Fri. Sept. 1st

Still we have fair winds but it is getting very light and consequently the Ship rools very much. this Morning warm and cloudy. We carried away our Stunsail Halyards another was soon rove, and again the said was set to assist us on our way. We carried away Royals, and Stunsails all night. When day dawned we could make out A ship on our lee beam. bearing on the same course as we are going. To day we carried all the sails that we could put on her. Studdingsails below and Aloft. then we were only able to make about 4½ Knots. we continued this until about 6.30. when we started the Engine which soon put us ahead. the power of steam is of great importance but for that we should now be plunging about these waters in comparitively idleness, but thanks to that power we are able to keep on our course with A little speed. served out Clothing

Sat. Sep 2nd

We are steering. N.W. half N. quite warm and not A breath of wind. and below decks the heat is almost suffocateing. many slept upon the Spar Deck all night. last night was was A beautiful night. the Moon shone forth in its splendor. and one could sit for hours and medetate upon the works of nature. myself I devided my thaughts between Nature. and the loved ones at Home, and longs for the hour of our meeting wich we all cincerely hope will be soon. we have got the ship looking quite neat again. for on each time that we coal ship. we look A coal hunk. served out clean Hammocks

Sun. Sep. 3rd

At Noon. we were 1080 one thousand and thirty miles on our way. being more than one third. on our sixth day out. quite warm. About. 9 Oclock the wind hauld aft and we were able to set our Fore and Aft sails. and by. 4 bells. we sat all the squaresails. the wind is light but helps us on we averaged about 8 Knots the hour. we had Quaters and Inspection at 10. and Divine Serveace at 10½ Oclock. we are steering N.W. by W.

About 2 bells. we made the Island of Western we carried sail until about 4 bells P.M. when we changed our course to N.N. by W. half W. this braught the wind ahead. when it became necessary. to furl sail oh! for A continuance of good weather. several Whales were seen this morning

Mon. Sept. 4th

Homeward bound. fine day. verry warm. we were able to set Fore and Aft sails. we wer then goin six Knots. about 4. bells we ~~carried~~ set all our Square sails. we are steering N.W. by W. half W. should this weather last about two weeks. we will be near our haven.

Tues. Sept. 5th

We are steering the same course as yesterday. we are goin about 7 Knots with no wind at all of consequence. we are goin to have a long passage we are now nine days out and not half way to our port.

Wens. Sept. 6th

This Morning the wind is dead ahead. and we are oblige to tack ship. verry warm. about 8 bells. Afternoon watch. the wind hauled in our favor. we ameadiately. set our Square sails. and laid our course once more for home

Thurs. Sept 7th

We steamd last night enough to keep the ship from goin astern. for we had no wind and this morning we are just rooling about in perfect idleness. we have the power to go but they will not use it. about 4 Oclock we quited steaming. then at 8 h. we again put the Engine in motion. we were obliged to Furl sail. the wind being right ahead. we are now 1600 miles from our port. we are rooling along. about 5 Knots. the hour.

Fri. Sept. 8th

Still the wind blows ahead. we continue to steam. we hope soon to enter the Gulf Stream. we see across the stream our distance seems short. we begin to see the Grass. from the Stream. and hope soon to be able to cross that Mysterious Stream. about 11½ Oclock we set the Foresail. and about 1 h. we sat all our squaresails. and we began to go along quite free, until about 5 bells. when A squal arose from the Westward and we were obliged to take in our Degallantsails. the squal was soon over. and we again spread them to the Breeze. this is quite a long passage for A steamer of the class of this ship

Sept. 9th

We are hardly holding our own. we have a head wind and have been trying to work up A little but we go about 1½ Knots ahead

and about 7 Knots. to the Seeward. we were under single reefd Topsails. until about 11 Oclock. when we shook out the reef. and set the Stgallantsails. it have been quite threatning to day. alternately sunshine and rain. about 7 Oclock we about-ships. and stood on the Port-Jack. bearing. W. by. South. we stood on this course until about 4 Bells. first watch. when we stood W by W. half W. being our course.

Sun. Sept. 10th

Blowing quite fresh. we. were oblized to Take in our Stgallantsails. and took A reef in our Topsails. we are steering on our course. N.W. being A verry bad day. we did not have Quarters or Inspection. at 5 bells. we had. Divine Service it continued to Blow. and by. 12. N. all hands were called to. Make sail. also took another reef in the Topsails. we are goin about 8 Knots. about 7 bells. A sail was reported. from the Mast head. about. 4 points on the weather bow. we made her out to be A ship. steering on the same course as we are. but she was too far to the windward to speak her. about 7 bells. P.M. stoped the Engine. rooling quite heavely. we only stopid steaming about-

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

Mon. Sept. 11th

We are goin about 8 Knots. the hour. under double reefed Topsails and steam about 9. Oclock we shook out the reefs stopid the Engine. afternoon. we took off the Staysails and send the Topsails again. set Stgallant and Royals. about 4 bells P.M. we exchanged signals with A Chillanian Merchantman. our Latetude 46,17. hour. 17 we have A good breeze this evening but do not expect it to last long. Last night the Jack of the dust was caught in the fore Hold. with A naked light by the Master At Arms. was reported. that brought down. strict orders regarding lights or smoke for being careless. well. the Innocent must suffer alible with the Guilty.

Tues. Sept. 12th

The watter has become quite warm as we approach the gulf. goin along slowly. we never have A fair wind. we are now A Thousand Miles away from where we expected to be at this time. the wind hauld fair and we set all our Square sails. and under steam.

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

Wens. Sept. 13th

this morning we are goin along quite easely. but not on our course. we entered the Gulf stream about 4 P.M. yesterday about 9 Oclock. we stopd stopd steaming. as the wind was driveng us too far off of our course. and they wants to save coal. as it looks squaly. took in all the sail excepting Fore and Main Topsail. and Fore and Mainsail. took A reef in the Topsails. we are also carrying Fore and Aft. Sails. about 7 Oclock all hands were calld to muster read the articles of War. about 4 bells P.M. all Hands were calld to Reef. Topsails. when we took it double Reefin the Fore and Main Topsails. we carried double reefed Topsails all night

Thurs. Sept. 14th

This morning we have A little Breeze we shook out the Reefs. and set Stgallant sails. wind verry light. Making about 4½ Knots the hour. about noon sat Royals about 5 bells A Sail was reported on our weather beam. we made her out to be A Brig bound to the Eastward. about 2 bells. we had surprise Fire Quarters, we continued with all sail set, until about 4 bells. first watch they started the Engine.

Fri Sept. 15th

We are wending our way slowly we have steam all night and all day Making. about 8 Knots at noon to day we were about 670 Miles from Boston. we hope to run that by Tuesday. at 4 bells we had Fire Quarters. then Shilling with small Arms. About 3 bells P.M. stopd the Engine. we sailed all night. about 6 bells. 3rd watch. whe had quite A rain storm. it blowd awful hard. for about an hour. and the rain in perfect Torrents. we took in all sail. excepting Topsails. those we double reefd about 1 Bell. ceased raining

Sat. Sept. 16th

About 5 bells. started Engine. and about 7 bells. set Fore and Aft Sails. and about 6 Bells. we set all our Square Sails making about 8 Knots. we had A general Polyboneing to day. we steamd until 2½ Oclock when we stopd the Engine. About 7 bells there came up A squal. when we took in our Stgallant

and Royals. the squal did not last long and we set our Degallant sails again at 8 Oclock. we were goin 9 Knots. that is quite A fair rate of speed. with the Propeller down. Oh! for A sight at the Cape. This Evening. there was three Men caught (Playing Cards in the Fore Hold.) by the First Lieut, they were put into the Brig. also the Act. Capt of the Hold. The ships Coporal of that Deck was Disrateed.

Sun. Sept. 17th

How slowly the time passes. or that we in our anxiety. are unconcious of its flight. we have been under both steam and sail all day weather fine. Devine Serveace at 4 bells. and before Serveace we had Inspection and Quarters. we have been in sight of A Brig all day.

Mon. Sept 18th

Fine weather. quite warm. under both steam and sail. Last night in the Mid Watch. she made. 10½ Knots. To day at Noon was. 260 Miles from the cape. we shall expect to reach Port on Wensday and want that be Joyfull when we get there. To day at ten Oclock A summary Court Martial convined to try three men for Gambling. and the First and Second Captains of the Hold. for allowing gambling to be carried on in the hold without reporting it. as night approachd it began to show signs of bad weather. very cloudy. looks like storm is comeing on. O! for that cry of. Land ho.

Tues. Sept. 19th

Rooling heavaly. we feard A storm and one we have. about. 9 Oclock. we took in Degallant sails and during the mid watch reefd Topsails. steaming all the time during the first watch. we took soundings. no bottom. To day. about. 4 bells. took soundings. draught bottom. 80. Fathoms. blowing quite fresh. from the S.E. making. about. 10½. Knots. the hour about. 6 bells. made preperation. to Rouse up our Cable. for the Bow anchors. and to bend them. To day. there is a great deal of tumbling about. at. 6 40. have the Lead 45 fathoms.

Wens. Sept. 20th

About 8 Oclock. A light was reported on our Port Bow. which we took for Cape Cod. but on sounding we found it to be A mistake. at Day light. the Island of Nantucket was in sight. we changed our course. for the Cape. morning very fine oh! Beautiful. We made the Light about 9,30. and passed the Cape. about 11 Oclock. we signalized as we passed. Took A Pilot from Boat. No 8. about. 4 bells. when about 25 Miles from Boston. about. 6 bells all hands were called to shorten sail. we having been under full sail all day. We came to Anchor. about one mile from the Boston Light. at 4,45. being about ten Miles from the Citty. We received papers from the Pilot. but there was no exciteing news. The sight of the shores of New England is A very pleasant sight to one as anxious as I am to get ashore as soon as we were safe at Anchor. we got supper. then it was all Hands to Paint Ship. and soon the sides were alive with the men blacking her anew While the Comodore and some of the Officers tried their luck at fishing. but without success. We shall expect to make an early start for the Citty. where we hope that we shall all feel relieved from our anxiety to get once more in the Dominions of Uncle Samuel.

Thurs. Sept. 21st

Light House Chanel. This morning all Hands were called quite early. we cleand ship Fore and Aft. A Burn Boat came alongside. we heard of the "Saccramento" arrival We got up steam and about 11 Oclock. we weighd Anchor and started for the Citty. we were saluted by the Forts as we passed up when near East Boston we saluted the Admiral. (he returning the salute) and came to anchor of Lincolns warf. There soon were several persons on board. went asshore. visited My Aunt. also. Mrs. Vaught. Mrs Kellogg. Mrs R. found every boddy well. and every thing stato quo. Maild A Letter to C. W R. one to Mr. R P.

Fri. Sept 22nd

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

among them

Sat. Sept. 22nd

Boston. Harbor. we have not received A mail as yet. it seems that our ship was reported at New York and our mail was sent there. we received A Mail this Eve bring. I received A Letter from C.W.R. Discharged more men

Sun Sept 24th

Boston. Went ashore to Market. but could get nothing but Baked Beanes. went ashore aggin during the Afternoon. but without success. We received A mail I received A Letter from C.W.R. one from Sister. and one from Mrs Robt Hamilton. the Money sent to him in May Last. was received and acknowledged in the Issue of July 26. We had General Muster at 4 bells. and Divine Serveace at 10½ Oclock

Mon. Sept. 25th

Boston still where we anchord. to day. the Chaplain. and Comodore's Secetary. were dotached we expects to go to the Yard on to Morrow It is now growing quite cool sembend sails

Tues. Sept 26th

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

Wens. Sept. 27th

get in the Steam. oh! when shall we get in. We have been A long time geting home. and now it seems as if we shall be forever getting into the dock. yesterday we. sent down Degallant mast. and all Running Rigging. About 3 Oclock. the "Powhattan." hauld out. she passed us. and anchord off South Boston. we have made preperation to haul in Tomorrow. and I hope we shall succeed.

Thursday Sept. 28th

Hauld into the Yard. A part of the Crew were discharged. and they left in great joy.

Friday. Sept 29th

At the Navy Yard Charlestown. at five Oclock I received my Discharge. being three years and nine days. in the serveace of Uncle Sam. and glad am I to receive it paid of $4.24.00. So end my serveace in the Navy of the United States of America.

Bailey's Compo. No 1.

Three parts of Lorking Lime, and one part of Washed River Sand. Mixed dry and Kept from the Air. Mixed to the consistance of thick wash and apply with stiff Brush.

Higgins Stucco.

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

Parkes cement.

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

Hamelins Cement

To every five hundred and sixty (560) lbs. of Earth or Earths (as pit Sand, river Sand, Rock sand, pulverized Earthenware or porcelain) add forty lbs. Litharge. two lbs. pulverized glass, or flint, one lb of Minium. two lbs. of Gray oxide of Lead; sift trough different sieves according to the quality of the work. add to every thirty lbs. of the cement in powder. one quart of some Vegetable oil. to be used in small quantities. before the cement is applied the face of the wall must be moistened with oil.