July 23rd

Weighed at 6 a.m. Came over and anchored off Aiden head about 10 miles from Sweaborg.

Mr. Regan joined us and we followed her into an anchorage off Melko 3 1/2 miles distant from the fort. She went back to join the Associa.

July 24th

Small steam tug outside under the batteries. The Monitor off the place apparently taking working parties about.

In the afternoon what looked like a German steam boat came out of the harbour & went along under the batteries to West.

About 8 p.m. Mr. Hrs. a boatful of soldiers put off from the shore and land on Roskær Island, where I had intended to land as soon as it got dark. Dear about the
July 25

4. Mr. Boat with men returned from Rosskar to the main
(This can only be seen from Northeat)
Small two masted steamer moving about inside.

July 26

3. Four boats with men in considerable number pulled from Donovis along under the batteries to the entrance of the harbour.
11. Mr. Four boat chased a cutter rigged small craft to NE and they ran her ashore Breathe of Martin from 4am to Donovis again.

July 27

Daylight: Stock chased I brought back a 100lb. lady cut off.
heart inside the harbour or it might have been blasting rocks.

On Dromies Island a hole has been dug by some soldiers as they have been drawing & putting water into from the beach the last two days but only one man a two working at the same time.

When stock was away the same crew a boat with soldiers & it entering between the Island of Letting Holm & High Holm on threearbs. Tied at them & sucked them with the water from the crick but we haven done.

A Russian Standard White & yellow with the Eagle on it hoisted today at the Citadell in lieu of an Union Jack usually there.

We fired at a ship (seaway) & the afternoon I landed the several of the rocks to see if there was earth or sand enough upon them to fill pails in sandy bags. A few

A few might be filled but not sufficient to make a good heartwork.

July 28th

A fresh brea from NE & with thick weat.

Small steamers towed a junction from behind Dromies into the harbour.

In afternoon & evening 3 few boats & another boat very full of men pulled from near Dromies behind Ora Holm. I sent stock to see what they were about. & reports two of them hauled in a sort of ship in there. The others did not happen. Two of the first fired at the stock but their shot fell 150 & 200 feet short.

I sent a fourth jumbout towards the Town & quik late in the evening two of them went back to North of Dromies.
July 29th
The other two prawns returned to town.

About 5 P.M. A small tug attempted to tow out of the harbor by the Longdon Entrance. Where the 2 ships are sunk, two large decked boats, apparently fitted for carrying stores about. They were too heavy for her and in endeavoring to turn with them she went foul of some part of the broken ship, and went to the bottom head foremost while we were all looking at her. It was instantaneous.

July 30th

Fired at a prawn on an Island 1230 yards distant. She hit almost all broke into small pieces upon striking. Mattie kept rain in the evening.

July 31st

Drayon came in. Brought our letter. She took us to England over to Drayon in the evening. Locust came in having come over with the intention of making the Medway in putting buoys down. She took her out again to get hold of the Longdon Rock. Which she failed to do. It became through the thickening of the weather.

Aug. 1st

Locust came in being able to do nothing. Raining all day & blowing quite fresh in the evening from the NW.

Aug. 2nd

Locust went out 4 A.M. to look for her Rock.

Fired at a prawn.

Stork reports many soldiers on
Have hauled on & closer the point close to it. Some frigates retreated on his approach.

The Merlin came from Napan contestant, & Harleto about to take it up & lay down their & went out. We went ashore for half an hour, then landed on the shore.

At night Heavy rain & thunder almost all night. A Rocket was fired almost at 10 P.m. just abrest of Island of Rutherford.

Landed returned to Napan & Merlin anchored here. From 7.30 a.m.

Aug. 4th

Westward all day. Went near Harleto (ship arrived)

Aug. 4th

Carnwallis & Harleto came across the field & anchored in the other side of Bristol.

Aug. 5th (Sunday)

In the evening the Napan came across to see if the troops were all laid down. He then returned.

Aug. 5th

W. Hill went swimming in 2 o'clock. Two batteries opened upon him at long range.

In the afternoon the ships Chief came in with French Admiral, Rear Admiral, & Commodore in Exmouth. Edinburgh. Etc. & sent away. Mr. Grey, Mr. Grenier, about 20 frigates & about 20
Place Mortar Vessels in the position assigned to them leaving them at their outer anchor keeping out harkness to an inner anchor the former being about 3900 yds from the fort the latter about 3500. Exgular, Vultures, Peregrine being outside them.

The French ships Castlereagh and Mortar Vessels and the junkboat also arrived

At Night French landed Mortars on 8th August

Waiting for the French Admiral to be ready. They placed their Mortar Vessels in the afternoon

Aug 9th (Thursday)

At 7.30 AM opened fire with the Mortar boats and junkboat. The latter pry inside the Mortar and keeping in motion going round and round in a circle firing as they put their objects on Forts returning the fire of shot and shell falling thickly among the junkboat was appeared to escape miraculously.

In the forenoon an explosion took place at a fort another a rather a series of them perhaps a line of enumerable magazines. Fires breaking out in many directions but as there was no wind iron were extinguished.

Three deckers and the entrance hit several times
and once on fire which however was soon extinguished. At 3 o'clock, Hastings and Lonsdale determined firing at the foot of the head of the town, so that they set the work on fire. It is said that the work was largely destroyed.

August 10 (Friday.)

Last night the Russians landed their three-decker inside the Kergen from the entrance. No much firing during the night. Indeed, none between 10 P.M. and 3 A.M. At 10 A.M. our mortars, as well as the French, began to suffer. They fired yesterday a 130 pieces on an average with about a 10 lb. charge. One of them split in two. One half weighing about 2½ tons flying over the other, half found itself in the bow of the vessel. Several others damaged at the chamber.

In the forenoon we only had seen that could go on 120 later in the day. There with the damaged chambers were put into a serviceable state by filling it with lime and coal.
The French Mortars reach in the same state. Grand radio firing away and showing themselves admirably. Boats for the purpose.

I went today to Abraham Island to the French battery. They had three a trio Mortar split in halves.

Fires burning all day as. Varying to the same fortifications. Employed, hopefully that it will be a surprise and result.

Had change of Rocket boat.

This evening went in pretty close with them.

An examine Nagle all night. Whether caused by the Rocket or not, I cannot say. On my return at midnight, the look.

Advised me to find a place to communicate with the French Admiral. I went everywhere to.

At last remains outboard the Pelican (his small tender) until 83. Renewed returned to her. He has been in with his prowboat close under the fort and they had grounded them but luckily got off before daylight.

August 11. Saturday

Orders given at 4 A.M. to cease firing. The two day bombardment being supposed to have been successful and I think it has been more so than could have been expected.

The fortifications have very likely not been much hurt but vast damage of buildings, stores been burnt and then has been actually so one casualty on our side.

The fires in several directions are still burning and cover too...
Large a space to be easily extinguished.

Something getting motion

Vessels for sea and transport

for service. The latter have

fired away an enormous

quantity of ammunition and

no complaints among them

of damage sustained.

August 12th (Sunday)

I went with the Chief
to St. Mikes to see if the

damage done to the fortresses

could be well preserved from

there. But we could see little

more than from where we are

lying. They threw a shell

at us but it fell about 50

yards from the vessel. (the bailing}
July 9th 1860

Plymouth Sound

H.M. came aboard accompanied by the Prince Consort. Suite consisted of General Bruce, Colonel Pender, Capt. Grey, and Dr. Ackland.

Besides them the Duke of Newcastle & Lord Ironmonger were in attendance and W.M. Greenhead (Chief of Colville Office came as Secretary to the Colonial Office, Prince of Wales left aboard.)

July 10

Sailed at 7 am with Ariadne

26th June 3 tons in company were met outside of the Channel

Squadron under Sir C Fremantle who escorted us in 2 lines one on each quarter until evening

Then they saluted a steamer Co.

We began to steam the same afternoon and from that time had chiefly W N W 5 winds something too strong to steam against with regard to making the most of our coal of which we had 620 tons.
She did early about 7 h.m.
She towed us all together about
36 hours.

Felt the laborious
The took food under the
circumstances, and the
Passengers agreeable.

Arrived at St. John's Newfoundland
at 7 P.M. on July 23rd.

Found laying there H.M.S.
Flying Fish belonging to our
Squadron & the Serotonin, French
Surveying steamer Left Alone.

July 24
H.R.H. landed and
stayed at Hotel. Sir Alexi
Barnesman - Governor.

Leaves. Review of Volunteer
Regatta. Dinner. Ball & visit
to Cathedrals as occupied the
time (I slept at St. John's Field)
until the 26th. Then the
Prince disembarked.
July 26
Sailed from St. John's, communicated with telegraph boat off Cape Race that afternoon. The following day hiked close to the town of St. Pierre on the island of that name. Then between the hills of St. Pierre & the Columbia Rocks, and between Miguelon & St. Pierre.

On to Sydney where we arrived July 28 at 10 am. Sailed.

Landed and reviewed the volunteer saw the mines. Had a drive and returned aboard at 3 pm.

Weighed immediately & ran down the coast passing between Fogo Island & Cape Percy.

and on to Louisbourg passed within about 1/2 a mile of the ruins of the fortifications just before dark.

Proceeded under easy sail all day.

Sunday the 29th and anchored in Halifax Harbour on July 30. Found here the Duke with Flag of Sir A. Milne, Captain & Valour.

Prince landed & rode in inspection through the Town & Govt. House &c. (Lord Malagrow Governor). Large Levee &c. on the 1st. The Prince went out to his barge and then in Valourous up the Basin to see the late Duke of Kent's lodge now in ruins.

August 3rd. H.R.H. went away to Windsor and embarked on board Steep at Harrow Point from whence he proceeded to St. John's via Brunswick & Fredericton.

August 4th.

Arrived here.

Shipping sailed for Pictou.

On the next day sounded our way into the Gut of Canco.
through a very thick fog Cap't Alexer piloting, when we entered the bay it cleared off and we reached the anchorage off Picton that night at 11 P.M.

Lady McLaune her daughter (i.e. Laura Phibbs) two sons were my passengers, and they remained onboard until the evening of August 8 when the Prince came aboard again brought from the inner anchorage off Picton by the Flying Fish.

August 9 weighed and ran over to Charlotte Town, Prince Edward's Island. Anchored there at 10 P.M. Found lying off for Island. Mrs. Hile who had taken the Prince twice and had given up going into the Harbour. Valorous & Cobach were inside and Pomona with Commodore (Capt. Piers, friend). Prince landed at 18 P.M and

got to for. House. Dundar Green. I stayed at Harland's both night -

Same functions at other places but Swatey's cooked that cannot be forgotten.

The European culture and decoration of every single house in all the places we have visited have been singularly beautiful and nothing could have exceeded the kindly shown at in each Province.

August 11 weighed in the afternoon, rainy, foggy disagreeable weather, feeling our way all night through Northumberland Strait Capt. Alexer showing great knowledge of soundings, etc.

On the Sunday sailed between Lake Perie & Bonaventure Is and anchored in Jasper Bay at 8 P.M. where we found
The Governor General of Canada and all his ministers in the Queen Victoria steamer, August 13, weighed and came into the inner barrows of large steaming sound while the ship sat on the mud. Ariadne gave us a pull off and no harm done.Proceeded in the afternoon up the Gulf of St. Lawrence and communicated with Father P.O.'s telegraph station on evening of August 14, and looked into Riviere de la Hache on the morning of August 15. Not finding the foot sent there went across the River to the mouth of the Saguenay where the Pilot sent down specially by the Trinity Board at Quebec ran the ship on a ledge of rock. Ship floated off in half an hour but some damage was sustained all the writing to interfere with the execution of the duty we are employed upon. Anchored off the mouth of the Saguenay (to the Eastward) tolerable anchorage. H.P. T went up the Saguenay in the Victoria with Sir E. Head (the old man) who had joined us in the forenoon from Dec.

August 16 I accompanied the Prince who again went up the Saguenay to fish. Went up the Marguerite with his canoes great fun. Hooked a salmon but lost him. Returned aboard.

August 17 Weighed at 5 am and anchored off Lawrence Point at 6 pm.

August 18 Weighed at 1 pm and ran up to Quebec accompanied by seven or eight large River steamers crowded...
August 21.  Quebec
Leven, Montmorenci Falls & Ball. Took at quarters at Provincial Building. Half of each house of Parliament at lunch

August 22.  Quebec
Laval University, Monument, some addresses at Citadel.

August 23.  Quebec

John pretty illuminated as also some steamers who were
August 24
Montreal
Weighed early and proceeded to an anchorage 6 miles from Montreal as the preparations for Prince's reception were not complete. Landed I had a walk in the rain.

August 25
Landed at 9 am.
Addressed opened the Exposition then to the opening of the Victoria Bridge (9 miles long) landmen etc.
Prince's quarters at the General's house on Mont Royal I copped at the hotel at the St. Lawrence Hotel in the Tom Loreniers sufficed to take us backwards & forwards.

Sunday Aug 26
Montreal
Cathedral, visited Lady # W. Blackwell Inc.
Who are drilled the same as the Canadian Rifles and appear tolerably well drilled.

Aug. 25. Drove to Lachine about 8 miles to see Sir George Simpson's canoe.
(They belong to the Hudson's Bay Co.) and about 30 large canoes with 16 or 20 Men in each. Indians all in full dress, feathers, paint &c. Each canoe takes 3 letters abreast of each other. After luncheon at the Island we went 

returned to Montreal in a Steamer down the same river.  

The lachine Medan that we had descended yesterday.


To St. Hyacinthe by rail and after driving round the large town amidst an immense crowd of people on to Notre-Dame.
backing down the hill from the landing place which is stead and horses not sufficiently strong. Our hotel taken for our accommodation just outside where the public building are erected for the newly chosen seat of government.

Sept. 1st, Ottawa

laid the foundation stone of public buildings. Driven around the town. Visited the site of the new post office and different new buildings. It appears to me a place well calculated for the seat of government being a good compromise between Upper and Lower Canada and pleasantly situated on a fine river. Climate probably better from its height than any other town in Canada. The place is already very large and beautifully laid out.

In the afternoon we went down the timber slide on a crib or raft formed of logs lashed together. This was very exciting as the descent was very steep and consequently you went down the slide about 20 miles an hour. Most of the party getting a ducking when the crib reached the bottom of the slide I made a drive into the still water. We then attended a canoe regatta and ended by a ride round outside the town.

Sept. 2nd, Ottawa

Church. 2 o'clock. Peg and I got a flat-bottomed boat in the afternoon and went down the slide in it. Still better than the crib. Took a drive round the grounds - Illuminations in the town last night.
Sept 3rd Left Ottawa

To Algmon by Carriages
To Chate Potage by Steamer
Where there are 7 or 8 beautiful falls. Walked on to the Potage where a lake in canoes and arrived at a Mrs. McLansland's house who gave us luncheon. So Almont by carriages and on to Brockville by rail. Slept onboard Steamer Kingston at Brockville.

Sept 4th

Landed to see Brockville by daylight. Large ship went on to an anchorage off Kingston hoping thru the lake of the 1000 Islands which is very beautiful. Off Kingston the difficulties between the US Steamer and the Range men commenced and we remained aboard the Steamer alongside the Wharf all night. I landed and had a look around the Town in the evening. A very large procession of Range men was parading the Town and there was an arch decorated with Range Symbols, etc.

Sept 5th Kingston

Hauled off into the Steamer a anchored early in the morning. Defections being received and Mayor of Kingston going backward and forwards but difficulties still continued. So at 3 PM we proceeded without having landed in public to Belleville where we arrived late and anchored off the Town.

Sept 6th Belleville

At first the Range men here were willing to put aside their demonstrations but some Kingston Range men arrived during the night and persuaded these people to follow their example which they did so we left.
Belleville without landing and went on to Picton which place was altogether deserted. Inhabitants having gone to Belleville in the hope of seeing the Prince so we went on again to Cobourg where the Orange men put away their paraphernalia and welcomed the Prince loyally. We landed at 10 P.M. and went straight to a Hall they had prepared for H.R.H. at which he danced all night. I went to bed at Mr. Gidley's Hotel onboard Steamer.

Sept. 7th Left Cobourg by rail to Peterboro. Ascended Rice lake in a small steamer as the line of rail along the edge was not considered over safe. Arrived early at Peterboro received address & dinner joined the Town. On to Port Hope by rail. I met at

Lunchen Rajah Broth. Son promised to meet me again at Toronto but never came. At Port Hope again embarked aboard Steamer Kingston and arrived at Toronto at 6 o'clock. The reception was magnificent. So a 40,000 people assembled in a large semicircular section in the centre of which was a raised dais for the Prince and opposite this a very beautiful arch covered with flags as was also the circular scaffolding. The address was presented the school children sang 'God Save the Queen' and then Society after Society marched past with banners &c. (Political Societies of course excluded) it had become unfortunately very dark before all this was over. We were then driven all through the Town which by this time
Sept 9. Toronto

To Church at the Cathedral.

Our carriages drove some distance around to avoid having under
the Attribution arch and the consequence was that the Orange
men got angry and during Church Service we heard much
cheering which was caused by

Three pigheaded Irishmen taking
Orange banners that had been
taken down the day before.

The Church wardens also were
stupid enough to beg both to
go out of the Church through
the Vestry room so we found
ourselves in the Church yard
at the back of the Cathedral
and had literally to fight our
way through a dense mob
before we could get the Prince
into the carriage.

The excitement to see him

Was illuminated throughout.

It was during the drive that
Bannings was taken by the Duke
of York being driven under
an arch that had a transfixing
of William 8'th of Prince's historic
over it. I could see no
great harm in this but I believe
the Mayor had informed the
M.N. Constable that the transfixing
had been removed and there
were no Orange demonstrations
in the Town whatever.

We were all well put up
at the Gost House.

Sept 8. Toronto

decree and address from
Belleveille. We were told
that had we landed at this
place the Prince was to have
been escorted round the
Town by 70 young ladies on
horseback.
Sept. 10. Smoke. Prince went to Collingwood on Lake Huron. I did not go as I was not feeling particularly well in the morning, but I afterwards went with Dr. Ackland to Toronto with Mr. & Mrs. Allen and the Miss the Blackwells to an Indian Meeting.

Sept. 11. With H.R.H. to a Refettorium which we saw from the same place we had landed on arrival. Then to lay some Stone at a New & Very Large University Building. Then in a Park adjoining reviewed the Volunteers Artillery in the Rain. Afterwards to a Normal School Late Statistic Ball at Initial Palace very cold.

Sept. 12. Leave Toronto by rail, get off the railway cars to see a Very Handsome Bridge across a deep valley & river near

Guelph. Stopped at various places on the line to receive addresses etc. Arrived at London literally early and was driven round this large struggling town. We were lodged at a large hotel part of which was partitioned off for us. In the evening a large body of Firemen paraded before the windows with ladders attached to poles in each man's hand and all in red coats and white trousers. The effect was very striking.

Sept. 13. Went by rail to Sarnia. Address presented and a spoken address was made by a very fine looking Indian Chief in his own language. He was surrounded by other Chiefs and at the conclusion, medals were given to the head men by H.R.H.
At Banbury I met Mr. Manchester's friends and heard of Mr. Schieff who lived about 10 miles off. We dined at the Grand Trunk Railway Hotel at their Terminus, after which we returned to London and a ball was given us at the Hotel. Mr. Becher (the Surveyor's brother) was the leading Man.

Sep. 14. Left London & sailed to Manford Fortune to Lake Erie (from Buffalo) and on to Chippawa by Steamer. At the latter place we found carriages and drove to Niagara where the Prince lodged at a pretty House adjoining the Hotel and his Suite in the Cottage belonging to the Chippawa House Hotel. After dinner the Falls were lighted up with great success.

by Mr. Blackwell (the manager of the Grand Trunk Railway) who placed large quantities of blue light & afterwards red light from Table Rock to the Edge of the lower Water and along the Ledge that leads down to the Door from the Clifton House. The effect was very poor.

Sep. 15. Niagara. The Prince went under the falls. I waited above having committed that folly on a previous occasion. Rode to M. Steeles to see the exhibits above the falls & the islands formed by the falls. Supposed to have had luncheon at M. Blandin's house - then rode to a place a little below the Suspension Bridge where M. Blandin, a Frenchman, performed his wonderful feat of crossing over the river 82 feet alone, then with a man on his
back and then on Stilts—about 2½ feet long. This was his first attempt at <br>1865<br>walking on Stilts. He is a well knit <br>rather small man but has <br>great strength. His balancing <br>pole was 45 feet long and weighed <br>45 lbs. as an inconsiderable weight <br>of itself. As we came along <br>the road we saw Mr. DeWitt also <br>walking on a 20' pole. Mr. DeWitt’s pole <br>was apparently an easier one <br>as the water below was quiet. <br>Instead of being in boiling eddies <br>as at Blom’s, chosen place. <br>From there we went to the <br>foot of the falls in a small <br>steamboat named “The Maid Of The Mist.” <br>She does not pay at all.<br>Sunday. Sept. 16 <br>Church at Chittenan but <br>Servie ill performed. <br>Weather bad. Hendrickson & S. <br>we put on our Mackintoshes & <br>walked with the Prince without <br>being discovered by the Mast. <br>Sch. 17. Niagara Above the <br>bridge comes to Goat Island, Met. <br>H.R.H. There I went to the different <br>sides for viewing the falls. <br>Met DeWitt travelling about with <br>his brother. Afterward took <br>a long ride with almost all the <br>party about Sandy’s Lane, got <br>a broken horse falling & <br>my nearly a hin. In the Sone <br>shuttle at the Hotel.<br>Sch. 18. Prince left Niagara. <br>I walked about with DeWitt <br>until Constly returned from <br>his duties and then started <br>with him at 6 P.M. for Montreal <br>& Quebec. Via Lake George and <br>Lake Champlain. Travelled <br>all night in sleeping cars <br>arrived at Albany at 5 A.M. <br>Sch. 19. Wash Breakfast & Start <br>at 7 A.M. on Saratoga 2nd
to More Station then by a
slow stage to Fort William Henry
at the tail of Lake George
the people at the Hotel which
is very large but the season is fast
met the Consul of Buffalo with
his recently married American
wife and her sister who were
eaten amusing gained all
day. Slept here & started
Sept 20 at 8 AM in Steamer
up Lake George the scenery
of which is beautiful
lodged over by a coach to Lake
Champlain where we met
another steamer that took us
to Ronce Point from whence
we sailed to Station opposte
Montreal embarking in a large
Steam ferry boat and arrived
at Connolly's house Montreal
about midnight slept there
Sept 21 Montreal
about the Town Had an Early
dinner with shipley and aboard
the Steamer that takes passengers
to Quebec at 5 PM Schiffer
gave me a good cabin I
slept comfortably till our arrival
when I went aboard here at
Lake. Sailed all night
Sept 24 Quebec. The Prince;
Servants having arrived we
put under weigh & steamed
down the River Anchored at
night off Sarnia where
about 40 Merchant Ships were
also at Anchor (The Full fleet
on there way of the 1st Lancers)
Sept 25 River 1st Lancers
Stormy Main wind in a gale
off the Land landed Pilot at
Pateron Pt. Bad weather anchored
at night off Sand Point Bay
weighed next morning and had
a good run down & out of the
River until we got up East
Point of P. Edwards Island
When the wind became foul we had to steam up and through the Jett of Cape on the 20th. Sept.
When clear of the land we tried to make our passage under sail but we made little way and only arrived off James on Oct 11th when we steamed into Halifax finding Welaka, Valona, Flying Fish and Commentator. The weather was very bad during our stay and had to fill up with Sydney coal which is very bad for the furnaces. Capt. H. Paterson, F.T. Hebb, Admiral directed us one day as did also Mr. Haacke & W. Lowndes. Oct. 13th Left Halifax under steam. Next morning had a breeze from NE & E NE which carried us within 30 or 40 miles of Portland when it changed right round & blew from the NW against which we had to steer. We arrived off Portland the evening of Oct 16th. Oct 16th. Arrived at Portland Saluted & Called on Mayor and went to a party given to our Officers by a Mr. Little.
Oct 17th Bunch our Consul at Charleston arrived on a visit to me. Grand ball in the evening given to English from Coaling &
Oct 18th R. A. & M. arrived in Hile also Stept.
Oct 19th Portland
H. R. H. arrived on board about 4 o'clock PM and we put away at 4.45. Hile following in a fresh breeze against us. Party to with Hile & Stept almost immediately and shortly after with Flying Fish.
Oct 20th Winds East & NE. Flying
Oct 21st 18.5 Winds, fresh
Oct 22nd 10.
Oct. 24. Heavy squalls during the night Tob & Fore sail both stuck. Wind came to WSW and we put along about 8 knots.

Oct. 25. Steam again wind coming from ENE.


Oct. 27. Ariadne east in W wind very variable and much fog. Set under steam again at night.

Oct. 28. At 4 am wind became fair from NNE & NW. Made 12 to 13 knots under sail.


Oct. 30. Wind variable had to steam again.

Oct. 31. Ariadne again took us in tow, winds East 50° SE.

Nov. 1. Passed towing cables (17 inch) twice I had to proceed under sail. Wind East 1 ENE occasionally NE.

Nov. 2. Steam hard E2E. In the afternoon wind E5E.

Nov. 3. Standing to NE under sail too much swell to tow or 5 steam with advantage tidal being short.

Nov. 4. Winds East ENE E5E.

Screw down in the afternoon made something.

Nov. 5. Passed towing again but swell too heavy and hauled Ariadne sheet cable again—light winds from SSW and SSE.

Nov. 6. Came on to Haur from SSE° Close reach Staysail & deep canvas.
<table>
<thead>
<tr>
<th>Name of Ship</th>
<th>By whom commanded</th>
<th>Arrived Date</th>
<th>Hour</th>
<th>Sailed Date</th>
<th>Hour</th>
<th>Under whose, what orders.</th>
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Name of Ship  By whom commanded  Date of  
Date of
Sailing Hour  Under whose what orders  Arrived Date Hour

"Impericuse"  Capt. A.B. Watson  11 July  

Admiralty Orders to join Commander in Chief.

"Cuckoo"  J. Murray  12 July  

From Commander in Chief, 20 Aug, for Ledsund, to join "Ajax."
<table>
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<th>Name of Ship</th>
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<th>Time of Sailing</th>
<th>Underwhose, what orders</th>
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<tr>
<td>&quot;Porcupine&quot;</td>
<td>Lieut. Jackson</td>
<td>9 July</td>
<td>From Admiral Prevost for Shedwod.</td>
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<tr>
<td>&quot;Dragon&quot;</td>
<td>Capt. Stewart</td>
<td>10 July</td>
<td>From Commander in Chief to cruise in company with &quot;Amphion&quot; off Swabog.</td>
</tr>
<tr>
<td>&quot;Tartar&quot;</td>
<td>Capt. A. Dunlop</td>
<td>10 July</td>
<td>From Admiral Prevost to cruise between Hangoe and Dager Ort.</td>
</tr>
<tr>
<td>&quot;Havre&quot;</td>
<td>Capt. Commanday</td>
<td>11 July</td>
<td>From Captain G. H. Seymour, Senior Officer, for Baro Sound, to check the Coasts Traffic in that neighbourhood.</td>
</tr>
<tr>
<td>&quot;Hastings&quot;</td>
<td>Capt. Caffin</td>
<td>11 July</td>
<td>From Captain G. H. Seymour, Senior Officer, for Baro Sound under the directions of Capt. Commanday.</td>
</tr>
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