THE BLOCKADE OF CAPE FEAR RIVER.

The blockading of the coast of North Carolina, with its dangerous, barrens or shore is not the most agreeable of the duties of our naval men, and except at Wilmington, where captures keep up enthusiasm, has little to compensate. Cape Fear—e to the sailor, and the blockading, has been no

Dart Head Inlet—showing Fort Caswell and the rebel

house. This is the old Inlet, so-called, there being

also another, of which a sketch will be given here-

T. five miles south of the fort, offering greater

chances, but the wreck-strewed shore proves that the

land, who would ruin the Universe to gain two hun-

Movements of Polytechnic Graduates.
The following Order appears in the Nashville paper:

DISTRICT OF NASHVILLE, NASHVILLE, TENNESSEE,
MARCH 30, 1863—General Orders No. 12—Major J. R. Willett, 7th Illinois Volunteer Infantry, in accordance with instructions from the Major General commanding this Department, is appointed as Inspector of Fortifications for the District of Nashville, by command of

Major General ROPESEY.

THOS. C. WILLIAMS, Capt. and A. A. G.

Lieut. Willett is a Philadelphian, and a graduate of our Polytechnic College. The numerous friends of himself and his parents, who reside here, will be gratified to learn that the admirably prompt training he received in the institution is not lost sight of by his commanding officer.

Lieut. Henry N. Harrison, of Tennesse, of the class of 1862, who has been engaged during the winter under Gen. Kirby in making a military survey of the Department, is now commanded by General Sickel, has been attached to Gen. Avant's staff.

Capt. Geo. N. Ford, of Ohio, of the class of 1869, wounded at the Battle of Kingsport, has so far recovered as to be able to resume his position in

Schofield's, in Alabama, of the last graduating class, 1869, and now attached to the Engineer Department, Nashville, Tenn., has arrived at Fort Negley, and entered upon his duties.
INTEREST.

To find the interest on any amount for a given number of days, at 6 per cent., multiply the amount by the number of days and divide the product by 360; the quotient will be the interest in cents.

The interest on $1000 for 30 days...

\[
\text{Interest} = \frac{1000 \times 30}{360} = \frac{30000}{360} = 83.33\text{ cents}
\]

ANOTHER METHOD.

What is the interest on $1000 for 1 year, 7 months, and 36 days.

For 1 year...1 year = $600
6 months = $300
3 months = $150
1 month = $50
20 days = $10
5 days = $3.75
Answer = $140

LEGAL RATES OF INTEREST.

The legal rate is 6 per cent. in Georgia, Alabama, Mississippi, Louisiana, and Florida. It is 7 per cent. in New York, South Carolina, Michigan, Wisconsin, and Iowa. It is 10 per cent. in Texas, and in all other States it is 6 per cent.

PENALTY FOR USURY.

### THE CENSUS OF 1860.

The following is the official report of the last census, showing the population of the different States and Territories.

<table>
<thead>
<tr>
<th>States</th>
<th>Free</th>
<th>Slave</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>529,154</td>
<td>453,359</td>
<td>982,513</td>
</tr>
<tr>
<td>Arkansas</td>
<td>360,695</td>
<td>355,832</td>
<td>716,527</td>
</tr>
<tr>
<td>California</td>
<td>480,653</td>
<td>480,653</td>
<td>961,306</td>
</tr>
<tr>
<td>Connecticut</td>
<td>110,404</td>
<td>1,705</td>
<td>112,109</td>
</tr>
<tr>
<td>Delaware</td>
<td>11,809</td>
<td>67,720</td>
<td>79,529</td>
</tr>
<tr>
<td>Georgia</td>
<td>300,000</td>
<td>400,000</td>
<td>700,000</td>
</tr>
<tr>
<td>Illinois</td>
<td>1,711,717</td>
<td>1,711,717</td>
<td>3,423,434</td>
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<tr>
<td>Indiana</td>
<td>1,250,470</td>
<td>1,250,470</td>
<td>2,500,940</td>
</tr>
<tr>
<td>Iowa</td>
<td>474,950</td>
<td>474,950</td>
<td>949,900</td>
</tr>
<tr>
<td>Kansas</td>
<td>167,210</td>
<td>167,210</td>
<td>334,420</td>
</tr>
<tr>
<td>Kentucky</td>
<td>300,000</td>
<td>300,000</td>
<td>600,000</td>
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<tr>
<td>Louisiana</td>
<td>370,930</td>
<td>370,930</td>
<td>741,860</td>
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<tr>
<td>Maine</td>
<td>320,070</td>
<td>320,070</td>
<td>640,140</td>
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<tr>
<td>Maryland</td>
<td>500,940</td>
<td>500,940</td>
<td>1,001,880</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>1,211,660</td>
<td>1,211,660</td>
<td>2,423,320</td>
</tr>
<tr>
<td>Michigan</td>
<td>586,480</td>
<td>586,480</td>
<td>1,172,960</td>
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<tr>
<td>Minnesota</td>
<td>483,520</td>
<td>483,520</td>
<td>967,040</td>
</tr>
<tr>
<td>Missouri</td>
<td>740,110</td>
<td>740,110</td>
<td>1,480,220</td>
</tr>
<tr>
<td>Mississippi</td>
<td>460,500</td>
<td>460,500</td>
<td>921,000</td>
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<tr>
<td>New Hampshire</td>
<td>80,040</td>
<td>80,040</td>
<td>160,080</td>
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<tr>
<td>New Jersey</td>
<td>67,020</td>
<td>67,020</td>
<td>134,040</td>
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<tr>
<td>New York</td>
<td>2,910,200</td>
<td>2,910,200</td>
<td>5,820,400</td>
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<tr>
<td>North Carolina</td>
<td>471,400</td>
<td>471,400</td>
<td>942,800</td>
</tr>
<tr>
<td>Ohio</td>
<td>2,403,000</td>
<td>2,403,000</td>
<td>4,805,000</td>
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<tr>
<td>Oregon</td>
<td>30,490</td>
<td>30,490</td>
<td>60,980</td>
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<tr>
<td>Pennsylvania</td>
<td>213,000</td>
<td>213,000</td>
<td>426,000</td>
</tr>
<tr>
<td>Rhode Island</td>
<td>114,600</td>
<td>114,600</td>
<td>229,200</td>
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<tr>
<td>South Carolina</td>
<td>252,520</td>
<td>252,520</td>
<td>505,040</td>
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<tr>
<td>Tennessee</td>
<td>384,000</td>
<td>384,000</td>
<td>768,000</td>
</tr>
<tr>
<td>Texas</td>
<td>400,000</td>
<td>400,000</td>
<td>800,000</td>
</tr>
<tr>
<td>Virginia</td>
<td>1,100,105</td>
<td>400,000</td>
<td>1,500,105</td>
</tr>
<tr>
<td>Vermont</td>
<td>103,110</td>
<td>103,110</td>
<td>206,220</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>770,950</td>
<td>770,950</td>
<td>1,541,900</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>37,030,369</td>
<td>3,935,167</td>
<td>40,965,536</td>
</tr>
</tbody>
</table>

### STATISTICS.

The population of the principal cities of the Union in 1860, compared with the census of 1850, is as follows:

<table>
<thead>
<tr>
<th>Cities and Towns</th>
<th>1850</th>
<th>1860</th>
<th>Actual Increase</th>
<th>Increase per ct.</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York City</td>
<td>515,547</td>
<td>814,277</td>
<td>298,730</td>
<td>58</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>448,472</td>
<td>596,034</td>
<td>147,562</td>
<td>34</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>360,868</td>
<td>273,425</td>
<td>178,443</td>
<td>49</td>
</tr>
<tr>
<td>Baltimore</td>
<td>139,154</td>
<td>143,452</td>
<td>4,298</td>
<td>3</td>
</tr>
<tr>
<td>Boston</td>
<td>136,681</td>
<td>177,602</td>
<td>40,921</td>
<td>30</td>
</tr>
<tr>
<td>New Orleans</td>
<td>116,279</td>
<td>176,755</td>
<td>60,476</td>
<td>51</td>
</tr>
<tr>
<td>St. Louis</td>
<td>72,169</td>
<td>163,179</td>
<td>91,010</td>
<td>126</td>
</tr>
<tr>
<td>Cincinnati</td>
<td>144,935</td>
<td>160,000</td>
<td>15,065</td>
<td>20</td>
</tr>
<tr>
<td>Chicago</td>
<td>229,044</td>
<td>300,420</td>
<td>71,376</td>
<td>32</td>
</tr>
<tr>
<td>Buffalo</td>
<td>42,251</td>
<td>81,600</td>
<td>39,349</td>
<td>98</td>
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<tr>
<td>Louisville</td>
<td>61,394</td>
<td>78,199</td>
<td>16,805</td>
<td>31</td>
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<tr>
<td>Newark</td>
<td>36,864</td>
<td>72,055</td>
<td>35,191</td>
<td>95</td>
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<tr>
<td>San Francisco</td>
<td>34,760</td>
<td>60,000</td>
<td>25,240</td>
<td>74</td>
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<tr>
<td>Washington</td>
<td>40,000</td>
<td>61,460</td>
<td>21,460</td>
<td>54</td>
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<tr>
<td>Providence</td>
<td>41,613</td>
<td>50,669</td>
<td>9,056</td>
<td>22</td>
</tr>
<tr>
<td>Rochester</td>
<td>38,101</td>
<td>45,000</td>
<td>6,899</td>
<td>18</td>
</tr>
<tr>
<td>Cleveland</td>
<td>17,660</td>
<td>20,110</td>
<td>2,450</td>
<td>14</td>
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<tr>
<td>Charleston, S. C.</td>
<td>42,935</td>
<td>49,103</td>
<td>6,168</td>
<td>15</td>
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<tr>
<td>New Haven</td>
<td>29,590</td>
<td>39,227</td>
<td>9,637</td>
<td>32</td>
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<tr>
<td>Richmond</td>
<td>27,870</td>
<td>37,088</td>
<td>9,218</td>
<td>33</td>
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<tr>
<td>Lowell</td>
<td>35,083</td>
<td>32,950</td>
<td>2,883</td>
<td>11</td>
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<tr>
<td>Jersey City</td>
<td>8,500</td>
<td>8,500</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cambridge</td>
<td>15,215</td>
<td>20,074</td>
<td>4,859</td>
<td>32</td>
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<tr>
<td>Roxbury</td>
<td>15,201</td>
<td>15,125</td>
<td>84</td>
<td>0.5</td>
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<tr>
<td>Charlestown, Mass</td>
<td>17,565</td>
<td>25,190</td>
<td>7,625</td>
<td>46</td>
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<tr>
<td>Worcester</td>
<td>17,401</td>
<td>21,260</td>
<td>3,859</td>
<td>22</td>
</tr>
<tr>
<td>Nashville, Tenn.</td>
<td>19,165</td>
<td>23,715</td>
<td>4,550</td>
<td>23</td>
</tr>
<tr>
<td>Reading, Pa.</td>
<td>16,865</td>
<td>23,171</td>
<td>6,306</td>
<td>37</td>
</tr>
<tr>
<td>Salina</td>
<td>20,776</td>
<td>22,480</td>
<td>1,704</td>
<td>8.3</td>
</tr>
<tr>
<td>New Bedford</td>
<td>16,443</td>
<td>22,360</td>
<td>5,917</td>
<td>36</td>
</tr>
<tr>
<td>Portland</td>
<td>20,975</td>
<td>25,341</td>
<td>4,366</td>
<td>21</td>
</tr>
<tr>
<td>Bangor</td>
<td>14,432</td>
<td>16,463</td>
<td>2,031</td>
<td>14</td>
</tr>
</tbody>
</table>

|**Total** | 3,935,167 | 2,031 | 4,076,314 |
### ECLIPSES IN 1864.

There will be two Eclipses this year, both of the Sun. The first Eclipse will be May 8th, 7h 30m in the evening. It will be visible in New England, but visible in the western section of the United States.

The second of the Sun, Invisible, October 9th, 10h 30m.

### RATES OF POSTAGE.

Letters not exceeding one half ounce in weight, anywhere within the United States, 3 cents prepaid, in all cases. If conveyed wholly or partly by sea, and to and from a foreign country, 10 cents within and 20 cents over 2,500 miles, unless otherwise fixed by treaty, &c. Every additional half ounce or fraction carries an additional postage. Letters dropped for delivery at the same post-office, 2 cents. Advertised letters, 1 cent and postage. Penny-post delivery to and from post-office, free.

Valuable Letters will be registered on the application of the person sending the same, and the payment of a registration fee of not less than five, nor more than twenty cents.

Newspapers, Periodicals, unsealed Circulars, or other articles of printed matter, (except books) when sent to any part of the United States, and weighing not over 4 ounces, 2 cents; and for every additional ounce, or part thereof, 2 cents. If within the State, and not weighing over 1 ounce, one half a cent.

Books, bound or unbound, not weighing over 4 lbs, for any distance under 5,000 miles, 4 cents per ounce; over that distance, 2 cents per ounce.

The above must be all prepaid.

### JANUARY, 1864.

#### Moon's Phases.

<table>
<thead>
<tr>
<th>Date</th>
<th>Weather</th>
<th>High Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Last Quarter</td>
<td>26th</td>
<td>2.40</td>
</tr>
<tr>
<td>New Moon</td>
<td>27th</td>
<td>2.30</td>
</tr>
<tr>
<td>First Quarter</td>
<td>31st</td>
<td>2.31</td>
</tr>
<tr>
<td>Full Moon</td>
<td>3rd</td>
<td>2.26</td>
</tr>
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</table>

### FEBRUARY, 1864.

#### Moon's Phases.

<table>
<thead>
<tr>
<th>Date</th>
<th>Weather</th>
<th>High Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Last Quarter</td>
<td>26th</td>
<td>2.37</td>
</tr>
<tr>
<td>New Moon</td>
<td>27th</td>
<td>2.27</td>
</tr>
<tr>
<td>First Quarter</td>
<td>31st</td>
<td>2.28</td>
</tr>
<tr>
<td>Full Moon</td>
<td>3rd</td>
<td>2.23</td>
</tr>
</tbody>
</table>
### July, 1864

#### Moon's Phases

<table>
<thead>
<tr>
<th>New Moon</th>
<th>1st Quarter</th>
<th>2nd Quarter</th>
<th>Last Quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th Th. 6th F. M. E.</td>
<td>5th Th. 6th F. M. E.</td>
<td>5th Th. 6th F. M. E.</td>
<td>5th Th. 6th F. M. E.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sun Days</th>
<th>Moon High of E. M. Water</th>
<th>Sun Days</th>
<th>Moon High of E. M. Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>11:55</td>
<td>2</td>
<td>11:55</td>
</tr>
<tr>
<td>2</td>
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<td>3</td>
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<tr>
<td>8</td>
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</table>

### August, 1864

#### Moon's Phases

<table>
<thead>
<tr>
<th>New Moon</th>
<th>1st Quarter</th>
<th>2nd Quarter</th>
<th>Last Quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>3rd Th. 4th F. M. E.</td>
<td>3rd Th. 4th F. M. E.</td>
<td>3rd Th. 4th F. M. E.</td>
<td>3rd Th. 4th F. M. E.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sun Days</th>
<th>Moon High of E. M. Water</th>
<th>Sun Days</th>
<th>Moon High of E. M. Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>11:55</td>
<td>2</td>
<td>11:55</td>
</tr>
<tr>
<td>2</td>
<td>11:55</td>
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<td>11:55</td>
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<td>3</td>
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</tr>
<tr>
<td>8</td>
<td>11:55</td>
<td>9</td>
<td>11:55</td>
</tr>
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</table>

### September, 1864

#### Moon's Phases

<table>
<thead>
<tr>
<th>New Moon</th>
<th>1st Quarter</th>
<th>2nd Quarter</th>
<th>Last Quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Th. 2nd F. M. E.</td>
<td>1st Th. 2nd F. M. E.</td>
<td>1st Th. 2nd F. M. E.</td>
<td>1st Th. 2nd F. M. E.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sun Days</th>
<th>Moon High of E. M. Water</th>
<th>Sun Days</th>
<th>Moon High of E. M. Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>11:55</td>
<td>2</td>
<td>11:55</td>
</tr>
<tr>
<td>2</td>
<td>11:55</td>
<td>3</td>
<td>11:55</td>
</tr>
<tr>
<td>3</td>
<td>11:55</td>
<td>4</td>
<td>11:55</td>
</tr>
<tr>
<td>4</td>
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<td>5</td>
<td>11:55</td>
</tr>
<tr>
<td>5</td>
<td>11:55</td>
<td>6</td>
<td>11:55</td>
</tr>
<tr>
<td>6</td>
<td>11:55</td>
<td>7</td>
<td>11:55</td>
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<td>7</td>
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</tr>
<tr>
<td>8</td>
<td>11:55</td>
<td>9</td>
<td>11:55</td>
</tr>
</tbody>
</table>

### October, 1864

#### Moon's Phases

<table>
<thead>
<tr>
<th>New Moon</th>
<th>1st Quarter</th>
<th>2nd Quarter</th>
<th>Last Quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>2nd Th. 3rd F. M. E.</td>
<td>2nd Th. 3rd F. M. E.</td>
<td>2nd Th. 3rd F. M. E.</td>
<td>2nd Th. 3rd F. M. E.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sun Days</th>
<th>Moon High of E. M. Water</th>
<th>Sun Days</th>
<th>Moon High of E. M. Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>11:55</td>
<td>2</td>
<td>11:55</td>
</tr>
<tr>
<td>2</td>
<td>11:55</td>
<td>3</td>
<td>11:55</td>
</tr>
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<td>3</td>
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*Note: The table provides the high of the moon in the E. M. (Eastern Meridian) Water.*
FRI 1964

Philadelphia

Arose at 10 o'clock and made with a heavy heart my preparations for my journey. At 11 o'clock I tipped my dear friends and came home to Glenside at 2 p.m. on the 14th. I made my way to New York at 2:35. Was accompanied home to Boston. Arrived at 5:40 by the Praxinos New Haven R.R. for Newport at 8 p.m. From there to Providence.

SAT 2

Boston

After having a dreadful cold last night in the car (190°F.) I arrived in Boston at 7 a.m. Reported to Commodore Frisbie at 10 a.m. Proceeded on board the Frigate the very next day at 1 p.m. After leaving the frigate on the 27th, arrived at Newport.

SUN 3

Bostorh

Arose at 7 o'clock and proceeded to ship. Some of the crew from the 4th were with us at the Boston Music Hall in the evening.
Boston Mass

January 4, 1864

Saw a general walk around Boston, hear some speeches, and also to Foxburg.

Tuesday, January 5, 1864

Boston Mass

Snowed all day. Played cards with several officials. Went to Resolute, to witness the performance of Piano. Also under the snow Miss Paterson took the parts of Rambler and a full house. Went to her home.

Wednesday, January 6, 1864

Boston

At 10 A.M. Proceeded to Navy Yard, to watch Chief Engineers. Inspectors' offices also aboard, the pegnot. In afternoon took a ride in the park. Boston Mass to Resolute, and to Navy Yard. At night went to the Harvard, met General Ingalls, and dinner at the New Hotel.

Thursday, January 7, 1864

Boston Mass

In the morning played cards with the First Engineer, Cardone, Acting Master, Captain, Nible Y., and Eng. Miller. Several games of domino. At night, remained at home, and went with Mr. Hunt and Mr. Todd to the Naval Hospital at 8 P.M. with Mr. Hunt and Mr. Todd.

Friday, January 8, 1864

Boston Mass

At the Navy Yard in the evening.

The afternoon played cards with the First Engineer, Cardone, Acting Master, Captain, Nible Y., and Eng. Miller. Several games of domino. At night remained at home, and went with Mr. Hunt and Mr. Todd to the Naval Hospital at 8 P.M. with Mr. Hunt and Mr. Todd.

Saturday, January 9, 1864

Boston Mass

Afternoon and evening at Navy Yard, Mr. Hunt and Mr. Todd.

In the evening went to the Tremont Theatre to witness the first of the season.
SUNDAY 10 1864
Boston, Mass.
At home in the evening
went to Grand Organdy
Concert and 2d Half of
the Camelot, met
W. J. H. Sullivan in the
Car.

MONDAY 11 1864
Boston, Mass.
shopped in the Afternoon
at Locke in Evening
went out on the Yacht Lady
Elizabeth with "K. J. H. Sullivan
to the Mango Theatre to
witness the Stiles of
Leave Man.

TUESDAY 12 1864
Boston, Mass.
Shipped in the Morning
Afternoon and Rode
in Boston with "K. J. H. Sullivan
and best friend to
No. 94 Blackstone St. room
No. 9 to see "K. J. H. Sullivan.
At right went to "Duckett's
house and dinner and evening.

THURSDAY 14 1864
Boston, Mass.
At Navy Yard, Shaving 9
afternoon.
At Night went with
"Duckett's Eng. Miller
to Boston and at Shubert
Theater, to 51 Paul St.
No. 33. Went to the Museum
Exchange in Tremont St.
Wright's Ryder House and
to Blackstone St. for ice.
"K. J. H. Sullivan and
were disappointed (No. 94, room 9)

FRIDAY 15 1864
Boston, Mass.
Started, went to Roxbury and
Commander at 10 O'clock this morning
(N.Y. Squad). At 2 O'clock,
we hauled into the Green
Shore, right slept with
Mr. Hyde in one room.
2 ft. 1/2, and jetties,
and a narrow
path. I made home at night.
Our Ship's last 12 guns are
on deck. Friend traded a life
20. 1/2, that is 4 Hound's.
SUNDAY 17 Jan. 1894

Boston, Mass.

Was aboard from 8 a.m. to 3 p.m. went to the Chief Eng. office, the National House to see the Chief, but he was not there. Afternoon went to see some officers and went to dinner at the Chief's house. Dined at 6:30 P.M. had a good meal.

MONDAY 18

Boston, Mass.

Good breakfast at 8:15 A.M. from 9:15 to 8 P.M. had good dinner at 4:15.

TUESDAY 19

Boston, Mass.

Passed a gay night at the Exchange.

WEDNESDAY 29

Boston, Mass.

Went outside again at 6:30 and went back and forth between Cambridge and Boston also visited Salem came at 5:30 which finished our trip and arrived at Navy Yard.

THURSDAY 21

Boston, Mass.

At 10 A.M. went ashore to copy book logs and Chief Eng. Clerk I went to the house to get my dinner at 6 o'clock. About 5 P.M. Howard, the steward, brought me some dinner and we went to the Ocean Hotel and had some dinner. Went up to the Ocean Hotel and went with Capt. Condon after the performance to Knite's Hotel there we left the hotel and went to the Ocean Hotel and Capt. Condon met me and went in a car to Ocean Hotel.
FRIDAY 22
1864
Boston Mass
Visited Boston and the train at 11 o'clock and went aboard the train.
Went up to New York and Washington times regarding the trip.
Next went to the National Hotel. Then stayed for a couple of days.

SATURDAY 23
Mass
Employed writing letters aboard the ship.

SUNDAY 24
Mass
Went to Church.

MONDAY 25
1864
Boston Mass
Went aboard at 10 a.m. and at 2 p.m. went with Boldt.
Went to Brighton in a hack with D. S. Lulligan. Stopped at Bills Brighton Hotel.
And had a good lunch.
Then we came home from Brighton.
Went to the hotel with Fisher, Greene, and Cook. From the Adams Hotel, I went to the Adams Club. Then Adams City. No hill going down. Went to National.

TUESDAY 26
1864
Boston Mass
Got at 9 o'clock and went with Fisher to Parker House.
Went to bed and in the afternoon got a carriage. Came through Cambridge, went to hotel and got a room.
Arrived at National Hotel at 12:30 o'clock.

WEDNESDAY 27
1864
Boston Mass
Got up at 9 o'clock, and went aboard the ship and remained until 10 o'clock.
Went to the hotel and got dinner at Parker House at eight.
Went with Fisher to the symphony's mistress also Mrs. Howell.
Went home with Mrs. Smith, on the National and made several arrangements at home in the offices.
**THURSDAY 28, 1864**

Remained aboard the ship all day.

**FRIDAY 29, 1864**

Remained aboard the ship at 4 P.M. went to the Navy Yard to Quarters. Later coaled on the boat. Later went aboard at 8 P.M. Boats played cards all night. Good day's duty.

**SATURDAY 30, 1864**

Went aboard the ship.

**SUNDAY 31, 1864**

Remained aboard the ship all day.

**MONDAY 1, 1864**

Boston. Snowing and raining. Went ashore at 9 A.M. went with Mr. C. to No. 12 Flaxman's. Played cards all at the National House. Remain all day.

**TUESDAY 2, 1864**

Went aboard the ship to see in regard to some firewood. Met with S. G. W. all Mr. H. took a ride with them in a open jonque.
WEDNESDAY 3 1864

Come aboard at 9 A.M.
Received 15 firkins and
Coal, Reavers
Tore in 38 tons of Coal
2 Cords of wood.

THURSDAY 4

Boston, Mass.
Tore in 18 tons of Coal.

FRIDAY 5

Mass
Left at 12.30 P.M.
from Charleston
Navy Yard, Nova Scotia.
Febr. 8
TUESDAY 1884

Arrived off Hog Island 8 A.M. Felt streams from Washington in tow of Monitor Sagamore Arrived in Hampton Roads at 5 P.M. and all vessels except C.P. Ste. signal for Flagship "Virginia" and anchored abreast of her in the

Authorized Review on the Causeway of 8th Emory to Landing Place.

At 4 A.M. got under way for Norfolk or may select the remains of Penn Hills, 

Admiral and his officers on the C.S. Ste. also knew Forts Norfolk Causeway midst of Norfolk 4th. 4th Ypsd. Lord Clay. Sir Arthur Gordon

H.E. Kimball in the Jewell grounds of the Norfolk Naval Hospital. At Norfolk Army Camp remains of ships of the Pennsylvania United States of 39 buildings and dry dock which has been destroyed with

In the Navy Yard (Schooners) Picks up several relics from dry dock and S. S. Atlantic started while I picked up these relics made a sign to show he came all around attracting attention for New York Naval at 5 A.M. President 11.30 A.M. From our way to the remains of the rebel teams thousands of C.S.A. and left them lead conference endowments at 2 P.M. for a service of Washington A.G. Adams and T.D. B.O. Judge.

Febr. 9
FRIDAY 13 1884

Arrived in our cruising ground. To-night terrible

With Engine Room the troops being placed by helmed to live

Lighters. No sail or land in sight.

Febr. 11
SATURDAY 18

Arrived in our cruising ground. To-night terrible

Not in Engine Room the troops being placed by helmed to live

Lighters. No sail or land in sight.

Febr. 13
SUNDAY 14

Gone to Republican Varnado of Boston. Joined from

Boston to Havana.

No land in sight.
MONDAY 15

Last night the Fifty Acre field south of the town was the scene of a higherner. Things were looking very lovely, but the sky was clear and the wind was light. As a result, the field was covered with a thick layer of dust, making it difficult to see the ground. The wind was strong enough to blow the dust into the air, creating a dust storm. The storm lasted throughout the night, causing a lot of inconvenience to the people in the area. The winds were so strong that they knocked over several trees and damaged a few buildings.

THURSDAY 18

Fayetteville N. C.

In the afternoon, a storm developed over the area, causing a lot of damage. The storm was accompanied by heavy rain and strong winds, which caused significant damage to the infrastructure. The storm lasted for several hours, causing widespread destruction. The storm caused a lot of damage to the crops, and the farmers were forced to spend a lot of time and money to repair the damage.

FRIYDAY 19

At Fayetteville N. C.

Received a letter from Mr. Jones, who had been away for several weeks. He had received a letter from his brother, who had visited him recently. The letter contained a lot of news about the family and their life in the town. The letter was written in a very detailed manner, giving a clear picture of the current situation in the town.

SATURDAY 20

Fayetteville N. C.

All hands engaged in cleaning the ship's engines and machinery. The ship's captain, Mr. Black, was very pleased with the work done by the crew. He praised them for their hard work and dedication. The ship's engines were running smoothly, and the captain was satisfied with the work done.

No communication allowed between shore and ship until the account is settled.
SUNDAY 21 1864

Beaufort, N.C.

A beautiful day. Painting inside of the Goodwin.

MONDAY 22 1864

Beaufort, N.C.

Washing the Washington's middy. Mr. Finee in the

THURSDAY 25 1864

Beaufort, N.C.

A beautiful day.

FRIDAY 26 1864

Beaufort, N.C.

A large fire was seen from the last night

TUESDAY 23 1864

Painting shop. Receiving machinery of boilers. With

WEDNESDAY 24 1864

Beaufort, N.C.

This day passed without any interesting event.

No. 1 (No.) 2 (111)

Played a game of Euchre.

No. 1 (No.) 2 (111)

Arrived by the Florida and

Arrived by the Florida and

Newberry.

Time engines sunk on the mouth of the N.C. River.
Feb. SATURDAY 27 1864

Brazil. NC

Read 6 quarters at 7:30 AM. A beautiful day. Sailed down our yellow flag at 2 P.M. Held our guns down for dinner. Painted engineer room. Parked deck from 10 A.M. to 2 P.M. Smoke. Arrows had a general game among ourselves.

SUNDAY 28

Dear Lord, NC

Went to see U.S. Commodore Long. Mentioned went to get rid of murdah. He very bad saw very cold foot. H. C. Langley of the N.C. Commodore. Saw a band of rebels ready to attack them. N.C. Commodore

MONDAY 29

Brazil. NC

Brazil's today went down the coast in consequence of wanting one to see the cooling although I had a call. I regained. 410 long. 269 lbs. aboard house. Have. A true man of war. In afternoon received orders to move up to Head is being in danger of an attack from Baldree, NC.

THURSDAY 3

Brazil. NC

Left here Sunday morning's. Left his the flag again fell badly. The wind is the head. The weather is the wind. The

WEDNESDAY 2

Brazil. NC

The last word on. Baldree boat.
No Walk in the City. No Walk in the City.
MARCH FRIDAY 4 Ex! & 11 1864

Mr. Lee

The Capture of the Torr
Gallic, 
R. W. 
appearances of 2 hours.

MARCH Ex! MONDAY 7 Ex! 11 1864

Mr. J. M. Law, E. C.

TUESDAY 8

Ogdenford Hull, 5th

SUNDAY 6

Mr. B. M. Law, Black

WEDNESDAY 9

A beautiful day, quiet the reverse from yesterday not the ship from New Orleans to Boston with a miscellaneous cargo.
Al Dr. 

At sea 

The wire to the wireless was not yet completed, so that we were obliged to wait. We made a remarkable journey, as we were approached by numerous vessels of war. We were in sight of a range of islands, and we could see the land from the sea. 

The President was on his way to join us. He arrived just as we were approaching the island. 

WEDNESDAY 

It seems that the President was not in great haste to return. He wanted to stay a few more days to see the sights. 

THURSDAY 

The President arrived safely, and we all went to the President's house to make a welcome. 

FRIDAY 

I had the honor of being introduced to the President. He was very kind to me, and we had a pleasant conversation. 

SATURDAY 

I visited the city and saw many interesting places. The President accompanied me on a tour of the city. 

SUNDAY 

I spent the day in the country, and enjoyed a pleasant walk. 

MONDAY 

I returned to the city and attended a social event. It was a great success.
THURSDAY 10 1864

At Sea

This morning 2 Bt. In another gale lost three. The wind was
being famous. At times
aboard 2 points of boats on
gardens, there being same as the
night before. No very high:
very much of coffee. The chief
engineer says that, as we
travel, the wind being very good
there was no danger. I thought
enough wind to travel as
done as I got line. As
moderate as I could.

FRIDAY 11

At Sea

Day it looked as if we were
again to have a gale, but
fortunately the wind
fell out and there was
no more rain. The
speeds were fully as
high. At 6 P.M. I took
the wheel in as the
wind had died down to
very much. As we
travelled a little
faster, we were
taken to hold her as fast
as we could, and they
were taken to hold her as
fast as we could.

SATURDAY 12

At Sea

A beautiful day, fresh
gale blowing. There
were not many as the
weather was quite
moderate. As we
travelled, we were
taken to hold her as
close as we could,
and there were
no gales.

SUNDAY 13 1864

At Sea

A day was a gale, but
very much as the
weather was quite
moderate. As we
travelled, we were
taken to hold her as
close as we could,
and there were
no gales.

MONDAY 14

At Sea

Yesterday the Captain
brought a letter from
home, and I received
a letter from Miss
Jones. Had a good
sleep, and am
much better than
I was at sea. The
day was quite
gentle. At night
we saw a large
number of boats in the
distance.
March Wednesday 16 1864

A splendid day, engaged on the boilers and engines. Wrote letters to Tobin, B. D., and others in the morning. Late in the afternoon, took a walk in the Park. In the evening, wrote a letter to Mrs. Kennedy, asking her to come to dinner in the evening. Arrived in New York on the 19th. Left here the 21st.

Thursday 17

Again a beautiful day. Work on the engines, took down fresh water, went to examine it, painted the smoke stack. Finished reading the novel, called "The Black's Hillside" by Harper. Had my letter from home and N.Y. which will go by the next mail, and was visiting the sick.

Friday 18

A windy day, evidently blowing a gale out of the east, so it is very rough on the bar. The men being off the bar, went all over it to examine it. There being a few men on board, I went on deck and helped out. Finally, went on the bridge to get some-looking. At 11 P.M., went to bed at the bridge to get some rest. At 6 A.M., over the river, arrived at 6 P.M. to the "Lady Victoria," and took the train to Boston, to Crocker, Dewey & Co., at Alexandria.

March Saturday 19 1864

A beautiful day, no rain. Went to Portsmouth. Went to the "Lady Victoria," and took the train to Boston, to Crocker, Dewey & Co., at Alexandria.

Peafor S.C.

PROOF: 4/16/16 5:05 P.M. 14.864

Peafor S.C.

PROOF: 4/16/16 5:05 P.M. 14.864
MONDAY 22

Reaunt V. C.

To day the win of Bees a

perfect grate the phseninches

were been on the wind and

scoundrels on the sea where the

eagles prevented the from getting us

where it was that I did not fare

from several Thomas got all the

A night and in very good Qat

1st Augt. unnamed by Roo Bider

ex officio.

WEDNESDAY 23

Reaunt V. C.

The others lay along side

the Amur in the location

of being in a condition of

the Captain of the vessel that he

wouldn't come out of it. Only

now goes the news that

Commander love, fleet captain,

had approver of it and forwarded it.

THURSDAY 24

Reaunt V. C.

Arrived at 6 P.M. 1st. Oct. 4

Sunday, Kingslake State

1st Yankee Bold

from the move of Conway.

of Egg Harbor. Last night

poos already attempted to raise

shades but did not succeed.

Mary P. N. I. s. L. Britain

went to sea with fouth salvoes

and be in tow.

FRIDAY 25

Reaunt V. C.

Annoying day, finished

cooling the Merchant 1st.

has full of orders. Wrote a

letter to Joseph C. O'D. to

insert it Philadelphia. It's all

oney for 24. As you see

with the breeze very scarce

go ing down the blow of 2 p.m.

Decide to call at the Fords.

SATURDAY 26

Reaunt V. C.

A W. Miller's cane came today and

reported that it was when beaching

against the shore and most at the

beach when the wind was

in a direction of a major

gale. The next day was

to come one more

to the east at a great

distance and have from

them 1st. Oct. 6. They

arrived. The weather is beautiful except

a little before sundown very strong

wind but a good appearance of a gale.

The wind was a 6 of being down

the 8th. of being down.

More later take.

SUNDAY 27

M literary.

Last night the ships again put

back our ship through

wonderful. The following

morning while we arrived by 9 a.m.

dists at once time. Almost of the

sailors then at the present day.

Some are thinking.

The trade is;

Sailor Jack, Smith

Diligent Benjamin

Dover, John,

Sailor Dan, Doane

Sailor Bob, Jenkins

Sailor Bill, Brown.

But the love of the

dock is.

When it means

shooting up through

the waves and going

along the

hillside.

The

dock is.

When it means

shooting up through

the waves and going

along the

hillside.
MARCH 28

A beautiful day. Today a

WEDNESDAY 30

In the evening, the rolling

Thursday 31

A beautiful day. The wind

Friday 1

AGW: I am sorry to say

Saturday 2

We offered our services to

Theodore H. on his return

March 6

In the evening, the rolling

March 7

Thursday 11

In the evening, the rolling

March 12

In the evening, the rolling

March 15

In the evening, the rolling

March 16

In the evening, the rolling

March 17
A beautiful day. Today a wheel steamboat arrived on the 2nd. She was an 850-horsepower boat with a passenger capacity of 200. We had a great deal of fun riding on her.

Wednesday, March 22

A very busy day. We had to make many repairs on the boat. It was a challenge, but we managed to complete them.

Thursday, March 23

The boat was almost ready for departure. We had to make sure everything was in order before we set sail.

Saturday, March 25

The boat was successfully launched into the water. It was a triumphant moment for everyone involved.

Monday, March 27

We had a very successful journey. The boat sailed smoothly through the water, and the weather was perfect.

Tuesday, March 28

We arrived at our destination. It was a long journey, but it was worth it. We were all very happy to be there.
The offer was not carried in carrying the
leather case (so to speak this form) as may
as I mentioned the fact. Lack of the
fossil leaves of these effects. This morning I
found a hedgehedge worthy. I wonder what
the tattered brush of common fence. It
may be again in color. It is like the
lodgment. Is that your life and
theology from New York? To make the
barn scene. It does not get me another
storehouse, nor 6 P.M. one morning as this
is which I often call the murder of stick
foggy. Back to the

L. [Signature]
OFF W. M. Farmingon, boat, 

Off W. M. Farmingon, boat, 

A beautiful Saturday. General

A beautiful Saturday. General

Maddison was at the farm, the

Maddison was at the farm, the

battling in Boonsboro. A horse

battling in Boonsboro. A horse

was seen, and another was

was seen, and another was

coming to the farm. The

coming to the farm. The

ground was very wet, and

ground was very wet, and

we had to go around in the

we had to go around in the

afternoon, however it was

afternoon, however it was

dull and cold. We were glad

dull and cold. We were glad

to get to the farm, and

to get to the farm, and

we were very welcome.

we were very welcome.

We had a good dinner, and

We had a good dinner, and

we went out to the farm.

we went out to the farm.

They had a good dinner.

They had a good dinner.

Later in the day, we

Later in the day, we

went out to the farm. We

went out to the farm. We

had a good dinner, and

had a good dinner, and

we went back to the farm.

we went back to the farm.

We had a good dinner. We

We had a good dinner. We

went out to the farm.

went out to the farm.

The weather was overcast,

The weather was overcast,

and we had to go around in

and we had to go around in

the afternoon, however it was

the afternoon, however it was

dull and cold. We were glad

dull and cold. We were glad

to get to the farm, and

to get to the farm, and

we were very welcome.

we were very welcome.

We had a good dinner, and

We had a good dinner, and

we went out to the farm.

we went out to the farm.

They had a good dinner.

They had a good dinner.

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went out to the farm. We

had a good dinner, and

had a good dinner, and

we went back to the farm.

we went back to the farm.

We had a good dinner. We

We had a good dinner. We

went out to the farm.
SUNDAY 3
4th of May. Went to Borden. Beautiful day. General climate is excellent from it. Both horses been good Run very bright as if the head consisted of the base.

MONDAY 4
4th of May. Met Mr. Baker. The evening was very pleasant in the afternoon. However it commenced to snow and as evening began to rain. After dinner went to a theatre where we had a very good time. At night returned home and added in.

TUESDAY 5
4th of May. Went to Borden. All night East winds had quite a heavy thunderstorm. Was in full dress. Could not see a foot or head. Had a good chance that the thunder would rain

THURSDAY 7
4th of May. At 10:30 got into a heavy rain and went to St. V. The city is crowded while the streets are wet so we had to walk again. Arrived at 5 and returned with a gin for paper. Afterwards 90 or 110.

Reading: "Vigilance"
April 9
Off Wilmington St. C. Christ Jr.
A stormy windy day with
swirling clouds and rain. Was
at the beach and examined
a new sailboat with friends.

April 12
Of f Wilmington St. C. Christ Jr.
Very calm and the sea was flat.
Barometer was steady, but the
weather was cool and overcast.

Saturday
A stormy windy day, with
a high wind and rain. Was
at the beach and examined
a sailboat with friends.

Sunday
Of f Wilmington St. C. Christ Jr.
A calm and peaceful day. Went
out on the beach and took a
walk. Received a letter from
Charlotte, who was in New York.

Monday
Of f Wilmington St. C. Christ Jr.
A calm and peaceful day. Went
to the beach and enjoyed the
view. Received a letter from
Charlotte.

Tuesday
Of f Wilmington St. C. Christ Jr.
A stormy windy day, with
swirling clouds and rain. Was
at the beach and examined
a sailboat with friends.
OFF Wilmington, N.C., April 9

Saturday 9

Cloudy, rainy day, there being a slight sea on the horizon. Afternoon and evening, a strong wind from the northwest. The wind made it impossible to conduct a thorough canvass of the engine room. The engine room was cleaned, and the engineers were busy making repairs.

Sunday 10

Cloudy, rainy day. The sea was rough and turbulent. The engine room was cleaned, and the engineers were busy making repairs. The wind was strong from the northwest.

MONDAY 11

Cloudy, rainy day. The sea was rough and turbulent. The engine room was cleaned, and the engineers were busy making repairs. The wind was strong from the northwest.

TUESDAY 12

Cloudy, rainy day. The sea was rough and turbulent. The engine room was cleaned, and the engineers were busy making repairs. The wind was strong from the northwest.

OFF Wilmington, N.C., April 12

TUESDAY 12

A beautiful day. The wind was strong from the northwest. The engineers were busy making repairs in the engine room. The engine room was cleaned, and the engineers were busy making repairs. The wind was strong from the northwest.

Sundays, April

Cloudy, rainy day. The sea was rough and turbulent. The engine room was cleaned, and the engineers were busy making repairs. The wind was strong from the northwest.

MONDAY 11

Cloudy, rainy day. The sea was rough and turbulent. The engine room was cleaned, and the engineers were busy making repairs. The wind was strong from the northwest.

TUESDAY 12

Cloudy, rainy day. The sea was rough and turbulent. The engine room was cleaned, and the engineers were busy making repairs. The wind was strong from the northwest.
saw. We called there by two boats, the second arrived last. We were always a great deal away from our station, but having one of our station officers on the second boat, I had my head shaven this morning.

**Wednesday 13**

Off having gone underway and been down to Keel anchoring near the Cape of Cod and U.S. Station. The vessel proceeds to be a further

**Thursday 14**

Off having gone underway and been down to Keel anchoring near the Cape of Cod and U.S. Station. The vessel proceeds to be a further

**Monday 11**

Off having gone underway and been down to Keel anchoring near the Cape of Cod and U.S. Station. The vessel proceeds to be a further

**Saturday 9**

Off having gone underway and been down to Keel anchoring near the Cape of Cod and U.S. Station. The vessel proceeds to be a further

**Sunday 10**

Off having gone underway and been down to Keel anchoring near the Cape of Cod and U.S. Station. The vessel proceeds to be a further

**April**

Off having gone underway and been down to Keel anchoring near the Cape of Cod and U.S. Station. The vessel proceeds to be a further
Off W. Cummings at 10:15 a.m. FRIDAY 15 APRIL 1894

Arrived cruising around in the neighborhood of Fort Casey and at night in anchor and stood a good chance landing and left up the 200 hounds pointed to the head and 80 hounds to Fort Casey with a man at Cold Thing. Got underway about SATURDAY 16 APRIL

Off W. Cummings (took water). At 8:30 a.m. came in anchor at the foot of Cape Fear river. The sun set and got underway and landed on an old station. At 1:30 a.m. a heavy gale came up from the N. and we were blown off our course ahead. Saw land to keep before the wind. We landed on the old station and the gale was the worst the mark was ever in. It was going to relieve the cook and fell into his water. It was coming along and the man that slept with the watch was also blown over the old station. We took an anchor and went back to the land. We continued to go back so that we could not get the land. A strong light night.

The evening arrived and I went to bed. Decided with mail. Received a large letter from home, where asked saw chickens from my wife, also a photograph of my children. We took the rest of the crew from the vessel. We returned to our old station.

WEDNESDAY 20 APRIL

Off Old Sailing Point (Barnes).<br>
A. E. F. and C. were along with bringing the Gadabout cabin who had brought the weight and desk, etc. As fishing gear, etc. We started the way at 9:30 a.m. and we made our stop. In the morning we steamed into the old anchorage, etc. We passed between 10 p.m. and 12 p.m. and made our stop.
April
FRIDAY 15
1884

Off W. Ewing

Mr. & Mrs. James

Flying an American flag.

Anchored off Saw & Old Dale.

 Bennetts arriving around the neighborhood of Fort LeGrand.

And as the night advanced, they demand a good chance of

Winning over light.

200 barrels received by this head

and 300 barrels to be sent next week with a team.

AT Cold Spring Col.

Saturdays at 12:30.

Off W. Ewing (Cookward Col).

At 10 o'clock reach Feather.

6th of C.S.

Canal at 2000.

Ferry over Cape Fear river.

Stowet get underway and anchor on our old station.

With hail.

AT 3:40 am.

Anchor of Old Col. Salt Island (Greenfield) at our station,

but all the crews outside the long line.

At 16, P.M., E. S. L. Thomas Cradock city arrives, who has left at 3:00 hours before.

WEDNESDAY 20

Off Old Salt Island (Greenfield) at anchors at Atlantic or 11:00

Ferry over and come to anchor near the ferry.

And at 11:00 again.

On the 26th, a large letter from home, wherein related

Some of the news. Also a photograph

Of Mr. J. N. Sturtevant, of the firm,

Of H. S. Sturtevant & Co.

At 2:40,奠定了 its own station.
Wednesday 23

Off Old Light vessel (Brancum) at 1 a.m. came along side bringing up the Haskell and Cotton, who had brought the Peggy to land. We stayed with the ladies. At 9.30 got underway, at 4 P.M. landed a schooner. Peggy had lost her color, as the Peggy in Flyn with Fynn went between 11 P.M. and 6 A.M. well in the wind catching very well.
April Thursday 21 1864

At Sea

At 4 1/2 A.M. passed Commodore Comstock's line. At 10 A.M. left the line of ships composed of warships and Blockade Runners. Passed Cape Henry Light and the harbor of Norfolk. Passed the entrance to Norfolk. Arrived and anchored near Wm. H. Fogg's ship and George Washington. April 23

Newport News 1 a.m.

A beautiful evening. Quiet and pleasant. Approached the harbor and the entrance to the harbor. In the harbor, various activities were taking place. May 20

Off Newport Navy Yard

A beautiful day. Our quarters were clean and tidy. The men were busy preparing for the upcoming departure. May 24

Unreadable page

A beautiful day. Going to Newport, we encountered various activities along the way. The men were busy preparing for the upcoming departure. The day was pleasant and the air was crisp. May 26

Tues. 26

A beautiful day. Going to Newport, we encountered various activities along the way. The men were busy preparing for the upcoming departure. The day was pleasant and the air was crisp. May 26

Off Newport Navy Yard
APRIL WEDNESDAY 27 1864
Off Dockport Navy Yard

April 27, 1864.

A visit to

April SATURDAY 30 1864
Off Dockport Navy Yard

A beautiful day. Visited

THURSDAY 29

Aboard the ship all day.

Aboard the ship all day.

FRIDAY 29

Aboard the ship all day.

Aboard the ship all day.

MONDAY 2

Aboard the ship all day.

Aboard the ship all day.
May 8, Tuesday 1864

Sailed from Navy Yard.

Wednesday 9, Naval Hospital, Portsmouth

A beautiful day. At 8:45, started, Mr. Saunders and John Cochrane, who pronounced a dead case from a gun shot wound. We got to Norfolk, where I was half sick with a worm. In the evening, was called to the first landing and went on board the Brooklyn. Left the Brooklyn and went on shore.

Thursday 10, Naval Hospital, Portsmouth

At 7:45, from the breakfast table, went to the hospital. A beautiful day, a strong wind blowing over the harbor.

SUNDAY

Naval Hospital, Portsmouth

A beautiful day. This morning, at 8:45, the first battle of the A. & S. was over. The President received the report of the junior surgeon. Mr. Williams, the head surgeon, attacked the hospital.
May 9, 1864
Naval Hospital, Portsmouth

A beautiful day, bar after.

May 12, 1864
Naval Hospital, Portsmouth

A rainy day, several thunder storms. Received a letter from home.

May 13, 1864
Naval Hospital, Portsmouth

Naval Hospital, Portsmouth

May 14, 1864
Naval Hospital, Portsmouth

Naval Hospital, Portsmouth

Wed. 11
Naval Hospital, Portsmouth

Said I went out with the 1st Division to inspect the movements in and about the fort, and returned to Norfolk on the 9th of November at 5:30.

Raymond Mitchell, playing for me.

May 13, 1864
Raymond Mitchell, playing for me.

May 14, 1864
Naval Hospital, Portsmouth
May Sunday 15 1864
Naval Hospital at Portsmouth.

To-day Mr. Hargis, Wickel and O'Flanagan arrived from Phila.

Monday 16
Naval Hospital at Portsmouth.

Mr. Hargis is very low to-day, being in great suffering.

Tuesday 17
Naval Hospital Bar

Mr. Hargis is the same, being in very distress.

Thursday 19
Naval Hospital at Norfolk

This afternoon Mr. G. Hargis called on me. He was taken from the hospital and died on the way. His demise is very severe. The ship went to sea, with the Rebel gunboats near Plymouth, N.B., on the 13th April, between the lines of 47° 6' N. 44° 30' W.

Friday 20th
Naval Hospital at Norfolk

A beautiful day.

[Note: Mr. Hargis' resignation is not clear from the handwriting.]

May Wednesday 18 1864
Naval Hospital at Norfolk

Mr. Hargis the same as to-day.
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**BILLS RECEIVABLE—JULY**

**BILLS RECEIVABLE—DECEMBER**

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**PAYABLE**

*China Hall, in Factories, 100, later, drive.*

*Vains, Amelius Hall, 100, 20, 10, 5.*

*Eggers, Portside, Drawing room 1 board, 150, 50, 10, 5.*

*McInnes, Frer'cs Park, 50, 25, 10, 5.*

*Gray's Anatomy.*

*Randall's Pilai, Philadelphia Pa.*

*Payable.*

Two months to board.

*By a Boston merchant.*

*Emerg. by Cooper.*
MEMORANDA.

Letters & Account

Page 61

\$7.50

20

30

50

38

Total Jan 19 $60 = 40

Total Feb 12 $85 = 123

Rakcn's Irish Sketches

109 Washington St.

Photograph of the Great Organ

Photographs of Sea

Kaye & Gandy

Cambridge, Mass.

$25 Trembley's in France

9 1/2

The Count de Highith at Bremouth in

near the Priory.
J. Ennes
engine for the landell
no 19 Bedford Ave.
Syracuse, Williamsburg NY