair wind again, all night strong Breeze.
 Course SW - SW by S. Passed Martinmas Rock at
 8 o'clock. Tuesday, September 22nd 1874. fair wind
 all day. long. passed Cape Cod at 6 o'clock.
 Calm during the evening with little or no
 wind. passed Chatham lights at 12 o'clock.
 still not much wind Wednesday, September 23rd.
 Light Breeze of wind. Passed Monomoy lights
 house and 3 light ships 12 o'clock right ahead
 of Nantucket Island. Put into Holmes Hole

on account of bad weather and head wind. Thursday, September 24th 1874. Below you will see a view of Holmes Hole.

Holmes Hole,
Mass.

Fine clear weather. Head wind got under way, at 7 o'clock, in the morning. Passed Tappan's Cove vineyard, round and then V Chickas Light vessel, 5 o'clock night, abreast of Dutch Island. Head wind all night long. Friday September 25th 1874. Head wind all day long. Fine clear weather. Right abreast of Montauk Point and Watch Hill Point. Connecticut Saturday September 26th. Fine clear weather. Entered Long Island Sound. Wind died away to a calm. Strong current running out. Went into a bay on Connecticut side and dropped our anchor. at 1/2 past 8 o'clock in the evening got under way again tide running up. Head Wind, up to 12 o'clock. Fine steady Breeze and a fair wind.

all the morning till our arrival at Hart Island, on Sunday, September 27th. Monday, Sep 28th. Hove up anchor and set sail and went up the river and passed through Hell Gate up to New York. Dropped anchor in the stream on Brooklyn side. Tuesday, September 29th. Raining all day long. Wednesday, September 30th 1874. Hove up anchor and went down to Cui Basin to discharge deck load of lumber, into another schooner lying along side of us. Thursday, October 1st. Finished discharging our cargo and layed over night again at anchor. Friday, October 2nd 1874. Hove up anchor and went up to the foot of 14th street to discharge our lot. Saturday Oct 3rd. discharging lot all day. Sunday, October 4th. Laying along side the wharves. Monday, Oct 5th. Finished discharging our cargo at 1/2 past 6 o'clock, in the evening. Tuesday October 6th. Took a tug steamer and went over to New Jersey. Picked up anchor for a little while. Hove up anchor again at 10 o'clock, and went up to Hoboken N. J. to load coal along side of the wharf. Wednesday October 7th 1874. Began to take in coal at 15 minutes to 12 o'clock. Thursday, Oct 8th. Finished loading our cargo at 8 o'clock this morning. Took a tug steamer and towed out into the stream. At 2 o'clock. Hove up anchor again, and towed down North and East Rivers

-1874-

By Blackwell's Island. Through Hell Gate Bound to Boston dropped anchor to the eastward of Hart Island on account of head wind blowing from the N.E. with heavy and foggy weather. Layd at anchor all night. Friday October 9th. Fair wind blew up. Anchor and got under way again rainy and squally during the day. Before leaving New York. I will give you a representation of Hell Gate of which I passed through ^{on the 9th of Oct} ~~twice~~ ^{once} twice. Passing through long Island at 2 o'clock in the morning. Passed Fishers Island and Little gull light. House and Island Saturday October 10th 1874. Passed Dutch Island Rainy and squally all the forenoon fine steady breeze in the afternoon and evening. The wind kept increasing during the afternoon and evening we had a very heavy cargo on board having 288 tons of coal in a 180 ton schooner. and having only one plank out of water and every time she would roll into the sea she would take it right over her. but blowing pretty hard in the afternoon. ran into Tappan's Cove for shelter schooner shipping a great deal of water on deck ~~Saturday October 10th~~. As the wind kept increasing so much we thought it was best to run into port for the night. Sunday morning October 11th 1874. got under way again. and had a fair wind again and strong breeze. Passed Hooker Hole at 8 o'clock. 12 o'clock right abreast of Monoway light House 1 o'clock passed Pollock Rip.

-1874-

light. ressell. 2 o'clock right abreast of Chatham Mass 4 o'clock right abreast of Nassau. 8 o'clock Cape Cod.

Hell Gate New York,

12 o'clock. right abreast of Race Point light house. 4 o'clock Boston Light House Monday Oct 12th. Arrived inside of Boston light. Head wind but managed to beat up. after a very severe struggle let go anchor at 12 o'clock. at Garrison Square Mass. 9 miles from Boston. Payed off and discharged. October 12th in the afternoon 9.50 cents a view of an schooner coming up Boston Bay.

Boston Bay and Schooner Erie

— 1875 —

City and harbor of Port Halmers.
New Zealand and the Bazaar (which was)
transferred from. Pages. 164 Friday August 20th 1875.
We had a Most Elegant Breeze, all
wt. wanted to Carry. The prize which
we received was the Vineyard Cap. Valued
at 500 dollars the Handsonmist Piece of
Silver on record it is Solid Silver.
The prize was presented to the Owners
in the evening at the Sea view House,
with a Great crowd of People.
after the presentation of the prizes there
was a grand Collation. And then a grand
City of Littleton. 255 miles to
the Harbor of Port Halmers. (which)
ball in the evening, which lasted till
day light, in the morning.

Saturday, August 21st 1875.

Fine Clear Weather with the exception of
a little Fog, in the morning. got the yacht
all cleared up, open for inspection to
all. there was about 100 or 150 persons
visited us during the day. There was also
aboard of us to make the yacht look
nice that was a yacht about 3 feet long,
all decorated with ivy and colors. Fine weather
during the day and evening. Had a great
time in the Sea Butter Yacht was all decorated
with lanterns from West Head Lagoon.

— 1875 —

City of Wellington Capital of N.Z.
also ashore every thing was illuminated
from the Roofs down to the ground.
There was also a grand Celebration of
Fire Works in the evening also got under
way at 11.30 for Bristol P.I.

Sunday, August 22nd 1875

Fine Clear Weather passed Son and Pige
Light Ship at 5.10 in the morning. Passed
Brunton's Reef Light Ship 9.30. passed Pon
Island 10.20. Puckney Island 10.50. passed Squash
Light 11.10. Cedar Grove 11.45. Arriving at
City of Auckland the Principal Shipping
port in N.Z. Latitude 45.14. 28. South of
River Side. At 12.10. took all the party
ashore and landed them on the wharf.
Went aboard again and beat down River
Wind. S.W. by S and S.W. by W. Kept off
around. passed Squash at 3.10. Arrived in
Bristol at 3.40. and let go anchor. Calm
weather in the evening.

Monday, Aug. 23rd 1875

Cloudy and Rainy all day. Wind N.W.
and N.W. by W. layed in Port all day and
evening.

— 1875 —

City of Sydney New South Wales Australia one of the finest Harbours in the world having accommodations for 1000 ships.

Tuesday, Aug. 24th — 1875
Fine Clear Weather all day and evening. Lighted the pilot all around. Layed in Port all day.

Wednesday, August 25th 1875
Light Winds in the Morning Wind N.E. got under way from Bristol at 5:30 and started for Newport arriving there at 8:10 A.M. Took Party aboard at 1:15 P.M. got under way from Newport at 2:10 for Black Island Wind W.E. and E. Heavy sea on and ground swell. Arriving at Black Island at 5:30 P.M. Blowing a gale of wind in the evening layed in Port all night.

Thursday, August 26th 1875
Fine Clear Weather. Layed in Black Island Break Water all day and evening Blowing a gale of Wind from the N.E. and E. Heavy sea on breaking over the Break Water. Fresh Breeze in the evening P.M. Bright Starlight.

— 1875 —

City of Dorchester N.S. 350 miles from Sydney, Friday, August 27th — 1875
Fine Clear Weather on head, but rather Bad under foot. got under way from Black Island at 8:45 A.M. Wind N.E. and E.N.E. Heavy sea on outside Head. Wind passed gay Head at 6:50 Wind died away to a calm. Came to anchor at Murcha Bight at 9:30 in the evening Wind N.E. Clear Weather.

Saturday, August 28th 1875
Fine Clear Weather all day. got under way from Murcha Bight at 3:10 in the City of Oamaru N.S. 80 miles from Sydney. one of the sea port towns on the east Coast. Morning Wind N. and N.E. and N. Came to anchor at Oak Bluffs at 6:30 A.M. Took a large party of Adress and Gentlemen aboard Mumberg 18 including 13 aboard of the owners, and relatives. Making a total of 31 altogether. Hove up anchor and got under way at 3:10. Arriving back at 5:30 P.M. and let go anchor again Clear Weather. this in the evening Wind S.S.W. and S.E.

— 1875 —

City of Newcastle. N. S. W. Australia. one of the large Coaling Ports in the Continent of Australia.
 Sunday, August 29th 1875.
 Layed in "Oak Bluffs" all day. Wind, S. S. W. W. and N. W. Am' Clear Weather during the day, and Evening got under way at 10 o'clock in the evening for Newport, Valm. with Little or no Wind, all night, passed, Saw and Pigs at sunrise. Passed Byrnes Reef. At 10 o'clock. At 11.30. Arriving inside of Newport at 12.30. P. M. Left again at 1.30 for Bristol, P. M. arriving there at 3.20. P. M. (Clear Weather Wind S. S. W.) View of Broken Bay. 21 miles distant from Sydney. N. S. W. one of the places celebrated for fish.
 Monday, August 30th 1875.
 Layed in Port all night, Clear Weather Wind, S. W.

Tuesday, August 31st 1875.
 Went home on the 1/2 train to Providence and thence to Boston, on account of death, (relating to be back to join the yacht) at Newport the next day, at 12 o'clock, but failed to do so, on account of the train being belated. I sent a telegraph dispatch to Captain that I could not reach him at the time appointed by me.

— 1875 —

View of the entrance to Port Jackson. N. S. W. one of finest Harbors in the world.
 and that I would meet him at Boston on Saturday, at which place the ~~Yacht~~ Yacht failed to arrive. I therefore stayed in Boston till the 12th, when I got hearing any account of the yacht. I went to Newport, R. I. and stayed there till Thursday, noon, September 23rd, when I went aboard of the yacht again. Left, then layed in Newport over night, Friday, September 24th. Mr. Alden came aboard at 11.10. A. M. got under way at 11.30. A. M. wind outside and City of Lancaster in the Island of Tasmania. a city of 20,000. Inhabitants mostly White. ran down to Seconnett, Seelges, and Tay at anchor. There about 2 hours, had to get under way again and lay off and on under Main Sail, and Jib. The yacht got aboard in the zig after some difficulty beat out by the helms and then kept off for New Bedford Mass. Wind, S. W. equally, weather heavy. sea on passed Sealines, Island, at 1.30. arrived in the Harbor at 6.15, in the evening. Calm after the arrival in Port.

— 1875 —

a view of the land Howes Island situated latitude
2.3.19.4. Longitude 164.32.16. west of the meridian. P. M.

Saturday, Sept. 25th 1875
Cloudy, weather Wind, S.W. Strong
breeze of wind got under way for
Newport, at 8.30 A.M. got out
as far as the point when it was
blowing to land and we turned
back and ran for New Bedford again
wind freshening to a gale all the
time, layed in port over night, (at
midnight the evening Wind, S.W. X S.

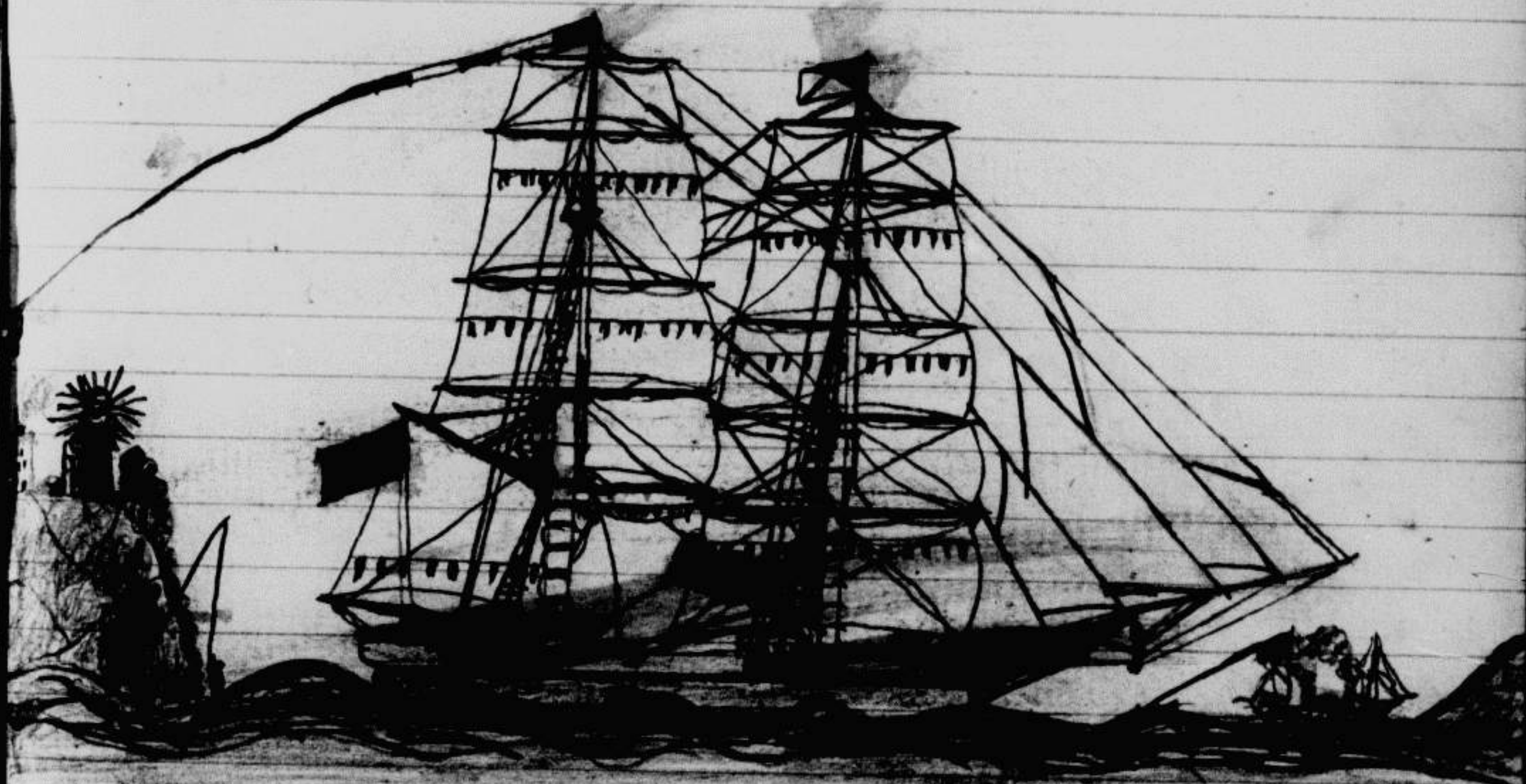
Sunday, September 26th 1875
Cloudy, and Squally, weather all day,
with considerable rain. Wind, S.S.W. S.W.
a view of, Norfolk Island, situated in South Pacific Ocean
then we went to the westward and then
N.W. fresh breeze, in the evening from
W. N. W. with a clear sky.

Monday, September 27th 1875
Layed in New Bedford, all day. Squally,
weather wind, W. S.W. and S.W. blowing a gale.

Tuesday, September 28th 1875
got under way from New Bedford, 8.30. for Newport
heavy sea on outside. Calm a portion of the
time, arrived in Newport, 4. P.M. Wind
during the day, N. N.W. and, around to the S.W.
Layed in Newport over night. Wind N.W. with
light rain and strong breeze.

— 1875 —

Wednesday, September 29th 1875
got under way from Newport, at 9.00 A.M.
for a sail outside went around Beaver
tail's light House, but being a nasty sea
on with plenty of wind deemed it best
to run for Bristol P.M. where we arrived
Thursday, September 30th 1875
Layed in Bristol all day, and evening.



Brig Lucy, of Portland, Maine,
Cloudy and Hazy weather during the day
and evening Wind S.W. and S.S.W.
Friday, October 1st 1875
Cloudy and Hazy weather all day, wind
S.W. and S. in the evening rising with westerly
N.W. and N.N.W. winds layed in Bristol, all day.

- 1875 -

Friday, June 18th — 1875. —
 Shipped in the yacht (Allice), wages \$30.00
 per month. Laying out in the Stream
 at Anchor. Rainy Weather With Strong
 Breeze from the Northward and Eastward.
 Cleaning Brass Work aboard got stores
 off in the afternoon. Let go Starboard
 Anchor in the evening Blowing a gale
 of wind.

Saturday June 19th —
 Blowing Heavy from the North West
 and Westward Nearly all day and
 occasionally at times (Cleaning Brass Work
 nearly all day Went ashore in the
 afternoon and got more stores off aboard
 Clear Calm Weather in the Evening.

Sunday, June 20th —
 Fine Clear Weather with Light Breeze
 during the day Washed down decks in
 the morning and set the traps for and
 after foggy in the evening and thick Weather

- 1875 -

Monday, June 21st —
 Fine Clear Weather during the day filled
 up our tanks with Water. Got Under
 way at 15 minutes to 5 o'clock and went
 over to Rocky Point and dropped Anchor.
 Laid over night Wind South West.

Tuesday, June 22nd —
 Fine Clear Weather in the morning.
 Wind South West took a large party
 of 15 ladies and gentleman on an
 Excursion Trip down the River as far
 as Beaver Tail but setting in thick
 fog we kept off and ran into
 Newfort and let go Anchor.

Wednesday, June 23rd —
 Cloudy Weather all day The owners sons
 went out fishing in the morning.
 did not do any thing all day Wind S.W.

Thursday, June 24th —
 Wind S.W. Thick foggy Weather. Laid in
 port all day.

1875

Friday, June 25th — 1875.
 Wind S. W. got under way at 5 o'clock, in the morning went outside Thibe and foggy till the afternoon arrived at New London at 3 o'clock. left Noank at 1/2 past 5 o'clock, arriving at New London at 1/2 past 7 o'clock, at 2 o'clock this morning while laying at Newport a schooner ran into us, while we was all asleep, and stove a portion of our rails in.

Saturday, June 26th
 Left New London at 5.50 for Noank, arriving there at 15 minutes 7 o'clock, left Noank at 1/2 past 9 o'clock, with an easterly wind steady breeze. Clear weather till about 1/2 past 4 o'clock when it sett in thick fog with a S. E. Wind Wind then died away, to a calm and a nasty swell on we layed around beating and Banging about, sometimes a little or no wind, at 9 o'clock, Point Judith right in range of us, distinctly heard the fog bell, and Whistles. Blowing, passed several steamers. Bound out, it was so thick that

—1875—

we could not see any ^{more than} two ship's length from us.

Sunday, June 27th
 Passed Point Judith a 15 minutes past 2 o'clock, with a very light air, a Breeze (came from the S. W. at 1/2 past 3 o'clock, passed Beaver tail at 15 minutes past 4 o'clock, day. Break fog. Cleared away, passed Rose Island, at 3 o'clock, took Course for Bristol arriving at Bristol at anchor, at 7.55, layed in port all day.

Monday, June 28th
 Fine clear weather in the forenoon and part of the afternoon till about 1/2 past 4 o'clock. S.W. wind then N.W. Wind with a Thunder. Showed light Breeze, this evening from the westward got Water off to day, layed in port all day long.

— 1875 —

Tuesday, June 29th 1875.

Left Bristol at 1/2 6 o'clock. Wind N.E.
 Heavy Breeze, arrived at Newport at 8 o'clock
 layed in Newport till 12 o'clock. Left for
 Block Island. Heavy Breeze. Wind N. Made
 the passage to Block Island 2.30 minutes
 distance 22 1/2 miles. stood off shore.
 nasty sea and dirty, on bow, right under,
 went inside of the Breakwater and layed
 at anchor. easterly wind in the evening
 thick & foggy and Rainy weather.

Wednesday, June 30th

foggy weather this morning. Cove up, anchor
 and left Block Island at 11 o'clock.
 S.W. wind in the morning. Westerly wind
 in the afternoon latitude at mid day,
 41. 14.0. North. Strong Breeze, fair wind.
 arrived at Oak Bluffs. 15 minutes to 5
 o'clock, left go anchor, and furlled sail.

Thursday, July 1st

1875

Fine Clear weather Wind S.W. and N.N.W.
 layed in Oak Bluffs, all day.

— 1875 —

Friday, July 2nd

1875

Cove up, anchor, and left Oak Bluffs.
 1/2 3 o'clock in the morning. Wind N.W.
 Beating down Sound, by Holmes Hole.
 Farham's Cove, Gay Head, and No Mans
 Land. Hauled on the wind, and
 stood across the sword fish ground
 but did not see any, tacked ship and
 beat up to Cobb's Ledge. Arriving
 3.15 o'clock, Wind S.W. killed 28 cod
 the largest one being about 30 lbs. or
 more. at 4.25 o'clock, lowered down the
 boat, and went after a small fish,
 but could not get the iron to go into
 him. We therefore had to give him up.
 Hauled left from Cobb's Ledge at 5.30
 o'clock. Strong Breeze. Wind S.W. arrived
 off Block Island. 7.45. Squared Yards.
 at 7.50 o'clock, for Newport, fair wind aft,
 sail out but the fore sail, going about,
 12 knots an hour, passed Bantam Reef,
 Light Vessel 9.20, and Beaver Tail.
 Passed by Rose Island and Break
 Water Light House, at 10.30 o'clock,
 arrived inside of Newport, R.I. at 11 o'clock,
 all hands, well fine clear weather this.

Saturday - 1875 -

~~Friday~~ July 3rd 1875
 (Sun Clear. And Calm. 11.20. A. M.
 Came up a Breeze, S. S. W. at 11. A. M.
 Mr. Allich and Party went to Providence
 at 1.30 P. M. Hauled for Bristol,
 wind S. at 3.30 P. M. (came to
 anchor at Bristol at 6.30 P. M.
 went ashore, wind Calm.

Sunday, 4th of July, 1875.
 Layed in Port all day N. E. Wind.
 Flying Clouds. Wind Hauling around
 to the S. W. Went ashore in the evening.

Monday, July 5th 1875.
 The Celebration of the American Independence.
 Wind S. W. With a little Rain during
 the day, fired 33 guns off at Noon. Time
 layed in Port at anchor all day.

Tuesday July 6th 1875.
 Wind S. W. foggy and Rainy weather
 all the forenoon. Cloudy and Hazy
 in the afternoon layed in Port all
 day.

- 1875 -

Continued of the yacht Alice 1875;
 Wednesday, July 7th 1875.
 Light Breeze. Thick fog. Wind S. and S. S. W.
 In the afternoon Wind N. W. With Heavy Squalls.
 In the evening Wind Moderate and Weather
 Wind E. N. E.

Thursday, July 8th 1875.
 Sun Clear. Weather Wind N. N. E. in the
 Morning got under weigh at 5 o'clock. got
 under weigh and went down to Newport.
 layed in Newport till 1/2 past 11 o'clock
 got under weigh again light Breeze Wind
 S. and S. S. W. Haul down to Vineyard
 Sound, passed. Saw and Kigs light ship
 at 15 minutes to 5 o'clock. Wind died away
 to a Calm. went into Menche's Right and
 go anchor for the night.

Friday, July 9th 1875.
 Foggy this Morning Calm weather
 cleared away at 7.30. got under
 weigh light Breeze from the S. W.
 I had thought the sound by gay head
 on the port tack, took wind hauled to
 the southward heading W. S. W. stood over to
 Block's Island and then one or two trips
 off shore looking for sword fish, but did not

— 1875 —

see any. left off. at 5 o'clock, and
ran into Block Island. Breaker Water,
and layed for the night. Calm in the
evening.

Saturday, July 10. 1875

Calm. This morning. 8 o'clock. Began up.
Hove up anchor. got under weigh. Wind
S. fair. Wind. passed Bear Tail. 10.30.
Nupport. 11.30. arrived at Bristol. P. I.
at 12.40. Calm in the evening.

Sunday, July 11. th. 1875

fine clear weather. Wind. W and N.W.
Layed in Bristol. all day.

Monday, July 12. th. 1875

(Calm in the forenoon) Got all our stores
off. got under weigh. at 1.30 for Nupport
W. S.W. arriving. at Nupport. at 5.30 o'clock.
Layed in Nupport. over night.

— 1875 —

Tuesday, July 13. th. 1875

fine clear weather the first part of the day
Mr. Aldrich and Party. came down in
the steamer from Providence in the. 12.45
Boat. got under way. at 2.10 Passed
Bristol Reef. 10. 3. Passed Sow and
Pigs Light Ship. at 4.30 Passed Scapan's
Cove. at 5.30. (Calm. with light breeze).
Wind W & S. during the day. S.W. and to W.S.
and back to the. Southward. Arriving in
Cape Bluffs. at 8 o'clock in the evening.

Wednesday, July 14. th. 1875

got under way from Cape Bluffs.
at 1/2 past 4 o'clock. Wind. S.W. Wind
died away. but a Calm. Mr. Aldrich
and Mr. self took the dingy and
started to Pull in shore. Distance
then from. Nupport. about 5 miles.
off yacht let go anchor in. 14 feet of
water 1/8 of miles from. Bell Boy.
I stayed ashore all day. till the
yacht came into the Harbor. and
let go anchor. Light breeze in the
afternoon from the. S.W.

— 1875 —

Thursday, July 16th 1875.
 fine Clear weather with
 Moderate Breeze from the S.W. at
 7.30 P.M. ~~took~~ took pilot aboard,
 and got under way, and started
 for Provincetown Mass. got outside the
 Bell Bays when it calmed down,
 passed Nantucket Light at 10.15 P.M.
 at 12.15 a breeze sprung up from the
 S.W. at 1.30 passed Monks Light,
 Haver. 14.5' Pollock, Pip, Light Boat
 2.40 passed Chatham, Mass. at 4.30
 passed Chatham at 6.30 (a p.m.)
 at 7.30 Hauled off all sheet,
 Race Point ~~stiff~~ stood off shore,
 on 2 two tacks, then fetched in
 by the point, Moderate Breeze from
 the Westward, arrived in Provincetown
 at 9.10 and hit, go anchor.

Friday July 16th — 1875 —
 Moderate Breeze in the morning, S.W. Wind,
 (cloudy and Hazy, weather wind hauled
 into the eastward then into N.W. with
 rainy weather layed in Provincetown all
 day and night.

1875

Saturday, July 17th 1875.
 fine Clear Weather Wind W. and N.W.
 got under way from Provincetown at 8.30
 Head wind for Boston, passed Monks Light
 at 4.30 a.m. passed Boston Light 6.30
 passed Hat Wound at 7.30. Came to anchor
 at 8.15 in Boston Bay right off Long Wharf.

Sunday, July 18th 1875.
 (cloudy and Rain all day, got out home
 at 1.30 this morning yacht layed in Port
 all day, Wind N.W. and North.

Monday, July 18th — 1875 —
 fine Clear Weather Came aboard at 8 o'clock.
 P.M. a large party of Gentlemen and Ladies
 Came aboard at 11.30 and 12 o'clock
 got under way at 12.15, and went down
 the Harbor as far as Monks Light, at
 and back, arriving back to Boston and
 at anchor at 6.25 a.m.

— 1875 —

Tuesday, July 20th — 1875.
 Fine Clear weather. Wind S.W. got under way at 11:30 o'clock in getting under way, and an hour into a schooner, starting her up, and breaking her, David and her wheel, passed out by Boston Light, fine wind and then heeled up, for contact with Nahant, passed down by, Legare Reef, Marblehead, Salem, Thacher Island, Beverly, arriving in Gloucester Mass. 6 P.M.

Wednesday, July 21st — 1875.
 Fine Clear weather In the morning got under way. Wind W.S.W. at 8:45 A.M. Beat out of the Harbor, passed Thacher Island lights. Wind hauled to S.W. Passed down by, Rockland, Spanish Bay, Newburyport and Salisbury, arriving at Isle of Shoals, layed there at anchor till 5 o'clock, when we got under way and squared yards for Portsmouth N.H. with main sail, jib and flying jib on her, heavy sea on blowing fresh. Breeze came to anchor, 15 minutes to Dix in Portsmouth. Rainy after supper, and then calm and clear weather during the evening.

— 1875 —

Thursday, July 22nd — 1875.
 Layed in Portsmouth all day and night. In the morning Clear and Cloudy weather. Wind W. and W.S.W. Went up to the City in the morning. In the big street of the all day. In the afternoon thick and foggy. Wind S.W. came aboard at 5 o'clock. In the afternoon, foggy during the evening.

Friday, July 23rd — 1875.
 Foggy and Rainy weather all day long. Wind E. and N.E. Fresh Breeze during the day. Cleared off in the evening.

Saturday, July 24th — 1875.
 Fine Clear weather Wind N.W. Light Breeze during the day, got under way from Newcastle Portsmouth River, at 6:50. got out of the River stood over to Isle of Shoals, distance 6 miles got over there let go anchor, in 13 fathom of water. Went ashore with the gig, at Star Island the Regatta started at 12 o'clock, we followed them for about 8 miles when we turned back, to Star Island again, discharged our lady passengers, and made all sails for the Vineyard, fair wind. Moderate

- 1875 -

Light Breeze during the evening Lighted
Lays, Port light, 10.30. Highland Light
Light abeam at 12 o'clock.

Sunday, July, 25th 1875

Passed Chatham Light at 2 o'clock.
Pollock, Kips at 7 o'clock. Hancockship.
Shorefull and Coors, Kips during the
forenoon. Light winds and Calm during
the forenoon. Arriving at Oak Bluffs at
1.50 P.M. layed there during the afternoon
and over night.

Monday, July, 26th 1875

Fine Clear Weather in the forenoon got under
ways at 4.30 A.M. Wind South, and S.S.W.
passed Holmes Hole, Larpent's Cove, Robinsons,
Bay, and Saw And. Kips Light Ship. kept
off with a fair wind at 11.10 passed
Bunker's Reef Light Ship at 12.10. passed
Newport, R.I. Arriving at Bristol's Pt.
at 1.10 P.M. Cloudy and Rainy in the
afternoon Wind S.W.

- 1875 -

Tuesday, July, 27th 1875 -
Fine Clear Weather in the forenoon. Wind S.W.
Dropped our Mast down in the afternoon.
Cloudy Weather Moderate Breeze from the
S.W. Hauled up on the Starboard Way.

Wednesday, July, 28th 1875 -

Cloudy and Rainy during the day. Wind
from the S.W. around to the N.E.
Sand hauled all around.

Thursday, July, 29th 1875 -

Cloudy and Rainy all day. Wind S.W.
sprinkled her on the Bottom. And Waterlines
And the dingy.

Friday, July, 30th 1875 -

Fine Clear Weather Hauled off from the
ways. Painted her outside and inside
during the day. Wind W. and S.W.
Clear in the evening.

Saturday, July, 31st 1875 -

Fine Clear Weather all day. Wind N.W.
Light Breeze. But the main part Calm
in the evening.

-1875-

Sunday, August 1st 1875.
 Fine Clear Weather all day and Evening
 Wind S.W. W and N.W.

Monday, August 2nd 1875
 Cloudy and Rainy all day and Evening.
 Wind E and N.E light in part all day.

Tuesday, August 3rd 1875
 Rainy and foggy weather all day, long
 and Evening also. got under way at Bristol
 at 12 30 o'clock Run down under Main Sail,
 and Jib got down off Star. Head point
 it was blowing a gale of wind we lay over
 on our Beam and could away, Jib, sheets,
 Hauling and Raising all the forenoon. Came
 to anchor in Newport at 6.30 A.M. Wind
 during the day and Evening E. S.W. and North by

Wednesday, August 4th 1875
 Left Newport at 1 o'clock under Jib and
 Main Sail, Cloudy Weather and foggy.
 Arriving at Oak Bluffs at 8 o'clock in
 the evening, Wind S.W.

-1875-

Thursday, August 5th 1875
 Left Oak Bluffs at 10.20 A.M.
 Arriving at Nantucket at 2.30 P.M.
 layed in Nantucket over night, foggy in
 the evening, Wind S.W. fresh Breeze.

Friday, August 6th 1875
 Left Nantucket at 12 o'clock for Oak
 Bluffs Arriving at Oak Bluffs at 3.30
 Wind S and S.W. thick fog in the evening
 strong Breeze.

Saturday, August 7th 1875
 Left Oak Bluffs at 5.30 A.M.
 for Newport. R. Under Main Sail, and
 Jib. strong Breeze. Wind S.S.W. For our
 Jib sheet (lost) off and drowed the
 eye Bolt out of the Rail, did not
 let any more sail till well in by
 the Relief Light, Bort at Brewster
 Reef, then set foresail, and flying Jib.
 arrived in Newport at 10.30 am. left
 again at 12.20 for Bristol arriving
 at Bristol at 1.10. Rainy Weather in the
 evening Wind S.W.

-1875-

Sunday, August 8th -1895
 Fine Weather with the exception of a little Rain,
 during the day. in the afternoon Moderate
 Breeze. Wind S.W. and S.S.W. layed in Bristol
 all day, and night.

Monday, August 9th -1875-
 Fine Clear Weather during the day, evening,
 Moderate Breeze from the S.W.
 layed in Port all day, long, and over night.

Tuesday, August 10th -1875-
 Fine Clear Weather. Light Breeze on our
 leaving Bristol. P.M. at 3:30 in the
 morning for Newport, arriving at Newport
 at 10:30 A.M. Layed in Newport till
 afternoon. Party on Board, at 10 o'clock
 made sail, and got under weigh from
 Newport 2 P.M. for Martha Vineyard,
 Oak Bluffs. Passed Long & Pig's at
 5:30 P.M. arriving at Oak Bluffs
 at 7:30 P.M. layed in Port over night,
 till party ashore in the morning.

-1875-

Wednesday, August 11th -1875-
 Foggy Weather this Morning, up to 9 o'clock.
 Took a party aboard. And made sail,
 Went down by Holmes Hole. for a short
 Cruise. New York Squadron having left
 Oak Bluffs. for Newport we after the
 Land sight, and went about 6 miles
 with her, and her the length of us.
 started back, arriving at Oak Bluffs
 at 1:30 P.M. dropped anchor, lay there for
 the rest of the day, this evening
 blowing strong breeze, pitching and
 rolling about signs of Bad weather.
 Mr. Aldrich and party went on a
 Cruise. Sailed this afternoon.

Thursday, August 12th -1875-
 Foggy Weather in the Morning, Clear at
 9 o'clock. got under way at 10:30 A.M.
 stood over to Nantucket Point distant
 25 miles. Made the run over there
 in 2 1/2 hours, and back in the
 same time, arriving at Oak Bluffs
 at 3:30 P.M. layed there over night
 Wind S.S.W. Breeze well heaving in
 shore.

—1875—

Friday, August, 13th - 1875 -
 Cloudy in the morning clear weather
 at Yallock. Steamer, Breeze, got under
 way, and started for Black Island
 under full and main sail. Resford
 had to take her anchor, a deck
 altogether arriving at Black Island
 at 5.30. P.M. layed at anchor,
 inside the Break Water over night,
 Wind S. by W. and S. S. W.

Saturday, August, 14th - 1875 -
 Fine clear weather, got under way,
 at 9. A.M. went off shore to
 look for sword fish, saw 3 or 4, and
 hunted at two but did not get any
 saw a schooner cod fishing, about 8
 miles off, to the S.E. of Black Island.
 Went out to where she was laying
 at anchor, and got some bait and
 started fishing our selves, we hatched
 28 cod fish, in about 1/2 hour
 left off and squared yards for Newport
 R.I. Light, Breeze, Wind S.W. by W.
 arriving at Newport at 5.10. P.M. stopped in
 Newport long enough to land our goods
 left again for Bristol, arriving there at 7.30.
 The fine clear weather for the evening.

—1875—

Sunday, August, 15th - 1875 -
 Fine clear weather all day. Wind S. Wind S.S.W.
 layed in Bristol R.I.

Monday, August, 16th - 1875 -
 Cloudy and Raining weather all day. Long
 Wind S.W. by W. and N.E. Arrival of the steam
 cutter General Grant, ready for the reception
 to-morrow

Tuesday, August, 17th - 1875 -
 Fine clear weather and cloudy at times
 Got under way, and started from Bristol
 at 6.10 A.M. arriving at Newport at
 9. A.M. took party aboard. at 10.30.
 A.M. Calm, no wind, saw foul of
 the alarm, got under way from Newport
 at 12.30. P.M. Light, Breeze, and
 cloudy, heavy S.W. swell, on arriving
 at Black Island, at 4.35. P.M.
 Wind N.E. very cloudy, Light, Breeze.

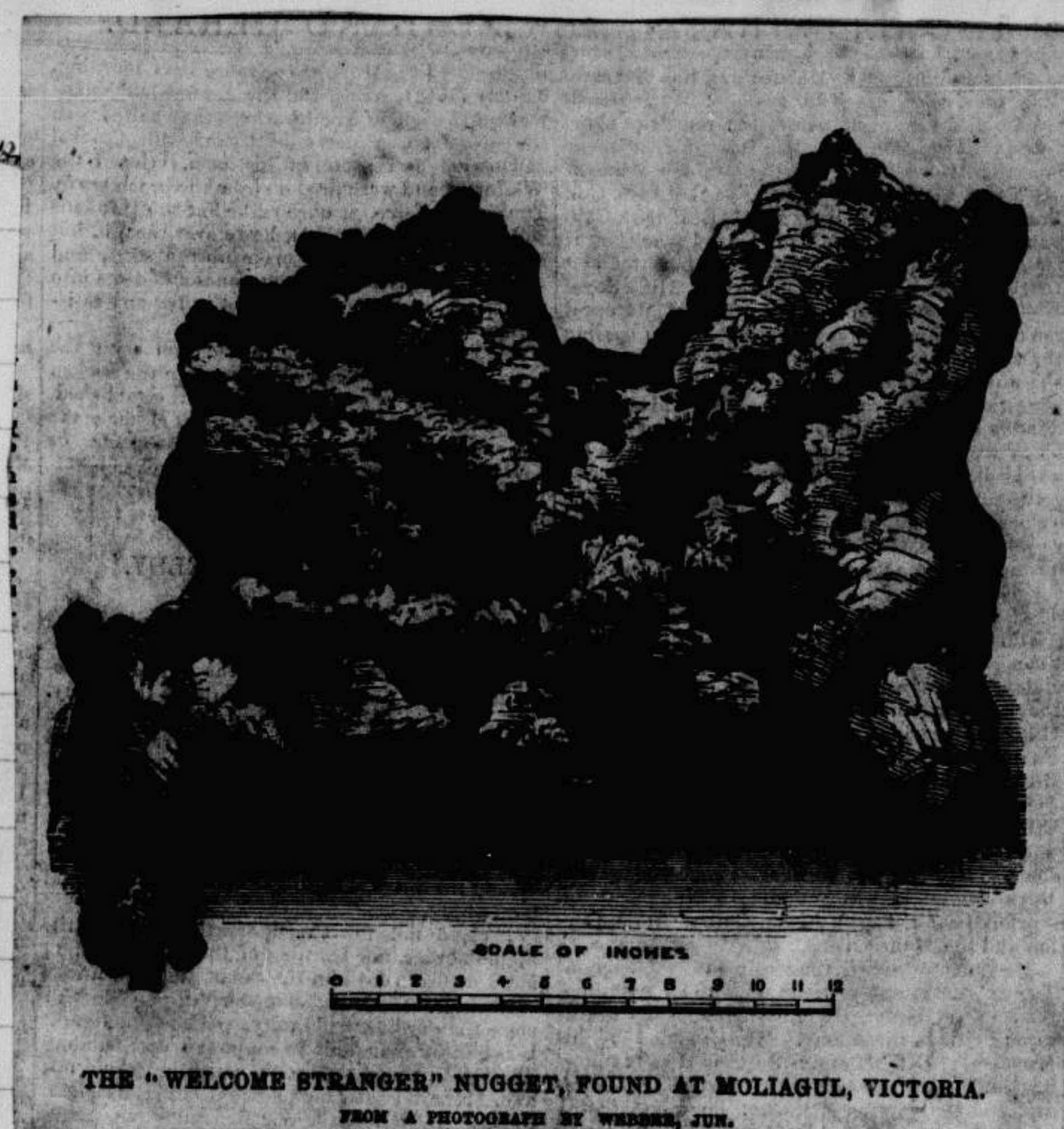
Wednesday, August, 18th - 1875 -
 Foggy and cloudy weather in the morning
 Heavy thunder shower in the forenoon
 cloudy, and squally, at times in the
 afternoon and evening layed in Port all
 day. Wind N.E. by E. under S.W.

— 1875 —

Thursday August 18th — 1875 —
 Foggy. Wind. Rainy. Weather in the Morning
 got under way, from the Breakwater at
 Block Island, at 12 o'clock. U. M.
 under: fore sail, Main Sails, Jib and Flying
 Jib. Under the Run, from Block Island
 to Sen and Pig's Light. Ship in 3 hours
 distance 30 miles. Squally. Weather light.
 Drizzling rain when off. Robinsons Hole
 a sudden squall struck us, which
 compelled us to take our Main sail
 in, and Run under fore sail, and
 Jib, when off Torpaulin Cove Breeze began
 to run stronger, took our fore sail, in
 and reefed our Main sail, and
 ran into Holmes. Hole, and let go anchor
 for the night. Wind during the day S.W. & S.

Friday August 20th — 1875 — Light fog
 in the Morning Fresh. Breeze. Wind. S.W.
 Entered our yacht in the Regatta that was to
 take place. There being only two of us, in
 the first Class. Schooners. Alia and Estelle.
 The race being from the Judges. Boat to
 Cape. Poge. Breeze, the around Cross. Ripe.
 Light. Light. Boat, then L. Howden's Breeze,
 on both hand. Hedge House, on Starboard Hand.
 Making a distance of 3.2. Miles, altogether, making
 the Race, in 3.2.5.3. seconds. Beating the whole by 1/2.

71 days

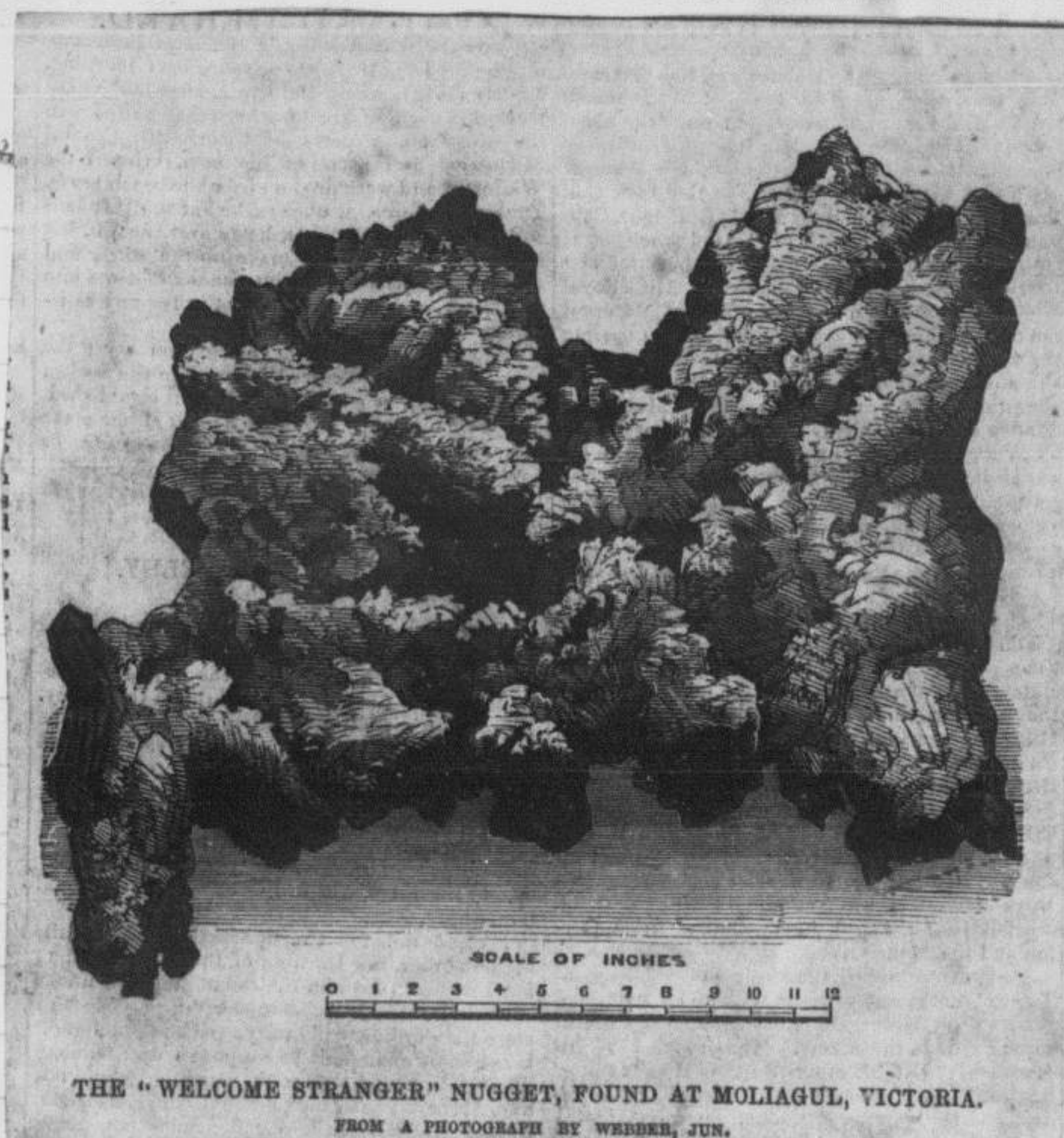


This Nugget of gold, was found at Moliagul
 Victoria Australia. It was the largest nugget
 of gold found in that Country. It was
 valued at 10,000 thousand Pound sterling
 when first found. Its weight after being
 measured, was 268.10.6. It was sold by
 the small pieces at 30 each. These other
 pictures at the back, are views taken
 from the New Zealand, Herald, in Australia
 and New Zealand, of which I am Witness
 to my self, having seen them all.
 C. H. Frost.

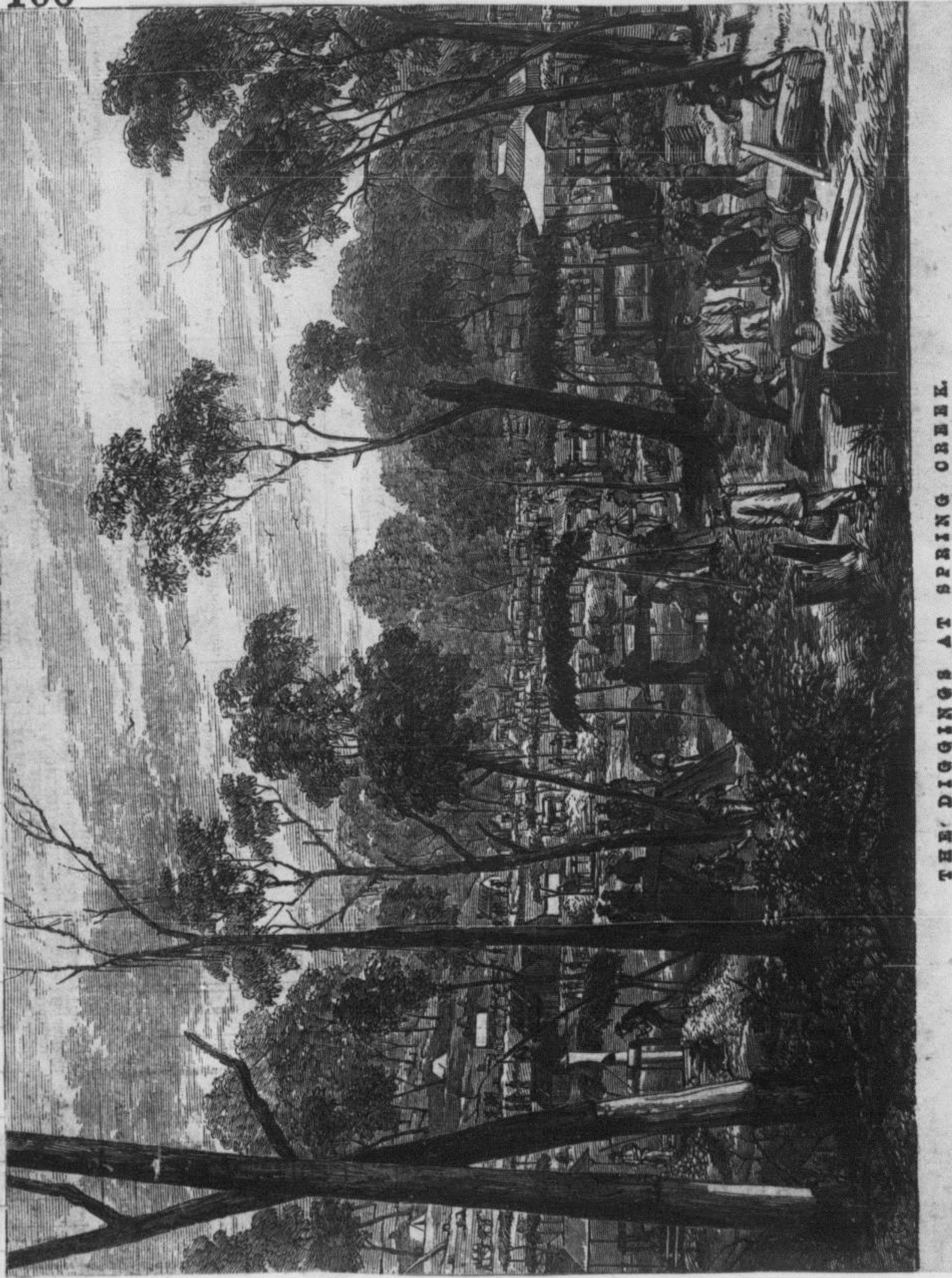
— 1875 —

Thursday, August 18th — 1875 —
 Foggy, Wind, Rainy Weather in the Morning
 got under way, from the Breakwater at
 Black Island, at 12 o'clock. U. W.
 under fore sail, main sail, jib and flying
 jib. Under the gun, from Black Island
 to Ten and Pig's Light. Ship in 3 hours
 distance 30 miles. Squally Weather light
 drizzling rain when off. Robinsons Hole
 a sudden squall struck us, which
 compelled us to take on Main sail
 on, and Run under fore sail, and
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 Light, Light Boat, then L. Hemelin Breeze,
 on Port Hand. Hedge Breeze, on Starboard Hand,
 Making a distance of 3.2 Miles, altogether, Making
 the Race, in 3.2, 5-3, seconds. Beating the whole by 7/8.



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 and New Zealand, of which I am Witness
 to my self, having seen them all.
 C. H. Frost,



TWO GUNNERS TO SQUADRON



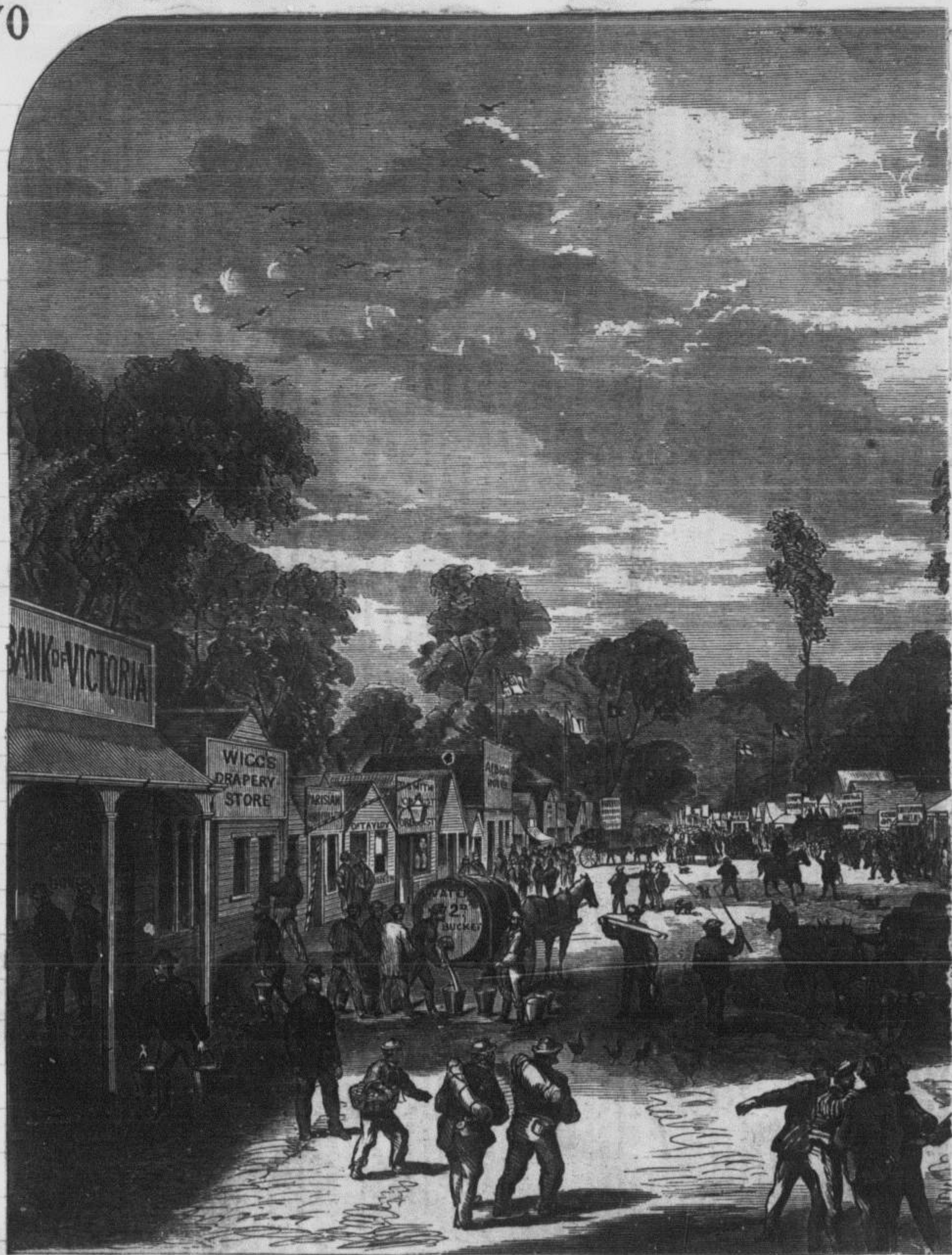
DIGGERS FOR SPRING CREEK STARTING FROM SANDHURST



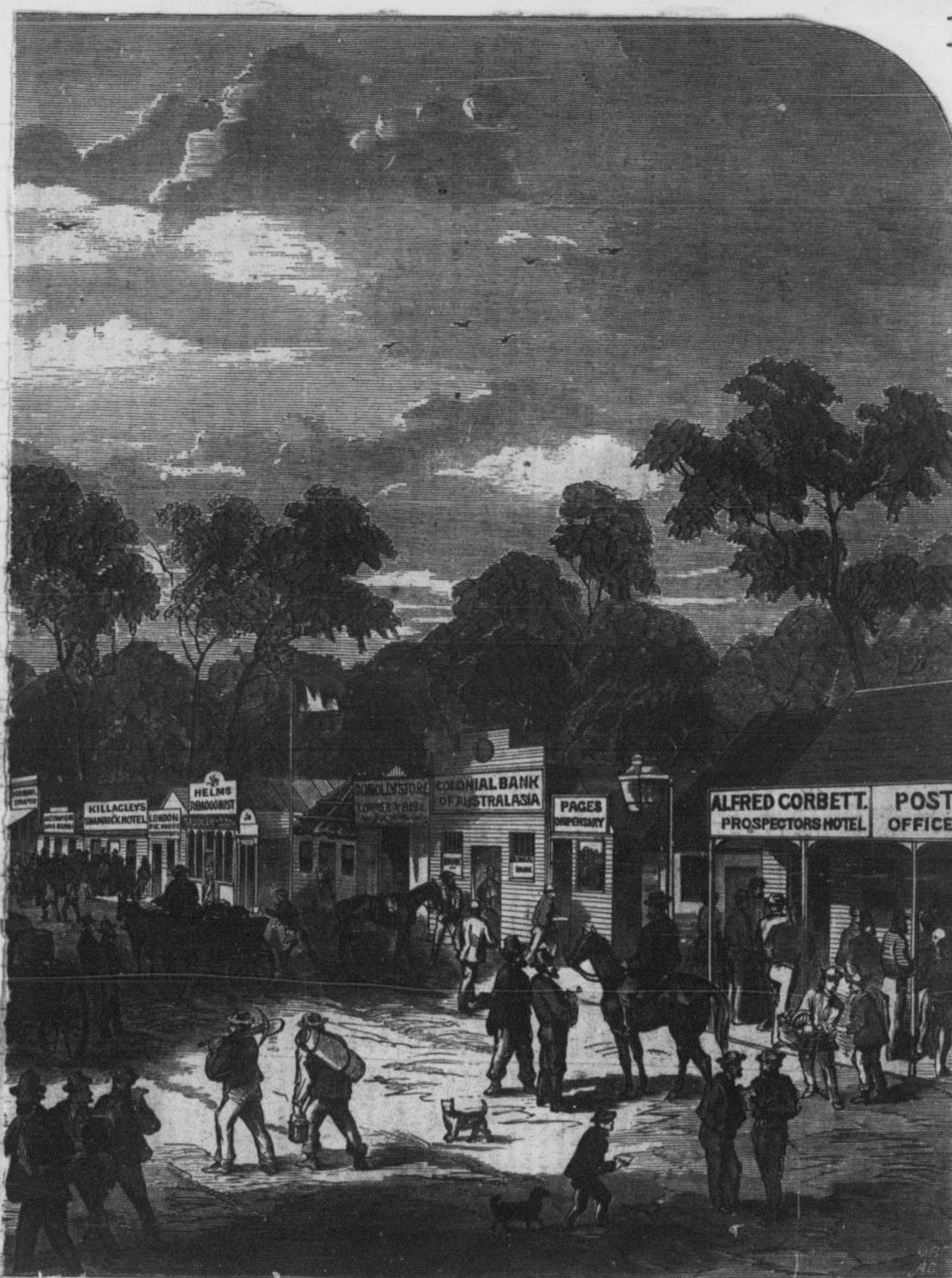
THE ZIG-ZAG OF THE OTIRA, NORTH-WEST SIDE OF THE GORGE—H.M.B.



STALKING PELICANS—[FROM A DRAWING, BY W. A. GAYLORD, U.S.A.]



THE NEW DIGGING TOWNSHIP.



SPRING CREEK, VICTORIA.

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" " within 4 miles of Bluskin N.Z.	11. "
" the tent to the Frenchmans Back again N.Z.	6. "
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" Dunedin, " Wakonati, "	28. "
" Wakonati, " Palmerston, "	35. "
" Palmerston, " Ware, "	62. "
" Ware " Blacks, ^{NO. 1} N.Z.	22. "
" Blacks, ^{NO. 1} to Dunstan Gold Diggins N.Z.	14. "
" Dunstan Gold Diggins to Dunstan Creek "	24. "
" " " Creek, to Cromwell, N.Z.	14. "
" Cromwell, to Arrowtown, "	16. "
" Arrowtown, " Dunstan, "	26. "
" Dunstan, " Cromwell, "	42. "

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From Cromwell, to Clyde Town ship, N.Z.	14. "
" Clyde " Manureka, "	23. "
" Manureka, " Inafuka, "	19. "
" Inafuka " Tokomairo, "	28. "
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" Invercargill, " Bluff Harbor, "	21. "
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" Dunedin to Port Chalmers, N.Z.	9. "
" Port Chalmers, to Sydney, N.S.W. Australia,	1,300. "
" Sydney, to the westward Whaling ground, P.O.	600. "
" the westward to French Rock, N.Z.	750. "
" French Rock, " Australasian Bight, Australia,	900. "
" Australasian Bight to Vandiemans Land, Tasmania,	700. "
" Vandiemans land " Hobart Town, "	16. "
" Hobart Town, to Bridgewater, "	16. "
" Bridgewater, " New Norfolk, "	4. "
" New Norfolk, to New town, "	16. "
" New town to Brighton, "	18. "
" Brighton, " Green Ponds, "	14. "
" Green Ponds to Catlands, "	23. "
" Catlands " Deloraine, "	13. "
" Deloraine " Perth, "	14. "
" Perth to Launceston, "	6. "

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From New York, to Honolulu, S. I.	2,050. mi.
" Honolulu, to Helligoland via Cape Horn, S. I.	23,500. "
" Helligoland to Cuxhaven	" 40. "
" Cuxhaven " Hamburg	" 62. "
" Hamburg, " Bremen	" 200. "
" Bremen " " Harard.	" 55. "
" " Harard, " New York, America	2,500. "
" New York, " Boston, Mass.	332. "
" Boston " Machias Port, Maine	275. "
" Machias Port " Jonesport	32. "
" Jonesport, to Horns Hole, Mass.	180. "
" Horns Hole, to New York	170. "
" New York, " Hoboken, N. J.	9. "
" Hoboken, " Fairport Cove, Mass.	179. "
" Fairport Cove " Harrison Square	120. "
" Harrison Square, " Boston	9. "
Total, Number of miles by Land 1,516. miles	
" " " " " R.R. 608. "	
" " " " " Sea 101,390. "	
Total 103,514 miles.	

New York

H. B. C.

BOSTON

London

Boston

Charles W. Lyon purchased the
book in July 1933 from Mrs Chester
L. Crosby, nee Grace Gibbs,
Sagamore, Mass. Her father
Captain William Russell Gibbs
of West Sandwich (now Sagamore)
purchased the book as part of the
contents of a trunk full of goods
at auction
sold, as undivided, by the Adams
Express Co. in Boston some fifty years
ago. At the death of Capt William
Russell Gibbs it was intended by
Mrs Chester L Crosby.
C. W. Lyon.