Monday 3 p.m. the 29th May—left Richmond on stage and arrived at Petersburg by dark. Staid at Bowels filthy hotel, and next morning the 30th went by rail road to Blakeley 59 miles—reached Blakeley a little before three o'clock dined and entered the stage; crossed the Roanoke before 5 in a flat boat. —

Saw cotton growing beyond Halifax 9 or 10 inches high nothing remarkable during up journey to Raleigh which we reached growing constantly at ten o'clock in the morning of the 31st. Met and travelled from Petersburg to Raleigh with Mr. T. Dettorse.
Thursday night May 27 - 1837. Went on board steam boat at Washington City. Left Washington at 3 in the following morning and arrived at 8 at Potomac Creek. Thence by stage to Frederickburg, thence to Richmond by railroad. Reached Richmond at 3 p.m. Monday 3 p.m. the 29th. May left Richmond in stage and arrived at Petersburg by dark. Staid at Bowels' filthy hotel. And next morning the 30th went by railroad to Blakeley 59 miles, reached Blakeley a little before three o'clock, dined and entered the stage; crossed the Rappahannock before 5 in a flat boat.

Drew cotton growing beyond Halifaxis 8 or 9 inches high nothing remarkable during journey to Raleigh which we reached growing constantly at ten o'clock in the evening of the 31st. Met and traveled from Petersburg to Raleigh with Mr. T. Devereaux.
the District Attorney of North Carolina — and by invitation dined with him at his house in Raleigh. The State house at Raleigh is upon the whole the best piece of architecture in plan in material, and execution which I know in the U.S. The Porticos have not sufficient width for their height; they should each have had six columns at least instead of four, better yet, have had eight and then they would have formed part of the central building instead as they do of the wings. The material is a stone of the granite variety, not granite for it splits in layers very white, very fine grained and at a few feet distance not distinguishable from the coarse marble used in building at W. York. Left Raleigh at three and after some rough riding upon the pine barren country which constitutes the whole territory from that spot.
June 1st. Thursday at 4 in the morning reached Fayetteville—a place most solidly made to be seen and to embrace an immense extent of ground—wide streets—and small wooden houses placed at great distances apart.

Found whortleberries in great abundance ripe among the brambles near Fayetteville, and ate them at dinner—miserable and dirty dinner—kept by a mulatto Hercules who drove the stage.

At night stopped an hour at Cheraw—an assembly of generally good looking horses erected in a sandy desert—rode all night, and reached Camden at ten o'clock morning the 2nd of June. De Kalb's monument in front of the Court house, is a short obelisk upon a dice standing on steps of fine red granite with black letters resembling the Egyptian? locality. An inscription on each of the sides of the pedestal.
Friday June 2nd rode from Camden to Columbia through heavy sand all the way, got to Columbia at daylight, and determined to remain until the succeeding day. Columbia tolerably well built as usual on a great space of ground. The college extensive collection of brick buildings surrounded by a wall at least 3/4 of a mile in circumference. Saw professor Ellet whom I had known in New York. He showed me his laboratory which is tolerably well provided and the library a fair collection of books. The college a State Institution entirely Professor paid by the Treasury of the State. Found my old friend Dr. Judge Cooper who lives in retirement near Columbia and is engaged in making a digest of the laws of the State for which he receives an annual salary.
Saw Mr. Preston and promptly told him my destination. Thermometer in my room at Brigg’s Hotel at 85 degrees Fahrenheit at 12 o’clock P.M. and at 88 degrees at 4—

Saturday June 3rd Left Columbia at 8 in the evening and rode all night through a barren salt country, sometimes hilly generally, however sandy and flat, reached Augusta in Georgia at 2 in the afternoon.

Sunday June 4th The Savannah is a large river pouring I think as much water into the ocean as James River. The town is large and generally well built, streets wide and generally have trees on each side, the Phoenix and Eagle Hotel at which I now am is a vast building.

Table as usual bad. Thermometer 94 degrees in my room at 4 o’clock 95 at 5.
Men—Jaw growing in Mr. Preston's yard at Columbia. The Copal varnish tree, something like the wild poplar, also the palmetto and the pomegranate—the cabbage palm growing in the yard of the Hotel. Oranges do not grow in the open air at Columbia. Plumbs of a round shape and cornelian colour—ripe in great quantities on the road. Indian corn near Augusta three feet high.

Augusta contains some tolerable buildings; a rail road is in process of construction from this place to the west of which 40 miles to Warrenton will be completed by the fall. I find by the newspapers that the whole squadron sailed from Pensacola on the 23 of May. Monday the 5th. After a night spent in extreme heat, thermometer in the morning at 94, I awoke almost exhausted and took myself at 7 past seven in the coach for Augusta—the only passenger besides myself being a Mr. Colhoun who is Mayor of Columbus. We were
joined on the road by a young man an assistant engineer on the railroad near which we went all the way to Wrenn ton whose dialect puzzled me very much. He proved to be a native of Ohio, the son of an Irish father and Spanish mother. Very intelligent and clever. The day was more pleasant from a constant breeze; rode all day and night and — Tuesday June 6 at 6 in the morning reached Milledgeville a pretty little village situated in a hilly country. The State house a plastered brick mock Gothic half church and half castle. From Milledgeville rode 30 miles to Macon. Here learned that the steamboats had all gone down the Chattahoochee for the season and that the stage from Hawkinsville had not made its appearance. In which emergency I determined to hire a barrow for Hawkinsville said to be distant 57 miles. So as to join the mail line on Thursday next. Thermometer at Macon in shade at 4 o'clock 94°.
Macon is better built in general than any of the southern towns through which I have passed; the streets are also wider than those of any other and they present a perfect Sahara. The country between Augusta and Macon is in general very poor. The houses are all hovels. On the borders of North and South Carolina near Cheraw I could not but be struck with the equal wisdom of the people of all colours. We took up a young woman and child, and as she seemed decently dressed I asked her about it; to my surprise she attributed it all to dirt eating and told me that in that part of the country everybody eat dirt or clay— that the practice was not be corrected and that it rendered those addicted to it good for nothing. I cannot learn faith that particular as the woman soon left us. I observed that she was constantly cleaning her teeth with a stick dipped in snuff after her departure a young man told us that it
was the habit of all the women of the lower class throughout a great portion of the
southern country: the snuff was thus used as a stimulant. The same evening we took up
two other women who were thus employed. The whole time—left Bacon in the barn at
half past four in the afternoon—at about
a mile distance from the town we met
The Hawkinsville Stage coming in, it
was to return next morning and would
be in Hawkinsville by 3.—Price 4 dollars.
We soon after lost our way and wandered
on until about nine at night when we
were forced to stop at a farm house or collection
of log huts. The people were very kind but
tolerably kind—they soon put before us a
plentiful supper—of considerable things as
raw unskimmed biscuits—fried ham and
grease—coffee as they called it—all that I
and get was a little sour buttermilk

9
Next came the arrangements for sleeping. He
asked me if I wanted to sleep in bed with the other gentleman—meaning
the driver. To this I gave a decided negative
and was at last accommodated with a thin
straw mattress on the floor in an unfinish-
ed log house with the windows open all
around. Here I was soon invaded by most ter-
nible mosquitos and spent a most disa-
agreeable night. We were off early in the
morning. Having first laid the modest
demand of five dollars and a half for our
accommodations. The road lay along the
south bank of the Oregon river, and I soon found
that we had in a short space of time reached a
much more southern climate. For the first
time I saw the moss hanging from the tree;
the magnolia grandiflora appeared in
great numbers of large size and covered
with flowers. Date ripe blackberries by
The side of the road. Saw a salamander but could not understand there are many in this vicinity. The Ockmulgee is a narrow but rapid stream of red water. About nine o'clock we crossed the river by a ferry boat and stopped soon after to rest at a farm house where I wrote to my dear Rose.

At three o'clock set off again and reached Hawkinsville crossing the Ockmulgee river at Hartford at seven o'clock.

After spending a disagreeable and feverish night in the tavern at Hawkinsville I dismissed the barouche on the morning of the 8th and at six o'clock set off in the stage for Bainbridge distant 135 miles having paid 15 dollars for the passage. In the afternoon of this day in latitude north a mile east of Flint river I saw the first alligator missing wild and was brutal enough to kill it. It was about
3 feet long. Rode all night and reached Bainbridge on the 9th of June at 12 o'clock in the day. While at the tavern the stage from Tallahassee (distant 40 miles) came up and a gentleman got out whom I recognised immediately as Mr John Gamble formerly of Richmond. He having seen my name on my trunk looked about and came up to me very kindly telling me who he was. His appearance speaks well for the climate of Tallahassee near which he lives and he told me that he had always enjoyed good health he was going to the North on business connected with a Bank at Tallahassee of which he is President. Paid 15 dollars for stage fare to Bayou La -grange on Choctawhatchee Bay distant miles, and left Bainbridge at 2 o'clock.
Crossed Flint river a muddy rapid stream about 200 yards wide; imme-
siately after leaving Bainbridge.
My fellow passengers were a Tallahassee
Lawyer named Baltzell on his way
to his plantation on Chatta hoochee river
and a youth about 21 named Archer of
whom Mr. Gamble had told me that he
was the son of most respectable people of
Tallahassee who after committing
every species of irregularity had at
length crowned his follies by marrying a
prostitute. That some arrangements
had been made by his family according
to which he went to live with his friends
and he was to go to Texas. He appeared
to be a dirty good-natured indolent crea-
ture incapable from stupidity of com-
promising the force of moral engage-
ments. He had been in the Florida wars
and according to his own account had been a part of almost every action there. He gave an account which seemed correct of the expedition up the Walthacochie in a boat in order to relieve the persons who had been left there in a blockhouse.

This evening for the first time heard of the Indian war going on in West Florida and learned that we were to pass through the country occupied by the Indians. It appears that a number of Indians chiefly Creeks and Yeechees who had continued to avoid being sent off had collected on the west side of Chatto-koochie river and commenced depredations on the property of the inhabitants. The people turned out armed and had some skirmishes with them in which some Indians were killed and other taken prisoners. Of the prisoners taken none occasion the least eleven.
were killed by the whites, while in their power as it is said because they endeavored to escape. On one occasion five whites, while looking for cattle were surprised by Indians, three of them were killed and the other two escaped; it is said that the Indians lay close to those men all night while they were sleeping by their fire and did not attack them until morning. The people of the country say that Indians are never known to make an attack at night. Some after the first fights, rather seize the Indians who were found by the whites at the house of a white man on Hagnac Creek (May 21st) and murdered next morning. The story told by the whites is that they had employed an Indian as a guide who had misled them purposely and that on the morning after the Indians were
taker they had shot the guide on which the Indians attempted to escape, and that after they had killed them. An officer of US Marines who arrived at the post immediately after, however states that from the appearance and situation of the bodies they have evidently been arranged and deliberately fired on. Col. Brown who owns the ferry which we cross over the Chata-

Korchie is the commander and colonel of the Florida troops. He had taken 3 Indians and carried them to Lagrange Bayou where they were to have been shot next morning one of them however poisoned himself as they say in the night and the other two ran away. The people are much exasperated by the murder of the three white men and also of a woman the wife of the stage driver who lived on the west bank of Choctowhatche river at a place called Cow Ford where we
crossed it. As we proceeded, the alarms and rumors increased. We crossed the Chattahoochee at Browns Ferry on the evening of the 9th and at 12 arrived at a place called Mariana where we took up two other passengers one of whom was a hostile bullygar resolutely gambler of Pensacola most disgusting in every way. A few miles after leaving Mariana we reached an encampment of militia under the command of Col. Brown, on their way to the place of action, who were to be followed by a battallion of Georgians. We took up a dirty bullygar fellow who had been employed as a wagoner and was sent on to get some bread to take put on all the airs of a Commissary General, talked of the army and the supplies and required great deference.
which no one seemed disposed to pay him. He attempted to press two miles but the place where we dined (Rockes creek) but received a hint that the owner was a dead rifle shot. The country as we proceeded southward gradually put on the character of what we annually hear as the distinctive features of East Florida. Large tracts of sandy pine forest constitute the greater part; these are interspersed with ponds, and swamps, and what are called lime sinks. Holes like craters up which the water rises in wet seasons. The ponds become more numerous and larger as we advanced. The swamps are thickly covered with shrubs, vines &构成的 what is called hammock in general language. The word hammock seems best more distinctly to apply to
spots in which the ground is depressed sufficiently to enable it to retain a small quantity of the water which falls through not enough to form a pond; the consequence is that such spots are more moist and from the constant decay of vegetable matter more productive. They are filled covered with these impenetrable thickets which resemble at least in cause the jungles of India. The part of Florida through which we passed is but thinly peopled and must remain forever a wilderness. In the pine barrens the people are remarkably healthy and strong (they are all emigrants chiefly from W. Carolina) but near the streams all bear the marks of disease. We took our last team of horses at the distance of fifteen miles east of
Choctaw Hatchee river, there was another change on the west bank of the river but the Indians having killed the wife of the driver who lived at that stand and possessing the country around entirely they were about to Rodrigo to remove the horses and to one team takes us thirty miles. As we advanced we passed one or two log houses but they were all deserted. At near the Choctaw Hatchee we met the stage from Lagrange which had consumed eleven hours in coming the distance of about 19 miles. Reached the Choctaw Hatchee at dusk—crossed by boat to an island and having crossed that about one mile crossed again by boat to the west side of the river where we found at the house where the stage driver Lawrence's wife had been shot two negroes as guards on horseback with rifles. The journey two negroes had come with their carriage as had also the two guards from
Lagrange, they went back in the top of the coach. The Indians were supposed to be scattered all over the country west of the Choctaw Hatchee for some distance and principally to occupy an island in that river of great size below that over which we had passed. As we advanced we observed the light of a large fire in the left which the engineer assured us was an Indian fire and indeed could have been none other as the country is entirely deserted. We rode on through a pine forest and hammock and about 2 in the morning of the 11 reached the steamboat lying at a little bay which makes up northward from Choctaw Hatchee Bay. Choctaw Hatchee Bay is the eastern half of a sound defended from the sea by a narrow bar of sand running east and west and joining the main
land at its eastern extremity. The western half of the land which communicates with the Gulf near Pensacola is called Santa Rosa Bay. The two bays communicate by a straight line less than half a mile wide. The breadth of the bays is generally from six to eight miles and the length of the whole sound from the mouth of Choctawhatchee River on the east to Pensacola on the west is about 100 miles. From Bayou LaFrance to Pensacola about 60 miles. The sand on each shore is of the most dazzling white ness, on the sand back in the south it forms hills partly covered with stunted pines. Saw the first live oak near Bainbridge within a mile of Flint river. Have not seen any large trees of this kind yet though we doubtless passed many of them in the night. Have seen no sugar-growing from the Oakmeadges brothwards.
have seen the palmeto of which fans and hats are made; it becomes thicker as you proceed southward and in Florida East Florida covers the ground completely. I arrived at Pensacola at one o'clock and found lying in the harbour the Schooner Gran pars of Guesso and the Mexican brig Ureca which had been captured by the hatter off the Brazos Santiago in April. Immediately went on board the Gran pars and introduced myself to the captain who had been expecting me; he (Mr. Babcock of Pensacola) told me that he had expected to carry me himself but had been requested to remain in part by the municipality of Pensacola as some disturbances were anticipated on the part of 4 or 500 labourers who had been dismissed from a work in the vicinity and paid in notes of the Pensacola Bank which had been unable to make payments. In order to carry me
however and a number of recruits to the squadron he had chartered a brig which would be ready to sail tomorrow. As the mail brought nothing from Washington, I agreed in the propriety of the course and prepared for my passage. The Mexican brig is to be located beyond the bar, her prize crew is then to be withdrawn and she is to be set at liberty. Finding an invitation from Commander Bolton the Commandant of the Navy yard to spend my time with him I came down in the evening to the place where I was received with the utmost kindness by him and his sister. Pensacola has every appearance of a little West Indian town. It is built on a bank of sand of dazzling whiteness, the houses are chiefly of wood, the streets straight and at right angles and generally have trees planted on each side which are principally willows and pines. I can say nothing more of Pensacola than that.
whatever appears to be indolent and vicious; the billiard tables and the mischievous boys were all at work (Sunday) in secret, no
thing however could be bought in the store.

The dinner at the hotel was excellent,
well cooked and tolerably well served. The
marketing comes from Mobile, the price
of the dinner alone was one dollar and
a half. The bay yard is six miles below
near the entrance into the Gulf. It was rode
down in the Groves & S's boat under the charge
of Midshipman De Young & his company
with my old friend William Palmer whom
I met in the street at Pensacola. On our
way down we saw a large ship making for
the harbour which proved to be the bouldeira
from Tampa bay her arrival will probably
cause a change in the amount of tone.
however and a number of recruits to the squadron he had chartered a brig which would be ready to sail tomorrow. As the mail brought nothing from Washington, I agreed in the propriety of the course and prepared for my passage. The Mexican brig is to be anchored beyond the bar, her prize crew is then to be withdrawn and she is to be set at liberty. Finding an invitation from Commodore Bolton, the Commander of the navy yard to spend my time with him I came down in the evening to this place where I was received with the utmost kindness by him and his sister. Pensacola has every appearance of a little West India town. It is built on a bank of sand and dazzling whiteness. The houses are chiefly of wood. The streets straight and at right angles and generally have trees planted on each side which are principally willows and pine. One can say nothing more of Pensacola. The lake...
What appears to be indolent and vicious; the billiard tables and hustling boards were all at work (Sunday) in secret, nothing however could be bought at the stores. The dinner at the hotel was excellent, well cooked and tolerable well served. The marketing comes from Mobile; the price of the dinner alone was one dollar and a half. The bay yard is six miles below near the entrance into the gulf. I was rowed down in the Greenpoo's boat under the charge of Midshipman De Young, his company with my old friend William D. Salmon whom I met in the street at Pensacola. On our way down we saw a large ship making for the harbor, which proved to be the broadside from Tampa Bay. Her arrival will probably cause a change in the crew and officers.
Monday June 12 - 1837—I am now at the Yacht of Commodore Bolton Commander of the hvy yard at Pensacola. The whiteness of the sand here is remarkable; it is impossible at first to divert yourself of the idea that you are surrounded by snow. The officers building from a row of seven large houses of brick will just go all around both stories, and covered with slate. Forming a pleasing appearance. The hospital is situated about a mile and a half southwest. Here are gardens which are made very productive by manure and earth brought from the ponds, and by constant irigation. The figs are now ripe and delicious; the grapes are large; the potatoes excellent; the trees around are pines and live oaks; at the opposite side of the entrance to the bay is the live oak plantation. The officers are — Capt. Bollin, Commander; Latimer, Capt. Wilson, lieutenant; Buchanan, nurse; Warren.
Write to the Secretary of State letter to be sent tomorrow. His Maj. Capt. Haddock sent to request that I would go up to Pensacola. Went up in Bolton's boat after dinner and was informed that the big had been dismissed the recruits and myself were to go to the squadron aboard the bandalica which sailed out as soon as the weather could bear stores and water. Capt. Crabbe of the bandalica seemed very reluctant to go to sea again. Thus immediately after an eight month cruise around the coast of East Florida. Instructed him to sail immediately, he replied that he must take in stores and water for his own crew and the recruits and could not go before Wednesday afternoon if they. It was impossible to paint and I returned to the yard.
Wednesday June 14 — Many yard Pensacola. This morning took a ride towards the southwest of the magazine now in process of construction is situated about 300 yards north of the Commanders house. It is an old building of brick vaulted and ceded with slate with copper doors and every other means of security against weather electricity designed attack or accident. Behind it is the distance of a mile or so is a lake or bayou or rather a chain of saltwater lakes which extend from the bay into the country. I rode to the lighthouse which stands on an eminence at the entrance of the harbor about two miles from this place. Near it is the old Spanish fort of the Barrancas, a small fortification which is from nearly a semicircle of about a hundred and fifty feet radius. It stands about 300 yards from the sea immediately under a steep sand hill. When Gen. Jackson invaded Florida in 181
and will cast Jackson in the night field a battery on the spot now occupied by the light house which completely commands both the
hill and the fort and soon reduces both to subjection.

The plan of the horse yard is well designed
and on a grand scale; much time and expense
will be required for its completion, but the
importance of the spot justifies the labor.

Captain Bolton has done a great deal since
he has been in command here to improve the
place in every way and has introduced the
strictest discipline which has proved very
advantageous to the advancement of the
undertaking. They are now constructing a
wall of inclosure in form of one

and will enclose 68 acres of ground. The wall
is of brick the foundation being of stone in all

mainly spots, it is 14 feet high above the
The earth is fifteen inches thick and has pillars or butresses two feet thick at the distance of 12 or 14 feet apart to be coped with granite. I dined to-day with Captain Latimer, the captain of the yard who lives very handsomely. The thermometer in my bedroom appears to have been stationary at 81° during the whole time I have been here. The air was hot to-day but the constant breezes make the climate of this place very agreeable to all who are not obliged to be in the bays; there has been no rain for nearly 6 weeks and every thing not irrigated is much parched. I have eaten several figs which are very large. I have laid in stores to the amount of $37.08, for which I drew a bill on the Secretary of State in favor of George Willis who furnished the articles.

Thursday June 17th

The past 2 o'clock the steam boat Merchant has just passed by this yard filled with Indians most probably from Tampa. The Indians are the friendly Creeks under
June Boy their Chief in number about 300 who are come to visit their friends near Mobile point and will return to East Florida.

Friday June 16th 1837 - my first day.

The wind this morning was light but against our getting out. Capt. A. Crabbe determined however to hire the Steamer Champions while on her way to Mobile to tow the bandalia out. His determination was carried into effect immediately and the boat which had been sent for me was obliged to follow the ship about 3 miles out where I got on board her at a quarter past ten in the morning. Sent my letters for the Secretary and my wife by the pilot who left us at 1/2 past ten. The wind is a pleasant breeze from south west by south and we are going exactly south east. The entrance to Pensacola Bay being exactly astern. We are accompanied by the Mexican Brig Unea and the Revenue cutter Dexter and Jefferson.
Had I leaving Pensacola—fourteen doubloons, one half doubloon and two quarter-doubloons; twenty quarter-eagles and forty-five dollars in silver amounting in all to three hundred and thirty five dollars—

Evening—Our course during the day has been generally one or two points on each side of south at the rate of 3 or 4 miles an hour. At heavy thunder-cloud has been behind us all the morning and it has no doubt been raining severely at Pensacola. At a quarter past four there came a flash of thunder of great intensity; it is believed to have struck one of our conductors; it had the effect to me of the explosion of a rocket close to me and was accompanied by a hissing noise with a small intense star of light from which the flash seemed to proceed; no rain as yet, except a very few isolated drops. We are now probably 40 or 50 miles north of Pensacola; harbour I have not yet been sick but am very much weak and un-
At a quarter of seven in the evening while at tea we were alarmed by a bustle on deck and the order to back sails; it appeared that the Mexican brig Ureña had by some accident got aboard of our vessel on our larboard long, the wind was very light or much in gyng might have been mast raised; the two vessels were don cleared. At eight o'clock we were in latitude 29.49 in longitude 87.18, that is to say 35 miles south a little by east of Pensacola harbour; but little gained to day.

Saturday June 17 - three men whipped
This morning for not attending to their watch went northward last night changed tack this morning at 8 o'clock a.m. position Lat 29-51 Long 87-40 wind Westly by South cause north south west nearly right, wind light going hably. And lee way kept last night fairly well in a cot stowing in the main cabins
Tuesday June 20th — Since we left Pensacola the wind has remained constantly dead ahead from the south west. On Sunday night and yesterday it blew hard and the sea was rough; I suffered exceedingly from sea sickness, and was completely prostrated both in body and mind. This morning between 7 and 8 o'clock, we met and spoke a ship bound from Havana to N. Orleans apparently laden with passengers. We have been keeping about their course, and we are this day at 12 o'clock by observation, in 27° 37' Latitude and 87° 30' west longitude from Greenwich. That is to say 165 miles due south from Pensacola.

Wednesday June 21st — Summer notice — Latitude observed at noon 24° 34' — Longitude 87° 35'.

This morning several gaps pse in sight; the Captain ordered a gun to be prepared but they disappeared. Wind a little more favorable course southwest by south. Sun nearly perpendicular. Its angle today by the sextant, 86 degrees 13 minutes. About 3 pm the wind went to the northward and we are now going 8 miles the hour on our course west by south.
Thursday, June 22 - Noon. Latitude 26°40'. Longitude 89°36'. That is to say 140 miles due south of the Southwest pass of the mouth of the Mississippi. Going 5 miles the hour. West by South. Wind from East.

Thermometer 84° - about 450 miles from Brassos soon after 12 o'clock to day the water was observed to change in colour from the dark blue, to the dirty green which indicates soundings; we continued over this green water for about 2 hours when we again got upon the blue. The green water was probably occasioned by the Mississippi that is by the bank forced from its deposits.

The bottom of the back alia is very foul being covered with oysters which makes her sail very badly. She also requires cleaning being dirty and filled with rats and reptiles. The Doctor Plym instead has a collection of scorpions and centipedes found on board; they are myriad of cockroaches an inch in length with wings, and ants in abundance.
Crew of the bandalica.

The officers of the bandalica are:

Captain - Thomas Craft of Maryland
Master - Commandant - Lieutenant John W. Hoers of N. York, William Wright


Captain of the Revenue Cutter Jefferson Foster of the Dexter - Rudolpho - Mexican Brig of War General Urea - Jose Maria Manchín, Commander Olivier (a Frenchman) Lieutenant.
Friday June 23 - noon - Latitude 26° 22'
Longitude 92° 20'. About 240 miles west by north of the Boraos Santiago. Fine wind from south east - the brigands, schooners, being unable to keep with the wind, we are obliged to limit our advance to about 7 miles the hour. Very sea sick - the sea became very rough, no night came, and the wind high. Being unable to carry much sail for fear of leaving the other vessels, the ship rolled terribly, causing me to spend a most painful night.

Saturday June 23 - The sky was overcast early in the morning and very thick. Promised a storm, at noon a very heavy hurricane from the north with rain which lasted two hours, making the sea very high. At 3 o'clock a dolphin was caught, measuring four feet in length; it is the most beautiful inhabitant of the sea which I have seen. Its color at first was a golden yellow; in its struggles the
This became ultramarine blue—The colour evidently depends upon the surface of the vein or scales as while it was bright yellow when seen from our side it was dark green from the other. Our distance from the Brazos at night supposed to be about 70 miles.

Monday June 25—A equally night it was this morning succeeded by a dead calm—No conversation however we discovered by the observation at noon that we had drifted considerably to the northward, doubtless carried by a current, and we are now at noon probably farther from the Brazos than yesterday morning. At noon we were in latitude 26° 47′, longitude 96° 18′, 80 miles from Brazos. The weather has been pleasant as to heat, the thermometer in the forenoon last rose to 88°. I have not rested that was seen at above 85°. I have suffered a great deal during the last 24 hours, and am much depressed in spirits as in health. It was dead calm during the whole night.
Monday June 26 - At seven o'clock this morning a shark was caught and hauled up. He was about five feet long and by no means so dreadful an disgusting a monster as I had expected to see; he was soon cut up by the men for food. Caught two more sharks about noon, many playing around the vessel. Latitude at noon 26° 37' - Longitude 96° 37'. Rather nearer than Brazos than yesterday which can only be accounted for by supposing either that we have crossed the current or that it has ceased running - distance from the Brazos 52 miles. Little or no wind from north - 9 at night we are about 17 miles from the Brazos, and hearing the lead find bottom in eleven fathoms we shall soon anchor. Being uncertain with regard to the accuracy of the chart - quarter of eleven anchored in 3 fathom water. Land seen on the southwest.
June 27 - Tuesday. At day light we saw the fort and vessels of the Brazos below, having about seven miles N. W. I went on board the Urrea, and made inquiries the result of which are, that the Matamoros is eighteen leagues from the Brazos, and that by sending a letter in the morning we may get an answer next morning. The letter has been prepared and I am about to go to Matamoros as circumstances will allow without too much delay.

One o'clock p.m. - two brigs are seen bearing up towards us from the north. They show no flags, appear to be armed and the captain has ordered all to be cleared away for action. They may be Mexican cruisers looking out for the Urrea. They proved to be the Mexican armed brigs Turbide and Liberator, bringing as said 150 thousand dollars for the pay of the army at Matamoros. We cast anchor.
at the distance of about 2 1/2 miles W. by S. from the fort, and about 2 o'clock I accompanied by the Reverend Mr. Brooks and Lieutenant Brown set out for the Brazos. The sea was rough and the swell heavy, but when we approached the bar we found the appearance terrific; we were in one instance nearly overwhelmed by a wave which broke over the boat; we succeeded however in getting over the bar and then ran aground in two feet water, the men however got out and fixed the boat through after which we got into smooth water. On the beach we were received by a captain, a poor sickly dirty looking fellow in a dusty uniform like a half worn out liverjail. He was surrounded by tattooed Indians, all Indians soldiers of the garrison in various costumes all more or less dilapidated. The officer was very polite and conducted me to the commandant
“Teniente Coronel Don Luis Dorante” whom I found to be a good-natured silly old man. His quarters were in a little tavern and the latter days of his residence crowded into the room and around the windows. I presented the letter for the Commanding General at Matamoros (informing him of the arrival of the U.S. and requesting him to receive her) which he instantly dispatched by a courier to meet place mounton a horse. I then told him that I had been requested by the Hon. Mr. Preston to inform Mr. Wharton (the Texas Minister to the U.S. then in prison at Matamoros) that he had the honor of receiving and her family to stay until then; and I requested the Commanding General in person, if possible, to write a letter to Wharton to the effect as requested and delivered it open to the Commander who immediately
sent it by another carrier whom he was despatching to meet another under cover to Villafranca. I then went to the tavern of the place kept by a man named Savage from Hartford, Connecticut, a shore to Black spruce into whose pockets the greater part of the money which reaches the Brazos as don't falls. There I found the paper established as comfortably as could have been expected and taking a siesta — I fell into conversation with several of the officers who were very civil and continued to pick from them the information which I wanted. I also found a man named Carroll an Irishman born to distant citizen of the United States who had got himself into trouble as he said by assisting the Texan Pirates at Matamoros and was detained as well as a vessel (the Camanches) of which he was part-owner, he being established as a merchant.
in Matanzas and New Orleans. He was very troublesome in endeavouring to prevent me to interest the Captain of the Flandria in his behalf; however in the course of the evening he received from Matanzas a clearance and left the place about midnight for the mouth of the Rio del Norte where his vessel lay intending to get to sea that night. I wrote a letter to my dear Rose which I gave him to forward as he promised from New Orleans. Being very hungry I got a plentiful supper of beef and potatoes washed down by whisk yarn and Malaga wine. At supper I got into conversation with a young man the only one in the place who was clean or looked at all like a gentleman. His name is Don Francisco Gutierrez a native of Vera Cruz educated in Spain and exiled to this miserable place as Surveyor of the port, an office which
having fled for 18 months he was about to return as he could not consent to spend his life longer in presidio. I gained much information from him as well as from Carroll and Savage about the localities and other matters and Savage drew me a map of which this is an abstract—the dotted lines representing roads.

Point Isabelles    Bravos Santiago.

7 or 8 feet water.

Boca chica. 2 feet

Boca del rio. 10

Mouth of the rivers Bravo
Del Norte. 4 to 6 feet.

Matamoros is 40 miles by land from the Bravos on the road South side of the river, and 35 by the north side. It is also 35 miles by land from the mouth of the river, and 75 miles by water. It contains about 70 or 80 thousand inhabitants. Not more as the Bravos de Santiago is the port of Matamoros.
The latitude and longitude of the first at the Brazos Santiago
Cat. 26° 5' W. Long 97° 21' W.
from the Men of Granville (Stembel)

The goods are carried between the two places
in carts; the price of transporting 4 barrels of flour
is ten dollars. The whole country around is now
populated by Indians and others; a young Mexican
was murdered on Monday and the following night
an American Captain was eased of 1500 dollars
on his way down to the Brazos. The current of
the Rio del Norte is too rapid to admit of trans-
portation up it. The country is a desert for ten
or 12 miles from the sea, then succeed prairies
on which many cattle are raised. Much frozen
beef is made here, and mules and transport
to Cuba. Oranges do not grow here; melons fine
the law are bit and not by any.
June 28th, 1837—We left the Brazos early in our boat accompanied by another boat in which was the pilot who carried the beef on board. The breakers were as high if not higher than yesterday, and at one moment we were in imminent danger; the boat was half filled by a dreadful surge and broached to turning her side to the waves. Luckily she was brought athwart them before the next wave came or we should have been lost. We bailed her with our hats and after an hour of terrible danger we got into smooth water and reached the ship safely. The Mexican vessels of war still kept at a respectful distance uncertain as to our intentions. The Commandant of the Viceroy sent to request that Capt. Grant would allow him to sail down and join them but were contemptuously refused. The Captain however refused best sent the little Jefferson down to the brigs; the brigs however ran away as the cutter approached.
The cutter went to the mouth of the Brazos where he says the sea is smooth; there is a town of 3 or 4 hundred inhabitants there and several American vessels are lying there. Captain Thompson, one of the Mexican navy's highest men, one of their best officers escaped with some others in a boat on Tuesday night from the Brazos. On the preceding night, the captain of the Texan vessel Independence which had been captured by the Mexican named Wheelwright and her surgeon Levy also escaped. Colonel Dorante seemed puzzled as well as troubled as to what he appeared undecided whether to order or declare that he had kept them closely but that they had deceived his vigilance or that he had trusted to their honor which they had broken. I understand he had kept them as close as he could; but I hardly think there would be no difficulty either in
Friday June Thursday June 29

At noon a boat arrived bringing a Mexican officer with his face tied up and apparently suffering from sickness. He proved to be Don Jose Maria Espino Lieutenant in the navy and Captain of the Port of Buzau. He presented a packet to Captain Crabbe which contained a letter from Gen. Filisola stating that he had commissioned the captain of the Port to receive the vessel and give a receipt, and an official copy of the said commission or powers - both documents in duplicate as had been requested by Captain Crabbe. He also handed me a letter from Gen. Filisola to Colonel D'Oranies stating that he had delivered my letter to Col. Plowden.
In consequence of this the Captain wrote a letter to Espino declaring the brig Urrea to be surrendered to him—which I carried on board the Urrea (where Espino had gone) and delivered it to him; he gave me in return his receipt in duplicate and we left the brig keeping with us Lieutenant Henry Moore—who had remained in her since her capture. The Urrea carries four twelve-pounders and one long eighteen-pounder on a swivel all beautiful brass field pieces. As soon as we quitted the brig, she hoisted the American flag at the and the Mexican and fired guns to which we replied by seven guns and the fort of the Brazos also fired several. Our business at the Brazo being concluded we hoisted the anchor and made sail; joined my letters to the Secretary
of State, my father, my wife, Capt. Pollard, and the Hon. W. C. Preston, and delivered them to Captain Forster of the latter Jefferson, who had sailed with them to the U. S. Assistant Surgeon Hatter, and the 1st Lt. Moses, being both sick were allowed to return in her. The wind was dead ahead, it however died away and we were left during the whole night at the mercy of the current.

Friday the 30th June—At noon we were about 17 miles north of the latitude of Brazil, and about 85 miles east of the foggy ground near the small town. This morning a school of dolphins played about the vessel, beautifully, and a whole school of small fish followed by a little wind which is now 40 clock fair.

I have neglected to notice the ball at the Bruns, given either in honour of us (myself, Pierre Brookes, and Midshipman Bruns) or of the restoration of the Union, or of its being Xmas. I have not because the people wanted to have a ball or because...
Sawage wanted to make a little money. About 11 the company assembled in a large room attached to Sawage's bar and communicating with it by a window and saloon; the lights were 8 or 10 candles and benches were placed around. The gentlemen were the officers of the garrison and other persons; the ladies were 8 or 10, all but one or two with Indian blood and the half at least pure Indians. The wives or daughters of people at or near the Posts.

One of the women was a large fat person about 36 exactly resembling the Cherokee chiefs whom we occasionally met at Washington. They were dressed much as persons of the same class in the U.S. The only thing peculiar being coats of imitation trowsers well of great size and height. One of the women the wife of a sergeant was a good looking piece of flesh about 38 years old dressed in a shift very low in the neck, a blue petticoat and a blue coat that, without shoes or stockings she did not dance however and indeed appeared to be cut by the rest of the company.
The dances were quadrilles, reels like the Virginia reel and waltzes very slow and solemn all. The music was a guitar played by an Indian in his shirt sleeves. The refreshments were only such as could be procured by payment from the bar. Savage is not so fortunate as Esquivel, for as a balance for his gains wherever he sets a table it is soon surrounded by a number of persons who with that ceremony or pay treat themselves at the table and eat and drink at their pleasure. I saw a muster in the evening of quite the barracks, a few short little fellows with arms; appeared and announced to their mates the others replied from the barracks (a large shed).

The night of the 30th was squally; the whole of the first of July was squally and rainy; in the evening the wind became quiet and allowed us to go all night and to this time (one o'clock July 2nd) on our course. Our latitude at noon was 25° 7' opposite the Boquillas, Cerro was 97° 7'. The night of the 2nd was squally; the third was a most drizzly day and the night was terrific; a series of squalls
from the eastward continued the whole night and the forenoon of the 4. About midnight while we were waiting for the Dexter, with the mainsail backed a terrible squall struck us and was very near capsizing us. Then came a thunder squall. By our reckoning we are now about 50 miles North by East of Tampique. the wind is blowing fresh and increasing and the sea is getting high frequently breaking on the bows. we are holding our course. This morning a box and a bale passed by us. I am very weak.

1/2 past 5 p.m.-Three large ships in sight, reports from the mast head; they proved to the U.S. squadron under Commodore Dallas about 9 we spoke the St. Louis, and are now trying to catch the Constellation. We are now back about 20 miles from the icebergs. We entered the torrid zone about dark last night. About 2 o'clock in the night we were near destroying the cutter Jefferson which was in such a mess tacked across our bows the exasperate distance about 8 feet.
Wednesday July 5 - Early this morning the Captain went on board the Constellation. On his return he told me as an anticipator that it had been arranged that Captain Crabbe should take the cannon to Port au Prince and wait for me there and bring me back to the U.S. Con Dallas returns with his ships to Pensacola. We have taken on board Lieutenant Elisha Peck who is to be our first Lieutenant. Immediately went on board the Constellation and was received kindly by Con Dallas who gave me a good breakfast which I fear will not be easy to me. We had the mangoes and passionless fruit something like plummy in taste but none in size. We also had alligator-pear or vegetable marrow. Peppers not hot; it has a strong musty taste. The Commodore asked me to correspond with the Mexican authorities.
The result of which was an engagement on the part of the Mexican Commodore holding as the effect of this instruction, that he would not blockade any place except effectively, and that such blockade would be respected by the U.S. and no other. We are now getting under way (11th) for Vera Cruz. The wind is now south-east ahead, and will probably continue so, with a rise. The ship here now beside the bombardia are the Constellation private Cummins and Mr. Dallas. The hatches hove over. Last Port, William Parsons the Grand Mast. M. P. with the St. Louis Capt. Mean Peter. Last Port, Capt. F. Clark's is at Tampico. Latitude at noon 23.24 precisely that of the tropic of Cancer—longitude 96.52.
Friday July 7 - 1837 - The wind has been steady at the from the Point towards which we went to day. We have been running East north east, along with the squall which is now in sight going bravely to Pensa cola. The weather is delightful and there is no prospect of change of wind, at this rate no prospect of reaching Vera Cruz. Some extremely feeble - Latitude at noon 25° 54' Longitude 93° 29' - about 210 miles nearly due east from the mouth of the Rio del Norte. The wind is now (92 past noon) a little more favorable for our changing our course and the ship is about to be turned towards the south. The ship was turned about, but as it appeared that we were only going right back we tacked again at half past three and resumed our former course to the north east - !!!

We made several turns, at length the wind becoming more favorable we were enabled to change our course and are this day July 10 Monday by observation in latitude 21° 14' longitude 94° 17' about 150 miles north north west of Vera Cruz - Wind fair -
Wednesday July 11—The last night was equally the wind however died away towards morning; the early part of this day was cloudy and showery; in the afternoon it cleared up but the wind entirely disappeared leaving us in a calm. By our longitude observation we are in longitude 94° 25', no latitude observation today. Our position is somewhat uncertain the dead reckoning cannot be depended on as there is a current here; probably however we are within 25 or 30 miles of town once lying South westward. The sun is setting in a flood of golden light such as I have not seen since I left Italy. The thermometer during the day still continues at about 84° or 85°. In consequence of the calm I am better to day—at midnight a terrible squall from North East with heavy rain. The morning calm and showery; two rainbows been aside each other—at noon by observation longi-
tude 95° latitude 19° 30'—shot 18 miles from V.C.
5 o'clock P.M. We are in a purse and fear our chronometer is wrong. We are near the spot where Vera Cruz ought to be and yet although the weather is clear we cannot see the land. The order is just given for turning to the west, as we are in the latitude certainly of Vera Cruz a westerly course must bring us there—best not today.

Thursday July 13th about eleven last night the light on the Castle of San Juan de Ulloa was seen; we remained almost tranquil all night; in the morning the wind was shifting and light and the weather cool and showery. The British frigate Madagascar was seen lying at anchor off San Juan de Ulloa and the white houses of the town were visible. Soon we are now completely becalmed within 6 miles of Vera Cruz which with its white houses and castle makes a beautiful appearance. A boat is approaching from the shore; it was a fishing boat which did not come on board.

4 o'clock from the pilot is on board, the wind is rising.
and we are on our way towards Sacrificios where we shall probably be at anchor before two hours more.

The pilot reports the Comito to be ravaging for a crew 4 and 6 a day dying, which for a population of 6,000 thousand persons is immense.

Quarter past five—we have just dropped anchor about a quarter of a mile west of the Island of Sacrificios, and about two hundred yards from the British privateer "Madagascar" which is here taking in specie under the command of Sir John Peyton.

Sacrificios is a sandy island partly covered with long grass; on the northern side are reefs of rock; the wind is very strong. The sun is brilliantly setting over Vera Cruz the domes and spires of which are relieved against the sky. The coast is apparently formed by sand hills covered with vegetation but no high lands are in sight except a little to the northward. The person in charge to the town carrying a letter from me to the Consul MonMaduke Burrelough and my passport.
together with a letter to the Commandant of the place in Spanish—his thermometer today at 86—
At ½ past 5 a boat with a negro who now care our boat the bandaloon bringing the
compliments of commodore sir John Peyton.
At nine Mr. Caulfield a young man of cara
come arrived in a boat bring in a letter
from the Carroll stating that he had made
every arrangement for my departure
the next morning at five o’clock in the dili-
gence for theatre and requesting that I
would immediately come up to the City. This
was much contrary to my wishes, but I
could not hesitate and went accordingly.
About ten our boat rowed by four black Indians
and aided by a sail reached the mole where
I find Mr. Brown, Bumpsey waiting for me.
My baggage passed the custom house without
and I entered the gates of the shrouded city
of Vera Cruz.
Saturday August 12th I left the barrack in the caltrops boat at 8 o'clock and at about half past nine was landed at the navy yard. On the way we saw traces of the hurricane vessels driven ashore twelve feet from the water and boats innumerably thrown up on the sand near the breakwater. Commodore Bolton and his sister accompanied by Mr. George J. Motley and himself (a sister of Mr. Wills and Dr. C. Potter) coming down on their way to their boat to spend the day in Pemaquid. Joined them after sending my baggage ashore in the barge and we went up in the boat. The day was boiling hot and it seemed that I had not removed the wet coat. We then went a little among the receivors and letters from my dear one. We dined with Commodore Dallas at his lodgings and proceeded to the new hotel on a little Emily cliff—heard there that a duel was in progress between Richard J. Hanna a lawyer at Mobile from Petersburgh and Mr. R. Munn of the Constellation Rigata. The part was with their seconds to Santa Rosa Island, returned to the navy yard by nine o'clock that night. Next morning Sunday August 13th got on board the Thames—Decommissioned Capt. Murray at nine a.m. coasted along without interruption until we reached Mobile point off Fort where we were grounding very minute the channel being narrow and intricate—we were detained for about 2 hours.
in passing around the point of the which the Steamer was forced into heavily high and we reached Mobile at 12:30 in the morning. On board I learned a flying reenacting about it's mutants. I learned that it was the town of Richard C. Hanna. Mr. John yesterday evening, about 2:30, he was at the first floor lodge at the mansion house of the Royal. That a suitable good house with a vast bar room and at the time of the party, drinking away a bit of their feed drink. Sunday the 14th August and after breakfast, I went out and found Mr. John Turner, Mr. Turner and his wife, Mr. Turner and his wife. My wife and my wife's sister and Mr. Turner introduced me to his partners Mr. Tatem and Mr. Fisher. The town in law of Mr. Turners is Mr. Collins. They carried me to the office of Mr. John Reid, who married my wife Carol Liverton Smith and introduced me to him. Mr. Reid carried me to his room where we are a Thursday Sept 14.

This morning, I rode out with Mr. Reid into the cemeteries of Mobile, Mobile is built near on the point of a triangle which was the site of Mobile when at its being gouged on the Bay. The point of the town is the water in front of the cars. The lands high on the bay again, but this part of the town is recovered from the water. The houses standing on piers. The inside part of the town is near the central part of the town and the houses and buildings on the levee. The prefecture line is eighteen. Where those houses remain...
out from the water. The houses are built generally on high ground of them, with small gardens in front and back, and with a high window looking into the street. The house is made of brick, with a high window looking into the street. The interior rooms have the same style as the house, with large windows and doors. The streets in the town are called generally after the names of the streets in the town, which date from the time of the town's founding. The main streets have what may be called chimneys, while the minor streets have small chimneys. The town is a large island of land surrounded by the sea, with the houses built on the island. The main street is NW SW, a great quantity of water is laid here, and if it continues for 2 or 3 days it produces rice. The rice does not grow, half an hour in the sun, without being much watered at the stomach. In the evening food is put into the rice, and after about 3 miles the rice is laid above 0. The rice is made 7/10 of the rice, a long, little wooden cottage on the high rock will cost a 5,000 $.
This is the most repulsive place in the U. S. And one extraordinary event has occurred; although business is paralyzed, and the price of labor very high. Numerous buildings begun lately are left unfinished, but the orphanage of the place are high that it must be seen. Yesterday a package containing the Russian Ministers reply to the Sec. of State, together with a letter from him to the Minister of Prussia, and one from the postmaster which represents amount to fourteen dollars and a cent, also two letters from the postmaster containing twenty dollars and a cent.

Borrowed from Mr. Garret, the postmaster, forty dollars as a dungarget to the Secretary of State.

Wednesday, August 16—I had taken my passage on the Foe Steamer for New York, on which Wednesday, we left the dock at 7 o'clock A.M. and when we had advanced 20 yards an important fire in the machinery of the vessel which forced us to go back until it was repaired.

Friday morning, August 18—came on board the packet for the last trip, and the last letter of the day in the Atlantic boat which did not leave the dock until nine this morning.
We passed the river, which is about a mile wide.

to the north of the Tourniquet, distant about 50

miles from Fort Ticonderoga. After we passed

the Ticonderoga about 4:00 clock, and after

we passed the site of Fort Stoddard on the

west bank and continued quietly on through the

night. On Saturday morning about nine we

passed the landing place of Bladensburg—a high

cliff—where the road continued high. Particularly

the eastern and the river about half a mile

wide. About 10:00 clock we passed the New

boat Lewis’s last (which had quit the mile at the time when the Fort was her first

attempt on Wednesday evening being still

hanging on the precipice looking over the

water’s edge). We passed along some boats that proved to be

a rough set, playing and drinking, and having

all right. We had been without any smoke for

a week and a half and had no need of

water, coal, and wood.

The boat is filled with all sorts of people

and all must be fed and watered.

The lake is filled with all sorts of fish and

The boat and engineers were

...
Sunday the 20th of August - In the night we landed at Pears which is midway between New Orleans and the mouth of the Mississippi. The town is about 200 miles from Natchez.

Montgomery is a small town in the middle of the state. The town is surrounded by cotton and tobacco fields. The town is very small and has a very small population.

At 4 p.m. we passed a small town called Jasper, which was the capital of the State of Alabama. The town is a small village in a swamp, located about 150 feet above the river. The town is very small and has a very small population.

On the way to the town, we encountered a very small boat on the river. The boat is about 8 feet wide and has a wooden paddle. The boat is used to transport goods and people.

At 5:30 p.m., we reached the landing place of Montgomery, which is the capital of the State of Alabama. The town is surrounded by cotton and tobacco fields. The town is very small and has a very small population.

At the Montgomery hotel, we were recognized by a local man who kept the store.
he told me his name was

that he had often

been out at the Department of State and requested me to give
his respects to Mr. Halsey, which I promised to do. I told my
voyage for Williamsburg with the intention of proceeding
from that place by the Piedmont line, and twenty-six children.
We set off at 9 p.m. in a full stage with a crowded, well-
packed coach among the passengers who had also come up in the boat.

was a man named Lyman, from Texas, whose uncle had
sent him word about his countryman. He told them they had
now on his way to a native place in Massachusetts to bring
his family with him to Texas, also a man named Willey, a
man that being born near continental Cape, Virginia, and was
traveling the Mississippi. He was captured by the
the Lebesque river in Texas on the

March 28, 1836. He was saved from death and carried as a prisoner in长安
by the Mexicans until they arrived at the Tucumcari
river, from the Colorado on their retreat after San Jacinto.

The Indians, led by the Mexicans in their retreat, says he was well treated.

all the Texans shook hands with General Gov., he was taken
prisoner by the famous "Deaf Smith." We rode
all night through a level country and broke a road in the morning.

at 3 a.m., the country town, for

three hours which we crossed on a good road. We crossed the
tall levee of Columbia. We arrived at the evening of Thursday
the 22nd. This is a large flourishing little place
with many houses building. The climate is not very nice.

as a stranger, well received. It was in a healthy

I was accorded there by a kind man who invited me to be his
friend at the York Hotel, who is regularly

replied by a friendly welcome in London. Left Columbia
at 8 p.m. and rode through a flat, sandy country, tolerably well.
settled to Newcastle. As we arrived at Saint John Wednesday the 23d, the prosecutor at Newcastle Fells was left as per volunteer and per se, three to start the work of other woods and with the permission of his comrade, we got to the coal shed at about the morning of Thursday. Here we agreed to take time for a ride for a ride. The road from Newcastle to Augusta was then taken by the Fells and immediately went on to that place. The train arrived at one o'clock at the morning of Friday, the 25th. I got to the road that way at a distance of about six miles. The train moved 136 miles long, though it was a level country and with a bit of steam. The elevated tracks are raised on trestles which are laid on small posts and cut 36 miles of this construction remains which are all to be straightened by the 1838, at the distance of miles is a small village where there is an inclined plane. One set of cars is pulled up by a cable while the other set descends. The cable hangs around a horizontal wheel at the top from which it is turned by a steam engine situated over it. The counter runs near the ground and are wheels fixed in the middle of the road as the end of the cable is fixed to a rough car made to slide accidently from the breaking of the cable. The can are raised and lower breaks with the turning of the wheel are dropped. At the end find an agreement. Mr. Smiley, Mr. Summings, Mr. Warren, Mr. Picken, Mr. Temple, Judge Clapp, and others, and Mr. Freake will have had much agreeable conversation at the carriage entrance to Mr. Tupper, the President of the Railroad, who gave me one report.
Thearrangementonthisroadwasmadethenumberofthehousesy
reverygreat,therelittletimeforsoundingthedistances&
nottheonerealldoctorsproceededfastthus. Thehouses
wereinallupandatsometimethatthey
areaboutthirteenwithnurseriesandbathroombutwith
occasionally-a-waggetothecastleathalf-point6. The
theutmostisthat,menwithhorsesanddrovetoo-with
nongs
Thecastlewhichjisindeedallbuiltofbrick.

Thehallroadshavethroughandofaverygoodwidth22years
thehouseisgenerallysmallandnarrowinlength. 

Theprincipalretailstreetisusedabout30feet.

ThePhilipsandlead. Thecityhallsandhottestareall
newthings. ThestreetthinginCharlestonwhich12
intheaccentthenewfourvessels. M. at the
Plattin'shotel-verygood. Mr. said that the
Girl
whichIintendtoproceedtoVancovroboutWilkinson
Walcott
thenewithtotheroadhewasabandoned
andIbecameincapacityformeorturntoApply
whichIdidatSaturdaythedayaftermyarrivalin
Charleston. We reachedInfect about6andhavingtaken
myplaceintheMailforColumbiashore80dollars
theFridaymorningintheGlovetHotelchieflywriting
until4thallesthingsdowonthe
depart.
June 8. Breakfast at Bannai Bridge. 15 15 25 50
June 9. Breakfast. 13 50 50
June 10. Breakfast. 15 15 75 75 50 50
June 11. Breakfast. 15 87 76 94

Travelling expenses for over hills. 86
Paid for the return of the caravan to Bannai Bridge. 15 15 25 50
Dinner at Bannai Bridge. 13 50 50
Dinner at Bannai Bridge. 15 15 75 75 50 50
Paid to 100 guests at dinner at the Hotel. 84
Bought hams for which. 84
Bought cloth at Leith. 84
<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
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<tr>
<td>1</td>
<td>supper at Clermont</td>
<td>40.934</td>
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<tr>
<td>2</td>
<td>stage from Camden to Columbia</td>
<td>3.50</td>
</tr>
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<td>3</td>
<td>board at Briggs Hotel Columbia</td>
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<td>4</td>
<td>stage fare from Columbia to Augusta</td>
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<td>5</td>
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<tr>
<td>6</td>
<td>dinner at Macon</td>
<td>50.00</td>
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<tr>
<td>6</td>
<td>hire of a barouche to carry me to Hawkinsville</td>
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<tr>
<td>7</td>
<td>paid for supper lodging at a farm house 14 miles from Macon Oakmulgeree</td>
<td>2.50</td>
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<tr>
<td>7</td>
<td>for passage by ferry over the Ogeeche</td>
<td>50.00</td>
</tr>
<tr>
<td>7</td>
<td>dinner at a farm house near the ferry</td>
<td>1.50</td>
</tr>
<tr>
<td>7</td>
<td>passage over the Oakmulgeree to Hartford</td>
<td>50.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>97.934</td>
</tr>
</tbody>
</table>