

had been a long time shipped, and had manifested their discontent in a letter addressed to the Secretary of the Navy, in which they objected to being transferred to a younger and new set of officers. The plan I adopted was at once to send them on shore on liberty, and thus show entire confidence in them. To my great surprise, they returned, to a man, showing that no disposition adverse to the service existed among them, and that the bad feeling was nothing more than what might naturally be expected to result from a long confinement on board of a ship, in sight of their homes, and the constant disappointment they had met with in a delayed departure. From this circumstance, and the prospect of no further detention, their spirits revived, and great activity prevailed in all the departments to forward the preparations. All the instruments had been brought from New York in the Macedonian, under care of Lieutenant Carr. Part of them, including the Chronometers, had been landed at the Naval Asylum, where a Portable Transit had been put up, for rating them. The instruments appertaining to Magnetism and the Pendulums were carried to Washington, to make the necessary experiments.

The depot of charts and instruments on Capitol Hill, was selected to make the series of observations at. These occupied my own time until sailing.

On the 26th of July, Martin Van Buren, the President of the United States, accompanied by Mr. Paulding, Secretary of the Navy, and Mr. Poinsett, Secretary of War, did us the honour to visit the Vincennes. On this occasion, and the only one during the continuance of my command, a salute was fired, (none of the instruments had then been embarked,) by all the vessels, and the yards were manned. This produced a good effect on all, for it showed us that a watchful eye was kept over us, and that much interest was felt in the undertaking. This visit formed an epoch to which I often heard reference made during the cruise. Few are able to estimate the feelings of satisfaction that such acts occasion to those engaged in undertakings like this.

I shall now proceed to give a description of the vessels that composed the Squadron.

The Vincennes was a sloop of war, of seven hundred and eighty tons, originally single-decked, but in consequence of the intended cruise, a light deck was put on her for the protection of the men, and to afford more room. The accommodations thus became those of a small frigate.

The Peacock was of smaller size, a sloop of war of six hundred and fifty tons, originally built for this service in 1828, with a deck like that of the Vincennes. She had made two cruises previous to her sailing in 1838.