

The sloop *St. John's Paquet* sailed from *St. John* for *St. Croix* in the *West Indies* in the latter part of the year 1769, it being the first voyage to the *West Indies* in which *Simonds* and *White* had consented to be interested. She made a trip the next year from *St. John* to *Newburyport* with a cargo of lime and *Mr. Hazen* returned with her. *Simonds* and *White* had asked to have the vessel and cargo insured, but *Mr. Hazen* says the reason they gave for it, namely her being "an unlucky vessel," did not make any impression on the minds of *Leonard Jarvis* and himself, and as it was a good season of the year they did not effect it. The vessel unfortunately got on the shoals at *Newburyport* the day after her arrival, and by taking "a rank heel" got water among her lime, which set her on fire. The sloop and cargo were sold for £300 where she lay. She was hired of the purchaser by *Hazen & Jarvis* and again sent to *St. John* to load for the *West Indies*.

Of all the vessels owned by the Company none seem to have done better service than the little schooner *Polly*. For twelve years she bore an almost charmed life, and during that time she was employed in the greatest variety of ways. At one time in a fishing voyage at *Passamaquoddy* or *Annapolis*, at another engaged in the Indian traffic up the *St. John River*, at another carrying supplies and settlers with their effects from *Newburyport* to the *River St. John*, at another on a voyage to the *West Indies*. The first misadventure that befell her was on her return from the *West Indies* in the month of July, 1776, when she was captured by an American privateer sailed by one *O'Brien* and sent to *Newburyport*. *Mr. Hazen* and *Peter Smith*, her super-cargo, went to claim her, and after some time and trouble she was restored and brought back to *St. John* where she discharged her cargo. Not long after