William Jones' Resignation From the Presidency of the Second Bank of the United States

Among the recent acquisitions of The Historical Society of Pennsylvania are the William Jones Papers. Although they contain material which throws new light on the history of the time, they have so far attracted the attention of only a few students. It is hoped that the items\(^1\) published in this paper will whet the appetites of other historians.

William Jones (1760–1831), after an honorable military career during the Revolutionary War and some experience in business in Charleston, settled as a shipping merchant in Philadelphia in 1793. At a time when most members of his class were Federalists, he joined the Republican Party, and thus the opportunity for a political career was opened for him when the latter came into power. In 1801 Jones was elected to the Seventh Congress, but as early as 1803 he resumed his mercantile pursuits which carried him temporarily to India, whence he returned to Philadelphia in 1808. The outlook seemed bright at that moment, but soon thereafter his business was hard hit by the Non-Intercourse and Embargo Acts. When in January of 1813 he became the Secretary of the Navy, his private finances were

\(^1\) Most of the letters reprinted in the following represent correspondence between William Jones and Edward W. Duval (or du Val), who through years in government service and family connections may have been a valuable friend in the capital. Edward W. Duval was a nephew of Gabriel Duval, Comptroller of the Treasury from 1802 to 1811, during whose incumbency he served in the Comptroller's office. At the time of the correspondence, he was a "Naval Store Keeper" in Washington with a salary of $1,700. But, as one of the letters indicates, Duval would have liked to settle in St. Louis, becoming the cashier of a future branch of the Bank of the United States. Information on Duval was kindly supplied by the Reference Department of the Library of Congress. Sources: William Jones to James Madison, Madison Papers, Vol. 64, No. 6439, February 27, 1817, and Register of Officers, and Agents, Civil, Military and Naval, in the Service of the United States (Washington, 1817 and following years).
already in a precarious state. During the war years he was a member of the administration of Madison, serving as the Secretary of the Navy and for a time also as the Secretary of the Treasury. In this period his fortune was further affected so that in December, 1814, anticipating bankruptcy, he considered it wise to resign. In April, 1815, he actually assigned his property to his creditors since his debts exceeded his property by about $30,000. He had at the time "no funds to meet the principal or interest of [his] obligations." His notes as they became due and his family expenses were paid "out of the proceeds of [his] household effects sold at Washington, the residue of which alone remain[ed] to pay several small family debts and to bear [his] necessary expenses for [the next] time." Through this assignment, Jones seems to have won a release from his debts.²

It seems surprising that a bankrupt merchant whose record as a government administrator was not too good, at least according to modern standards, could have been elevated to the presidency of the Second Bank of the United States, one of the most important positions within the national economy. This fact, however, might be thus explained: Jones' business failure may have remained unknown to President Madison, and in 1816, when Jones assumed his office, probably no one foresaw how important his position would become. Be this as it may, he was held in high esteem by both Madison and Alexander James Dallas, who as the Secretary of the Treasury after Jones, had been instrumental in establishing the Second Bank of the United States. Madison went especially far in his praise: he described Jones as

"a strong mind, well stored with the requisite knowledge. He [Jones] possessed great energy of character and indefatigable application to business. I cannot doubt that the evidence of his real capacity, his appropriate requirements, and his effective exertions in a most arduous service and the most trying scenes, now to be found in the files of the Department as well as my own, would reverse the opinion which seems to have been formed of him."

Madison was appreciative that Jones had undertaken to administer the Treasury Department in addition to the Navy at a time when both called for unusual attention, and that he had continued to carry

² Jones to Savage and Dugan (Philadelphia merchants), April 13, 1815; the letter is published in full in the author's recent book *The Molding of American Banking* (New York, 1947), 182.
the burden until it became “evidently unsupportable.”\(^3\) (Incidentally, in evaluating this high praise, one should keep in mind that Madison’s war administration was notoriously inefficient so that the President was hardly a competent judge of the achievements of his collaborators in those years.)

As a matter of fact, Jones was probably the logical candidate for the position of the president of the Second Bank of the United States. For years he had been a stout friend of a national bank; he was one of the few merchants friendly to the Republican administration, and the Bank was decisively meant to be a Republican one.\(^4\) Last but not least, one has to keep in mind that in the 1810’s a bank president was not expected to be the chief executive of his enterprise, but rather an impartial chairman of the board of directors elected to administer collectively the bank in question. He was to fill a position of trust, that is to say, to act in fiduciary capacity. In addition to demonstrating lack of administrative capacities, it was in the former respect that Jones fell woefully short, as will be described later.

As long as Jones mismanaged the Bank and violated his trust, public opinion and Congress kept rather quiet. But when the situation became so critical that the board of the Bank under Jones’ leadership was forced to take action, started out on a policy of contraction that was long overdue, and introduced various other remedial measures, the country became restive, complaints were carried to Congress, and a committee was appointed in the House of Representatives to investigate the Bank. Its chairman was John Canfield Spencer (1788–1855), Representative from New York, who had been elected by the Clintonian faction in 1817. This committee issued a report known as the Spencer Report, bearing the date of January 16, 1819, which has long been recognized as an unsatisfactory and unreliable work. Nevertheless, it showed how weak the Bank was and uncovered Jones’ serious deficiencies.\(^5\)


\(^4\) See the material in the author’s recent publication, *op. cit.*, 104, 184 ff.

In his recent publication, this author has tried to do justice to William Jones' administration of the Second Bank of the United States. In fact, Jones worked under unusually difficult circumstances with hardly any chance of success, and his errors, for which it is usual to blame him, were in some measure the result of reasonable considerations. Jones, himself, in the anonymously published pamphlet entitled *A Brief Review of the Origin, Program and Administration of the Bank of the United States... by a Friendly Monitor,* has defended himself rather successfully. On one point only his self-defense breaks down completely, namely, with regard to his connivance with a clique of stock speculating directors.

These men, meaning to make fortunes out of speculation in Bank stock, formed a company to that end and succeeded in manipulating the stock prices so that, finally, they reached a premium of more than 50 per cent. Controlling the Bank as they did, they devised and put into effect a policy by which they provided easy facilities for the purchase of stock. Actually Bank stock could be bought without the investment of a single penny. Purchasers could receive funds from the Bank on the basis of promissory notes secured by the very stock which they bought, i.e., by the discounting of so-called stock notes. Originally they could borrow 100 per cent of the face value of the shares pledged, but as early as August 26, 1817, the board of the Bank passed a resolution which permitted advances on Bank stock at 125 per cent, a reckless policy to which Jones did not object and which was soon to lead to severe loss for the institution. As a matter of fact, by 1818 the discounting of stock notes for purposes of speculation had become the "principal business of the Bank." The clique of speculators who initiated that policy borrowed more than $3,000,000 from the Bank, and Jones himself, instead of checking these practices, rode the crest of the speculative wave. Between October, 1817, and August, 1818, he dealt, all told, in more than 2,650 shares, representing a value of more than $300,000. One can hardly believe that he was so naïve as to permit the above-mentioned company of speculators to draw him into a transaction of the following

6 Philadelphia, 1819. Incidentally, in one of his letters reprinted below, Duval suggested a "public explanation" of Jones' activities. The pamphlet may have resulted from this suggestion.
They transferred to him at the purchase price 1,000 Bank shares whose value had enhanced, after they had bought those shares for him without his knowledge and with the understanding that he would not be charged for any loss if the value depreciated.

With respect to Jones' stock speculations the verdict must be more severe now than it has ever been before. Today we know from his own papers that Jones had been a bankrupt in 1815. His salary as the president of the Bank had been $6,000 per annum; nevertheless, by the beginning of 1819, he possessed 1,165 shares of the Bank on which he was prepared to take a heavy loss. This property was due exclusively to the wholesale speculation with funds of the Bank entrusted to him. At present, one would hardly consider such speculations ethical. But one must keep in mind that in Jones' time big business was much more speculative than it is today and that the business leaders of the time took a keen interest in stock dealings. Jones considered himself beyond reproach and his honor "beyond the reach of personal enmity or political intrigue," as he expressed it. Moreover, his contemporaries considered him a man of integrity. In one of the letters to Jones reprinted below, he was assured that his stock transactions were "viewed [in Washington] not only as lawful but as innocent [ones] which he had as fair and indisputable a right to be concerned in as any other man in the community."

Undoubtedly this statement went too far and did not express the opinion of the community. Jones, who had a blind spot in this connection, seems to have been proud that he and the other directors in their capacity as administrators of the Bank were not influenced by their interest in stock speculations, a claim which one can doubt. The fact remains that the man who was penniless in 1815 must have made about fifty thousand dollars by speculations in Bank stock with Bank funds, although when disaster overtook him he was making use of credit with some English house, not with the Bank of the

7 The main primary source is United States 15th Congress, 2nd Session, House Report 92, especially 9 ff, 79, 96, 97 (Interrogatories to William Jones, Second Head, on the subject of notes pledged for stock); 101 ff (Jones' answers); and 129 ff, 133 ff, 138 ff (the examinations of George Williams, Dennis A. Smith, James A. Buchanan, and James W. M'Culloh). Ralph C. H. Catterall, The Second Bank of the United States (Chicago, 1903), 39 ff has dealt with this material.
United States.\textsuperscript{8} That Jones did not possess the mental attitude becoming to a business administrator, as was needed for the president of the country's largest bank (in fact its embryonic central bank), but that he was essentially a speculator can be seen in his reaction to the dangers surrounding the Bank. About a month after his resignation, on February 23, while the Bank whose fate he had guided was tottering, the convalescing man did not think of the enterprise as such, but of the stock prices. The same trend of thought was manifested in a letter written two months after his resignation.\textsuperscript{9}

Upon the publication of the Spencer Report, William Jones resigned from the presidency of the Bank. Catterall's description of this resignation—that Jones fled in affright—is hardly correct.\textsuperscript{10} At the very time the Spencer Report was presented to Congress, William Jones was stricken by erysipelas. As Ezekiah Niles reported, he had "lately been severely afflicted with the erysipelas, or St. Anthony's fire, which had for several days closed up both his eyes."\textsuperscript{11} As late as the twenty-fifth of January, Jones wrote "this is the first day that I have been able to read and write a page,"\textsuperscript{12} a statement one has to take \textit{cum grano salis} since he had actually corresponded in the days preceding. A man as seriously ill as Jones was at that moment cannot be expected to act vigorously or to put up a fight. His resignation, while undoubtedly proper, might in his interest have been better delayed for a few weeks, as Jones' friend, Duval, suggested in his letters of January 22 and 23. From Jones' letter of February 23, it is apparent that at that moment a group within the Bank was willing to work for his reinstatement, a plan not acceptable to Jones himself. While his feelings expressed in this connection are understandable, the explanation of the stand he was taking went badly astray. By that time, he received regular invitations to participate in the board meetings as a director without taking the chair.

\textsuperscript{8} 1,070 of the above-mentioned 1,165 shares were then pledged for a loan.
\textsuperscript{9} Both this letter and the one above referred to, dated February 23, are reproduced below.
\textsuperscript{10} \textit{op. cit.}, 60.
\textsuperscript{11} Ellen Jones (Mrs. William Jones) to Edward Duval, January 11, 1819, \textit{Niles Register}, XV, 417.
\textsuperscript{12} Only part of the letter is preserved and there is no indication to whom it was addressed.
These invitations Jones declined. He did not feel legally entitled to continue on the board, because the charter provided that no director, without being president, could stay on the board for more than three out of four years. But, of course, the charter had not settled the question of what to do when a president of the Bank, after having served three years, resigned during the year for which he was elected. Different interpretations of the charter clause in question were possible in this case. However, the wording of the letter in which Jones discusses this matter seems to indicate that actually he did not wish to meet his successor, Langdon Cheves. For this feeling he cannot be blamed. Cheves (1776-1857), Speaker during the second session of the Thirteenth Congress and president of the Bank from 1819 to 1822, considered himself its savior, claimed in public more credit than he deserved, and at every opportunity attempted to shine in a bright light by comparison with his predecessor. Cheves was thoroughly disliked in many quarters. On the other hand, Jones was mistaken in considering Cheves the participant in an "intrigue" to oust him. The attempts of 1818 to remove Jones from the presidency of the Bank were more than justified and cannot be stigmatized disparagingly as a mere intrigue. It is not surprising, of course, that Jones, who was more or less responsible for the disaster (although he could claim extenuating circumstances), had a rather distorted picture thereof. In this context, the last letter of the series is of great interest. It shows how Jones looked at his resignation, or at least how he wanted other people to look at it; but there was possibly some truth in several of his statements.

The letters reprinted on the following pages are important historical documents because they permit the historian for the first time to look at the resignation of the much maligned Jones from his point of view. They show a weak man rather than an evildoer and confirm in this respect the opinion which many of Jones' contemporaries seem to have held. It is hoped that a biography of Jones, for which his papers provide ample material, will soon be attempted by an ambitious young historian so that we may gain a better picture of the man than we possess today.

*Massachusetts State College at Fort Devens*  
Fritz Redlich
My dear Sir,

Considerations of duty and self-respect have impelled me to resign my office of President of the Bank of the U.S., of which I have given information, by this mail, to the President of the U.S. This step I shall be able to justify to you, so soon as the state of my disease will admit: In the meantime fear not for my honor; it is beyond the reach of personal enmity, or political intrigue, and I know that it is so considered by the best men in your city and will be sustained by all of this, my native place, where approbation is worth preserving.

Affectionately yours
W. Jones

Edward W. Duval, Esq.

Washington, 12 o'clock, Friday night.

My dear Sir:

Altho' I should do violence to my feelings to doubt the propriety of the considerations which may have induced your resignation, it would, nevertheless, be uncandid not to say that I regret it, from my heart. As to your honor, or integrity, no man, I believe, not under the jaundice of malignity, has deemed them to be implicated by the

13 This letter is now in the National Archives, Record Group No. 59, General Records of the Department of State, Miscellaneous Letters, January 1819. It reads as follows:

Philad. 21st Jan. 1819

My dear Sir

Considerations of duty and self respect forbid that I should longer continue to preside in the Bank of the United States under circumstances calculated to impair public confidence and render abortive my laborious efforts to be useful. I have therefore under the consolations of conscious rectitude and a faithful discharge of my duty this day resigned to the Board of Directors of that institution my office of President, and consequently am no longer eligible as a director thereof.

I seize the first moment of returning vision and ability, of which I have been for some time deprived by an affecting disease, to communicate to you this information and remain Most respectfully and affectionately your Obd1 Serv4

W Jones

The President of the United States

The Reference Department of the Library of Congress kindly informed the author that the Daily National Intelligencer of January 26, 1819, quotes an “Extract of a letter from a Director of the Bank of the United States, dated Philadelphia, 23d January, 1819,” beginning as follows: “Mr. Jones's resignation was read this day, and accepted . . . .”
Report of the Committee. By almost every man I have conversed with, including members of the Senate and of the House of Representatives, the Report is viewed as being replete with false reasoning and designing sophistry. There was but one thing in it which, to the community here, seemed to require explanation—to wit—the alleged “incompatibility in the statements made by yourself, Mr. Williams, Mr. McCulloch and Dennis A. Smith.”14 This no one had a doubt that you could satisfactorily attend. Indeed, I expected, in due time, to have seen it. The lateness of the hour at which the mail, from Phila, arrived this evening, prevents my saying more, than to add my sincerest wishes for your health and happiness. Remember me to Mrs. Jones,

Affectionately Yrs.
E. W. duVal
Jany 22, 1819.

This letter bears at the top the following note, not in Jones’ hand:
Jan. 23, 1819 Vindication of his course in Stock Transactions in 1817–18.—

It so happens that I am prevented writing to you until it is so late at night as to preclude my saying half I wish to communicate. I hope, however, to have a briefer day very soon, when I shall endeavour[?] to give a succinct statement of the views, pro & con, that have been, and are likely to be, taken of the affairs of the Bank, which for the present, at least, must continue to interest you. It may not be amiss now to remark, that, with respect to the contracts reputed to have been made by you, for Stock, and which the committee would stigmatise as odious and reprehensible, are viewed here not only as lawful but as innocent transactions, which you had as a fair and indisputable a right to be concerned in, as any other man in the community. I mention this fact, because I am apprehensive a different

14 The three men were members of the small gang of speculators who controlled the Second Bank of the United States in Jones’ era. George Williams was a Baltimore merchant and a member of the parent board from which he resigned in January, 1819. He, as well as McCulloch, was later indicted for conspiracy to defraud the Bank, but acquitted. McCulloch, before his appointment, a penniless clerk of the mercantile house of Buchanan and Smith, was the cashier of the Baltimore branch of the Bank. Dennis A. Smith, partner of the just mentioned Baltimore firm, seems to have been a director of the board of the Baltimore branch of the Bank. See Catterall, op. cit., 40, 43, 45–50, 78, 79. United States 13th Congress, 2nd Session, House Report 92, 12 is the source of the quotation in the letter.
impression has been made with you, and that a much greater degree of importance has been attached to the Report abroad than it has credit for at Washington, or than it will sustain anywhere when dispassionately read and considered. I would also ask whether the same considerations that impelled you to resign, would not justify and require a public explanation of them? It appears to me to be due to yourself, and that the Stockholders have reason to expect it. That you have diligently and faithfully executed yourself to promote their interests I can never permit myself to doubt, and if the insinuation and inferences in the report, tending to a different conclusion, are suffered to remain uncontradicted, may it not be considered as a tacit acknowledgment of their truth?

Col. Johnson has just left me. He rec'd letters from Frankfurt, Kentucky, to day, informing him that the General Court of that State had just decided that the Law taxing the Branches of the U. S. Bank, in that State, is unconstitutional. This is an auspicious victory in favor of the Institution. I hope the question will be finally settled, by the Supreme Court of the U. S., in the same way. Could you have reconciled it to have remained at the head of the Bank for three months longer, I should have heard of your resignation with much less regret. You could, I am persuaded, have left it under more promising auspices, and would have defeated the immediate wishes and artful manoeuvres of your enemies. But, we must believe every thing to be for the best, notwithstanding their insidious malice is gratified. Do not be surprised that you have had such enemies—it is often no equivocal proof of a man's worth and usefulness.

Your letter afforded me no inconsiderable pleasure, if it gave me some pain: I rec'd it as the evidence of returning health. God send you entire and speedy restoration of it. Will nothing then, induce you to visit our City? That you have some valuable friends here I am sure, and a relief from the toil and anxiety of office, followed by a short journey, would I should think, prove as acceptable as useful to Mrs. Jones and yourself. Nothing could afford me more pleasure than to see you both under my roof, and I need not add how much it would gratify Ellen and the other members of my family.

Present me to Mrs. Jones and believe me as always affectionately yours,

E. W. duVal
Jan. 23, 1819.
My dear Sir

I thank you for the suggestions in yours of the 27th—they are strictly correct and judicious. My tardy convalescence, rendered more so by the efforts I have made, will delay my explanatory statement longer than I could have wished, but I cannot help it, whatever may be the consequence.

By tomorrow's mail, I will forward to Baltimore a statement of the facts and circumstances attending the contract for the 1000 Bank Shares, which has given rise to what the committee have deemed incompatible statements. It is a plain unvarnished tale, supported by documents which, I trust, will place the innocence of the transaction beyond all doubt, in the minds of candid men.

Messrs Williams, McCulloch and D. A. Smith, are desirous of corroborating my statement, which will be returned to me I trust, on Tuesday next, with their affidavits, and the whole shall be forwarded to Washington without delay. I shall enter into no reasoning upon the subject, but simply refer to the records of my public conduct to show that, while I held so large an amount of stock (which I still hold) as at the reduced rates leave me an immense loser, upon the whole of my transactions, I was strenuously engaged in all those measures of precaution, and of expense in the importation of specie, which the safety of the Bank required, but which, it was foreseen by the Directors, would reduce the profits and depress the stock, instead of stimulating the market by artificial measures (such as the committee imputes to us) by selling out. A great majority of all the Directors who have dealt in stock are in my situation, and this the committee know, and if it had suited their purpose to state the whole truth from which just inferences might have been drawn, the public would have also known the fact. While they have stated what is not true, that of the 1555 Shares (exclusive of my two contracts) which I bought at the highest prices and sold the greater part at a great loss I have still 1165 Shares which cost me 153 dollars per share, 1070 of which are pledged in London, for a loan obtained there, instead of at the Bank, and they might have said that upon examining my account they could not find that I am a borrower of a single dollar, or security in any shape, or form, for any person. Present our best love to Ellen and your sisters and be assured

Of my Affectionate regard

W. Jones.
My dear Sir

Although I have constantly and confidently anticipated the favorable change in public sentiment which the promulgation of the Bank documents and the development of the insidious schemes of Spencer and Co. would produce, I have been much gratified with your account of their discomfiture and of the reaction of reason and truth against turpitude and imbecility. It is also a source of pleasure that I am not disappointed in Mr. Lowndes although his obstinate reserve while the poison of the report was diffusing itself through the body politic, was to me unaccountable: this circumstance however must have augmented the force and vigor of his attack. I was perfectly convinced that he left Philadelphia entirely satisfied with the Bank, but the current of popular prejudice and the execrable perversion of the facts upon which the committee ostensibly founded their report, appeared for a moment to suspend the reasoning faculties of the community, and his acquiescence in the libellous report was inferred from his silence.

Since the receipt of the printed document in this city even those who have hitherto been hostile to the Bank and its administration cry "shame upon the committee" and the effect has been to revive public confidence and to enhance the value of the stock considerably. I am still confined to my house and know but little of the stock market, but on Saturday last there were considerable sales at 114. D per share. It is very satisfactory to learn the friendly state of public feeling in your city towards myself: In this place at no period of my life have I witnessed so much personal kindness and general interest in my behalf. The motives which influenced my resignation were not precipitately yielded to, and nothing has occurred since to impair my conviction of their propriety and as regards myself personally the change will promote my health and happiness and I trust without prejudice to my interest.

A disposition has prevailed here as well as in Washington friendly to my re-instatement in the Presidency of the Bank, but this is out of the question: nothing could induce me to accept the place. It will always be the object of envy and intrigue annually renewed by caballing politicians and stockholders against any incumbent of firmness integrity and competent ability; and moreover the man who
discharges his duty with diligence and fidelity must abandon every other pursuit, and every social enjoyment, for the mere salary of $6000 every cent of which he must spend.

Some friend in your quarter (I suspect McKenney) has made an appeal to the stockholders in my behalf with a view to my reinstatement, which he has urged with more zeal and friendly feeling than discretion, in the Franklin Gazette of this city on Monday last and again this day, which has obliged me to repel his well meant efforts, in the same paper in a piece signed amicus which will appear tomorrow. A few days since I received from Baltimore the affidavits of Messrs Geo Williams and D. A. Smith of which the enclosed are true copies. These fully confirm my testimony but it would now be equally superfluous and unseasonable to make any public use of them.

The discussion of the Bank question in the House of Representatives will I doubt not terminate in the justification of the Directors, and with my private lawful concerns neither Congress nor the public have any legitimate concern, altho' in the exercise of that undefined power (unknown to our laws) called the common law of parliament, the examination of books papers and persons may be made as oppressive and injurious to individuals as the most despotic tribunals. I mention for your ear only, that Mr. Geo Williams told me a day or two since that in consequence of the denunciation of the committee in their exaggerated statement of his speculations in the stock of the Bank, his old correspondents in Boston and Salem for whom he had sold goods to a large amount or had in his possession consignments of great magnitude had either made sudden and inconvenient demands upon him or had ordered their goods out of his hands. Yet this gentleman when he became a Director of the Bank was certainly worth upwards of $300,000 Dollars. On my examination before the committee I suggested to them the consequences which might follow the developement of the private concerns of individuals, but nothing could divert the Chairman from his predetermination to prostrate the Bank and of course the Directors were considered but as flies on the wheel. Of the existing Directors of the Bank there are none who are thought qualified to Preside except Mr Cheves who has accordingly been written to on the subject and is now probably in your City on his way to the Bank.

Mrs. Jones is busily engaged moving and I am unable to take any
share in this important operation. We have taken a house near our old neighbourhood amidst our old friends and acquaintances. Ellen will recollect the house; it is in Lombard between front and second streets—the house which Mr. C. Price, Mr. James Ritchie and subsequently Doctor Nease [?] occupied.

Present our love to Ellen and my little namesake and our friendly regards to your good sisters. Do you think of travelling west in the spring and shall we see you ere you depart?

Affectionately and faithfully
Your friend
W. Jones.

Edw¹ W. Duval Esq.

Philad¹ 19th March 1819

My dear Sir:

Upon the receipt of your letter of the 17th this day I went to the Bank and inquired of my friend the cashier whether the report of Colonel Taylor was correct and was answered that no intimation of the kind had been received from the Government nor was it believed that such a request would be made under existing circumstances. It is a point however which I know the Bank has in view with a favorable eye to the establishment of a branch there at no remote period, and in conversation with the cashier I intimated your determination to settle at St. Louis and my wish that in the event of a branch being fixed there you might be appointed cashier. You are very well known through me to several of the directors and particularly to the Cashier who expressed his satisfaction with the intimation I had given and entertains no doubt of your appointment when* the Office shall be created.

When I resigned my office of President I was (and still am) under the impression that having served three years as a director (tho' president) I was not eligible to serve a fourth year in succession unless I continued also to serve as president, and in announcing my resignation of the latter to the President of the U. S. it was with this view of the subject. I have therefore declined attending the Board though notified to attend in consequence of a different construction entertained I believe by the Board. With the present President of the
Bank I shall always be civil and courteous but with as little cordiality and confidence as good breeding will admit. I have presumptive evidence at least of an early intrigue (on the part of his friends) for the office, and hope I do no injustice to Mr. Lowndes, the bosom friend of Cheves, in supposing that his unaccountable silence until the report of the Committee had produced all the mischief of which it was capable, facilitated the object of that intrigue.

I have much to say to you in respect to future views and prospects but will defer it until we meet.

Mrs. Jones joins me in affectionate regards to Ellen and your sisters

Ever and sincerely yours

W. Jones

E. W. Duval, Esq.

My dear Sir

I pray you to indulge my long tho reluctant silence for which however I cannot entirely excuse myself for during the last three weeks my health has improved rather more rapidly than I had any reason to anticipate. But in that period we have changed our residence and a variety of objects which had been neglected required all the attention which the debility enabled me to bestow. Be assured however that neither the bed of sickness nor the indignant excitement produced by the vile attack upon the character and rights of the corporation over which I presided and the reputation of those who faithfully administered its affairs could divert me from the contemplation of our beloved friends in Chillicothe who are the pleasing theme of our frequent converse as they are the constant objects of our cordial affection and benedictions.

In respect to the resignation of my late office I will briefly observe that altho it was tendered under an indignant sense of the outrage perpetrated in the false and scandalous report of Mr. Spencer it was
deliberately [tendered] from a sense of duty to the institution whose rights and safety appeared to be jeopardized by the hostile spirit displayed in the H of R[epresentatives] instead of that dignified and deliberate examination which ought ever to precede judgement and which ought to have prohibited the promulgation of the report until the documents on which it was founded were also published. There is now no doubt that the attempt upon the Bank and its Directors was a premeditated machination of the faction to which Mr. Spencer is devoted and that the object was under the favor [sic] of popular prejudice to prostrate the Bank or accommodate its measures to factious views and thus deprive the Government of the only financial prop which can sustain its credit. In the contemplated fall of the Bank it was hoped that Mr. [President] Monroe's administration would be crushed in the ruins and that Mr. Clinton¹⁷ would ride in the whirlwind and direct the Storm!! But you will ask, how my resignation could in any degree avert the storm impending over the Bank? To this I answer that notwithstanding the unexampled co-operation of popular prejudice with State Bank cupidity, and the partisans of State supremacy, in hostility to the Bank, it had surmounted inconceivable difficulties; had maintained inviolate its own credit and that of the nation; and had been eminently serviceable to the Government and nation as publicly declared by the fiscal department of the Government. The factious enemies of the Bank employed all the arts of misrepresentation and falsehood to defame those who had sustained the institution in despite [sic] of their machinations and in the temper which they had excited, I deemed it my duty to the public and the stockholders to withdraw in order that no personal consideration should be made a plea to work an injury to the institution.

The ultimate proceedings of Congress on this subject and the righteous decree of the Supreme Court of the U. S. affirming the constitutionality of the Bank and its absolute exemption from state control has furnished a complete triumph to the managers and friends of the institution and consigned to merited contempt and detestation the presumptuous tyro [Spencer] who aspired to celebrity by means so infamous. Under different circumstances I would not

¹⁷ De Witt Clinton (1769–1828), the great New York statesman and powerful political leader.
have resigned until the rights of the Bank had been established and its merits acknowledged as they are now demonstrated, and universally admitted since the publication of the very documents upon which the criminating report was predicated.

It has been to me a place of excessive toil anxiety and responsibility and will at all times be an object of envy and intrigue at which my nature revolts. My feelings, my health, my social habits, and my personal interest as I believe all admonished me to retire as soon as the interest of the Bank and my own sense of propriety would admit, and this I had long since determined to do. My resignation was entirely voluntary on my part. I had but recently been elected a Director by the highest vote of the stockholders and President by the unanimous voice of my colleagues, whose confidence and respect evinced by their friendly remembrances and expressions of deep regret were never more perfect than at the moment of my resignation.

The public papers will have exhibited to you the proceedings of the House of Representatives and of the Supreme Court in the case of the Bank v. the State of Maryland. The speeches of Mr. Lowndes and Mr. Sergeant in opposition to the Report of the Committee will be printed in a pamphlet together; both excellent: the latter, referring to myself in terms of the warmest approbation, and effectually repelling the malignant attempt to asperse my reputation. The arguments of counsel and the opinion of the Supreme Court at large will be printed in like form, both of which I shall send to you. The documents furnished by the Bank and printed for the House of Representatives are very voluminous and of course will not be read by one in ten thousand who have imbibed their prejudices from the false report of Mr. Spencer’s which was printed and widely circulated nearly four weeks before the documents were printed, or even read by the members of the House, very many of whom instantly declared that the report was not sustained by the documents and that the inferences drawn by the committee were to use the mildest language harsh and unwarrantable.


19 Ibid., 1384. It is very flattering for Jones, but unfortunately not correct.
I have no doubt however that you have seen the documents printed for the House and will judge for yourself. All that relates to my private concerns has been most satisfactorily explained by the subsequent testimony of the parties who were examined by the committee and by incontrovertable \textit{sic} written evidence.

I will no longer detain you with this subject so irksome in its origin but gratifying in its results, than to say that public indignation pursues my calumniators with merited reproach and contempt while at no period of my life have I experienced such cordial demonstrations of public approbation and confidence, and of personal friendship and respect. The Bank of the U. S. is now placed above the reach of political reformers and paper mounte-\textit{Banks}, in the full enjoyment of its rights under the safeguard of the constitution and laws expounded by a virtuous and impartial tribunal. The delusion which rival cupidity and faction had disseminated has been dissipated and the result of the severe scrutiny which the Bank has sustained with reputation has produced a reaction highly favorable to its interests. The Stock will gradually attain the intrinsic value which this state of security cannot fail to impart to its future operations, and those whose ruin was malignantly meditated I trust ultimately will derive the reasonable advantage due to their public spirit and enterprises which the enemies of the Bank and of a sound currency have stigmatized with the terms "gambling speculations"; to which however the Bank owes its existence, and our country its exemption from the curse of an irredeemable ever varying depreciated national currency.

Nothing could give us more pleasure than a visit to Chillicothe which we fondly contemplated without any definite view to the time or circumstances which may lead to that happy event.

I am yet undetermined as to the sphere of my future pursuits and until I have come to some conclusion upon that subject I cannot well undertake a journey which would absorb so much time. It is however not improbable that a desire to explore the prospects and advantages of the western world may combine with the strong impulse of our love and friendship to determine our visit sooner than we at present anticipate. Our friend Edward W. Duval has finally determined to settle at St. Louis and will commence his preparatory journey in all \textit{sic} the ensuing month leaving his rib in this city until his
return and if it will not incommode his plan of travelling I should not be surprised if your aunt were to accompany him to Chillicothe.
I contemplated an establishment in the western centers with a view to steam navigation the principles and practice of which had occupied my early and earnest attention . . . [the rest of the letter is without interest in the present context.]

Col. William Key Bond. 20

20 William Key Bond, born in 1792 in St. Mary’s County, Maryland, and educated in Litchfield, Connecticut, where he also attended the then famous law school, located in Chillicothe, Ohio, in 1812. He was admitted to the bar in 1813 and practiced law there until 1841. From 1835 to 1841 he was a Whig member of Congress and in the latter year, having declined renomination for Congress, moved to Cincinnati. He practiced law in the latter city, until in 1849 President Fillmore appointed him surveyor of the port of Cincinnati in which capacity he served until 1853. He died in 1864. See Biographical Directory of the American Congress 1774-1927 (Washington, 1928) and Standard History of Ross County, Ohio, ed. by Lyle S. Evans (Chicago and New York, 1917), I, 163-165.
II

Jottings by the Way: A Sailor's Log—1862 to 1864

(Continued from page 151)

November 13th '63  At early dawn all hands are called and make every preparation for going out. The ship being under sailing orders. Pilot came on board. At 2 P.M we break our anchorage, leaving the good old city of Penn. We steamed down as far as New- castle and came to Anchor, owing to the tide not permitting us to cross the bar below. Nothing of interest transpiring. Wrote the Ships Log.

November 14th '63  At 9 A.M we again get underway and steam ahead in charge of Pilot. Blowing pretty fresh at noon. The violin is brought into requisition after nightfall, the men feeling its moving power. We drop Anchor again not being able to make the Breakwater which our old crew are very anxious to do, for such a set of galutes never trod a plank as we have got on board, the "Saratogo" sloop of war is waiting there to exchange some of her men for them, may God raise the veil that hides her from our view, or in a few days each man will be a host himself, to night it is raining pretty briskly making it disagreeable to some and very beneficial for others, judging from appearances for they look as if they never had an introduction to mr. soap and water. It is really surprising to see what a change it makes on those who have made cruises before. Old ocean comes once more in his vision. Home shore and all its allure- ments are seemingly forgotten, his one desire being to plough the sea, and reach his destination, be it afar or near. Rough times at the mess cloths, the new draft eating everything and stealing dishes.

November 15th '63  We weighed anchor at daylight again. A dense fog prevailing. We steaming slowing towards the breakwater in quest of the "Saratoga." At 1 P.M the fog lifted and we spied the long and anxioused looked for Craft lying at the Breakwater, we being a considerable distance out to sea, we immediately bout ship and stood towards her, and in the space of half an hour we were snugly lying to an anchor alongside of her. The new draft was then
called aft on the Quarter deck to hear their sentence pronounced
"Depart ye who left with us and seek your salvation in other
quarters" But they did not go away without leaving tokens of
remembrance to some in the form of something that sticks closer
than a brother to you. The new draft came aboard from the "Sara-
toga" and as far as I can see, they are a fine set of fellows, they have
seen some service also. Wrote the ships Log. Sent a boat ashore for
sand. A very cold night.

November 16th '63 At 7 A.M we got underway and stood
outward bound, bidding a farewell adieu to the "Saratoga." A long
and heavy swell on causing the ship to plunge occasionally. Loosed
sails and scraped spars to begin with, also busy stationing the men
at the guns, We are now bound to Cape Haytien and expect to reach
there by Sunday if the weather continues favorable. Drill this after-
noon. The rolling of the ship causes many a pale face to be seen
standing around the mess cloths, looking wishfully at the meal but
stomach saying dont want any. Wrote the ships log.

November 17th '63 The good ship is laboring hard this morn-
ing. Drill again occupying nearly all from 9 to 12 A.M. Fire quarters
at 1 P.M followed by single stick exercise, General Quarters at
5 P.M. thereby consuming the whole day in drill. At noon we hoisted
the French pendant at the main. A rainy disagreeable night. Wrote
the ships log.

November 19th '63 A fine day but the weather being very
close, causing one to perspire at the least exertion. Quarters at
9.30 A.M. After that all bags are piped up for inspection. General
quarters again after supper, the Captain being determined that the
men shall no [sic] their duties. Set Fore and aft sails, jib and staysail,
which causes the good ship to plough gallantly through the clear blue
sea. Wrote the ships log to day.

At Sea. November 20th '63 A beautiful morning. We have car-
ried sail all night with a good breeze which is still holding out.
General cleaning of ship this morning from the spar to orlop deck.
We expect to sling clean hammocks this evening it being eleven
weeks since such was done before and we want to form a favorable
impression on our new Admiral in regard to cleanliness. One week
ago to day we parted many of us from all we held most dear and
sacred on earth, and looking in the future it seems an age almost
before we will be able to return again. But when passed we pause and think it only a dream. True it is we are not out long before home and its surroundings are all in a measure forgotten, as new scenes and incidents are constantly arising before us. Still as we lay in our hammocks at night weary and tired our minds still wander to our native land and the dear ones we left behind. General quarters again after supper as usual. Carrying sail with a heavy sea on. At 11.15 P.M got a cast of the lead no bottom in fifty fathoms. Wrote the ships log.

Off Turks island. November 22d '63 We are close in by the island at sunrise. Steaming pass it to the shipping lying at the southern extremity. We then hoisted the American pendant at the main and hauled down the French. The ship rolling fearfully, the lower yard arms nearly dipping and throwing the men out of their hammocks below, everything that is not securely lashed follows the motion of the ship. General inspection of all the crew by the Captain this morning. Made sail and soon left Turks island far in the rear. All hands called to muster and attend church on the Quarter deck.

November 23rd '63 Cape Haytien harbor W. Indes A fine morning Heading in for the harbor of Cape Haytien. Slung clean hammock going in and it was done none to soon from the appearance of many. We dropped Anchor close to the Flagship “Rhode Island” off the town of Hayti, where there are a number of vessels lying mostly men of war. The harbor is situated around a bold bluff which rises nearly perpendicular a very great height, truly romantic as far as the eye can reach, mountain on mountain kiss the clouds, and on the highest one in the distance can be seen an old castle which was formerly the possession of a French nobleman, of a clear day it can be seen quite plain. It appears to me that my eyes will never tire looking at it. There are many houses to be seen and a number of ruins caused by an Earthquake some years since. The hull of the “Sheppard Knapp” one of our vessels, high and dry on the reefs at the entrance of the harbor. Now for a stroll on shore and we would be satisfied. Quite a fleet of small boats belonging to the natives can be seen coming in this evening, spread awnings and loosed sails. At 4 P.M a severe storm of wind and rain came up. Wrote the ships log. Weather intensely hot. The ruins of a city are plainly visible above the other one at the base of the mountains, evidently destroyed by an Earthquake as you can see here and there portions of
houses jutting from the masses of rocks, there are various old fortifications to be seen, this being a well fortified no doubt years since. Weather very warm. Bumboats alongside with fruit to sell.

Cape Haytien harbor. November 24th '63 All hands called at 4 A.M and scrub hammocks. At 9, A M loosed sails to dry. Making preparations to receive on board Rear Admiral Lardner. At 2.30 he came on board and was saluted with fifteen guns and eight side boys in attendance, this will be his future home while on this Station. We were mustered at our quarters and a general inspection of the crew held. He is a smiling good natured looking old gentleman and I think his presence on board will be beneficial to the crew. Bum boats alongside to day with fruit, which grows here in abundance. Eight cents of our currency is equal to one dollar of their money, Greenbacks they care very little about, but they will condescend to give us sixty cents to the dollar for them. Dancing is the chief feature of the evening. Dress to day white frocks and blue pants Wrote the log.

Cape Haytien harbor November 25th '63 Heavy dull morning. The “Juniata” left the harbor last evening, bound home to the United States, taking with her our mail and a number of invalids from the various ships. Weather very warm. Bum boats alongside to day. The weather to hot to either eat or sleep, without doing any work and all we can do is to sweat it out. Coffee only 6 and 8 cents per pound ashore and everything else in proportion. The hull of the “Sheppard Knapp” was set on fire this morning for the purpose of getting the iron work from her, and this evening she presents a beautiful appearance, the flames leaping out through the ports. The “Santiago de Cuba” while getting underway drifted into the “Rhode Island” and tore her Port wheel house and Guard away. Wrote the ships log.

Cape Haytien harbor November 27th ’63 All hands called at 5 A.M. The 1st, 2nd and 3rd Cutter was called away for the purpose of towing the American Barque “Trinity” alongside preparatory to coaling ship she being loaded with that Article. The “Sheppard Knapp” was burning briskly this morning. The Haytien mail steamer left the harbor. At 7. A.M. began coaling ship The “Rhode Island” went out this morning for the purpose of intercepting at the Island of Maraguanna, the California Mail Steamer, to get the mail

26 James L. Lardner, a Philadelphian.
for this Squadron. Weather very warm. Wrote the ships log. At 7 P.M knocked off coaling for the night.

Cape Haytien harbor. November 28th '63

All hands called at 5 A.M. and washed down decks. At 7 A.M a large Spanish Frigate came in and Anchored, flying a Commodores pendant at the main, and fired a national salute of twenty one guns. The large Castle that can be seen from the ship that is on one of the loftiest peaks that surrounds the city, is stated by the natives to mount 365 guns and is capable of holding stores and Ammunition for a garrison for ten years. It takes two days to reach it from the beach as the only mode of travel here is with long eared horses. There are many handsome women here in the city. The city has been large judging from appearances. Ruins are to be seen for miles around in every direction. But what is left is laid out with great taste, much attention having been paid to the Architectural beauty of the place. Wrote log.

Cape Haytien harbor. November 29th '63

Clean ship from spar to orlop deck which we got through by 7 bells that is (7.30) and shift ourselves in all white preparatory to attending Divine Service on the quarter deck. The natives here are an odd set of people in regard to dress. The higher class fairly roll along in a bundle of silks and satin, there are few ladies in the States whose attire would compare with them in regards to richness, while the poor class fairly wallow in their filth, and caring little or nothing about the dress, wearing just merely enough to cover their nakedness. Wrote the ships log. Weather very warm and clear.

Cape Haytien harbor. November 30th '63

The American barque “Trinity” was brought alongside the first thing this morning and the Watch began coaling ship, they working with a will trying to get done by noon. We finished at noon and hauled off the Barque and after partaking of a hearty dinner of Pork and beans we prepare to wash the decks down. The “Rhode Island” came in this evening bringing with her a small mail, which was wholly monopolized by the officers. This caused a deep depression, as the minds of most of the men have flushed with the hope of receiving some token from home. Weather warm. Wrote the ships log.

Cape Haytien harbor. December 1st '63

The Spanish Frigate “Blanca” came in and anchored at an early hour this morning. Our market boats crew got into a difficulty ashore this morning among
the natives, causing one of the boats crew to be taken in charge of by the Authorities and in trying to protect him from the infuriated negroes the Officer of the boat had his sword taken from him and some of them were pretty roughly handled by the natives. The cause of the fight was "Whiskey" and one of the men was brought off to the ship in an insensible condition and he is sleeping it off in double irons. This afternoon while furling sail a young man fell from the main spencer gaff but luckily without hurting him much. To night our shipmate who was detained ashore was brought to the ship and put in irons for his good conduct especially in a foreign port, the officers sword was returned also. Wrote the ships log.

Cape Haytien harbor December 2\textsuperscript{nd} '63 All hands called at 4.30 A.M. Washed clothes, this being our first wash morning we have had for some time. A large wash filling all the lines and plenty of Philadelphia outfits among them, a fine day. Dress white frocks and blue pants. Wrote the ships log.

Off Port Au Platte. December 4\textsuperscript{th} '63 We arrived off Port Au Platte this morning. At 8. A.M. hove to and sent a boat ashore with an officer to communicate at the Spanish Fort. The scenery is magnificent and the Island along the coast is very hilly with a few plains to be seen. The sea breaks in one continuous roar opon its margin. The island is highly productive capable of raising an immense stock had it an enterprising people. After a short absence our boat returned, we hoisted her up and proceeded off on our course again. At 1.30 P.M we saw a barque rigged steamer to the N, standing to the E. She hoisting Spanish colors and we in return hoisting French. I understand that the place is now in possession of the Spaniards they having taken it from the Haytiens after burning the town, it is now in one mass of ruins. The American Consul had to take refuge under the Spanish flag, from the infuriated negroes who sought to take his life, after destroying his property. Weather pleasant. Wrote the ships log.

At Sea. December 7\textsuperscript{th} '63 A clear morning. We have been steaming slowly during the night, along the coast and we expect be lying snugly in some harber to morrow. At 9. A.M. Made sail, the good ship gliding along like a duck, keeping so steady that you can hardly feel a motion. I am afraid if the people of Port Au Platte again interferes with our Consul we will be compelled to try the
persuasive power of some of our bulldogs. Weather pleasant. Wrote the ships log.

Off Aux Cayes. December 8th '63  A fine morning with a good breeze. At 9. A.M we entered the harbor of Aux Cayes and came to anchor. The Colonel of the troops and Captain of the Port paid us a visit. This is quite flourishing little place, it is situated at the foot of a mountain which extends nearly the whole length of the Island, and contains a large population. On entering the harbor the scenery is quite picturesque, as mountain and valley alternately presents itself to your view. To a person of romantic temperament, this place would afford food for the imagination to almost any extent, were he in a position to enjoy it. But to a Sailor the romance is gone, the moment Boatswains pipe calls him from the reverie to the stern duties of a sailors life. There is one word in the Navy that speaks as with a thousand tongues that is "Discipline." The life of a sailor is not one of a real and regular work, his hours of rest may not be uniform but they are none the less regulated. The details of a programe of a day on shipboard cannot be as fixed as in other forms of labor, yet its original outlines are the same day after day. At 5 A.M in the morning the Revelie is beaten, out tumbles the sleepy men, they are then allowed seven minutes to lash up their hammocks and get them in the nettings. Sand and broms, (sometimes Holystone) are then brought into requisition, and the men proceeds to wash down the decks. Eight Oclock arriving the Breakfast call is piped, at this fascinating summons they then repair to their respective messes, the milkless coffee is served out by the cooks, each man getting his allowance of one pint, the salt junk is taken from the pile by the five pronged fork which is natures outfit. At 9.30 it is quarters to see that the guns are properly secured and ready for any emergency through the day, that being over the men seek sweet repose under the spread Awnings, which casts its cool shade over them. Stretched upon the deck lies the sleeper, wearied by his last nights watch, others are scanning daily papers or New York pictorals, others make a writing desk of the ships deck, and pursue love and home sickness under difficulties. So pass the blazing hours till noon, when the Government grub is gain served up. The afternoon glides away like the forenoon untill 5.30 P.M when we are again called to quarters by the Drum to see that everything is in readiness for the night. After
quarters, hammocks are piped down, that being over the ship puts on its liveliest airs. At 9 P.M the tattoo is beaten. Its warning order—all lights to be extinguished, and all noise cease, the excitement then dies away and the men retire to rest, some in their hammocks and others upon the deck or hard mess chests to dream soft dreams of home. Such is life on a Yankee Man of War, while on a Station, and it varies but little while at sea, with the exceptions you retire at 8 instead of 9 P.M. and have half instead of quarter watches. The isle of Ash lies opposite to this City. This is the island that was bought by the U.S. Government for the purpose of colonizing the blacks from the States, it is in a high state of cultivation, and is said to contain a large population. Cotton and rice are its chief staples. This afternoon the President of the island with a retinue of officers visited the ship and was received with becoming honor due his rank. He is one of the best looking sons of "Ham" being as black as the Ace of spades, and so open countenanced that when he opens his mouth his head is half off, his lips is like two peeled beets in a black jar, and his hair curls so tight that he has to open his mouth to shut his eyes. He was piped over the side by the Boatswain with eight boys in attendance. A pleasant day. Wrote log.

Aux Cayes harbor. December 9th '63 A fine morning. All hands called at 4.30 A.M. Breakfast at 5 A.M and as soon as the men partake of their hot water and spoons they began their task of rattling and tarring down the rigging. There was a regular free fight on the Berth Deck this morning and being open for any who wished to participate. This place belongs to the Haytiens At 8 A.M we saluted the Haytien flag with twenty one guns to which the Fort responded in splendid style. All hands busy in the rigging. Wrote the ships log. A pleasant day.

At sea. December 12th '63 The watch called at 4 A.M. I having the watch from 4 to 8, when at 4.15 a sail was reported three points on our port bow, showing no lights and close aboard. Put our helm hard a port after which stopped the Engines and backed her off. She put her helm hard to starboard. We struck her on the starboard quarter carrying away her mizzen rigging, starting her main brace bumpkin, main and mizzen chains and carrying away her main topsail yard in the sheave hole. Our martingale, Port whisher and martingale stay were carried away. We sent a boat aboard of her and
she proved to be the American Barque "Our Union" of Phila. from New York bound to Aspinwall. We sent her a spare swinging boom. We received cheering news from her crew, of the capture of two thousand of Braggs Army and success of Gen'1 Grant in Texas.27 I hope this accident will learn her Captain a good lesson perhaps to morrow night he will carry running lights, to avoid another such accident. Our boat returned and filled away on her course again, and we following suit, wishing her better luck for the remainder of her passage. Far in the distance she can be seen with a crowd of sail on to waft her on her journey. This evening we are running close to the land and everything being distinctly visible, here and there far up the rugged peaks that lines the island. A pleasant day. Wrote the ships log.

At Sea December 14th '63 A fine morning. At 9. A.M we came to Anchor off the town of Port Au Prince. The ground opon which the city is built slopes gradually from the mountains to the beach, The houses are built mostly in the Spanish style with slate roofs, and contains a large population. The inhabitants are half Haytiens and half Spaniards, who do not agree very well. There is fruit here in abundance, but the men are against buying it, on account of being solubrious [so dubious?] about Greenbacks, they will only allow us fifty cents to the dollar. But Jack has more respect for his monk bag than to deprive it of its contents in such a manner as that. At 1. 40 P.M we lowered all boats and fired a salute to the Haytien flag of twenty one guns, to which they responded on shore. At 11. 45 A.M a Spanish Frigate that is lying in the harber, saluted us with the American flag at her fore, with eleven guns, which we returned. To day the Admiral and Captain paid an official visit to the Commander of the Spanish Frigate and when they were coming back the Frigate's yards were manned and three hearty cheers given by the Spaniards. A splendid day. Wrote the ships log.

Port Au Prince harbor. December 15th '63 All hands called at 4. 30 A.M. After hammocks were stowed we turned to and scrubbed hammocks after this being done we washed down the decks. Breakfast at 8 A.M. Shifted in white frocks and blue pants. This morning an English ship arrived from Liverpool. Now the ship begins to wear the appearance of a man of war, the rigging taut and nicely tarred

27 Grant never fought in Texas.
down, and the decks white enough to eat off of. The men are a great deal tidier, most of them having changed their Rendez vous outfits for Uncle Sams true blue, they are pretty well disciplined and on the whole present a pretty good appearance for a set of lubbers. A fine day. Wrote the ships log, turned our clean hammocks in at quarters.

Port Au Prince harbor. December 16th '63 Called at an early hour. A fine day, washed clothes this morning and to see some of them at it, you would think they were novices and others again you would think they had served their time with some experienced washer woman and had been turned out the very masters of the art. After the clothes are stopped on the lines, and the lines hauled taut, sand and brooms are then brought into requisition and the men proceed to wash down the decks. The American Consul and lady came on to day to visit us. The berth deck cooks are busy engaged preparing vegetables for dinner. The Admiral and Captain left the ship to visit the President of the island, they were rigged up in full uniform and put me in mind of a parcel of school boys dressed up to play soldiers. We are busy engaged preparing to go to sea to morrow. Daniel Fisher a colored boy ran away from the market boat this morning. A splendid day Wrote the ships Log. English Mail Steamer Darien came in and anchored.

At Sea. December 17th '63 All hands called at 4.30 A.M. Holystoned decks this morning. At 9 A.M. we got underway and left the harbor, our destination being Havana. At 12.30 P.M we made sail to Fore and Main top sails, staysail and jib. Sent aloft the top gallant yards and set the topgallants sails, and the good ship is now ploughing as if she was as anxious to make port as ourselves. Peter Darcy (Boatswain Mate and Frank Mansfield (Cap' of main top) had a spree on the spar deck at noon, the latter drawing a knife on the former, but before he had time to use it, he was making sundry revolutions in the air reminding me of an experienced Circus Actor from the effects of a well directed blow between his tarry toplights. Had he not come in collision with the capstan he would have been going yet, Mansfield received an exquisite black eye, while Darcey quietly retired to the shade without a mark to denote the calling into which he had just been engaged. We loaded battery to be ready to meet some of the Privateers which is supposed to be coming around
these islands. In the evening we furled the topsails and set the fore and Aft sails. A fine evening. Wrote the log.

Off Havana. December 22nd '63 A splendid day. Wrote the ships log. At 4.45 A.M. made land on starboard bow and beam. Several sails in sight. At 2.40 P.M we passed under the walls of Moro Castle and entered the harbor of Havana and came to with the port anchor about half a mile above the castle. Got lower booms out, lowered all boats and fired a salute of twenty one guns to the Spanish flag. Several Spanish Frigates at anchor in the harbor. We also saluted the Spanish Admiral with thirteen guns, which was returned by Spanish Flag Ships. Moro Castle saluted us with twenty one guns also. At 10.30 P.M a large steamer came in evidently a blockade runner. There are four Blockade Runners lying close to us, flying the Rebel flag. They are quite secure lying here but although if they leave we cannot start out after them untill twenty four hours afterwards. But still I am in strong hopes that we will over haul some of them before they reach their destination. The city and harbor to night presents a beautiful appearance, the moon is issuing forth her silvery ray on the still waters, and in the distance is heard the voice of some happy Gondolier as he plies his oars.

Harbor of Havana. December 24th '63 Crew employed scraping spars. This forenoon the Spanish Admiral visited the ship and he was cordially received by our Admiral and Captain. This afternoon a Blockade Runner steamed out of the harbor, under the English Colors. An English steamer left also. A pleasant day. Wrote the ships log.

Harbor of Havana. December 25th '63 Received on board fresh provisions for the ships company. U S Mail Str "Eagle" and a Spanish steamer left the harbor. The U S mail Str "Columbia" came in and anchored. Last night a Spanish Gunboat captured and brought in a brig evidently a slaver she being loaded down with the black tribe. Two men tried to escape but was captured and brought on board, what a pity they did not succeed, they are now in double irons awaiting a Court Martial. One of them was with Uncle William in the U S Frigate "Independence" out in China some years ago. A pleasant day. Wrote log.

Harbor of Havana. December 26th '63 One of our mail boats arrived. One of our men put in the brig for attempting to smuggle
whisky on board, but did not succeed, what a pity, poor fellow. A fine day. Wrote the ship's log. At 7:30 P.M. Jack Sheridan (Chief Boatswain's Mate) came to the mast drunk and abused Mr. Boyd our 1st Luff, who ordered him to be taken to the head and water pumped on him, which operation was faithfully performed, which in a measure brought Jack to his senses again.

At Sea. December 29th '63 At 1:30 A.M. Sand Key light reported from aloft. Standing off and on during the watch, the engines just turning over. Key West in sight from the deck. At 6 A.M. hoisted a jack at the fore and fired a gun for a Pilot, who soon made his appearance, and a delicate little duck he is. I don't suppose he would weigh more than three hundred pounds anyhow. We came to anchor in Key West harbor at 9:30 A.M. and saluted Admiral Bailey with thirteen guns, and was returned by the "San Jacinto." Fort Taylor is situated on the southern point of the island, and is a splendid structure and mounts three hundred guns. At 3 P.M. an American brig came in and anchored. Wrote the Log.

Key West harbor. December 30th '63 All hands called at an early hour. The business of the day begins with scraping the ship outside preparatory to painting. There was a ball given by the officers of the "San Jacinto" and was attended by a number of officers. Early this morning, the guns were all run aft to get the ship by the stern to repair the copper forward, it having been damaged by the Anchor. A man calling himself a diver came on board and began operations. This evening the Transport "America" came in with a large number of Sailors for the Squadron. A fine day. Wrote the ships log.

Harbor of Key West. January 2nd '64 All hands called at an early hour. Holystoned Decks this morning. The wind is blowing a regular gale. The men belonging to Mess No. 10 was at the mast in relation to money matters. The said mess having been greatly swindled out of their money by one of their number, who professing to go ashore for the purpose of buying Provisions, he absconded leaving the mess minus of everything. After stating the case to Capt. Ronckendorff, he informed them that he would not serve out any more money to the men for they were in the habit of using it for other purposes (Buying Whiskey) contrary to the Navy regulations. But if the mess wished to purchase anything they could do so and he would settle to a certain amount. This noon a boat belong-
ing to the U S. Str "Clyde" was capsized about three miles from the
fort. Our 3rd Cutter proceeded to the scene of disaster and rendered
to them all the assistance in their power. One of the men in the
"Clyde" boat was drowned, his body was not recovered. Our men
succeeded in righting the boat and towed her back to their ship. A
splendid day. Wrote the ships log.

Harbor of Key West. Jan'y 5th '64 Employed coaling ship,
having coaled all night by watches. Sheridan was released this morn-
ing and was sent to his duties after apologizing to Mr. Boyd. At
5. P.M. finish coaling ship and cleared up the decks. The "San
Jacinto" left this evening for a cruise. A fine day. Wrote the ships log.

Harbor of Key West. January 6th '64 All hands called at
5. A. M. Scrubbed decks, after breakfast began painting ship outside.
At 10 A. M. all hands were called aft to muster to hear the sentence
pronounced upon Harris and Valliant, these are the men who ran
away on christmas day. Harris was sentenced to serve one year in any
Penitentiary in the state at hard labor with the loss of all pay, that
is now or may become due till his time expires, and Valliant is to
serve one year in any Pentiary [sic], and forfeit all pay, and be
dishonorably discharged from the Service at the expiration of his
term. Harris had some two thousand dollars Prize money due him.
They were both good men but while under the influence of liquor
done an act in which they thought was no harm, being to remain a
few hours on shore and then return. But liquor being furnished them
on shore they indulged till it got the best of their senses, while in
that state they returned to the ship. When reprimanded by the
officer of the deck, they not knowing what they did, attempted to
strike him, at the same time calling him all sorts of names, and in an
unguarded moment, put a mark on their characters that will never
be effaced. I hope that their sentences will be mitigated, as Harris's
two thousand was the hard earning of a three years voyage. Pleasant
day. Wrote the ships log.

Harbor of Key West. January 7th '64 All hands called at
5 A. M. Scrubbed decks with sand. The new Master at Arms takes
charge of the Berth Deck this morning, and judging from the way
he made the boys stand around, the deck will wear a more wholesome
appearance than it has done lately, He is no doubt familiar with the
duties he has assumed. He is just the right man in the right place.
As the health of the men depends greatly upon the cleanliness of this deck, especially here where the yellow fever rages to such a fearful extent. At 2 P.M. we unmoored ship and got ready for sea. At 5 P.M. we got underway and put to sea. Loaded the battery with shell. A beautiful evening, with scarcely a ripple on the ocean. We are running very slow not wishing to make Port until daylight. Wrote the ships Log.

Off Matanzas. January 8th '64 A fine morning, close in to the land at daylight. We arrived in the harbor of Matanzas and came to Anchor at 9 A.M. There is a large fort close to the city which has a very neat appearance. The harbor is like Havana, crowded with shipping. We saluted the Spanish flag with twenty one guns, the American Consul with seven and the Spanish Admiral with thirteen guns. At 1 P.M. the fort saluted us with twenty one guns and while so doing an explosion took place judging from the shrieks issuing from the fort. The Havana and Matanzas rail road runs along the sea board for a considerable distance being visible from the ship. At the entrance of the harbor we passed an English brig ashore and a Str trying to get her off. A pleasant day. Wrote the ships Log.

Off the Island of St Domingo. Jan'y 13th '64 The island of St Domingo in view this morning. At 10 A.M. off the Id of Tortuga. At 4:30 P.M. we came to Anchor in Cape Haytien harbor, soon after a large mail came on board from the "Rhode Island" and such a crowd around the office was never seen before. All are breathless with anxiety, each one hoping but not daring to cherish the idea that he will be the lucky receiver of a letter from home, reminding him of constancy, as the lucky ones walk away a smile can be seen to light from their features. It is no doubt one of the happiest moments of their life. While those who do not get any are really deserving of pity, a glow of hope the moment before lit up their features, immediately fades away and the very life and seems crushed out of them. If you speak to them the only answer you get is, I don't see how it is I don't know how it is I don't get a letter, or I will never write as long as I live, for nobody cares a dam about me. It is really surprising to see what effect it has upon some. I was the lucky recipient of a letter from Father. Wrote log.

Cape Haytien harbor, Jan'y 15th '64 A fine day. Wrote the Log. The divisions exercised at great guns. Two men were sentenced
to have their heads shaved and their bodies scrubbed on account of being lousy, their clothes being litterly covered with little creapers. Dress white frocks and blue pants.

Jan'y 17th '64. A splendid day, dress all white. Quarters at 10 A M and church at 10.30. The cooks are busy preparing vegetables, going to have fresh soup for dinner which I think I can do full justice to. The "Rhode Island" left this evening to intercept the California Mail Steamer. It is very rough in the harbor and also outside. So much so that we had to veer twenty five fathoms more chain. David Every while attempting to ascend the Jacobs ladder to one of the boats, at the Port swinging booms, when he had just reached the second round a heavy sea struck the boat and threw him off the ladder. Poor Dave squeezed the tar out of the rope in his endeavors to obtain a secure position. But it was no use. In a few minutes he had to relinquish his hold, and was parciipated into the water when he was rescued with difficulty by some the men who were in the boat. The officer of the deck tried to persuade him to make another attempt to get on the boom and come on board to put dry clothes on, but it was of no use, his courage had failed him, and he was no longer a Sailor, but a mere human preferring to be laughed at by his shipmates, than to make the second attempt. It is true it was not a very pleasant attempt to make where there was half a dozen hungry sharks passing mild glances at him and offering to save him. But he could not be persuaded to leave the boat untill she has hoisted and secured at her davits.

January 21st '64. All hands called at 4.30 A. M. and cleaned up the ship. This afternoon the Lovers of the art of self defence could have been entertained on the Berth deck at a regular game of "fistanna," which was carried on for some time between two young salts who will no doubt be aspirants for the ring in a short time if double irons does not come in their way. A fine day. Wrote the ships log. At 2 P. M the "Rhode Island" came in from convoying, bringing with her a small Mail and I was greatly disappointed in not getting one. Slung clean hammocks this evening.

January 23rd '64. At 9.30 went to quarters taking with us our hammocks to be inspected by the officer of the Division for the purpose of finding the abode of those little innocent but annoying creatures that create such confusion among the men when they get
among their wearing apparel. After quarters hung our bedding in the rigging to air, which no doubt some of them needs badly. This afternoon a colored boy was put in the brig to await the result as it is alleged of stealing forty dollars from one of the officers. Dress white frocks and blue pants.

January 24th '64 At 10 A. M the Haytien brig “22d. of Decembre” left the harbor and just as she was rounding the point at the entrance of the harbor, when she was becalmed and we discovered her to be drifting in shore on the rocks, four of our boats was immediately sent to her assistance, and they soon succeeded in towing her out of her perilous position to a place of safety, when she soon filled away and stood on her course. Fresh beef again for dinner Dress all white. A heavy rain quall at 4 P. M

January 31st '64 Two French barques and an English brig went to sea. The crew inspected at quarter by the Admiral and Captain, afterwards held church on the quarter deck. Two men put in the brig for stealing. Wrote the Log.

February 1st '64 All Hands called at 4.30 A. M. Sand and brooms are brought into requisition, to wash the decks down which they do with a will. The weather is very close. The cushion covers belonging to the “Gig” was stolen last night, and the guilt falls upon a youngster named Castles, who had been punished by the Captain for some trifling offence and in retaliation he stole the covers and threw them overboard. He is now in solitary confinement in double irons and on bread and water which will no doubt diminish his stealing propensities. Dress white frocks and blue pants. A slight shower this evening.

At Sea. February 2nd '64 Called early and made preparations for going to sea. Got underway and left the harbor. This morning a new beverage was served out this morning in the shape of salt water coffee, which was not partaken of with a very keen relish. Some of the men became disgusted with it and they went to the mast to enter a complaint about it. An investigation was instantly held when it was found to originate from the negligence of the ships Cook. He was threatened severe punishment with the loss of his billet if he allowed it to occur again. Loaded the battery with shell. Passed a vessel at noon. Blowing a North Easter all day, dress all blue. Write the ships Log.
At Sea. February 4th '64. A splendid day. Wrote the ships Log. We are steaming very fast and expect to get in Port to day sometime. Drew the shell from the guns and loaded with saluting charges, preparatory to firing a salute. At 4 P. M. we entered the harbor at St. Thomas and came to anchor within a few hundred yards of the city, it being the prettiest laid out place that we have visited yet. The city was built on three mounds and the building forming a regular half circle on each mound and when lit up at night presents a beautiful appearance. The Governors Generals is next that meets the eye, it is one of the prettiest buildings on the island and is situated on a knoll half way up the side of the mountains commanding a view of the city and harbor. Situated far above and commanding a view of the country for miles around now stands the Castle of the once famous Blue Beard whose name was a terror both on land and sea, and although he has long since past away, still at the mention of his deeds would cause one to shudder and involuntary turn round to assure him that his evil spirit is not near. Just outside of the castle his statue is erected which will exist as a warning as long as there is a scroll left to chronicle the deeds of this daring outlaw. The side of the mountain on the opposite side of the harbor has excavated for a considerable distance where persons have been engaged for a long time in searching for treasures, supposed to have been deposited there by Blue Beard during his career of crime. It is stated by the people that already large quantities of the hidden treasure has been found. This place belongs to the Danes and contains a large population. To day we have made the quickest time yet, being 13$\frac{3}{4}$ Knots. Dress all blue. Bum Boats alongside with fruit.

Harbor of St Thomas. February 5th '64. All Hands called at an early hour. Men busy engaged in getting stages over the side, ready for painting ship. The U S. Store ship "Pemsbok" is lying close to us. We are again in the land of fruit and the all absorbing question is "What does Greenbacks rate." The men talk of going to the mast concerning liberty. Loosed sails to dry. Everybody busy engaged and she looks a ship fitting out for a cruise at some Navy Yard. The Swedish sloop of War "Gefle" came in, and after coming to Anchor she saluted us with twenty one guns with the American flag at her fore, which was duly answered by us. Dress all blue. Wrote the ships log.
Harbor of St Thomas W. I. February 6th '64. All hands called at an early hour and as soon as hammocks were stored we began painting ship outside. To day while our Admiral was ashore he was assailed by a party of colored ladies who entreated of him to give the men liberty and not keep them penned up on board the ship all the time. But I dont think the old Gentleman will accede to their wishes. The English Steamer "Trent" of Slidell and Mason renown lies at anchor astern of us without a foremast in.28 The Captain of the Port paid us a visit this afternoon. Dress white frocks and blue pants. Wrote the ships Log.

February 8th '64. Called at an early hour and began coaling from lighters. Soft tack again served out to the men, which caused considerable growling, the men thinking they do not get their allowance. Two men testing their pugilistic characters on the forecastle this morning. Dress all blue. Two men left the whale boat while ashore to day. At 5 P. M we finished coaling ship having took on board 120 tons.

February 9th '64. Holystoned decks this morning. At 9. 30 A.M. thirty men left the ship on liberty ashore till sundown. But they might as well tell them to stay till then for they will stay till their money is spent anyhow. Masters Mate Clitz came on board in a beastily state of liquor. The boats crews and Coxswains are on a spree. Several of them was put in the brig, and one of them had the Audacity to call the Captain a damned scoundrell and telling him that he was starving the ships company, which by the way is not far from the truth. According to the report one of the officers who has just come from shore, states that the liberty men are enjoying themselves to all the privileges of the town. Dress white frocks and blue pants. Wrote the ships Log.

Port of St Thomas W. I. February 10th '64. A rainy morning which treats the crew to half an hour more rest, not being turned out till 5 A. M. An English Mail Str came in The steward of the Engineers mess was caught in the act of bringing liquor on board this morning, they were two fine bottles of gin and it seemed like a shame

28 The Trent Affair was one of the most important diplomatic episodes of the Civil War and nearly resulted in the United States going to war with Great Britain. On November 8, 1861, Captain Charles Wilkes, commanding the USS San Jacinto, stopped the British Mail Steamer Trent and removed therefrom the Confederate commissioners Mason and Slidell, who were on their way to England.
to throw them overboard, but they went into the briny deep. Loosed sails to dry. At 9 A.M. Pete Darcy (Boatswains Mate) reported his term of service expired (3 yrs) This afternoon Fred Dose (Capt Foretop) jumped overboard for the intention of swimming ashore to replenish his stock of whisky but after being allowed to tire himself pretty well, the "Dingy" was sent in pursuit after him and after a little trouble got him in and brought him back to the ship. He was then put in irons to sleep it off. At sundown the liberty men all came on board with the exception of Mike Roan, furled sails this afternoon. It is awful to see what degradation some sailors will sink into for the sake of rum, and when they come on board they are miserable looking creatures. A fine day. Wrote the Log.

February 11th '64 This morning about 7 A.M an Irishman, Connors by name, a messmate of mine fell over board from the forechains and was rescued by one of the men jumping after him. I liked to see him get frightened a little for at the mess cloth he is always growling like a bear with a sore head for fear he will not enough to eat. At 8 A.M loosened sails to dry. Twenty men go ashore on liberty, the Dingy boys on a spree to day, Phile being quite merry, so much so that a shower bath was ordered him before laying him out in the brig. At 11 A.M furled sails; Some colored ladies on board visiting to day also some English Ladies and Gentlemen and they seemed greatly taken aback by a Yankee Man of War, as our ship seems to be the centre of attraction here. The liberty men came on board at sundown leaving seven remaining on shore. Dress white frocks and blue pants. Wrote the ships Log.

February 12th '64 Holystoned decks this morning. Ellis confined to his hammock, having been cupped for bleeding at the mouth and spitting blood. At 6 A.M the English Mail Steamer "Askalon" came in from Aspinwall, also an Italian man of War. A little sport on the forecastle this forenoon with single sticks in the hands of Mr Miller the Boatswain and Masters Mate Buckley. Three free fights on the spar deck afternoon. This first between Myers and Campbell, the second between Valliant and Myers, and the last as a winding or rather knock down between Tom Carroll and Campbell. The latter was assisted below by his friends having been knocked out of time in the first time. Several released from the brig to make room for others. Dress white frocks and blue pants. Wrote the ships log.
February 13th '64  Rainy morning, at 5 A. M it cleared off and the sun came out beautiful. A number of men went ashore on liberty, I being one of the number. Loosed sails this morning. Bungs the Cooper went along and I expect he will have his colors flying when he returns, on getting ashore I walked and enjoyed myself as might be expected in a foreign port.

February 14th '64  A fine day. Bungs returned this morning in the market boat at 7.30 A. M. minus of cap, undershirt, and monk bag and pretty tight. English Mail Str "Shannon" went out. Two Mail Strs came in this afternoon. This port is a regular depot for English Mail Steamers. Divine Service held on the Quarter Deck. No liberty given to day. Visitors aboard all colors and sizes. Dress all white. Wrote the ships log. A splendid moonlight night.

February 16th '64  Lit fires at daylight. At 10 A. M. hove short and sent the Barge and 3rd Cutter ashore for some passengers. Banjo Brown putting his instrument in order to entertain the ladies to night. At 11.30 A. M the guests came on board and at noon weighed Anchor and started out on our pleasure excursion. The scenery is truly a feast for the eye. I think this noble craft could be better employed especially at these times when Privateers are swarming in our seas and plundering our commerce, than using her for a pleasure boat to satisfy the officers and their friends. I wonder if the Hon Gideon Welles knows of our doings but what is the difference Uncle Sam can bear the expenses. At 4 P. M. we arrived at Santa Cruz, and came to anchor on splendid fishing grounds, the men are hauling up red fins, suckers, and sheep noses as fast as they can. The ladies was taken ashore in our boats. A pleasant day. Wrote the ships Log.

Island of Santa Cruz, W. I. Feb'y 17th '64  A splendid day. At 8 A. M we saluted the danish flag with twenty one guns to which the fort on shore responded. Ran all the guns forward for the purpose of making room on the quarter deck which is being gaily decorated for the Ball to night. The Quarter Deck presents a beautiful appearance in its garb of flags and the Spanker boom looks like a barbers pole. The dancing was kept up till a late hour. A lot of our men being

29 These sentiments have a familiar ring. Duty performed by the Powhatan on her West Indies cruise does not appear to have been too successful so far as the capture of blockade runners was concerned.
pretty full got up a sett which tickled the ladies half to death. Wrote the ships log.

Feb'y 18th '64 At 2. 30 A. M the watch was called to clear the ship up, which caused a great deal of grumbling, as many of the men had just turned in, but as they were not forced to stay up there was no excuse, and Jim Shaw was put in the rigging for fours for insolence to the officer of the deck. At 8 A. M the ship wore her usual appearance. Hove short at 11 A. M and weighed anchor at noon with our freight of crinoline. The sea being rather rough soon displayed the lively feeling of the ladies, as most of them got awfully sea sick. I guess they thought Sailors was a sett of heathens the way they laughed at the delicate creatures. In about three hours run we were in St Thomas again and began unloading our freight which was soon accomplished. The boats soon returned and we was again underway, our destination being Gaudaloupe. Farewell St Thomas thou long to be remmembered island. The wind fresh.

Harbor of Pointa Pitre, Island of Gaudaloupe, February 23rd '64 All hands called at an early hour. As soon as hammocks were stowed the coal whips were got up. At daylight two coal lighters came alongside with coal and all hands were called to discharge them, they containing 108 tons and which was taken in by hand in seven hours, the Donkey having kicked at the first off start. Fresh beef for dinner to day. A fine day. Wrote the ships log. Dress all blue.

At Sea. February 27th '64 A clear morning with a fair wind. Set studding sails also topgallant sails. Ships Corporal Lowe was released this morning and he is again assuming his duties. This afternoo we we [sic] shifted the two Rifles and shot and shell from forward, aft to lighten up the ships bows to see if she would sail any faster, she now making twelve and a half knots per hour. At sunset all sails were took in furled, and we are now steaming slow as we expect to make land some time during the night.

At Sea. February 28th '64 The wind that has been fair for the last few days has now shifted and is strong on our port bow. At 10 A. M we arrived at the island of Blanquilla and came to anchor close to the shore. Opposite to us stands the only house on the island. The land is very barren, large herds of Jackasses and cattle abounds on the island. There is a small American whaling schooner lying here, she lately lost the mate and two men while engaged in catching a
This is very good whaling grounds for a few months in the year. Divine service held on the quarter deck, the Admiral and Captain went ashore searching for shells and other little curios. The “Ticonderoga” while on this station some time since came in here under Secesh colors and tried to get information from the Spaniards.

Island of Blanquilla, West Indies. Feb’y 29th ’64 All hands called at an early hour. At 5 A. M the 2d Cutter was out to place a target to practice at, and they selected a very good spot for it for no matter which way the ship swings, it will be in good range. At 10 A. M everything being ready the firing commenced with the starboard battery. The day is very warm I was almost roasted in the shell room breaking out shell for the guns aft, Roselle the Armorer and I being stationed there. The target at a distance of one mile. In the afternoon we fired at a target with Sharps rifles at a distance of four hundred yards. Wrote Log.

St Anns harbor. Curacoa March 3rd ’64 All hands called at 4.30 A. M. rigged the capstan and hauled taut the hawsers, and began coaling at 7 A. M. the coal being carried on board by natives, and most of them women, they getting twenty five cents a day for their services and well do they earned it. Bum boats alongside with fruit in abundance alongside. Knocked off coaling at dark having been busy at work throughout the day. Wrote the ships Log.

March 4th ’64 Resume coaling at an early hour. Weather very warm. Thermometer standing at 103 degrees Busy engaged coaling all day. At sunset the men have permission to go into bathe alongside and they avail themselves of the opportunity, splashing like so many ducks. Wrote the ships log.

March 8th ’64 All hands called at 4.30 A. M and Holystoned decks fore and Aft. At 5 A. M. we cast off the hawsers and dropped out in the stream. Started fires. At 7 A. M. A number of Dutch Naval Officers came on board to see our splendid battery. The Governor of the Island came on board to see the Admiral and was received with becoming honours due his rank, and at his departure our Yards were manned and three hearty cheers given as he went over the side. At 11 A. M the Pilot came aboard. Busy getting the ship ready for sea. At noon we weighed our anchor and stood down the river. The city lays on each side and has a fine appearance. It belongs to the Dutch and from appearances contains quite a large
population. When arriving outside of the city we hove to and fired a national salute of twenty one guns to the Dutch flag, with the dutch flag at our fore. If we had saluted them while inside of the city it would have shook their houses to pieces. Our salute was returned by one of their forts with the same number of guns. Having lowered all boats before firing the salute, we now hoisted them up. When a short distance outside we discharged our Pilot and having the wind in our favor we made sail to topsails, foresail, staysail and jib and if the weather continues favorable we will make a speedy passage. Wind blowing a strong North Easter all day. Dress all blue. Wrote the Log. Hoisted the French pendant.

At Sea. March 9th '64 A fine pleasant morning having carried a portion of convass all night. This morning crossed top gallant yards and set the top gallant sails and studding sails. Ran the battery in this forenoon to trim ship. We have a fair wind and are making good time. It may be necessary to add that the Boys in a Man of War are assembled every morning in the Port gangway with their pants rolled up above their knees and there face and hands clean and their hair combed and their clothes in clean and tidy order. This being done at 7. 30 A. M. by the Master At Arms. After this is done they all go over the Mast head for the good of their health and give them a good appetite for their breakfast, it is the policy for each boy to try and get up and down first and the one that comes down last sometimes has to try it over again. Many a morning in going the round I have nearly been thrown off of the rigging by the roll of the ship, for they are determined to make sailors of the boys.

In Tortuga Passage March 11th '64 The watch called at 4 A. M and soon after begin to wash down decks. We are now steam ing through Tortuga passage, and expect to be in Hayti by noon. Took a pilot on board and came to anchor at noon, shortly after coming to anchor the Captain of the "Rhode Island" came on board bringing, with a large mail for us. The men are waiting with breathless anxiety for it to be served out, I received one from Father and one from Cousin George. Since we have been away three more vessels have been added to our Squadron, "Viz" "Neptune," "Galatea" and "Glaucus" They are fine Gunboats mounting from eleven to fifteen guns each. A fine evening. A number of officers enjoying themselves aboard here. Thermometer to day 102 degrees. Dress white frocks and blue pants.
March 13th '64  All hands called at 4.30 A. M. and resume painting ship, and finish painting at 8. A. M. Inspection at 10 A. M and at 10.15 Divine service is held on the quarter deck. The Captain and Admiral although pretends to be very pious, yet they have the ship painted on a sunday morning. The sermon is the same, year in and out which is thus. We have done those things which we ought not to have done, and we have left undone those things which we ought to have done, and there is no help for us. Which is all very true. They have painted ship on a sunday which they should not have done, and they have not given us "Liberty on Shore" which they should have done. At 1 P. M a few men left the ship to visit their friends aboard of the different vessels. I went aboard the U S. Storeship "National Guard" to see an old shipmate.

March 14th '64  All hands called at 4.30 and breakfast at 5 A. M. A number of men signed their accounts as it is reported that all those who have not over sixty days will go home in the "Rhode Island" which expect to leave soon for the United States. We received the sad news of the blowing up of the "Housatonic" off Charleston, with the loss of some of her crew. Mr Higginson her 1st Lieut belonged to this ship off Charleston. Wrote the ships log. The mercury at noon stood at one hundred and five degrees. Dress all blue. All hands busy in the rigging rattling down.

March 16th '64  Holystoned the spar deck. The morning is beautiful and the air warm and pleasant. At 6 A. M. A Spanish Frigate got underway and left the harbor. Painted spars during the day. To night after dark a nigger was knocked down on the spar deck with a belaying pin, which brought him to his senses. They will tell us they are as good as a white man. This is a splendid evening but the men are not allowed to enjoy it, they being all driven below by the officer of the deck (McNair). Wrote the log.

March 18th '64  A splendid day. Quite an emotion was occasioned among the fleet this morning at 8.30 A. M by large volumes of smoke issuing from the fore hatch of the "Galatea" and than in less time than it takes to tell it, our boats were manned and equipped and proceeded to the relief of the burning vessel. At 10.30 the boats returned the fire having been extinguished, three men were badly

30 Perhaps Antone Reilhe McNair, Naval Academy class 1860, retired in 1872 as a Commander.
burned and died from the effect. Sent a quantity of lumber aboard her for to make coffins. Wrote the log.

March 19th ’64  Sent Sixty five men aboard the “Rhode Island” and received the same number from her. At 1 P. M. furled sails. At 4. P. M the colors of the Squadron were at half mast in memory of the respect for those men who were burned. A splendid day. Wrote the ships log.

At Sea. May 12th ’64  At 2. 30 A. M saw a light bearing S E. by S. supposed to be a vessels light. Several sails in sight during the day. At 6 A. M we made a steamer right ahead and standing to the westward. We immediately put on all steam and ran down to her. At 7. 10 A. M hove her to with a blank cartridge across her bows and sent a boat aboard of her in charge of Mr Boyd our 1st Luff to overhaul her papers. On getting in the boat our Admiral said to him, Give her a good overhauling for she looks very suspicious. She proved to be the English Mail Steamer “Askalon” from St Thomas bound to Aspinwall. Our boat returned we hoisted her up and stood on our course again. At 7. 45 A. M loosed sails to dry. At 8 A. M we passed a schooner standing to the westward. We showed American and she showed Spanish colors. Steaming with yards pointed to the wind.

Harbor of St Thomas. May 15th ’64  This evening Captain Ronckendorff came forward at the break of the hurricane deck and called all hands to listen to what he had to say. He said that he had received information that the Privateer “Florida” was up windward and he desired the men to work with a will and finish coaling by morning so that we could out in pursuit of her, for if she did fall in with us she would be a nice prize for us to carry into port and if the men felt as he did they would feel interested in it to, they then went on at work and three hearty cheers were given for him, which echoed and reechoed throughout the town.

Harbor of St Thomas. May 15th ’64  At 7.30 A. M we finished coaling ship and hauled off the “Gemsbok” Hoisted all boats and got ready for sea. In attempting to hoist up the 2nd Cutter the goose neck of the forward davit carried away, we then hoisted the boat inboard and repaired the davit. At 8. A. M we weighed anchor and put to sea. A heavy swell on causing the ship to roll fearfully. Wrote the log.

At Sea. May 22nd ’64  Steaming, with the yards to wind. At 11.30 A. M we saw a sail two points on the port bow. We then stood
towards her. At 2.30 P. M fired a blank cartridge across her bows and she then hove to. She proved to be the American brig "Maria Bermuda" under English colors, from Para six days out bound to New York. We sent our mail on board of her to go home We then parted company with her and she filled away on her course again. A heavy rain squall during the mid watch to night. Wrote the Log.

Cape Haytien harbor, June 8th '64 At 5. A. M. set all sails. At 10 took in and furled sails and squared the yards Steaming through Tortuga Passage, and at noon we came to anchor in the harbor, on coming to an Anchor the American Consul came aboard with information that one of the Natives came overland last night from Nicola Mole with the intelligence that the Privateer "Florida" was in there. At 1.30 P. M we hoisted a Jack at the fore for a pilot, in a short time a Coast Pilot came aboard, we then got underway and put to sea under a full head of steam, in search of our prize. Engaged all the afternoon in clearing the ship for action. Unshipped skylight rail on the Hurricane deck and sent it below with other things as the Auctioneer says, to numerous to mention, and got all ready for any emergency that might happen. We arrived at Nicola Mole at 10 P. M and the night is very dark. Beat to general quarters, double shotted all the guns and was already to get the command to "Fire" But alas it proved to good to be true. We hove to and sent a boat with our 1st Lieut to examine the harbor. At 2.30 A. M our boat returned without having met with success as was expected. Standing off and on. At 5. 30 saw a sail to the westward, making black smoke, stood for her and she proved to be an English sloop of War cruising for slavers. Several sails in sight. 10 A. M saw two square riggers to the Sd, also made Cape Maysi light house two points on the port bow. Wrote Log.

Cape Haytien harbor W. I. June 15th '64 A splendid day. At 9 A. M. loosed sails to dry. Wrote the Log, and at 3.30 P. M while furling sail James R. Young (O. S) fell from the Fore topsail yard striking the lower rigging and carrying away the two ratlines. But as the awnings were spread it saved him from an instant death, but only saved him to linger in agony a few hours, as he is so badly injured inwardly that he is beyond all hopes of recovering.

June 16th '64 All hands called at 4.30 A M and made preparations for target practice. Breakfast at 5 A. M. At 5.30 the target was
placed we went to general targets but on account of a French Barque going out the firing was postponed until 7 A.M. when, everything being in readiness, the firing commenced with the Port battery each gun firing six rounds. During the exercise Young expired. A subscription was immediately held. The men being requested to give what they saw fit in behalf of the Boys Mother. I gave five dollars towards it. I knew it would not be missed for a good cause. The subscription closed at 4 P.M. $964.50 was announced as raised by the crew and $113 by the officers. That shows the liberality of sailors, their sympathy was excited in behalf of his Mother. At 5 P.M. all hands was called to bury the dead which is a very sad call to be passed on board of a ship, although surrounded by every means of warfare and looking on death as belonging to our calling, yet when it stands before us in all its terrors, it has the same effect as elsewhere for it impresses upon our minds that life is wavering. The body was enclosed in a plain substantial coffin of the ships manufacture. The Captain then read the funeral service, it was then taken charge of by his messmates (I being one of the number) the body was then put in to the 2nd Cutter. The boats left the ship in the following order. 3rd Cutter with a file of Marines, 2nd Cutter with the body, Whaleboat with the officers and Gig with the Captain. On landing at the wharf the body was put on a bier and borne on the shoulders of four men the rest following behind. After a long walk, we finally arrived at the foot of a large mountain where the cemetery is situated. After we got to the grave the Captain made us a very affecting speech, the salute was then fired over the grave. We then came down to the boats and came off to the ship. The American Barque "Winslow" of Portland with coal for the squadron twenty days from Philadelphia came in and anchored.

Cape Haytien Harbor, June 17th '64 We get underway and go to sea for the purpose of convoying the California Mail Steamer as one of them has already been captured by a Privateer. A pleasant day. Wrote the ships Log.

July 4th '64 We spend in the harbor of Cape Haytien, West Indies, a splendid day, and as far as I can see the men enjoyed themselves to their utmost. We had our colors flying from each masthead and peake, and we passed the sultry hours till noon when we fired a national salute of twenty one guns. After that dinner was piped,
and some of the messes had fine ones too. We had a Haytien squealer roasted also fruit in any quantities. The various ships of different nations that are lying in the harbor are flying the flags and Burgees in a handsome style.

July 10th '64 All hands called at 4.30 A.M. Swept down the spar deck, finished painting ship outside at 7 A.M. Inspection at 10 A.M. and Divine service at 10.30 A.M. At 3.30 P.M the U.S. Store ship "National Guard" came in from Key West. She reports the yellow fever raging there, she has got cases of it on board also. About 10 P.M last night considerable firing was heard on shore and it has been ascertained that it was caused by the Reber [sic] General making his appearance in the town, where he created a considerable excitement. After having succeeded in liberating some Prisoners who were confined in the jail though hotly persued by a large force of Haytien soldiers. At an early hour this morning the Captain of the Port came on board and notified us that no ship would be allowed to leave the harbor until further orders. No bum boats off to day, they not being allowed to leave the wharf. The Thermometer at noon 103 degres. The keeper of the prison is condemned to be shot. This afternoon two boats full of Soldiers and officers boarded every vessel in the harbor but wether they found any of the prisoners or not. Wrote the ships Log. Dress all white.

July 14th '64 At 3.45 P.M. we ran a hawser to the U.S. Store Ship "National Guard" got underway and towed her outside, she being "Homeward Bound" on account of having the yellow fever on board, one of the officers and several men have fallen victims to the malady. At 6 P.M we let go the hawser and parted company with her, she then filled away and stood off her course. We then stood in for the harbor again.

July 29th '64 At 4 P.M a great excitement prevailed on board this ship and from the mate of the French Barque "Stella" we gleaned the following it appears that the Captain endeavored to take his life by the use of a revolver and then jumping overboard, but he was rescued after some difficulty by his crew who brought him alongside of this ship in a senseless condition. Our Doctor was summoned but before he got on the grounds the unfortunate man was dead, he was then taken aboard of his vessell again.

Aug 31st At 1 A.M made high land on the starboard bow.
Cape St Nicola Mole bore S E. 9 miles. Steaming through Tortuga Passage this morning. At 11. 20 A. M. passed and exchanged colors with a French Barque with a main skysail set, standing out, and at 12. 15 we came to Anchor in Cape Haytien harbor with port Anchor in forty five fathoms of chain. At 1 P. M an officer from the Haytien Corvette "22d of Decembre" came on board, he was one of the darkest sons of Ham. An English schr came in and Anchored.

Cape Haytien Harbor Sept 1st '64 At 6. A. M the Haytien Corvette left the harbor and dipped her colors while crossing our bow, we saluted her in return. She had on board a large number of Negroe soldiers who had been doing duty ashore during the riot among the natives, Transferred on board the U S. S. "Galatea" Forty men whose terms of service have expired. We received the same number from her. At 4. P. M the "Galatea" got underway and started out Homeward Bound for Boston. At 4. 30 she rounded Point Picolet and came in again on account of some of her machinery having failed though nothing of a serious character. At 3. 15 A. M. this morning Anthony Dougherty came on deck in a state of insanity and after creating a great excitement and killing our favorite cat, he was secured after some trouble and put in double irons. A pleasant day. Wrote the ships log.

Sept 3rd '64 A pleasant day. Wrote the Log. Anthony was released from confinement this morning, and was sent on board the "Galatea" his term having expired. The "Galatea" again got underway and put to sea homeward Bound to New York which I hope she will make.

Sept 9th '64 A pleasant day. At 9. 15 all hands called aft to muster and heard the articles of War read. Laying off and on waiting for the Mail Steamer. The main trysail was unbent for repairs, sail makers gang at work on it. At 2. 30 P. M bent it again. At 5 P. M we went to General Quarters for exercise. No sign of the mail Steamer yet. The weather is very warm the mercury standing in the sun at 115 degres. At 8 P. M a light was reported bearing N E which was supposed to be the Mail Steamer. We threw up two rockets and waited for an answer and finding that it came no nearer we again threw up two more and steamed ahead to meet her, when we came near enough to make her out we found their was another Steamer close alongside of her which the Captain took for a Rebel Privateer.
All hands were called to quarters and got ready for action, the looks of the strange steamer confirmed us in our belief that she was a privateer, by her being schooner rigged and having a white smoke stack and the hull being painted a light lead color, answering the description of the "Tallahassee." We steamed ahead between the mail steamer and the stranger intending to guard the mail boat from an attack as we thought, and as it was quite dark at the time we could not judge with certainty the distance between the two vessels. As we steamed across the bows of the stranger, she was steaming ahead and before her headway could be stopped and we could shear out of her way, she ran into us striking on the port forward guard cutting through the heavy timbers and causing her to recoil about fifty feet. When she struck all hands were sure it was an attempt on her part to sink us and it was the greatest wonder in the world that she did not get a Broadside of nine inch shells from us. Nothing but the strict discipline of our men who coolly awaited the order of their officers, for the captains of the guns stood with the lock strings in there hands ready for the order to fire... But that order was not given, as it was ascertained that the stranger was one of our own Gunboats. After the fact became known the retreat was beaten the guns secured again and a boat lowered to board the Mail Steamer for our mail. At the same time Capt Howell from the Gunboat "Nerieus" for which the stranger proved to be came on board to report to the Admiral. From him we learned that his ship was convoying the mail from New York to Aspinwall. A new arrangement of which we were entirely ignorant of. It was found on examination that neither ship was injured enough to prevent them from going on their way. At 10 P. M we parted company and stood on our course for Hayti and the Mail Str "Ocean Queen" and the "Nerius" stood away on there cours.

Sept 10th At 5. 30 A. M a purchase was rigged on the main yard and the Guard secured until we can get in Port. At 6. 30 passed a Steamer no color set, standing to the northward. At 7 A. M we made the land on the port bow and beam. Our Sheet Anchor on the guard played the devil with the "Nerius" figurehead last night for I see a portion of it on deck this morning.

Cape Haytien Harbor Sept 12th All Hands were called at an early hour and as soon as the hammocks were stowed two of our boats were sent to tow the American Barque "J. Godfrey" alongside.
At 6 A. M she came and was secured alongside. Coal whips were got up and we began to coaling ship. Carpenters gang busy employed clearing away the wreck on the guard. A handsome day. Wrote the ships Log.

Sept 13th We resume coaling again this morning at an early hour. At 6.30 A. M. French barque "Tuspan" went to sea. The carpenters gang are sent ashore this morning for the purpose of hewing out some timber to make some repairs to the port guard with. At 3 A. M a French barque and a Schooner came in and anchored. At dark stopped coaling for night.

September 28th 1864 At 9.45 P. M two lights was reported on the starboard bow, and supposed to be vessels lights. At 11.30 P. M they came close to us which proved to be the mail Steamer "Northern Light" and her convoy the U. S. Gunboat "Grand Gulf." We boarded the mail Steamer and got out our mail from her. A boat came alongside from the "Grand Gulf." We understand that we are "Homeward Bound" to the U. S. and we are ordered to report at Fortress Monroe, as soon as possible. Everybody in motion making great calculations when we get home. Some thinking that we will only stop in Fortress Monroe a day or so and then go on home.

October 1st 1864 Holystoned decks fore and Aft this morning. The sea smooth and a nice breeze blowing. At 10 A. M crossed top gallant yards and set the Foresail, topsails, and topgallant and head sails. Men employed in reeving studdingsail gear. Standing along under steam and canvass on the starboard tack. At noon we are in Latitude 30.36 Longitude 74.11. After dinner men engaged in scraping spars. Painting boats and boat davits. All hands sign their accounts to day. I signed for one hundred and forty eight dollars and ninety five cents.

October 3rd 1864 At 3 A. M it set in very foggy. Slowed down the engines. At 8 A. M the fog lifted and much to our surprise we saw the land on our port bow. At 7.20 A. M sent down topgallant yards. At 9.25 we struck lightly, twice and about five miles from the shore. We then stood off going slow. At 10.30 made Cape Henry light house. Saw a steamer ashore on the beach. At 11.40 set our colors and hoisted a jack at the fore for a pilot. At 12.15 the Pilot boat number two of Baltimore came out to us and a pilot came on board and took charge. Standing in for the harbor. Made our number
and was answered by the U. S. Frigate "Minnesota" and Gunboat "Huron." Numerous Transports and Government vessels can be seen at anchor, the scenery is magnificent. The Rip Raps is also a fine construction. At 2:20 P. M we dropped anchor in the Roads. At 3:45 P. M a barque went out, under Chillanean colors set. The Admiral left the ship, hauled down his broad pendant and hoisted a long pendant at the main truck. At 5 P. M Mr Evans went aboard the "Minnesota" to report this ship ready for duty, the day has been very disagreeable, thick and misty with rain at intervals. At 7 P. M a steamer while shifting her position drifted close alongside of us. We hauled our starboard lower boom alongside and she dropped clear of us. Wrote the Log to day.

The 14th Employed coaling ship, coal coming in very slow. Wrote the ships log. At 9 A. M loosed sails by signal from the Flag ship "Minnesota." Commodore James F. Schenck came on board and took command, he is a very corpulent man, his hair and whiskers are slightly sprinkled with gray, and good nature smiles from his beaming countenance. The officers in undress uniform received him on the Quarter Deck. At 2 P. M furled sails. At 3 P. M Captain William Ronckendorff left the ship. At 3:45 P. M Rear Admiral David D. Porter visited the ship. Weather very cold. Fireman engaged Painting the smoke stack black. At 8:30 P. M finished coaling ship and hauled off the schooner. Everything out of order aboard.

The 15th All hands called at 5 A. M After hammocks were stowed The decks were holystoned fore and Aft. The morning was very cold but came out pleasant during the day. Employed getting the ship ready for action. The ship being down by the head, whipped up provisions out of the fore hold and struck them down aft. Took out the railing on the hurricane deck and sent it below. The Gunners gang engaged reeving new gun breechings fore and aft. Fitted hemp spans and guys for the Launched davits. U S. Frigate "Sabine" came in and anchored this afternoon. The "Minnesota" and "Susquehanna" exercising at target practice The Prize Steamer "Bat" captured off "Wilmington" by the Gunboat "Emma," came in and Anchored this evening. Wrote the Log.

The 16th A pleasant morning. The crew and ship was inspected by our new 1st Luff and Commodore at 10 A. M. U S. S.
"Tuscarora" came down from Norfolk and Anchored. This evening 2nd Lieut. Merrill Miller reported on board for duty. Wrote the Log.

October 17th 1864

Pleasant day. Crew employed in painting the Launches and Wheel houses lead color. Hauled down the long pendant at the main and hoisted our division flag in its place. Put out a target at 1700 yards distant and make preparation for firing. At 10.30 A.M went to quarters and the firing was began with the port battery, and made some of the best shots that had been fired in the harbor yet. After several rounds was fired, we left our quarters and secured the battery. This forenoon we got fifteen seamen from the Transport "Newbern." Shifting provisions and iron work from the fore hold to main. Unbent main trysail for repairs. Men engaged this afternoon in gettng all of the spare spars overboard as we intend to send them up to Norfolk for safe keeping. Employed making splinter nettings. The "Minnesota" and "Colorado" firing at target. It is understood that the Admiral has issued orders for quarter watches at night to be kept and also an early breakfast to be par-taken of hereafter. Wrote the ship Log.

The 18th

All hands called at 5 A.M and breakfast at 5.15, men employed in getting the top-gallant masts ready for coming down. At 8 A.M sent down topgallant masts and got them with the rest of our Spars overboard. This afternoon a tug came alongside and towed the spars up to norfolk. Received a letter from Caddy and one from Cousin William Mervine. The U.S.S. Brooklyn exercised at target practice. Men engaged putting cable around outside to protect the engines from the enemies sanitive pills. A pleasant day. Wrote the ships Log.

The 19th

A fine day, men employed putting chain on outside, to protect the machinery. Exercised at general quarters. U.S.S. "Brooklyn" firing at a target. At sunset while one of our boats passed a Transport on her return from the shore they were hailed and received the cheering news that Mr. Haines and some of our old crew who were taken prisoners at Fort Sumter on the night of September 9th 1863, was aboard of her on their way home they having been exchanged. They giving cheer after cheer for the

31 Entered Naval Academy 1859 from Ohio; ordered to active duty May 1861; later a Rear Admiral.
"Powhatan's boat" Men employed in making splinter nettings. Wrote the ships Log.

The 25th Holystoned decks fore and Aft this morning. At 9 A. M all hands were called aft to muster and heard General orders read by the Commodore. A tug came alongside. A citizen came on board he having been appointed by the Secretary of the Navy to collect the votes of seamen from the state of New York for the Republican Party. Bighting chain on the starboard side. Received from the U. S. Transport "Kensington" fifteen seamen. A number of men was sent ashore on liberty. Bent fore trysail it having been down for repairs. Our Division drilled this afternoon with small Arms. Liberty men came on board at sundown.

The 2nd Nov Sometime during the mid watch one of our men named Daniel McPhalls attempted to take his life by cutting his throat with a razor. At 5 A. M when all hands was called he was found lying on the Berth Deck bleeding and in an insensible condition. The Surgeon was then instantly summoned and his wounds dressed, he had succeeded in cutting two pretty severe gashes in his neck. A great excitement prevailed among all hands, no one could assign any cause for his rash Act. A large pool of blood was found in the port roundhouse and the case of a razor which was no doubt the one that contained the murderous weapon, it was supposed he had thrown the razor overboard. At 8 A. M he regained his senses and said that trouble was the cause of his so doing. The Carpenters gang busy employed in putting up a stage on the Quarter deck and dressing it up with flags of different nations as we intend to give a shine to night called the "Powhatan's Minstrels" This afternoon the weather set in very disagreeable rain and sleet came down in torrents, which caused many doubtful faces to be seen in regard to our shine tonight, which if it had came off would no doubt been a brilliant display. So it was finally postponed untill a more favorable day. A U. S. Gunboat came in from sea and anchored. Admiral Porter and Lady came aboard.

The 4th The rain has now ceased, the wind blowing very strong, during the day. Men engaged in putting up splinter netting fore and aft. At 8.30 A. M the 2nd Cutter in charge of Mr Wilkins was towed up to Norfolk by a Navy Tug, for ships stores. Very rough in the harbor to day. The U S S. "Brooklyn" had to let go the second
anchor to avoid dragging. The U S. Gunboats "Massasoit" and "Saco" got underway and went to sea. Mrs. Porter left the ship to join her husband aboard the "Malvern." The 2nd Cutter returned this evening from Norfolk with a quantity of stores. Wm Carter the Coxswain was very merry with the perfume of whiskey and he was put in the brig to remedy it, he abused the sentry and every one that came in contact with him, the gag had to be put in force which in a measure abated his tune. Wrote the ships log. The U S. S. "Ticonderoga" came in and anchored during the night.

The 6th Arrived two Gunboats also the U S. S. "Santiago de Cuba." At 9 A. M loosed sails. At 10 A. M went to quarters for inspection. At 10.30 A. M went to General Muster and heard the Articles of War and some Gen'l orders read by the Commodore. At 12.30 P. M the Flagship made signal (1218) that was for us to get underway. We immediately lit fires, hoisted all boats, got lower booms alongside and made preparations for getting up Anchor, also fired a gun and hoisted the Jack for a pilot. At 12.50 P. M up went another signal from the Flagship, countermanding it. It was intended for the U S. S. "Susquehanna" but through negligence was made to us. The men wondering where we was now bound, some said to Wilmington and others said we was going home. And then everything came to a stand still and the ship again resumed her old appearance. The pilot came aboard but left again no doubt in a bad humor. The "Monodnock" "Colorado" and "Susquehanna" got underway and went to sea. At 3 P. M the Flagship made signal to the fleet to exercise sails. We then loosed and made sail, took three reefs in the topsails, shook them out and then furled sail and piped down. Such is a sailors Sunday. I wonder if the Hon. Sect'y of the Navy allows such work as this to be carried on laying in port to an Anchor, if he is not aware of it he should be. This has been a most beautiful day. The U. S. Steamers "Young Rover" and "Niphon" came in from sea anchored. A fine moonlight evening with the soft rays of a glittering moon gently falling down upon us. Wrote the ships Log.

The 8th A pleasant day. Wrote the ships log. Great political discussions among the men in regard to voting today which they do, the Democrats carrying the vote by six majority. Men employed in making splinter nettings. The U S. Str "Calypso" came in, with a
prize steamer in company. This afternoon put up splinter nettings under the hurricane deck. All hands called to muster to hear some General Orders read by the Commodore.

The 9th Exercised at General and fire quarters. U S. S. "Sassacus" came in and went up to Norfolk. At 10,30 AM all hands called to make sails. This afternoon the carpenters gang busy at work getting a stage on the Qerter [sic] deck ready to hold a concert this evening. At 7 P. M the performance opened to a full house, officers and men flocked from other ships to witness our troupe and no doubt they went away satisfied. At 10 P M the scene broke up.

The 27th Inspection at 10 A. M. At 10.20 all hands called to muster and heard a circular purporting to be for the use of building a home for orphans of soldiers and sailors, the men being requested to give what they saw fit. The seven remaining liberty men came aboard and was put in the brig, to day John Roach the Cooper was discharged his time out. At 1.30 P. M a funeral took place from the "Ironsides." A fine day. Wrote the ships log.

The 13th Dec. A splendid morning broke over us. At 3.30 A. M a large number of army Transports went to sea. At 7 A. M the Flagship made signal for the fleet to get ready for sea, which put every one in motion. Secured the battery for sea and hoisted a Jack for a pilot. At 7.15 the Ironclad division got underway and went to sea. Unbent the mainsail and sent it below. Hove short. At 7.45 A. M the Pilot came aboard. At 10 A. M we broke ground with foul anchor and steamed down the Roads in Charge of pilot in company of the fleet, which consisted of the following ships, Steam Frigates "Minnesota," "Colorado," "Wabash," Steam sloops "Susquehanna," "Ticonderoga," "Brooklyn," "Juniata," "Vanderbilt" and "New Ironsides." Weather very cool. Braced the yards to the wind sharp upon the starboard tack, off Cape Henry at noon. Saw a barque ashore on the cape. At 1.20 P. M the pilot left the ship taking with him a large mail. We then took our departure. Steaming slow, sea smooth, At 4 P. M the fleet was in the following positions, "Brooklyn" and "Susquehanna" on our starboard bow, the "Minnesota," "Wabash," and "Ticonderoga" on the starboard beam. The "Colorado" on our port quarter. The "Vanderbilt," "New Ironsides" and "Juniata" on Stab’d quarter.
The 15th Steaming in company with the “Wabash,” “Colorado” and “Ticonderoga” Wrote the ships log. Four strange sails in sight this morning. At 6 A. M a light was reported two points on the weather bow, which proved to be a Barque standing to the Northward. This is a beautiful day with a gentle breeze blowing. At 2.30 A. M we passed a very large ship under close reefed topsails and courses, standing to the Eastward. Wrote the ships log. At 9.30 Made all sail. At 9.50 went to quarters and exercised at the guns. At 10.10 brailed up and furled the spanker. At noon there is four sails in sight besides those in company, one of them appearing to be the U S S. “Brooklyn.” Exchanged Latitude and Longitude signals with the ships in company. At 1 P. M spoke the U S. Gunboat “Fah-Kee,” at same time took in the Fore Topmast staysail and Fore Trysail and Jib. At 5. P. M “called all hands shorten sail,” took in and furled all sails, and squared yards. At 5.15 P. M stopped the Engines and got soundings in 24 fathoms, white sand with black specks. At 6 P. M the “Wabash” on our starboard bow, she being the only ship in sight. A splendid night with a gentle breeze blowing. Got several casts with the lead during the night. Two strange sails in sight. At 11 P. M we passed one of the Blockaders. At midnight the “Wabash” in sight on our starboard beam.

Sunday, December 18th 1864 A most beautiful day, the weather nice and warm. Nothing of note occurring and silence prevails among the fleet to day. Divine Service is held on the Quarter Deck Mr. Barrett officiating. Puirt is disrated from Signal Quarter Master. Casey appointed in his place. The U S. Steamers “Pawtuxant” And “A D. Vance” came in and anchored. A mail leaves the ship this evening, and the men taking advantage of it, perhaps it will be the last time for some of them, As we expect to go in action if it is Gods will that I should be shot, it will be in a good cause and for my country’s cause. A splendid evening. Wrote the ships log. A great excitement prevails on board to night. The capstan was rigged and everything in readiness to heave up at a moments notice. The Flagship “Malvern” and several Gunboats arrived this evening. The Flagship made signal to the fleet that the powder boat would go in to night and explode soon after, and if she does succeed which we all hope she will, We will be on a move at an early hour in the
morning. Men busy engaged this evening in fitting hemp smoke stack guys, in the place of the iron ones. The mail as was expected to go, did not, no letters to leave the ship by order of the Commodore. A splendid night.

Monday The 19th We are not off yet, but probably will soon be. Everybody in motion in getting ready for action. Secured the starboard anchor. Took all of the hammocks and stowed them on the Berth Deck up against the ships side. Also put a number on the orlop decks. At 9.30 A. M we hove short, and at 10 A. M we got underway. Steaming with the fleet in line of battle, close order, and a splendid sight it was to see the whole fleet in motion and forming in line. Far up at the head of the line can be seen the Flagship “Malvern,” coming down at full speed, Admiral Porter reviewing the fleet. This is perhaps one of the finest array of ships that ever was witnessed by mortal eyes before. Wrote the ship’s log. The wind has begin to come out strong ahead and I am afraid the good weather is passed for awhile. But we are all confident of success in our undertaking which is nearly at hand now, and I hope will see the American flag float proudly over the strong hold of secession. The weather this afternoon looks very stormy and the dark hanging clouds begin to appear, reminding us of foul weather. This Afternoon the hammocks were brought up from below and stowed in the nettings again. Rigged out the jib boom this afternoon again and bent the jib. At 4.20 P. M. we came to anchor in line with the fleet. A large screw Steamer, barkentine rigged and flying Hamburg colors in sight standing towards the fleet. No doubt but what some of our foreign friends are coming to witness the fight, which will show them some of the Yankees skill and ingenuity. The powder boat that was expected to run in under the enemies fort last night, did not, but it is expected she will at daylight in the morning, and then perhaps we will will [sic] make a start and then the Ball will open which will no doubt be a vigorous one. Rigged the capstan this evening.

Tuesday the 20th Nothing heard from the powder boat as yet. Washed decks. Quarters at 9.30 A. M. Wrote the ships Log. A cloudy

This was a prelude to the attack on Fort Fisher, N. C., which guarded the approach to Wilmington, N. C., and was the last port from which Confederate blockade runners had been operating. The powder boat, the Louisiana, was taken close to the fort and anchored; fuses were lighted without discovery by the Confederates. The explosion that followed, however, did little damage and the attempt was a failure.
day, the Flagship signalled to the fleet that Sherman is in Savannah also the Retreat of Hood, he been badly beaten. Nothing doing about decks, during the day. At 12.30 P. M. The “Whale Boat” was called away to go to a small Str that came alongside, for our mail, and it was received with eagerness, I not getting any, As usual is my good luck always. Has the appearance of rain this afternoon. The wind which was blowing pretty stiff this morning, has now lulled considerably At 2 P. M it began to rain and continues so untill—

December 21st '64 All hands called as usual and wash decks down. Nothing yet is heard of the powder boat. The sun rose very watery, and having the appearance of a heavy blow. At 8 A. M it came on a regular gale from the South, South West, and fairly whistling through the rigging. The sea running very high, causing many pale faces to be seen. At 8.30 the “Brooklyn” began to walk away with her anchor, The Commodore was then made aware of it, and he sent up word that he did not care, as long as we did not walk off with ours. The “Wabash” and “Colorado” and in fact nearly every vessel in the fleet dragged the anchors, and got out of line. At 10.30 we began to drag also, and lay broadside, to, causing us to roll very much. Braced the yards to the wind with the port braces. Set the Spanker and came round, head to wind. We then veered to ninety fathoms of chain, and if she goes with that it will be curious. Put preventer guys on the smoke stack. The men are amusing themselves in fishing to day, the fish bight very fast, and splendid ones they are to. This afternoon the “Juniata” dragged her anchor, and getting in the trough of the sea, I thought she would roll every one of her spars out. We can, I take notice, do our share of it also, as well as the rest of the fleet. The fleet of transports have been in motion all day, and trying to make as good weather of it as possible. At 4 P. M the gale abated but the sea is still running very high causing us to roll heavily. Nothing occurred untill 7.20 P. M when we parted our cable at 45 fathoms. Rigged the capstan and hove in the remainder of it, as soon as she parted, we immediately steamed ahead and let go the starboard anchor and veered to ninety fathoms of chain, if she parts that I dont know, we will have to go home for one. The watch on deck are all busy engaged in bending the post sheet chain to port sheet anchor, which they did by 10 P. M. to night is very dark and dreary putting me in mind of home. The wind is
blowing a regular gale from the Westward, and the good old ship rolling very heavy.

December 22nd '64 The gale has now abated its fury and clears up very cold. This morning the atmosphere is very clear, more so than it has been for some time. At daylight there were thirty five vessels in sight, and also land bearing W N W. The monitors they make good weather of it also. At 9.30 A. M we let go the port sheet anchor and hove it up to the bows. The men are busy employed in shifting chain and bent the starboard sheet chain to the port sheet anchor. Wrote the ships log. At 7 P. M. the Str "Little Ada" came alongside with dispatches for the Commodore. We lowered the whaleboat and sent alongside for it. To night is very cold.

The 23rd Very cold. At 6 A. M the Thermometer stood at 23 degrees. At anchor in company with the fleet, supposed to be about eleven miles from Wilmington. No signs of us leaving here yet awhile for to make the attack. Wrote the ships log. Inspection at quarters at 9.30 A. M Men employed cleaning out tanks. Also enjoying themselves in fishing, catching them in large quantities. Weather pleasant.

POSTSCRIPT

With the entry of December 23, 1864, the diary ends. Less than a month later, after the naval attack on Fort Fisher, young Mervine was dead. According to Admiral Daniel Ammen's statistics, the Powhatan, which was in the second line of attack in the second bombardment of Fort Fisher, sustained casualties of three killed, nineteen wounded, and seven missing. Young Mervine may well have been one of these wounded who succumbed later as the result of his injuries. That, of course, is pure surmise. For an interesting account of this battle, see Chapter X of The Atlantic Coast.

Just why Mervine wrote no more entries after December 23 may be explained by the fact that he was detailed as part of the Navy landing party sent from each ship of the fleet. Many of the participants received special training before the attack. This also is a pure guess on the writer's part. It is also possible that he was injured in the attack of December 24–25 in which the Powhatan participated.
Lieutenant Commander Brewington furnished the following information regarding the subsequent career of the *Powhatan*:

After the close of the war she was flagship of the South Pacific Squadron, 1866–1869; attached to the North Atlantic Squadron, 1872–1881 (flagship 1877–1879); special duty, 1882–1886. In 1886 she was condemned as unfit for further naval service and on July 30, 1887, was sold for about $18,000.

**BIBLIOGRAPHY**


*Battles and Leaders of the Civil War*, 2 volumes (Cuttings from the *Century Magazine*: Nov., 1884–April, 1888, New York, 1884–1888).


*Register* of Graduates, United States Naval Academy (Put out by Alumni Association; not official).


III

Supplement to the Guide to the Manuscript Collections in 
The Historical Society of Pennsylvania

1417. SAMUEL VICTOR BARR COLLECTION. Approx. 300 items. Presented by S. V. Barr, 1946.
Family notes, photographs, correspondence, relating to Samuel Price, his services in the Navy of the Civil War, and his later life as a marine engineer.

1418. BUILDING AND LOAN ASSOCIATION BOOKS, 1871-1909. 20 vols.
Purchased 1946-1947.

Teacher's certificates and diplomas granted to the Rev. Thomas Butler.

The will of William Masters Camac, 1802-1842; a brief title to the real estate in the county of Philadelphia belonging to William M. Camac's estate; and copies of papers, 1852-1860, relating to the estates of William M. Camac and Mary Ricketts, 1799-1859.

The correspondence and business papers of a local philanthropic group, which aided the sufferers in many disasters between 1878 and 1900, notably the Charleston Earthquake in 1885, the Johnstown Flood in 1889, the Russian famine, 1892-1893, and the Armenian massacres in 1896. During the Spanish-American War the Committee under the name of the National Relief Commission helped soldiers, sailors, and their families.

1422. JOHN ELLIOTT CRESSON DIARY, 1795-1796. 3 vols. Gift of John E. Cresson; received by the Historical Society of Pennsylvania, 1946.
Diary: March 26, 1795- April 18, 1795; June 21, 1795-July 12, 1795; January 10, 1796-February 13, 1796. Relates the daily happenings in the life of a Philadelphia Quaker.
A typescript of an unpublished book covering the history of opera in Philadelphia from the beginning to 1922.


1425. **Flagg-Gummere Papers.** 87 items. Presented by Mr. and Mrs. Henry V. Gummere, 1946.
A manuscript diary, 1849, and letters, 1849–1855, of Josiah Foster Flagg, concerning a trip to California and residence in that state during gold-rush days. There are also a few letters, 1821–1824, of Adin G. Croft and a diary of a trip to Europe, 1859, kept by John Foster Brewster Flagg.

Letters written to Dr. John S. Boyd, 1849–1911, Superintendent of Admissions and Indentures at Girard College, Philadelphia. They include letters recommending admittance of certain boys to the college; letters from businessmen reporting favorably or unfavorably upon boys employed; and letters from former students telling of their life after leaving the college.

1427. **Hamilton and Hood Papers.** 5 boxes, approx. 1000 items. Purchased by the Gratz Fund and The Society.
The correspondence, 1804–1845, of the firm of Hamilton and Hood (John Hamilton and John M. Hood), Philadelphia grocers and general merchants; also included are account and receipt books, 1817–1865.

1428. **Andrew M. Jones Collection, 1833–1883.** Approx. 600 items. Gift of Mrs. Charles Willing, 1945.
The personal correspondence, bills, and receipts of a Philadelphia merchant.

Mr. Konkle (1861–1944) was a prominent Pennsylvania historian and biographer. This collection includes manuscript notes on his work, particularly on the lives of George Bryan and John Motley Moorhead.
1430. **John Bach McMaster Collection, 1889. 100 items. Presented by Dr. Philip D. McMaster, 1932.**

John Bach McMaster, 1852–1932, a prominent historian, was employed to write the history of the Johnstown Flood Relief Commission. This collection contains the maps, proclamations, letters and printed histories gathered to further the work.


Short notes on the artists of Great Britain who died in the period between 1816 and 1835.

1432. **North American Land Company Papers, 1793–1880. 2 boxes, approx. 200 items. Purchased by the Gratz Fund.**

Legal papers concerning the liquidation of the Company.

1433. **Paschall Papers, 1734–1875. 50 items. Presented by Miss Ann Paschall, 1930.**

Wills, deeds, and other papers concerning estates of Paschall and related families as well as notebooks and poetry books of Anne Sellers, George Sellers, and Mary Frances Paschall.

1434. **Harry B. Pearce Collection, 1689–1836. 44 items. Presented by Harry B. Pearce, 1938.**

Miscellaneous legal and business papers. They include ten letters addressed to William Till, a Philadelphia merchant, 1735–1742; also thirteen legal and business papers of Andrew and William Hamilton of Philadelphia, 1736–1803.

1435. **Penington Papers, 1764–1882. Approx. 5,000 items. Purchased by the Mifflin Fund, 1946.**

Account books, 1769–1826, of the sugarhouse of Edward Penington, 1726–1796, and his son Edward, 1766–1834, and a volume, undated, of observations on the making of sugar. Also included are the correspondence and business papers, 1840–1862, of John Penington, 1799–1867, a rare bookdealer, and the diary, 1827–1841, of Henry I. Baird.

1436. **Pennsylvania Civil Service Reform League Papers, 1881–1935. 4,000 items. Presented by Albert S. Faught, 1946.**

Correspondence, reports, etc., of a voluntary organization for strengthening civil service laws particularly in Philadelphia and Pennsylvania.
Minute books, accounts, lists of members of the local branch of a patriotic organization.

Annual reports, 1904-1941, of the Board of Trade; correspondence and reports, 1880-1909, relating to the deepening of the Port of Philadelphia.

1439. Philadelphia Cricket Club Collection, 1854-1921. 2 boxes.
The collection includes minutes, 1854-1879, of the club founded in 1854; annual reports, 1883-1921; year books, 1883-1911. There is also a little material on international cricket matches, 1868, 1872.

Scrapbooks and minute books of an organization, 1897-1928, which helped the poor to secure and cultivate gardens on the vacant lots of the city.

Presented 1946.
Personal and household receipted bills of a member of a prominent Philadelphia family.

1442. Dr. Mary H. Stillwell Collection, 1893-1933. 82 items.
Presented by Dr. George C. Kuesel, in name of Dr. Mary H. Stillwell Kuesel, 1941.
Correspondence of Dr. Mary H. Stillwell, a pioneer woman dentist, relating to the Association of American Women Dentists.

1443. J. K. Stoddard Collection, 1870-1930. Approx. 5,000 items.
Gift of Mrs. J. K. Stoddard, 1941.
Personal and business letters written to various members of the Newhall family of Philadelphia.

Legal and land papers pertaining to the Willard family of Hartford County, Connecticut. Included is a journal of the Newington School, 1828.


1447. Butler Papers, 1771–1900. Approx. 3,000 items. Presented by Owen J. Wister, 1947. Papers of Major Pierce Butler (1774–1822), his grandson Pierce (Mease) Butler (1807–1867), husband of Fanny Kemble, and other members of the Butler family, relating principally to their Georgia plantations, rice and cotton crops, and management of slaves. Included are the regular reports of the plantation managers.