Still we have fair winds but it is getting very light and consequently the ship rolls very much. This morning warm and cloudy, we carried away our stern all the yard and another was set, a more uneasy, and again the sail was set to assist us on our way. We sailed away Rosario and Buenos Aires all night. When the day came we could not make out a ship on our lee beam, bearing on the same course as we are going. The day we carried all the sails that we could put on her. Steadily we plied below and astern, then we were only able to make about 4½ knots. We continued this about 6½ when we started the engine which soon put us ahead. The power of steam is of great importance but for that we should not be plunging about these waters in comparatively stillness. But thanks to that power we are able to keep on our course with a little speed. Served out bleeding

Sat. Sep. 3rd

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

It was a beautiful night, the moon shone forth in its splendor, and one could sit for hours and meditate upon the works of nature, myself of course the thoughts turned towards home, and the loved ones at home, and longs for the hour of our meeting with we all sincerely hope will be soon. We have yet the ship to turn again. For on each time that we coal ship we look at coal bunkers, moved out clean.

Sun. Sep. 4th

At noon we were 15800 one thousand and thirty miles on our way, being more than one third on our right day out, quite warm. About 10 o'clock the wind hauled aft and we were able to set our fine and aft sails, and by 4 bells we set all the square sails. The wind is light but helps us on we averaged about 6½ knots the hour. We had breakfast and inspection at 10, and Divine service at 11.20. We are steering N.W. by W. about 2 bells. We made the Island of St Vincent we carried sail until about 4 bells ½ an after we changed our course to N.W. by W. half W. this brought the wind ahead, then it became necessary to fur the sail off for at times, if good weather several whales were seen this morning.
Mon. Sept. 4th

Homeward bound, fine day, very warm, we were able to set two and aft sails. We were then going six knots, about 4 o’clock we cast all our square sails, we are steering N.W. by W. half W. should this weather last about two weeks we will be near our haven.

Tues. Sept. 5th

We are steering the same course as yesterday, we are going about 6 knots, with no wind at all of consequence, we are going to have a long passage we are now nine days out and not half way to our port.

Wed. Sept. 6th

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

Thurs. Sept. 7th

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

Fri. Sept. 8th

Still the wind blows ahead, we continue to steam, we hope soon to enter the Gulf Stream once across, the stream our distance seems short, we begin to see the Grass from the stream, and hope soon to be able to cross that Mysterious stream, about 11/2 o’clock we set the foresail and about 11/4 we set all our square sails and we began to go along quite free, until about 5 bells, when a squall arose from the westward and we were obliged to take in our Defiant sails, the squall was soon over and we again spread them to the Breese. this is quite a long Passage for a steamer of the class of this ship.

Sat. 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 1/2 knots ahead
and about 9 p.m., to theeward, we were under single reefed topsails until about 11 o'clock when we shook out the
reef and set the Stagallantails, it have been quite threatening to day, alternate sun
shine and rain, about 9 o'clock we about
ship, and stood on the S't Jast. Bearing
W. by S. Sth. we stood on this course until
about 4 o'cloce, first watch; when we stood N
W. half W. being our course.

Sun. Sept. 10th
Blowing quite fresh we were obliged to haffn
our Stagallantails, and took a reef in our
topsails, we are steering on our course S'W.
being a very bad day we did not have Inspec
on Inspeation, at 7 o'clock we had Devine Leave
it continued to blow and by 12 M. all hands
were called to make sail also took another reef
in the topsails, we are now going about 5 knots
about 2 bells, A sail was reported from the mast
headed 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
2 bells, We stopped the engine, coaling quite
heavily, we now stoped steaming about

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

Mon. Sept 11th
We are going about 8 knots, the bow under
double reefed topsails and steam about 9 o'clock we shook out the reefs
about 4 o'clock we stored the engine, afternoon. we took off
the stay sails and send the jib sails
and set Stagallant and foresails about
4 and 6 M. we exchanged signals with A
Chauham Merchantman our Latitude 46.1
now S'hore we have a good greege this evening
but do not expect it to last long.

Last night the Jack of the deck was
caught in the fore hold with A mallet light
The Master of Arms was reported that
brought down, strict orders regarding lights
approach for being careless well the broad
sheet suffer able with the gale.

Tues. Sept. 12th
The weather has become quite warm as we ap
reach the gulf, going along slowly we never
have a fair wind, we are now A thousand
Miles away from where we expected to be at
this time the wind holds fair and we set
all our square sails and under steam.
This morning we are going along quite easily. But not on our course, we are not on our course. We intend the Gulf Stream about 4 PM. Yesterday about 9 O'Clock we stopped steering. Or the wind was driving us too far off our course. And the wind was against us. So we decided to stop. In all the sails except the fore and main topsail and those and main sail. Both a reef in the topsail. We are also carrying the fore and aft sails. About 11 O'Clock all hands were called to muster read the Articles of War. About 4 bells a.m. all hands were called to reef topsails. when we could double reef in the fore and main topsails, we carried double reef in topsails all night.

Thurs Sept 14th

This morning we have a little breeze. We shoot out the breezes and set Deceant sail. wind pretty light. Making about 7 knots the hour. About noon set royals about 3 bells a sail was hoisted in our weather beam. We made her out to be at 300 to the landward about 2 bells we surprised. We continued with all sail set until about 4 bells first watch they started the engine.

Fri Sept 15th

We are going our way slowly. We have been all night and all day making about 3 knots at noon to day we were about 600 miles from Boston. We hope to run that by Tuesday at 4 bells we had fire in the engine, we paid all right about 6 bells. First watch who had quite a storm at 11. It blew awful hard for about an hour and the rain in perfect torrents. We took in all sail, except the topsails there we double reef about 1 bell ceased raining.

Sat Sept 16th

About 5 bells started engine, and about 7 bells set fore and aft sail, and about 6 bells we set all our square sails making about 8 knots. We had a general fog starting to day. We cleared until 2 bells when we stopped the engine. About 7 bells there came up a gale. When we look in our Deceant
and Royal. The squall did not last long
and we put our Deggant sail again
at 8 o’clock, we were going 9 knots, that
is quite a fair rate of speed with the
breezer down. Oh! for a sight at the
Cape. This evening there was three men
cought (playing cards in the Forehold)
by the First Gent, they were put into
the brig, also the CHIEF of the Watch.
The ships corporal of that deck was dis
rated.

Sun. Sept. 14th

Flow slowly the time passes, o’ that
we in our anxiety, are unconcious of its flight, we have been
under both, steam and sail all day
weather fine. Divine service at 4
bells, and before service we had
inspection and quarters, we have been
in sight of a Brig all day.

Mon. Sept. 15th

Friday weather, quite warm. under both
steam and sail. Last night in the Mid
Watch, ship made 10½ knots. To day at 8 o’clock
was 260 miles from the Cape; we
shall expect to reach road on Wednesday,
and point that be goarrell when we get
there. To day at ten Declared a Summary
Court-Martial, convened to try three men
for gambling, and the first and Second
Captains of the ship, for allowing gambling
to be carried on in the hold without report
ing it, as they approached it began to show
eights of bad weather, very cloudy, too
the Storm is coming on, Oh! for that
cry of land for.

Tues. Sept. 16th

Roiling heavily, we heard of storm and
one we have, about. 1 decl. we took in
Deggant sail and during the first watch
reef’d topmasts. Steaming all the time
during the first watch, we took sound
ings, no bottom. To day about 5 bells,
both soundings, brought bottom 90. South
winds blowing quite fresh from the S.W.
.heaving about. 10½ knots. The hour
about 6 bells. Made preparation to hove up
up Cable, for the Bow anchors and
to bend them. To day, there is at great
deal of rumbling about. At 6 o’clock, have the
lead 45 fathoms.
Weds. Sept 20th.

About 8 O'Clock, a light was reported on our starboard, which we both for Cape Cod, but on sounding we found it to be a mistake. At daylight, the Island of Chincoteague was in sight; we changed our course for the Cape, morning very fine and Beautiful. We made the light about 9 o'clock and passed the Cape about 11 O'clock. We signalled in, as we passed, 2000 A Salute from Boat, 21 guns, about 4 bells, when about 25 miles from Boston. About 6 bells all hands were called to the decks. We having been under full sail all day. We came to Anchor about one mile from the Boston Light at 4 P.M. Being about nine miles from the City. We received papers from the Pilot, but there was no exciting news.

The sight of the shores of New England is a very pleasant sight to me as anyone as I am to get ashore as soon as we were safe at Anchor, we got supper then it was all hands to Saint Ship, and soon the pipes were alive with the men flasking her anew. While the Commodore and some of the Officers tried their hand at fishing, but without success.

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

Thurs. Sept 21st.

Lighthouse滨江. This Morning all hands were called quite early, we cleared ships. Fire and Laff. At Brum Boat came alongside, we heard of the "Sacramento" arrival we got up steam and about 11 O'clock we weighed Anchor and started for the City; we were saluted by the forts as we passed up when near east Boston we saluted the Admiral (he returning the salute) and came to anchor of Limehouse. There soon were several persons on board, went ashore, visited my Aunt, also Mrs. Waugh, Mrs Kellogg, Mrs. A found every body well and every thing to get, Maid at Laff. No. 86 W. 100 to Mr. R. H.

Fri. Sept 22nd.

I returned on board this morning, got ordered for remaining on shore. That S.H. that U.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...
Boston, Harbor. We have not received a
mail as yet. It seems that our ship was
repaired at New York and our mail was
sent there. We received a mail this morn-
ing. I received a letter from C.W.R. Discharged
Sho. Sept. 24th

Boston. Went ashore to market, but could
get nothing but boiled beans. Went ashore
again during the afternoon. But without suc-
cess. We received a mail—received a letter
from C.W.R., one from Santa, 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 Braddock
at 4 bells, and Divine Service at 7 o'clock.

Mon. Sept. 25th

Boston still where we anchored. To day, the
Chaplain and Commodore Seychay, were detached
we expect to go to the yard on to-morrow.
It is now growing quite cool aboard. sail.

Tues. Sept. 26th.

At Anchor, still waiting for the “Sho-haltani” to
haul out then we shall haul in. To day I
Bill Briggs, heard from home.

Thurs. Sept. 27th.

Not in the Steamer. Oh! when shall we get in,
We have been a long time getting home, and now
it seems as if we shall be forever getting into
the dock. Yesterday we sent down Sgallant mast,
and all shimming rigging. About 4 o’clock, the
“Sho-haltani,” haul’d out, she passed us, and
anchored off South Boston. We have made prepa-
ration to haul in to-morrow, and I hope
we shall succeed.

Thursday Sept. 28th.

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

Friday. Sept. 29th.

At the Navy yard Charleston. At five
Clock I received my Discharge. Being
three years and nine days in the
Service of Uncle Sam. and glad am
I to receive it. paid of $424.00, to end
my Service in the Navy of the United
States of America.
Three parts of flintling stone, and one part of Washit River sand; mixt dry and kept from the air, mixed to the consistence of thick wash and apply with stiff brush.

Heggers slurry.
To fifteen pounds of the best stone lime, add fourteen pounds of best lime ashes, and ninety-five pounds of clean washed sand; mixed dry. Kept from the air until wanted, mixed with their water.

Further cement.
Burn argillaceous clay, in the same manner as lime is burnt; 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.

Hamelting cement.
To every five hundred and sixty lbs. of Earth, 1 lb. 6 oz. of sand, 1 oz. of river sand. Washed sand, pulverized calcined ware, or porcelain, add forty lbs. of Silex, two lbs. pulverized glass, 0.5 lbs. of bitumen, and 10 lbs. of flour. Mix, sift through different sieves and 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.