

CRUISE OF THE "AGGIE."

A Gay Party on the Bosom of the Bep.

SEA YARNS ANDEA SICKNESS.

Storms and Calm and What We Saw on a Pleasant Five Days' Cruise.

So may the Cyrenaean diving, And the twin starfish lustre shine; So may the father of wind...

A short time ago we received the following letter from the parties concerned:

"DEAR SIR:—OWNER of the yacht 'Aggie' and a party of six, on the evening of the 15th of May, left San Pedro to make a cruise...

"That's just as the crowd says," answered Captain Dan. "We're well provisioned, time was made for slaves, and we're off to sea."

"All hands wanted to hear the yarn, and so the old pioneer, after moistening his throat with a thin-bellied of Naglee's tea, proceeded:

"You must know that very few reached California in 1849 without experiencing trials and sufferings that...

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their fortitude by quoting from Virgil the line: "Huc olim veniuntis iterabit."

(This suffering will yield us yet a pleasant tale to tell); but we found that the mal de mer was not to be appeased either by counsel or quotation.

They continued to cling—as sea-sick people always will—to the weather, regardless of the fact that the man at the wheel had already had his supper.

We are now going at a lively rate down the channel. The lofty backbone of Catalina Island looms up on our right, and the flashing light of Point Firman is rapidly receding in the distance.

The stalwart Four spent the evening in a game of whist, interspersed with thrilling sea stories about voyages on the west coast of Africa, and reminiscences of cyclones, hurricanes and waterspouts in the Pacific and the Atlantic.

After the game of whist, some of the Sixers, having discharged the painful duties imposed upon them by Neptune, felt strong enough to come below.

"One of the stalwart Four, being a pioneer and in a reminiscence of the old days, asked Captain McFarland, the owner of the 'Aggie,' if it was likely that they should visit Lower California before returning.

"That's just as the crowd says," answered Captain Dan. "We're well provisioned, time was made for slaves, and we're off to sea."

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and Chinandego, to Realejo. Gordon told a tale that large part across the continent without having previously made provision for vessels to meet them at the Pacific terminus—taking his chances, like ourselves, of finding disengaged shipping on this side of the continent.

As luck would have it, the vessel which had been chartered by Realejo bore two unchartered vessels arrived. One was the brig Laura Anne, the other an old coasting bark, the name of which escaped me at the moment.

I secured passage on the Laura Anne, and we soon lay to for sea. The greatest difficulty we had was to get water for the voyage. As over one hundred men would sail on the little brig, it became a serious question how to provide vessels in which to carry the large amount of water they would require.

Casks were not to be had, so it was determined to make square tanks out of Spanish cedar. The tanks were laid and towed well up into the Realejo river where the water was fresh, filled and sealed, and then towed down to the vessel.

We sailed away well supplied, as we supposed, but in a few days we found that our water supply was execrably deficient. We had met with bad weather and contrary winds—having run a gauntlet of such a wretched and dangerous squalls, and a constant environment of waterspouts, in the Gulf of Tehuantepec.

When the weather quieted we found, to our amazement, that nearly all the tanks had burst their sides from the swashing of the water in them during the protracted storm.

We were at once put on short allowance of water. Then it was found that our provisions were short. For twenty-five days we managed to subsist on a pint of water, a little weaver's rice and a biscuit a day.

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we had left at Puerto la Union, scattered all that afternoon to National City and return. The 'Aggie' was literally covered with streamers and flags. All her prize bunting was thrown to the breeze, and she bedecked, as she lay off Santa Fe wharf, she was a thing of beauty.

The sail to National City was a delightful one. The breeze was just stiff enough to give our yacht a slight cant and to send her along like a race horse. The ladies and their escorts enjoyed the excursion hugely, and on their departure were profuse in praise of the beautiful vessel upon which they had spent so pleasant an afternoon.

The pioneer's yarn was a long one, and the night was well advanced we all braced up with a tailor's thumb-needle, and then retired to a soft and comfortable couch and pleasant dreams.

At an early hour the next morning we sighted Point Loma; but the wind had died away and it was ten o'clock before we reached the entrance to San Diego harbor. Here we took a bracing breeze that carried us finely through the winding stretches of the beautiful bay which is the pride of our sister city.

We may say, en passant, that far out at sea we could discern the mammoth hotel on Coronado Beach, standing out conspicuously against the sky. At that distance it looked like an immense mound raised upon a low hill, which, as we came nearer, its outlines sharpened into the symmetrical form of a great castellated structure, colossal in its proportions, but light in its architectural design.

When the next day we examined it at close range, we found a large and imposing structure, unfinished, but presenting the framework of what will be one of the most extensive and most imposing caravansaries in the United States.

As we had not visited San Diego for seven years, we were prepared to find great changes, and so we did. Where, at our last visit, the principal business street presented but two or three substantial buildings, we found large numbers of them—some of a style of architecture and of dimensions that would do credit to our greatest commercial capitals.

Not only this, but the principal streets had been widened, and streets that were dead seven years ago are now adorned with splendid brick blocks. We also found handsome residences on the former bare hills back of the town, and a very large and conspicuous hotel, the principal building of the city.

The city of Bay and Climate. The city front has been the scene of marvelous changes, and the principal buildings erected at many points, and the Atchinson, Topeka and Santa Fe Company have built a very large and substantial pier out into deep water, where vessels load and unload, and where a ferry is established running every half-hour across the bay.

"Let's see," said the old man, "I remember that the principal buildings erected at many points, and the Atchinson, Topeka and Santa Fe Company have built a very large and substantial pier out into deep water, where vessels load and unload, and where a ferry is established running every half-hour across the bay."

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lately invited them and some friends to take a sail that afternoon to National City and return. The 'Aggie' was literally covered with streamers and flags. All her prize bunting was thrown to the breeze, and she bedecked, as she lay off Santa Fe wharf, she was a thing of beauty.

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lights and inlets on the leeward side, where vessels, even in bad weather, can find safe shelter. We spent the whole day crawling, as it were, along this uninviting, scarred and iron-bound island coast. The next morning found us to the northward of the island, with a fair breeze, and sailing along handsomely toward the bay that used to be called Portuguese Bend, but which is now more happily and euphoniously known as

REDONDO HARBOR. One of the greatest merits of this projected port is the fact that it is protected from southeasters by