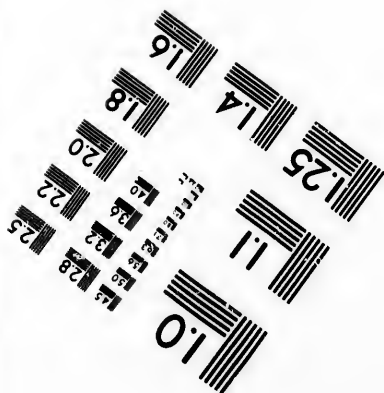
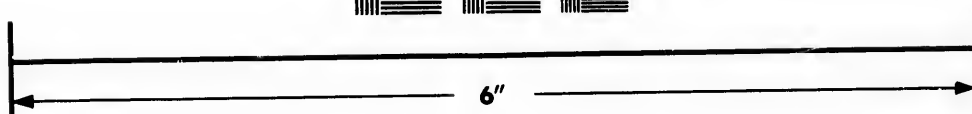
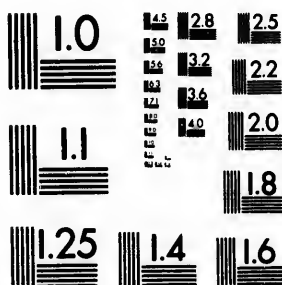


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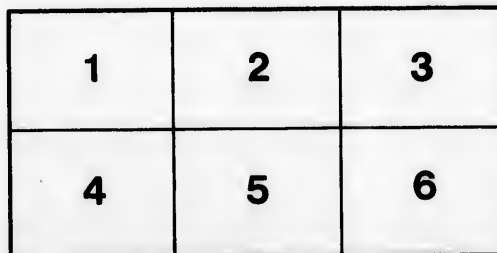
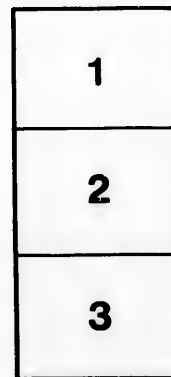
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## I.—HISTORY EARLY

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\*More than fifty years of the Tucket Inquirer, and the material for material came to him able to satisfactorily

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About eighteen months Fish and Fisheries,

# I.—HISTORY OF THE AMERICAN WHALE FISHERY FROM ITS EARLIEST INCEPTION TO THE YEAR 1876.\*

BY ALEXANDER STARBUCK.

## A.—INTRODUCTION.

Few interests have exerted a more marked influence upon the history of the United States than that of the fisheries. Aside from the value they have had in a commercial point of view, they have always been found to be the nurseries of a hardy, daring, and indefatigable race of seamen, such as scarcely any other pursuit could have trained. The pioneers of the sea, whalemens were the advance guard, the forlorn hope of civilization. Exploring expeditions followed after to glean where they had reaped. In the frozen seas of the north and the south, their keels plowed to the extreme limit of navigation, and between the tropics

\*More than fifty years ago (in 1825) Samuel H. Jenks, esq., then editor of the Nantucket Inquirer, announced his intention to write the history of whaling, and advertised for material for that purpose, but so little encouragement did he meet, so little material came to hand, that he finally abandoned the design in despair of ever being able to satisfactorily complete it.

In the preface to his admirable Report on the Fisheries, published in 1852, Hon. Lorenzo Sabine says: "More than twenty years have elapsed since I formed the design of writing a work on the American fisheries, and commenced collecting materials for the purpose. My intention embraced the whale-fishery of our flag in distant seas. But increasing cares prevented the consummation of his plans.

The difficulties in the way of collection of historical notes increase greatly with the lapse of years. Newspapers, which must always be considered, where they exist, invaluable aids in the prosecution of such matters, pass from the possession of the very few who, when living, treasured them, and fall into the hands of those who only value them at so many cents per pound. Those who were the actors in the scenes which it is desired to describe die, and with them perishes the source of the information, which ultimately, in the form of tradition, becomes too distorted to be available. In the matter of the whale-fishery still another formidable difficulty is met with, in the absence or destruction of customs-records. During the Revolution many ports were under English control, and very often with the departure of the British also departed the custom-house papers. In other ports, notably New Bedford and Nantucket, these records have been destroyed by fire. Still again in yet other ports, notably Sag Harbor, mildew and decay have obliterated the writing.

About eighteen months ago Prof. Spencer F. Baird, United States Commissioner of Fish and Fisheries, requested the writer to prepare a historical sketch of this indus-

they pursued their prey through regions never before traversed by the vessels of a civilized community. Holding their lives in their hands, as it were, whether they harpooned the leviathan in the deep, or put into some hitherto unknown port for supplies, no extreme of heat or cold could daunt them, no thought of danger hold them in check. Their lives have ever been one continual round of hair-breadth escapes, in which the risk was alike shared by officers and men. No shirk could find an opportunity to indulge his shirking, no coward a chance to display his cowardice, and in their hazardous life incompetents were speedily weeded out. Many a tale of danger and toil and suffering, startling, severe, and horrible, has illumined the pages of the history of this pursuit, and scarce any, even the humblest of these hardy mariners, but can, from his own experience, narrate truths stranger than fiction. In many ports, among hundreds of islands, on many seas the flag of the country from which they sailed was first displayed from the mast-head of a whale-ship. Pursuing their avocation wherever a chance presented, the American flag was first unfurled in an English port from the deck of one American whaleman, and the ports of the western coast of South America first beheld the Stars and Stripes shown as the standard of another. It may be safely alleged that but for them the western

try, so far as it related to our own country, and append to it, so far as was practicable, a record of every voyage which has been performed. Of the magnitude of this labor only those who have had similar experience can form any idea. In the one item of marine reports, it comprehended the examination of newspapers covering a period of one hundred and seventy years. The limited time allowed for the work performed is not mentioned by the writer in any spirit of self-laudation, but as a statement due to himself for any possible errors of omission or commission that may have occurred.

Fortunately in the collection of material for a work of an entirely different nature much had been gathered which had a bearing upon this subject, and much that was absolutely necessary for use in this connection, and, fortunately, the kindness of many friends lightened still more the labor. Wherever the writer has been in search of material the utmost courtesy has been extended, and, with very rare exceptions, whenever application has been made, books and documents have been freely placed at his command. Especially is he under obligations to Charles Eldridge, esq., of Fairhaven; Dennis Wood, esq., the proprietor of the Shipping-List; and R. C. Ingraham, esq., of New Bedford; the late William R. Sleight, esq., of Sag Harbor, N. Y.; the late Hon. Henry P. Haven, and Haven, Williams & Co., of New London, Conn.; Benjamin F. Cook, esq., of New York; Hon. Lorenzo Sabine, of Boston (who kindly placed all his papers on the subject at the author's disposal); F. C. Sanford, J. S. Barney, and W. H. Macy, esqrs., and Miss R. A. Gardner, of Nantucket; Maj. S. B. Phinney, of Barnstable; R. L. Pease, esq., of Edgartown; Capt. Silas Jones, of Palmyra; Capt. S. W. Macy, of Newport, R. I.; B. Fernald, esq., custodian of historical records of New York (see numerous quotations the result mainly of his indefatigable researches); and the collectors and assistants of the ports of Boston and New Bedford. He also acknowledges courtesies from those in charge of the libraries of the Massachusetts Historical, Boston Athenæum, and American Antiquarian Societies.

If in the search for facts the historical idols of others have been shattered, it may be a source of satisfaction to them to learn that the writer has been equally iconoclastic with many that he too has revered.

ALEXANDER STARBUCK.

WALTHAM, MASS., March 1, 1877.

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ALEXANDER STARBUCK.

oceans would much longer have been comparatively unknown,\* and with equal truth may it be said that whatever of honor or glory the United States may have won in its explorations of these oceans, the necessity for their explorations was a tribute wrung from the Government, though not without earnest and continued effort, to the interests of our mariners, who, for years before, had pursued the whale in these uncharted seas, and threaded their way with extremest care among these undescribed islands, reefs, and shoals. Into the field opened by them flowed the trade of the civilized world. In their footsteps followed Christianity. They introduced the missionary to new spheres of usefulness, and made his presence tenable. Says a writer in the London Quarterly Review: "The whale fishery first opened to Great Britain a beneficial intercourse with the coast of Spanish America; IT LED IN THE SEQUEL TO THE INDEPENDENCE OF THE SPANISH COLONIES."

\* \* \* \* \* "But for our Whalers, *we never might have founded our colonies in Van Dieman's Land and Australia*—or if we had *we could not have maintained them in their early stages of danger and privation*.—Moreover, our intimacy with the Polynesians must be traced to the same source. The Whalers were the first that traded in that quarter—they PREPARED THE FIELD FOR THE MISSIONARIES; and the same thing is now in progress in New Ireland, New Britain, and New Zealand." All that the English fishery has done for Great Britain, the American fishery has done for the United States—and more. In war our Navy has drawn upon it for some of its sturdiest and bravest seamen, and in peace our commercial marine has found in it its choicest and most skilful officers. In connection with the cod-fishery it schooled the sons of America to a knowledge of their own strength, and in its protection developed and intensified that spirit of self-reliance, independence, and national power to which the conflict of from 1775 to 1783 was a natural and necessary resultant. The wars carried on between England and France from 1600

\* The North American Review, in 1834, in an article on the Whale Fishery, says, "A few years since, two Russian discovery ships came in sight of a group of cold, inhospitable islands in the Antarctic Ocean. The commander imagined himself a discoverer, and doubtless was prepared with drawn sword and with the flag of his sovereign flying over his head to take possession in the name of the Czar. At this time he was becalmed in a dense fog. Judge of his surprise, when the fog cleared away, to see a little sealing sloop from Connecticut as quietly riding between his ships as if lying in the waters of Long Island Sound. He learned from the captain that the islands were already well known, and that he had just returned from exploring the shores of a new land at the south; upon which the Russian gave vent to an expression too hard to be repeated, but sufficiently significant of his opinion of American enterprise. After the captain of the sloop, he named the discovery 'Palmer's Land,' in which the American acquiesced, and by this name it appears to be designated on all the recently-published Russian and English charts." A similar experience awaited the English ship *Carlton*, Captain Cubins, who came in sight of Hurd's Island, and, like the Russian, thought it hitherto unknown land. The similarity was carried still further by the appearance of the schooner *Oxford*, of Fairhaven (tender to the *Arab*), the captain of which informed him that the island was discovered by them eighteen months before.



to 1760 had, as one of their objective points, a monopoly of these fisheries on the American coast from the plantations in Maine to the northward, and Port Royal, the culminating point of the conflict revealed to America the secret of her own strength. In the final treaty of peace succeeding the war for Independence the protection of these interests, which the colonists had, unaided, maintained, was made one of the ultimate on the part of the Commissioners for the United States, and subsequent events have demonstrated conclusively the wisdom of their statesmanship. At almost every stage of the arrangement of treaties of peace between England and France prior to 1783 and since 1600, and at almost every similar occasion in treaties between England and the United States subsequently to that time, the question of the fisheries has obtruded itself, and demanded a satisfactory solution. Latterly, it is true, the questions have hinged wholly upon the cod-fishery, since the taking of whales is mostly carried on outside of any national jurisdiction, but prior to and immediately after the war of the Revolution, as late indeed as 1818, the question of whaling was quite as much involved.

The development of this industry in the United States, from the period when a few boats first practiced it along the coast to the time when it employed a fleet of seven hundred stanch ships and fifteen thousand hardy seamen, is an interesting chapter in our national history.

#### B.—FROM 1600 TO 1700.

CAPE COD, CONNECTICUT, LONG ISLAND, NANTUCKET, MARTHA'S VINEYARD, SALEM.

The American whale fishery (limiting that subject entirely to the prosecution of that pursuit from what is now known as the United States,) is cotemporary with the settlement of the New York and New England colonies. Indeed, one of the main ideas in the settlement of Massachusetts was the founding of a fishing colony, and one of the provisions in the charter guaranteed to the colonists their right to unrestrictedly fish.\* It was a serious question with the settlers of Eastern Massachusetts whether to adopt Cape Cod for a residence, or select some more propitious site, and the main arguments adduced for that locality were: "1st. That it afforded a good harbor for boats, though not for ships. 2d. That the ground was well adapted to the raising of corn. 3d. It was a place of profitable fishing, *for large whales of the best kind for*

\* "Wee have given and granted \* \* \* all fishes—royal fishes, whales, balan, sturgeons, and other fishes, of what kinde or nature soever that shall at any tyme hereafter be taken in or within the saide seas or waters, or any of them by the said" (here follow the names of the grantees) "their hoires and assignes, or by any other person or persons whatsoever there inhabiting, by them, or any of them, to be appointed to fishe therein." (Charter of Massachusetts.)

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oil and bone came daily alongside and played about the ship. The master and his mate, and others experienced in fishing, preferred it to the Greenland whale fishery, and asserted that were they provided with the proper implements, £300 or £400 worth of oil might be obtained.\* 4th. The situation was healthy, secure, and defensible. 5th. It was in the depth of winter and inexpedient to look further.\* Coming from England, as the vast majority of the early settlers did, where the value of the fisheries had already assumed considerable importance, it would have been strange if they had failed to have appreciated this important feature of their surroundings.

At this time the whales were very numerous both along the coast and in deep water.† Their habits seem to have been somewhat migratory, as the boat-whaling season usually commenced very regularly early in November and ceased in March or April. According to some writers, the Indians, before the advent of the whites, were accustomed to pursue the whales in their canoes, and occasionally succeeded in harassing them to death. Their weapons consisted of a rude wooden harpoon, to which was attached a line with a wooden float at the end,‡ and the method of attack was to plunge their instruments of torture into the body of the whale whenever he came to the surface of the water to breathe. In Waymouth's journal of his voyage to America in 1605,§ in describing the Indians on the coast, he says: "One especial thing is their manner of killing the whale, which they call powdawe; and will describe his form; how he bloweth up the water; and that he is twelve fathoms long; and that they go in company of their king with a multitude of their boats; and strike him with a bone made in fashion of a harping iron fastened to a rope, which they make great and strong of the bark of trees, which they veer out after him; then all their boats come about him as he riseth above water, with their arrows they shoot him to death; when they have killed him and dragged him to shore, they call all their chief lords together, and sing a song of joy: and those chief lords, whom they call sagamores, divide the spoil and give to every man a share, which pieces so distributed, they hang up about their houses for provisions; and when they boil them they blow off the fat and put to their pease, maize, and other pulse which they eat." Among the Indians of Rhode Island it was the custom when a whale was cast ashore or killed within their jurisdiction, to cut the flesh into pieces and send to the

\* Thatcher's Hist. of Plymouth, p. 21.

† Capt. John Smith, in 1614, found whales so plentiful along the coast that he turned aside from the primary object of his voyage to pursue them. Richard Mather, who came over to the Massachusetts Bay in 1635, records in his journal of the voyage seeing near New England "mighty whales spewing up water in the air, like the smoke of a chimney, and making the sea about them white and hoary, as is said in Job, of such incredible bigness that I will never wonder that the body of Jonas could be in the belly of a whale." (Sabine's Report, p. 42.)

‡ "Etchings of a Whaling Cruise," Browne, p. 522.

§ Mass. Hist. Soc. Coll., iii series, viii vol., 156 p.

neighboring tribes as a present of peculiar value.\* Scammon says:† "It has been stated by several writers that the American colonists followed up the Indian mode of capturing the whale, by first striking it with a harpoon having a log of wood attached to it by a line, even as late as the commencement of the Sperm Whale fishery." It is quoted that the Hon. Paul Dudley stated: "Our people formerly used to kill the whale near the shore, but now they go off to sea in sloops and *chalc-bouts*. Sometimes the whale is killed by a single stroke, and yet at other times she will hold the whalers in play *near half a day together*, with their lances; and sometimes they will get away after they have been lanced and spouted thick blood, with irons in them, and drags (droges) fastened to them, which are thick boards about fourteen inches square." \* \* \* "We are of the opinion, however, that the colonial whalers did not follow the Indian mode of whale-fishing; for it is well known that the British whalers, as early as 1670, used the line attached to the boat, and, so far as the drags or 'droges' are concerned, they are used at the present day in cases of emergency.‡

As early as 1639, Massachusetts, with an eye to the importance of the fisheries, passed an act to encourage them. By its provisions all vessels employed in taking or transporting fish were exempted from all duties and taxes for the term of seven years, and all fishermen were exempted from military service during the fishing season. As important as the pursuit of whaling seemed to have been considered by the first settlers, many years seem to have elapsed before it was followed as a business, though probably something was attempted in that direction prior to any recorded account that we have. The subject of drift-whales appears to have attracted considerable importance both in the Plymouth and the Massachusetts Bay colonies. The colonial government claimed a portion, a portion was allowed to the town, and the finder, if no other

\* Arnold's Hist. R. I., i, p. 85. Among the Montauk Indians the most savory sacrifice to their deity was the tail or fin of the whale. (Hedge's Address, p. 35.) The Greenlander's idea of Heaven, according to Father Hennepin, was a place where there would be an immense cauldron continually boiling, and each could take as much seal blubber, ready cooked, as he wanted.

† Marine Mammalia and American Whale Fishery, p. 204, note.

‡ It would appear from Purchas' account that lines were used to attach the boat to the whale as early as 1613. He writes: "I might here recreate your wearied eyes with a hunting spectacle of the greatest chase which nature yieldeth; I mean the killing of a whale. When they espy him on the top of the water (which he is forced to for to take breath), they row toward him in a shallop, in which the harponcer stands ready with both his hands to dart his harping iron, to which is fastened a line of such length that the whale (which suddenly feeling himself hurt, sinketh to the bottom,) may carry it down with him, being before fitted that the shallop be not therewith entangled; coming up again, they strike him with lances made for that purpose, about twelve feet long, the iron eight thereof, and the blade eighteen inches—the harping iron principally serving to fasten him to the shallop, and thus they hold him in such pursuit, till after streams of water, and next of blood, cast up into the air and water, (as angry with both elements, which have brought thither such weak hands for his destruction,) he at length yieldeth up his slain carcass as meed to the conquerors."

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Common says:† "It is evident that the colonists followed the practice of striking it with a line, even as late as 1661, as is quoted that the practice was to kill the whale with a line and *whale-boats*. Yet at other times the boats were *together*, with their bows (or prows) fastened to the line (square)." \* \* \* The colonists did not follow the practice that the British used in the boat, and, so far as is known at the present day

the importance of the whale fishery in all vessels was not understood from all duties were exempted. It was as important as the whale fishery to the first settlers, and was considered as a business, in the direction prior to the discovery of drift-whales applicable in the Plymouth Colony. The government claimed the whale fishery, if no other business, as the most savory sacrifice. (Address, p. 35.) The whale fishery was as a place where there could be taken as much seal

to attach the boat to the shore with your wearied eyes with a line; I mean the killing of the whale, who is forced to for to the harpoon stands ready to pierce a line of such length as to reach the bottom, may carry it down to the bottom, coming up again, a line two feet long, the iron harpoon principally serving to fasten the boat after streams of water, and both elements, which are of length yieldeth up

claimant appeared to dispute his title, might presume to claim the other third. Evidently at times some disposition to rebel was manifested, for in 1661, the general court of Plymouth Colony sent to Sandwich, Barnstable, Yarmouth, and Eastham the following proposition:

"OCT. 1, 1661.—LOVEING FRIENDS: Whereas the Generall Court was pleased to make some proposition to you respecting the drift fish or whales; in case you should refuse theire proffer, they impowered mee, though vnditt, to farme out what should belonge vnto them on that account; and seeing the time is expired, and it fales into my hands to dispose of, I doe therefore, with the advice of the Court, in answare to your remonstrance, say, that if you will duely and trewly pay to the countrey for euery whale that shall come one hogshhead of oyle att Boston, where I shall appoint, and that current and merchantable, without any charge or trouble to the countrey.\*—I say, for pence and quietness sake you shall have it for this present season, leaneing you and the Election Court to settle it soe as it may bee to satisfaction on both sides; and in case you accept not of this tender, to send it within fourteen dayes after the date heerof and if I heare not from you, I shall take it for granted that you will accept of it, and shall expect the accomplishment of the same.

"Yours to vse,

"CONSTANT SOUTHWORTH TREASURER."

The offer was accepted and indorsed as follows:

"THE SIXT OF THE FIRST MONTH 61-62.

"Agreement to give 2 blbs of oyle from each whale according to proposition made for yeare past, to eud all troubles.

"ANTHONY THACHER.

"ROBERT DENIS.

"THOMAS BOARDMAN.

"RICHARD TAYLER."

Numerous instances of orders relating to drift-whales occur in the records of Plymouth, Massachusetts, and New York. In 1662, the town of Eastham voted that a part of every whale cast ashore should be appropriated for the support of the ministry.‡ Many were the disputes that the general court was called upon to adjust in regard to stranded whales, but the decisions seem to be, if not generally satisfactory, at least universally acquiesced in.

The earliest account of whale-killing by the people of Cape Cod comes to us in the form of a tradition, and quite an unsatisfactory and improbable

\* By an order of court, June 6, 1654, whales cast up on lands of purchasers belonged to said proprietors. (Plym. Col. Rec. iii, p. 53.) This being much more satisfactory than the order compelling tribute to the government, probably caused ill-feeling when the general court preferred a claim.

† Plym. Col. Rec., vol. iv, p. 6.

‡ Freeman's Hist. Cape Cod, ii, p. 362.

ble tradition, too. It is to the effect that one William Hamilton was the first to kill these fish from that region, and he was obliged to remove from that section of country, as his fellow-citizens persecuted him for his skill, attributing his success to undue familiarity with evil spirits. Hamilton is said to have removed to Rhode Island, and from thence to Connecticut, where he died in 1746, aged 103 years. Several things militate against this story. Neither the annals of the Cape\* nor genealogical registers contain any record of him. Naturally the courts would take some cognizance of an offense so heinous that the offender was openly persecuted, but we do not find him noted as a criminal. The people who settled on the Cape were too familiar with fishing to attribute success to aught but skill and natural causes, and the Cape was more an asylum for the persecuted than the source of persecution. It is far more probable that at the time of his birth, if he ever existed there, there were people familiar with this art in that region. It had certainly become a pursuit of much importance in other sections of the country long before he was old enough to handle a harpoon, and the product of this fishery had found its way to Boston while he was yet a young man.

In 1688 Secretary Randolph writes home from Massachusetts: "New Plymouth Colony have great profit by whale killing. I believe it will be one of our best returns, now beaver and peltry fayle us."† In March of the same year there was placed on the colonial records of Massachusetts Bay a memorandum embodying the universally recognized law of whalers that "craft claims the whale." It specifies: "1<sup>st</sup>: if any persons shall find a Dead whael on the stream And have the opportunity to toss herr on shore; then ye owners to alov them twenty shillings; 2<sup>ly</sup>: if thay cast hur out & secure ye blubber & bone then ye owners to pay them for it 30s (that is if ye whael ware liekly to be loast;) 3<sup>ly</sup>, if it proves a floate son not killed by men then ye Admirall to Doe thaire in as he shall please;—4<sup>ly</sup>; that no persons shall presume to cut up any whael till she be vewed by toe persons not consarned; that so ye Right owners may not be Rongged of such whael or whaels; 5<sup>ly</sup>, that no whael shall be needlessly or fouelishly laused behind ye vitall to avoid stroy; 6<sup>ly</sup>, that each companys harping Iron & lancee be Distineckly marked on ye heads & socketts with a pobliek mark: to ye prevention of strife; 7<sup>ly</sup>, that if a whale or whalls be found & no Iron in them: then thay that lay ye neerest claime to them by thaire strokes & ye natoral markes to haue them; 8<sup>ly</sup>, if 2 or 2 companyes lay equal claimes, then thay equelly to shear."‡

In November, 1690, the colony of New Plymouth appointed "Inspectors of Whale," in order to the "prevention of suits by whalers." The

\* It is scarcely probable that so careful a historian as Freeman would have omitted to make mention of Hamilton, if this story of him had any foundation in fact.

† Hutchinson's Coll., p. 558.

‡ Mass. Col. MSS., Treasury, iii, p. 80.

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William Hamilton was obliged to resign his office, and was persecuted him with evil spirit, and from thence several things. Several things the Cape\* nor generally the courts would not the offender was a criminal. The fishing to attribute and the Cape was of persecution. It if he ever existed in that region. It had other sections of the harpoon, and the while he was yet a

Massachusetts: "New York. I believe it will be very fayle us."† In the colonial records of the universally recognized whale." It specifies the stream and have owners to allow them to ye blubber & bone whale ware likely to by men then ye Adm that no persons shall toe persons not considered of such whale or unethically lanced be any harping Iron & etts with a publick e or whalls be found claime to them by , if 2 or 2 companies

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rules governing them were: "1. All whales killed or wounded & left at sea the killers to repair to the inspectors & give marks, time, place, which shall be recorded. 2. All whales brought or cast ashore to be viewed by inspector or deputy before being cut & marks & wounds recorded with time & place. 3. Any person cutting or defacing whale before being viewed unless necessary shall lose right to it, & pay 10£ to county, & fish to be seized by inspectors for owners' use. Inspectors to have power to make deputy and allow 6s. per whale. 4. Those finding whale a mile from shore not appearing to be killed by man shall be first to secure them, pay 1 hoghead of oyle to ye county for each whale."\*

In 1647 (May 25) at a meeting of the general court held at Hartford, Conn., the following resolve was passed: "Yf Mr. Whiting, w<sup>th</sup> any others shall make tryall and p<sup>r</sup>secute a designe for the takeing of whale w<sup>th</sup>in these libertyes, and if vpon tryall w<sup>th</sup>in the terme of two yeares, they shall like to goe on, noe others shalbe suffered to interrupt the, for the tearme of seauen yeares."† Whether Mr. Whiting, who seems to have been quite a prominent man and a merchant at Hartford, ever did "prosecute his designe," or not, we are left to conjecture; but so far as we at present know, this is the earliest official document showing any intention in that direction, and many years elapse before Connecticut again claims attention upon this subject.

It is probably safe to assert that the first organized prosecution of the American whale-fishery was made along the shores of Long Island. The town of Southampton, which was settled in 1640 by an offshoot from the Massachusetts Colony at Lynn,‡ was quick to appreciate the value of this source of revenue. In March, 1644, the town ordered the town divided into four wards of eleven persons to each ward, to attend to the drift-whales cast ashore. When such an event took place two persons from each ward (selected by lot) were to be employed to cut it up. "And every Inhabitant with his child or servant that is above sixteen years of age shall have in the Division of the other part," (*i. e.* what remained after the cutters deducted the double share they were, *ex officio*, entitled to) "an equall proportion provided that such person when yt falls into his ward a sufficient man to be employed aboute yt."§ Among the names of those delegated to each ward are many whose descendants became prominent in the business as masters or owners of vessels—the Coopers, the Sayres, Mulfordes, Peirsons, Hedges, Howells, Posts, and others. A few years later the number of "squadrons" was increased to six.

\* Plym. Col. Rec. vi, pp. 252-3.

† Conn. Col. Rec., i, p. 154.

‡ Southampton was settled under a patent from the Earl of Sterling, and the privileges accorded were essentially those of the Massachusetts Bay Colony. In 1664 the commissioners to adjust the colonial bounds decided this and the adjacent towns to be within the jurisdiction of the Duke of York.

§ *Southampton's Hist.* of Southampton, p. 179.

In February, 1645, the town ordered that if any whale was cast ashore within the limits of the town no man should take or carry away any part thereof without order from a magistrate, under penalty of twenty shillings. Whoever should find any whale or part of a whale, upon giving notice to a magistrate, should have allowed him five shillings, or if the portion found should not be worth five shillings the finder should have the whole. "And yt is further ordered that yf any shall finde a whale or any peece thereof upon the Lord's day then the aforesaid shillings shall not be due or payable."\* "This last clause" says Howell, "appears to be a very shrewd thrust at 'mooning' on the beach on Sundays."

It was customary a few years later to fit out expeditions of several boats each for whaling along the coast, the parties engaged camping out on shore during the night. These expeditions were usually gone about one or two weeks.† Indians were usually employed by the English, the whites furnishing all the necessary implements, and the Indians receiving a stipulated proportion of oil in payment.

In Easthampton on the 6th of November, 1651, "It was Ordered that Goodman Mulford shall call out ye Town by succession to loke out for whale."‡ Easthampton, however, like every other town where whales were obtainable, seems to have had its little unpleasantnesses on the subject, for in 1653 the town "Ordered that the share of whale now in controversie between the Widow Talmage and Thomas Talmage" (alas for the old-time Chesterfieldian gallantry) "shall be divided among them as the lot is."§ In the early deeds of the town the Indian grantors were to be allowed the fins and tails of all drift-whales; and in the deed of Montauk Island and Point, the Indians and whites were to be equal sharers in these prizes.|| In 1672 the towns of Easthampton, Southampton, and Southwold presented a memorial to the court at Whitehall "setting forth that they have spent much time and paines, and the greatest part of their Estates, in settling the trade of whale-fishing in the adjacent seas, *having endeavoured it above these twenty yeares*, but could not bring it to any perfection till within these 2 or 3 yeares last past. And it now being a hopefull trade at N<sup>w</sup> Yorke, in America, the Governor and the Dutch there do require ye Petitioners to come under their patent, and lay very heavy taxes upon them beyond any of his Ma<sup>ties</sup> subjects in New England, and will not permit the petitioners to have any deputys in Court,¶ but being chiefe, do impose what Laws they please upon them, and insulting very much over the Petitioners threaten to cut down their timber which is but little they have to Casks for oyle, altho' the Pet<sup>rs</sup> purchased their landes of the Lord Sterling's deputy, above 30 yeares since, and have till now under the Government and Pat-

\* *Ibid.*, p. 184.

† *Ibid.*, p. 183.

‡ Bi-Centennial Address at Easthampton, 1850, by Henry P. Hedges, p. 8.

§ *Ibid.*, p. 2.

|| *Ibid.*

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ent of Mr. Winthrop, belonging to Conitycut Patent, which lyeth far  
 more convenient for ye Petitioners assistance in the aforesaid Trade." They  
 desire, therefore, either to continue under the Connecticut govern-  
 ment, or to be made a free corporation. This petition was referred to  
 the "Council on Foreign Plantations."

This would make the commencement of the industry date back not  
 far from the year 1650. In December, 1652, the directors of the Dutch  
 West India Company write to Director General Peter Stuyvesant, of  
 New York: "In regard to the whale fishery we understand that it might  
 be taken in hand during some part of the year. If this could be done  
 with advantage, it would be a very desirable matter, and make the  
 trade there flourish and animate many people to try their good luck in  
 that branch.\*" In April, (4th,) 1656, the council of New York "received  
 the request of Hans Jongh, soldier and tanner, asking for a ton of  
 train-oil or *some of the fat of the whale lately captured.*†

In April, 1669, Mr. Samuel Mavericke writes to Colonel Nicolls:‡

"On ye Eastend of Long Island there were 12 or 13 whales taken before  
 ye end of March, and what since wee heare not; here are dayly some  
 seen in the very harbour, sometimes within Nutt Island. Out of the  
 Pinnace the other week they struck two, but lost both, the iron broke  
 in one, the other broke the warpe.§ The Governor hath encouraged  
 some to follow this designe. Two shallops made for itt, but as yett wee  
 doe not heare of any they have gotten."

In 1672, the town of Southampton passed an order for the regulation  
 of whaling, which, in the latter part of the year, received the following  
 confirmation from Governor Lovelace: "Whereas there was an ordi-  
 nance made at a Towne-Meeting in South Hampton upon the Second  
 Day of May last relating to the Regulation of the Whale fishing and  
 Employment of the Indyans therein, wherein particularly it is mentioned.  
 That whosoever shall Hire an Indyan to go a-Whaling, shall not give  
 him for his Hire above one Trucking Cloath Coat, for each whale, hee  
 and his Company shall Kill, or halfe the Blubber, without the Whale  
 Bone under a Penalty therein exprest: Upon Considerac'on had there-  
 upon, I have thought good to Allow of the said Order, And do hereby  
 Confirm the same, untill some inconvenience therein shall bee made ap-  
 peare, And do also Order that the like Rule shall bee followed at East  
 Hampton and other Places if they shall finde it practicable amongst  
 them.

"Given under my hand in New Yorke, the 28th of Novemb'r, 1672.

[Sign.]

"FRAN: LOVELACE."||

\* N. Y. Col., MSS., vi, p. 75.

† N. Y. Col., MSS., vi, p. 354.

‡ N. Y. Col., Rec. iii, p. 183.

§ It would seem by this that as early as 1669 American whalemans were accustomed  
 to fasten to the whale with their lines.

|| N. Y. Col., MSS.



Upon the same day that the people of Southampton passed the foregoing order, Governor Lovelace also issued an order citing that in consequence of great abuse to his Royal Highness in the matter of drift-whales upon Long Island, he had thought fit to appoint Mr. Wm. Osborne and Mr. John Smith, of Hempstead, to make strict inquiries of Indians and English in regard to the matter.\*

It was early found to be essential that all important contracts and agreements, especially "between the English and Indians relating to the killing of whales should be entered upon the town books, and signed by the parties in presence of the clerk and certified by him. Boat-whaling was so generally practiced and was considered of so much importance by the whole community, that every man of sufficient ability in the town was obliged to take his turn in watching for whales from some elevated position on the beach, and to sound the alarm on one being seen near the coast."† In April, (2d,) 1668, an agreement was entered on the records of Easthampton, binding certain Indians of Montauket in the sum of £10 sterling to go to sea, whaling, on account of Jacobus Skallenger and others, of Easthampton, beginning on the 1st of November and ending on the 1st of the ensuing April, they engaging "to attend dilligently with all opportunite for ye killing of whales or other fish, for ye sum of three shillings a day for every Indian: ye sayd Jacobus Skallenger and partners to furnish all necessario craft and tackling convenient for ye designe." The laws governing these whaling-companies were based on justice rather than selfishness. Among the provisions was one passed January 4, 1669, whereby a member of one company finding a dead whale killed by the other company was obliged to notify the latter. A prudent proviso in the order was that the person bringing the tidings should be well rewarded. If the whale was found at sea, the killers and finders were to be equal sharers. If irons were found in the whale, they were to be restored to the owners.‡ In 1672, John Cooper desired leave to employ some "strange Indians" to assist him in whaling, which leave was granted;§ but these Indian allies required tender handling, and were quite apt to ignore their contracts when a fair excuse could be found, especially if their hands had already closed over the financial consideration. Two or three petitions relating to cases of this kind are on file at New York. One of them is from "Jacob Skallenger, Stephen Hand, James Loper and other adjoined with them in the Whale Designe at Easthampton," and was presented in 1675. It sets forth that they had associated together for the purpose of whaling, and agreed to hire twelve Indians and man two boats. Having seen the natives yearly employed both by neighbors and those in surrounding towns, they thought there could be no objec-

\* N. Y. Col., MSS., General Entries iv, p. 123, Francis Lovelace.

† Howell's Southampton.

‡ This code was very similar to that afterward adopted in the Massachusetts Bay.

§ N. Y. Col. MSS.; General Entries, iv, p. 235.

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tion to their doing likewise. Accordingly, they agreed in June with twelve Indians to whale for them during the following season. "But it fell out soe that foure of the said Indians (competent & experienced men) belonged to Shelter-Island whoe with the rest received of your petition<sup>rs</sup> in pt. of their hire or wages 25s. a peece in hand at the time of the contract, as the Indian Custome is and without which they would not engage themselves to goe to Sea as aforesaid for your Petition<sup>rs</sup>." Soon after this there came an order from the governor requiring, in consequence of the troubles between the English and the aborigines, that all Indians should remain in their own quarters during the winter. "And some of the towne of Easthampton wanteing Indians to make up theirerne for whaling they take advantage of your hon<sup>rs</sup> s<sup>d</sup> Ordre thereby to hinder your petition<sup>rs</sup> of the said foure Shelter-Island Indians. One of ye Overseers being of the Company that would soe hinder your petition<sup>rs</sup>. And Mr. Barker warned yo<sup>r</sup> petition<sup>rs</sup> not to entertaine the said foure Indians without licence from your hon<sup>r</sup>. And although some of your petitioners opposites in this matter of great weigt to them seek to prevent yo<sup>r</sup> petition<sup>rs</sup> from having those foure Indians under pretence of zeal in fullfilling y<sup>r</sup> hon<sup>rs</sup> order, yet it is more then apparent that they endeavor to break yo<sup>r</sup> petition<sup>rs</sup> Company in y<sup>t</sup> maner that soe they themselves may have opportunity out of the other eight Easthampton Indians to supply their owne wants." After representing the loss liable to accrue to them from the failure of their design and the inability to hire Easthampton Indians, on account of their being already engaged by other companies, they ask relief in the premises,\* which Governour Andross, in an order dated November 18, 1675, grants them, by allowing them to employ the aforesaid Shelter-Island Indians.†

Another case is that of the widow of one Cooper, who in 1677 petitions Andross to compel some Indians who had been hired and paid their advance by her late husband to fulfill to her the contract made with him, they having been hiring out to other parties since his decease.‡

The trade in oil from Long Island early gravitated to Boston and Connecticut, and this was always a source of much uneasiness to the authorities at New York. The people inhabiting Easthampton, Southampton, and vicinity, settling under a patent with different guarantees from those allowed under the Duke of York, had little in sympathy with that government, and always turned toward Connecticut as their natural ally and Massachusetts as their foster mother. Scarcely had what they looked upon as the tyrannies of the New York governors reduced them to a sort of subjection when they were assailed by a fresh enemy. A sudden turn of the wheel of fortune brought them, in 1673, a second time under the control of the Dutch. During this interregnum, which lasted from July, 1673, to November, 1674, they were summoned, by their then

\* N. Y. Col. MSS., xxv, Sir Ed. Andross, p. 41.

† Warrants, Orders, Passes, &c., 1674-1679, p. 161.

‡ N. Y. Col. MSS., xxvi, p. 153.

conquerors, to send delegates to an assembly to be convened by the temporary rulers. In reply the inhabitants of Easthampton, Southampton, Southold, Seatoocook, and Huntington returned a memorial setting forth that up to 1664 they had lived quietly and prosperously under the government of Connecticut. Now, however, the Dutch had by force assumed control, and, understanding them to be well disposed, the people of those parts proffer a series of ten requests. The ninth is the particular one of interest in this connection, and is the only one not granted. In it they ask, "That there be free liberty granted ye 5 townes aforesaid for ye procuring from any of ye united Colonies (without molestation on either side :) warpes, irons or any other necessaries ffor ye comfortable carrying on the whale design." To this reply is made that it "cannot in this conjunction of time be allowed." "Why," says Howeli,\* "the Council of Governor Colve chose thus to snub the English in these five towns in the matter of providing a few whale-irons and necessary tackle for capturing the whales that happened along the coast, is inconceivable;" but it must be remembered that the English and Dutch had long been rivals in this pursuit, even carrying their rivalry to the extreme of personal conflicts. The Dutch assumed to be, and practically were, the factors of Europe in this business at this period, and would naturally be slow to encourage any proficiency in whaling by a people upon whom they probably realized that their lease of authority would be brief. Hence, although they were willing to grant them every other right in common with those of their own nationality, maritime jealousy made this one request impracticable. How the people of Long Island enjoyed this state of affairs is easy to infer from their petition of 1672. The oppressions alike of New York governors and Dutch conquerors could not fail to increase the alienation that difference of habits, associations, interests, and rights had implanted within them. Among other arbitrary laws was one compelling them to carry all the oil they desired to export to New York to be cleared, a measure which produced so much dissatisfaction and inconvenience that it was beyond a doubt "more honored in the breach than in the observance." At times some captain, more scrupulous than the rest, would obey the letter of the law or procure a remission of it. Thus, in April, 1678, Benjamin Alford, of Boston, in New England, merchant, petitioned Governor Brockholds for permission to clear with a considerable quantity of oil that he had bought at Southampton, directly from that port to London, he paying all duties required by law. This he desires to do in order to avoid the hazard of the voyage to New York and the extra danger of leakage thereby incurred. He was accordingly allowed to clear as he desired.†

\* Hist. of Southampton, p. 62.

† N. Y. Col. MSS., xxvii, pp. 65, 66. Accompanying the order is a blank clearance reading as follows: "Permitt & suffer the good ——— of ——— A. B. Commander, bound for the Port of London in Old England to passe from the Harbo<sup>r</sup> at the North-Sea near South<sup>on</sup> at the East End of Long Isl. with her loading of Whale Oyl &

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In 1684 an act for the "Encouragement of trade and Navigation" within the province of New York was passed, laying a duty of 10 per cent. on all oil and bone exported from New York to any other port or place except directly to England, Jamaica, Barbadoes, or some other of the Caribbean Islands.

In May, 1688, the Duke of York instructs his agent, John Leven, to inquire into the number of whales killed during the past six years within the province of New York, the produce of oil and bone, and "about his share."\* To this Leven makes reply that there has been no record kept, and that the oil and bone were shared by the companies killing the fish. To Leven's statement, Andross, who is in England defending his colonial government, asserts that all those whales that were driven ashore were killed and claimed by the whalers or Indians.†

In August, 1688, we find the first record of an intention to obtain sperm oil. Among the records in the State archives at Boston is a petition from Timotheus Vandernen, commander of the brigantine Happy Return, of New Yorke, to Governor Andross, praying for "Licence and Permission, with one Equipage Consisting in twelve mariners, twelve whalemen and six Divers—from this Port, upon a fishing design about the Bohames Islands, And Cap florida, for sperma Coeti whales and Racks: And so to returne for this Port."‡ Whether this voyage was ever undertaken or not we have no means of knowing, but the petition is conclusive evidence that there were men in the country familiar even then with some of the haunts of the sperm whale and with his capture.

Francis Nicholson, writing from Fort James, December, 1688, says: "Our whalers have had pretty good luck, killing about Graves End three large whales. On the Easte End aboute five or six small ones."§ During this same year the town of Easthampton being short of money, debtors were compelled to pay their obligations in produce, and in order to have some system of exchange the trustees of the town "being legally met March 6, 1688-9 it was agreed that this year's Towne rate should be held to be good pay if it be paid as Follows :

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"Whale Bone 3 feet long and upwards.....	0	0	8."

Whalebone without any manner of Lett Hindrance or Molestacon, shes having beene cleared by order from the Custom house here & given security accordingly. Given under my hand in N. Y. this 20th day of April in the 30th yeare of his Ma<sup>ties</sup> raigue A<sup>o</sup> Dom ini 1678.

"To all his Ma<sup>ties</sup> Offic<sup>es</sup> whom this may Concerne."

\* N. Y. Col. Records, iii, p. 282.

† *Ibid.*, p. 311.

‡ Mass. Col. MSS., Usurpation, vi, p. 126.

§ *Ibid.*, iv, p. 303.

|| Bi-Centennial Address at Easthampton, p. 41.

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The first whaling expedition in Nantucket "was undertaken," says Macy,\* "by some of the original purchasers of the island; the circumstances of which are handed down by tradition, and are as follows: A whale, of the kind called 'seragg,' came into the harbor and continued there three days. This excited the curiosity of the people, and led them to devise measures to prevent his return out of the harbor. They accordingly invented and caused to be wrought for them a harpoon, with which they attacked and killed the whale. This first success encouraged them to undertake whaling as a permanent business; whales being at that time numerous in the vicinity of the shores."

In 1672 the islanders, evidently desirous of making further progress in this pursuit, recorded a memorandum of a proposed agreement with one James Loper, in which it is said that the said James "doth Ingage to carry on a Designe of Whale Catching on the Island of Nantucket that is to say James Ingages to be a third in all Respects, and som of the Town Ingages also to carry on the other two thirds with him in like manner—the town doth also consent that first one company shall begin, and afterwards the rest of the freeholders or any of them have Liberty to set up another Company provided they make a tender to those freeholders that have no share in the first company and if any refuse the rest may go on themselves, and the town doth engage that no other Company shall be allowed hereafter; also, whoever kill any whales, of the Company or Companies aforesaid, they are to pay to the Town for every such whale five shillings and for the Incoragement of the said James Loper the Town doth grant him ten acres of Land in sume Conveuant place that he may chuse in (Wood Land Except) and also liberty for the commonage of three cows and Twenty sheep and one horse with necessary wood and water for his use, on Conditions that he follow the trade of whalling on this Island two years in all seasons thereof beginning the first of March next Insuing; also he is to build upon his Land and when he leaves Inhabiting upon this Island then he is first to offer his Land to the Town at a valuable price and if the Town do not buy it he may sell it to whom he please; the commonage is granted only for the time of his staying here."† At the same meeting John Savidge had a

\* Hist. Nantucket, p. 28.

† There are most excellent reasons for concluding that Loper never went to Nantucket. When the parties to whom grants were made settled there, their lots were surveyed and laid out to them and the survey recorded. In Loper's case no after-mention occurs of him in any place or manner, and in the list of proprietors and their grants, made up in 1674, and forwarded to New York, his name is not mentioned. Notwithstanding the islanders, in their desire to honor and perpetuate his name, called two of their ships after him, those who are best judges in the matter concede that he never had a residence there. One James Loper (or Looper) resided at Easthampton and carried on whaling from there prior to 1675 (see petition of Shalenger, Hand & Loper). Undoubtedly this is the man referred to in the Nantucket records. Up to the year 1678, however, he still owned property in Easthampton. In regard to the Loper mentioned by Felt (Annals of Salem, p. 223), and who has been supposed (see Savage's

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grant made to him, upon condition that he took up his residence on the island for the space of three years, and also that he should "follow his trade of a cooper upon the island as the Town or whale Company have need to employ him." Loper beyond a doubt never improved this opportunity offered him of immortalizing himself, but Savidge did, and a perverse world has, against his own will, handed down to posterity the name of Loper, who did not come, while it has rather ignored that of Savidge, who did remove to that island.

The history of whaling upon Nantucket from that time until 1690 is rather obscure. There is a tradition among the islanders that in this year several persons were standing upon what was afterward known as Folly House Hill, observing the whales spouting and sporting in the sea. One of these people, pointing to the ocean, said to the others: "There is a green pasture, where our children's grandchildren will go for bread."\* It would be a matter of interest to know the name of the individual to whom this prophetic vision was revealed, but tradition is almost always lame somewhere. In 1690 the people of Nantucket, "finding that the people of Cape Cod had made greater proficiency in the art of whale-catching than themselves," sent thither and employed Ichabod Paddock to remove to the island and instruct them in the best method of killing whales and obtaining the oil.† Judging from subsequent events, he must have come and proved himself a good teacher and they most admirable pupils.

The earliest mention of whales at Martha's Vineyard occurs in November, 1652, when Thomas Daggett and William Weeks were appointed "whale cutters for this year." The ensuing April it was "Ordered by the town that the whale is to be cut out freely, four men at one time, and four at another, and so every whale, beginning at the east end of the town." In 1690 Mr. ‡ Sarson and William Vinson were appointed by "the proprietors of the whale" to oversee the cutting and sharing of all whales cast on shore within the bounds of Edgartown, "they to have as much for their care as one cutter."

genealogical dictionary) to be the one spoken of, the petition (Mass. Col. MSS., Usurpation, ii, p. 136) gives his name as *Jacobus Loper*, and it is by this name alone he is known. Thus in 1686 the constable of Eastham was ordered to attach *Jacobus Loper* to find sureties for good behavior and appearance at the next court, and at the October term *Jacobus Loper* was acquitted of a criminal charge. In no place does the Latin name undergo a change, and accompanying circumstances would scarcely seem to imply that the appellation was ever intended to be James. On the contrary the Nantucket document plainly says James, as also do the MSS. relating to Easthampton, and in no place is the Latinized form used.

\* Macy's Nantucket, p. 33.

† Macy's Nantucket, pp. 29-30. No record exists of this save in the form of tradition, but many circumstances give it an appearance of far greater probability than the story concerning Loper. Among other things, it is related as an historical fact by Zacchous Macy (Mass. Hist. Soc., Col. iii, p. 155), who died in 1797, aged 83 years, and hence was contemporary with some of the men living in Paddock's time. He, however, makes no mention of Loper.

‡ Richard L. Pease, esq., in Vineyard Gazette.

In 1692 came the inevitable dispute of proprietorship. A whale was cast on shore at Edgartown by the proprietors, "seized by Benjamin Smith and Mr. Joseph Norton in their behalf," which was also claimed by "John Steel, harpooner, on a whale design, as being killed by him." It was settled by placing the whale in the custody of Richard Sarson, esq., and Mr. Benjamin Smith, as agents of the proprietors, to save by trying out and securing the oil; "and that no distribution be made of the said whale, or effects, till after fifteen days are expired after the date hereof, that so such persons who may pretend an interest or claim, in the whale, may make their challenge; and in case such challenge appear sufficient to them, then they may deliver the said whale or oyl to the challenger; otherwise to give notice to the proprietors, who may do as the matter may require."

Mr. Felt, in his History of Salem,\* says that James Loper, of that town, in 1688, petitioned the colonial government of Massachusetts for a patent for making oil. In his petition Loper represents that he has been engaged in whale-fishing for twenty-two years.

On the 12th of March, 1692, John Higginson and Timothy Lindall, of Salem, wrote to Nathaniel Thomas: "We have been jointly concerned in severall whale voyages at Cape Cod, and have sustained greate wrong and injury by the unjust dealing of the inhabitants of those parts, especially in two instances: ye first was when Woodbury and company, in our boates, in the winter of 1690, killed a large whale in Cape Cod harbour. She sank and after rose, went to sea with a harpoon, warp, etc. of ours, which have been in the hands of Nicholas Eldredge. The second case is this last winter, 1691. William Edds and company, in one of our boates, struck a whale, which came ashore dead, and by ye evidence of the people of Cape Cod was the very whale they killed. The whale was taken away by Thomas Smith, of Eastham, and unjustly detained."†

Nor was the art of whaling unknown or unpraicticed by our Canadian neighbors in these early years, for M. de Denonville writes to M. de Seignelay, in 1690, that the Canadians are adroit in whaling, and that the "last ships have brought to Quebec, from Bayonne, some harpooners for Sieur Riverin."‡

\* Vol. ii, p. 224.

† *Ibid.*

‡ Memoir on Aœdia, &c., N. Y. Col. Rec., ix, pp. 444-5. Holmes, in his "American Annals" (vol. i, p. 133), says: "Other English ships went this year (1593) to Cape Breton. This is the first mention, that we find, of the whale-fishery by the English. Although they found no whales in this instance, yet they discovered on an island eight hundred whale fins where a Biscay ship had been three years before; and this is the first account we have of whale fins or whale bone by the English." So it appears that for a long term of years Canadian waters were the whaleman's garden.

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## C.—1700 TO 1750.

NANTUCKET; LONG ISLAND; CAPE COD; SALEM; BOSTON; RHODE ISLAND; MARTHA'S VINEYARD, ETC.

Immediately after the commencement of the eighteenth century the town of Sherburne,\* on the island of Nantucket, advanced rapidly to the front rank among whaling ports. So plentiful was their prey almost at their very doors, as it were, that no difficulty was at first experienced by the islanders in obtaining all the oil they desired without going out of sight of land. "The south side of the island," says a writer,† "was divided into four equal parts, and each part was assigned to a company of six, which, though thus separated, still carried on their business in common. In the middle of this distance" (of about three and a half miles to each division) "they erected a mast, provided with a sufficient number of rounds, and near it they built a temporary hut where five of the associates lived, whilst the sixth from his high station carefully looked toward the sea, in order to observe the spouting of whales." When one was seen, the boats were launched and the chase commenced. Sometimes, in pleasant weather, the whalers would venture nearly out of sight of land. A capture once made, the whale was towed ashore and the blubber "saved" after the manner of cutting in on board a vessel. Try-works were erected on the beach, and the blubber, after being cut up and sliced, was subjected to the process of "trying out." These try-works were used for many years after exclusive shore-fishing had ceased, the blubber of the whales captured at sea being cut up into square pieces and stowed into casks on board of the vessels. On the return home this product was removed to the try-houses and the oil extracted. This was substantially the method of carrying on the fishery all along the coast. As the natural consequence of long-continued practice, the inhabitants of Nantucket soon acquired great dexterity in the pursuit. Says St. John: "These people are become superior to any other whalers."‡ In this business many Indians were employed, each boat's crew being manned in part, some wholly, by aborigines, the most active among them being promoted to steersmen, and even at times one of them being allowed to command a boat. Under the stimulus of this

\* So called prior to 1795; since then better known as Nantucket.

† Letters from an American farmer, J. Hector St. John Crevecoeur. Within the past twenty five years, when whales were seen off Southampton, the alarm was sounded by means of a horn and boats were hastily manned in pursuit, and to the present day boats and whaling craft are kept in readiness to start in pursuit of whales at a moment's warning.

‡ J. Hector St. John de Crevecoeur. "Letters of an American Farmer." (Published 1782.) It is a somewhat disputed question whether St. John ever visited Nantucket or not. If he never did, his description of customs, &c., is remarkably accurate for hearsay evidence.

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encouragement they soon became experienced whalers and conversant with all the details of the business.\*

The first sperm whale taken by Nantucket whalers was captured by Christopher Hussey, in the year 1712, and the capture, destined to effect a radical change in the pursuit of this business, was the result of an accident. "He was cruising," says Macy,† "near the shore for Right whales, and was blown off some distance from the land by a strong northerly wind, where he fell in with a school of that species of whales, and killed one and brought it home. \* \* \* \* This event gave new life to the business, for they immediately began with vessels of about thirty tons to whale out in the 'deep,' as it was then called, to distinguish it from shore whaling. They fitted out for cruises of about six weeks, carried a few hogsheds, enough probably to contain the blubber of one whale, with which, after obtaining it, they returned home. The owners then took charge of the blubber, and tried out the oil, and immediately sent the vessels out again."‡ In 1715 Nantucket had six sloops engaged in this fishery, producing oil to the value of £1,100 sterling, the shore fishery being, in the mean time, still continued. There was no perceptible diminution in the number of whales taken from along the coast for quite a number of years after the establishment of the fishery.

In 1720 the inhabitants of Nantucket made a small shipment of oil to London in the ship *Hanover*, of Boston, William Chadder, master.§

\* Macy's Hist., p. 30.

† *Ibid.*, p. 36.

‡ The first sperm whale known to Nantucket "was found dead, and ashore, on the southwest part of the island. It caused considerable excitement, some demanding a part of the prize under one pretence, some under another, and all were anxious to behold so strange an animal. There were so many claimants of the prize, that it was difficult to determine to whom it should belong. The natives claimed the whale because they found it" (not a bad reason surely); "the whites, to whom the natives made known their discovery, claimed it by a right comprehended, as they affirmed, in the purchase of the island." (Ah! what lawyers they must have been!) "An officer of the crown" (here steps in the lion) "made his claim, and pretended to seize the fish in the name of His Majesty, as being property without any particular owner. \* \* \* \* It was finally settled that the white inhabitants who first found the whale, should share the prize equally amongst themselves." (Alas for royalty, and alas for the finders!). The teeth, considered very valuable, had been prudently taken care of by a white man and an Indian before the discovery was made public. The decision in regard to ownership certainly justified their precaution. This compromise made, the whale was cut up and the oil extracted. What the amount of it was is unknown. "The sperm procured from the head was thought to be of great value for medical purposes. It was used both as an internal and an external application; and such was the credulity of the people, that they considered it a certain cure for all diseases; it was sought with avidity, and, for a while, was esteemed to be worth its weight in silver."—(Macy's Hist.)

§ "Shipped by the grace of God, in good order and well conditioned, by Paul Starbuck, in the good ship called the *Hanover*, whereof is master under God for the present voyage, William Chadder and now riding in the harbour of Boston, and by God's grace bound for London; to say:—six barrels of

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Whether this was the first adventure of this kind or not we have no means of ascertaining, and we are in a similar state of uncertainty in regard to its success. As the fishery became more important, and vessels were used, it became necessary to select the site where there was the best harbor, and the location where the town of Nantucket now stands was selected.\* As the number of vessels increased it was also found necessary to replace the old landing-places, which at best were only temporary, and often destroyed by winter storms, with more substantial wharves, and accordingly, in 1723, the "Straight" wharf was built.† At this time the usual custom in winter was to haul the vessels and boats up on shore, as being safer and less expensive than lying at the wharf. The boats were placed bottom upwards and lashed together to prevent accidents in gales of wind, and the whaling "craft" was carefully stored in the warehouses. In the early days of whaling each vessel carried two boats, one of which seems to have been held in reserve in case of accident to the one lowered for whales.

In 1730 Nantucket employed in the fishery twenty-five vessels of from  
traine oyle, being on the proper account & risque of Nathaniel Starbuck, of Nantucket, and goes consigned to Richard Partridge merchant in London.  
[Prin. Paid.] Being marked & numbered as in the margin & to be delivered in like good order & well conditioned at the aforesaid port of London (The dangers of the sea only excepted) unto Richard Partridge aforesaid or to his assignees, He or they paying Freight for said goods, at the rate of fifty shillings per ton, with primage & average accustomed.

"In witness whereof the said Master or Purser of said Ship hath affirmed to Two Bills of Lading all of this Tenor and date, one of which two Bills being Accomplished, the other to stand void.

"And so God send the Good Ship to her desired Port in safety. Amen!

"Articles & contents unknown to—

"(Signed)

WILLIAM CHADDER.

"Dated at Boston the 7th 4th mo. 1720."

(From original bill of lading in possession of F. C. Sanford, esq.)

\* The place first settled was at Madaket, at the west end of the island. According to the records in the state-house at Boston, the following vessels were registered as belonging to Nantucket up to the year 1714: April 28, 1698, Richard Gardner, trader, registers sloop Mary, 25 tons, built in Boston, 1694; August 11, James Coffin, trader, registers sloop Dolphin, 25 tons, built in Boston, 1697; September 1, Richard Gardner, mariner, registers sloop Society, 15 tons, built in Salem, 1695; April 4, 1710, Peter Coffin, registers sloop Hope, 40 tons, built in Boston, 1709; April 24, 1711, Silvanus Hussey, sloop Eagle, 30 tons, built at Selnate, 1711; July 30, 1713, Silvanus Hussey, sloop Bristol, 14 tons, built at Tiverton, 1711; April 27, 1713, Abigail Howse, sloop Thomas, 12 tons, built at Newport, R. I., 1713; May 4, 1714, Ebenezer Coffin, sloop Nonsuch, 25 tons, built at Boston, 1714. (The Nonsuch is registered as of Boston; Coffin, however, was of Nantucket); 1714, Geo. Coffin, sloop Speedwell, 25 tons, built at Charlestown. This, then, was the character of their vessels up to 1715; among them the Hope, of 40 tons, was a very giant.

In 1732, however, the size had very greatly increased, for by a petition (Mass. Col. MSS. Maritime, v, p. 510), it appears that Isaac Myrick built at Nantucket a snow of 118 tons.

† Macy's Hist., p. 37. According to the Boston News Letter, European advices of August 3, 1724, reported that the Emperor of Russia had ordered the directors of the India Company "newly erected there" to get twelve vessels ready against the opening

38 to 50 tons burden each, and the returns were about 3,700 barrels of oil, worth, at £7 per ton, £3,200. Holmes says: \* "The whale-fishery on the North American coasts must, at this time" (1730), "have been very considerable; for there arrived in England from these coasts, about the month of July, 154 tons of train and whale oil, and 9,200 of whale bone." At this time there were nearly five hundred ships, manned by four thousand sailors, engaged in foreign traffic from Massachusetts.†

The culminating point of shore-whaling at Nantucket was probably reached in 1726. During that year there were 86 whales taken by boats, and the Coffins and Gardners, the Folgers, the Husseys, the Swains and Paddacks, the progenitors of that race of men who carried the name and fame of the little island of Nantucket to every accessible port on the globe, are chief among those who gathered this harvest.‡

The first recorded loss of a whaling-vessel from the island occurred in 1724, when a sloop, of which Elisha Coffin was master, was lost at sea with all on board.§ The second loss was that of another sloop, Thomas

of the spring, to sail for the Greenland whaling-ground, promising to them both protection and monopoly, "by which it will be prohibited, under severe penalties, to bring for the future any Oil or Whalebone into any Part of His Majesty's Dominions from Foreign Countries." Early in 1725 the directors of the English South Sea Company ordered 12 more ships for whaling in these seas. (The inference is that as early at least as the previous year, 1724, the company had vessels there.) Under date of London, July 21, 1725, the ships are reported all returned. The English ships took 25 whales, producing 1,000 puncheons of blubber and oil and 26 tons of fins, worth £450 per ton. In the Dutch fishery, the Hollanders, with 144 ships took 240 whales; the Hamburgers with 43 ships took 463 whales; the Bremeuse with 23 ships took 29 whales; and the Bergenses with 2 ships took none, and two other ships returned empty. In the spring of 1726, Sweden also looked with longing eyes upon this pursuit, and designed sending twelve ships in the summer of that year to Greenland.

\* American Annals, i, p. 126.

† *Ibid.*

‡ The names of the parties (probably captains of boats or vessels), with the number of whales taken by each, may be of interest in this connection: John Swan took 4, Andrew Gardner 4, Jonathan Coffin 4, Paul Paddack 4, Jas. Johnston 5, Clothier Pierce 3, Sylvanus Hussey 2, Nathan Coffin 4, Peter Gardner 4, Wm. Gardner 2, Abishai Folger 6, Nathan Folger 4, John Bunker 1, Shambaal Folger 5, Shubael Coffin 3, Nath'l Allen 4, Edw'd Heath 4, Geo. Hussey 3, Benj. Gardner 3, Geo. Coffin 1, Rich'd Coffin 1, Nath'l Paddack 2, Jos. Gardner 1, Matthew Jenkins 3, Bartlett Coffin 4, Daniel Gould 1, Ebenezer Gardner 4, ——— Staples 1; total 86. The largest number of whales taken in one day was eleven. In the New England Weekly Journal of December 21, 1730, appears an advertisement, informing the public that there has been "Just Reprinted, The Wonderful Providence of God, Exemplified in the Preservation of William Walling who was drove out to Sea from Sandy Hook near New York in a leaky Boat, and was taken up by a Whaling Sloop & brought to Nantucket after he had floated on the Sea eight Days without Victuals or Drink." In 1732, according to a petition in the Mass. Col. MSS. (Maritime, iv, p. 510), a vessel of 118 tons burden was built at Nantucket, the ruling price being then £8 5s. per ton.

§ Zacheus Macy, in a brief sketch of Nantucket, published in vol. iii of the Mass. Hist. Soc.'s Coll., says (p. 157) that up to 1760 no man had been killed or drowned while whaling, and this error Obed Macy, in his History of Nantucket, perpetuates. It must have been intended by the former to include only shore-whaling, since for to the

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Hathaway master, in 1731. These losses were a serious matter for a small whaling-port, where nearly all the inhabitants were related by birth or marriage. In the year 1742 still another sloop, commanded by Daniel Paddock, was lost while on a whaling-voyage, with all on board.

An increase in the business brought with it an increase in the number and size of the vessels employed. Schooners were added, and the size of the vessels increased to between 40 and 50 tons. Whales began to grow scarce in the vicinity of the shore, and still larger vessels were put into the service and sent to the "southward" as it was termed, cruising on that ground till about the first of July, when they returned, refitted, and cruised to the eastward of the Grand Bank during the remainder of the whaling season, unless, as was often the case, they filled sooner. Vessels for this service were generally "sloops of 60 or 70 tons; their crews were made up, in part, of Indians,"\* there being generally from four to eight natives to each vessel.

But the time came when Nantucket did not furnish men enough to man the whaling-vessels which the islanders desired to fit out, and Cape Cod, and even Long Island, were called in to supply the deficiency of seamen. It naturally occurred that, with the limited colonial demand, the business became at times overdone, the market glutted, and what oil was sold was disposed of at too low a price to be as remunerative as the islanders thought it should be. The people began to think of another market. For a series of years they had made Boston their factor, selling there their oil and drawing from thence their supplies.† Probably

period named at least nine vessels with their crews had been lost, and these facts must have been well known to him. There is on file at the State-house in Boston (Domestic Relations, vol. 1, p. 181), a petition to the general court from Dinah Collin, of Nantucket, setting forth that "her Husband, Elisha Collin did on the Twenty Seventh Day of April Anno Dom: 1722 Sail from sd Island of Nantucket in a sloop: on a whaling trip intending to return in a month or six weeks at most, And Instantly a hard & dismall Storm followed; which in all probability Swallowed him and those with him up: for they were never heard of." She prays that she may now (1724) be allowed to marry again.

\* Zacheus Macy writes (Mass. Hist. Soc. Coll., iii, p. 157), "It happened once, when there were about thirty boats about six miles from the shore, that the wind came round to the northward, and blew with great violence, attended with snow. The men all rowed hard, but made but little headway. In one of the boats were four Indians and two white men. An old Indian in the head of the boat, perceiving that the crew began to be disheartened, spake out loud in his own tongue and said, '*Momadich-chator auqua sarshkee sarnkee pinchee eynoo sememoochkee chaquanks wihchee pinchee eynoo*;' which in English is, 'Pull ahead with courage; do not be disheartened; we shall not be lost now; there are too many Englishmen to be lost now.' His speaking in this manner gave the crew new courage. They soon perceived that they made headway; and after long rowing they all got safe on shore." In 1744 a Nantucket Indian struck a blackfish, and was caught by a foul line and carried down and drowned.—(Boston News-Letter.)

† It would be inferred that the shipment made in 1720 did not prove entirely satisfactory. The Boston News-Letter reports that Captain Churchman arrived at Portsmouth, Eng., December 8, 1729, from New England for London, with a cargo of log-wood and oil.

had their oil commanded the price which they considered it should have brought, this state of affairs might long have continued, but such was not the case. "It was found," says Macy,\* "that Nantucket had in many places become famed for whaling, and particularly so in England, where partial supplies of oil had been received through the medium of the Boston trade. The people, finding that merchants in Boston were making a good profit by first purchasing oil at Nantucket, then ordering it to Boston, and thence shipping it to London, determined to secure the advantages of the trade to themselves, by exporting their oil in their own vessels. They had good prospects of success in this undertaking, yet, it being a new one, they moved with great caution, for they knew that a small disappointment would lead to embarrassments that would, in the end, prove distressing. They, therefore, loaded and sent out one vessel, about the year 1745. The result of this small beginning proved profitable, and encouraged them to increase their shipments by sending out other vessels. They found, in addition to the profits on the sales, that the articles in return were such as their business required, viz, iron, hardware, hemp, sailcloth, and many other goods, and at a much cheaper rate than they had hitherto been subjected to." This naturally gave renewed life to the enterprise, and induced the fitting of new vessels and the development of new adventurers. The sky was not always fair, not every voyage proved remunerative, but the business as a whole steadily increased in importance and profit. At about this time (1746), according to Macy's History, whaling was commenced by our people in Davis's Straits.†

The transfer of the trade of Long Island to Boston and Connecticut was a source of great uneasiness to the early governors of New York. They were repeatedly stirred up on the subject by the lords of trade in England, but with all their trouble and skill and efforts they were unable to alienate the sympathies of the Long Islanders from those who were their friends both by birth and association. They had but little in common with the New York government, which seemed to them only the symbol of wrong, injustice, and oppression. The governors of that

\* Page 51. The Boston News-Letter of October 5, 1738, reports from Nantucket that an Indian plot to fire the English houses and kill the inhabitants of the island, had been disclosed by a friendly Indian. In consequence of the warning the plot had been abandoned, but fears were entertained for the safety of several whaling-vessels which sailed in the spring, and of the crews, of which the natives formed an essential part.

† Page 54. Davis's Straits were visited by whalers as early as 1732, when a Captain Atkins, returning from a whaling voyage thence, brought a Greenland bear. Captain Atkins went as far as 66° north. Among the entries and clearances at the Boston custom-house as recorded in the Boston News-Letter as early as 1737 we find several to and from this locality. Beyond a doubt these vessels are whalers, and in fact some of the names are common in the annals of this industry at Nantucket. The clearances were usually in March or April, and the arrivals from September to November, varying according to the degree of success, the season, &c. In July, 1737, Capt. Atherton Hough took a whale "in the Straits," and in 1739, under date of August 2, the Boston News-Letter says: "There is good Prospect of Success in the *Whale Fishery to Greenland*

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In June, 1703, Lord Cornbury, in a letter to the lords of trade,\* speaking of the difficulties the commerce of New York had to contend with from the position of some parts of its territory in relation to Connecticut and Massachusetts, writes that Connecticut fills that part of Long Island with European goods cheaper than New York can, since New York pays a duty which is not assessed by Connecticut; "nor will they" (the inhabitants of the east end of Long Island) "be subject to the Laws of Trade nor to the Acts of Navigation, by which means there has for some time been no Trade between the City of New Yorke and the East end of Long Island, from whence the greater quantity of Whale-oyle comes." He adds that the people are full of New England principles, and would rather trade with Boston, Connecticut, and Rhode Island than with New York.

In 1708, however, under Lord Cornbury, an act was passed for the "Encouragement of Whaling," in which it was provided, 1st, that any Indian, who was bound to go to sea whale-fishing, should not "at any time or times between the First Day of *November* and the Fifteenth Day of *April* following, yearly, be sued arrested, molested, detained or kept out of that Employment by any person or persons whatsoever, pretending any Contract, Bargain Debt or Dues unto him or them except and only for or concerning any Contract, *Debt* or *Bargain* relating to the Undertaking and Design of the Whale-fishing and not otherwise under the penalty of paying treble Costs to the Master of any such Indian or Indians so to be sued, arrested, molested or detained." Section 2 provided that "if any person or persons shall purchase, take to pawu or anyways get or receive any Cloathing, Gun or other Necessaries that his Master shall let him, from any such Indian or Indians or suffer any such Indian to be drinking or drunk in or about their Houses, when they should be at Sea, or other business belonging to that

this Year, for several vessels are come in already, deeply laden, and others expected." This is not mentioned as by any means an extraordinary circumstance, and when it is remembered that the English had already pursued the whale in those seas for fifteen years, and at that time had some forty or fifty ships there engaged in this pursuit, it would scarcely be likely to excite surprise.

In 1744, a whale 40 feet long was found ashore on Nantucket, by three men, who, for lack of more proper instruments, killed it with their jack-knives. (News-Letter October 4.)

\* N. Y. Col. Rec. iv, p. 1058. An order was passed in the New York Council, March 2, 1702, directing Thomas Clark and John Crozier, of Suffolk County, to secure three drift whales ashore in said county, they to have one-third of the oil and bone and to deliver the remaining two-thirds to the New York custom-house clear of charge. (Council Minutes, viii, p. 323.)

Design of Whale-fishing or shall carry or cause to be carried any Drink to them, whereby such Indians are made incapable of doing their Labour and Duty in and about their Master's Service," within the date above named, shall be compelled to restore the articles taken, and forfeit to the master the sum of thirty shillings. This act was to be in force seven years after publication, but it did not finally become a law until June 10, 1710. It was renewed in 1716 for four years longer,\* and again in 1720 for a further term of six years.†

In July, 1708, Lord Cornbury writes again to the board of trade regarding New York affairs.‡ In his letter he says: "The quantity of Train Oyl made in Long Island is very uncertain, some years they have much more fish than others, for example last year they made four thousand Barrils of Oyl, and this last Season they have not made above Six hundred: About the middle of October they begin to look out for fish, the Season lasts all November, December, January, February, and part of March; a Yearling will make about forty Barils of Oyl, a Stunt or Whale two years old will make sometimes fifty, sometimes sixty Barrils of Oyl, and the largest whale that I have heard of in these Parts, yielded one hundred and ten barrels of Oyl, and twelve hundred Weight of Bone."

In 1709 the fishery had attained such value on Long Island that some parties attempted to reduce it, so far as possible, to a monopoly, and grants of land previously made by Governor Fletcher and others, in a reckless and somewhat questionable manner were improved for personal benefit. Earl Bellomont, in commenting on these irregular practices, writes to the lords of trade, under date of July 2 of that year,§ citing, among others, one Colonel Smith, who, he states, "has got the beach on the sea shore for forty miles together, after an odd manner as I have been told by some of the inhabitants \* \* \* \* \* having forced the town of Southampton to take a poore £10 for the greatest part of the said beach, which is not a valuable consideration in law, for Colonel Smith himself own'd to me that that beach was very profitable to him for whale fishing, and that one year he cleared £500, by whales taken there."

In 1716, Samuel Mulford, of Easthampton, in a petition to the King, gave a sketch of the progress of this industry in that vicinity.|| In the recital of the grievances of his neighbors and himself, he writes that "the inhabitants of the said Township and parts adjacent did from the first Establishment of the said Colony of New York enjoy the Privilege & Benefit of fishing for whale & applying ye same to their own use as their undoubted right and property."¶ By his petition it appears further that in 1664 Governor Nicolls and council directed that drift-

\* Laws of New York, Bradford, p. 72.

† *Ibid.*, pp. 131-138.

‡ N. Y. Col. Rec., v, p. 60.

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¶ These are undoubtedly what the authorities were pleased to term "Massachusetts notions."

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Long Island that some, to a monopoly, and other and others, in a improved for personal irregular practices, of that year,§ citing, "has got the beach in odd manner as I have \* \* having forced the greatest part of on in law, for Colonel y profitable to him for y whales taken there." petition to the King, in that vicinity.¶ In and himself, he writes parts adjacent did from York enjoy the Privilege to their own use is petition it appears ¶ directed that drift-

whales should pay a duty of every sixteenth gallon of oil to the government, "exempting the whales that were killed at Sea by persons who went on that design from any duty or imposition." Governor Dongan also claimed duty on drift-whales, and he also exempted those killed at sea. "There was no pretence," under Dongan, "to seize such whales or to exact anything from the fishermen on that account, being their ancient right and property. Thus the inhabitants had the right of fishing preserved to them, and the Crown the benefit of all drift Whales, and everything seemed well established between the Crown and the People, who continued cheerfully, and with success, to carry on the said fishing trade." This state of affairs continued until 1696, when Lord Cornbury (afterward Earl of Clarendon) became governor. It was then announced by those in authority that the whale was a "Royal Fish," and belonged to the Crown; consequently all whalers must be licensed "for that purpose which he was sure to make them pay for, and also contribute good part of the fruit of their labour; no less that a neat 14th part of the Oyle and Bone, when cut up, and to bring the same to New York an 100 miles distant from their habitation, an exaction so grievous, that few people did ever comply for it."\* The result of this policy was to discourage the fishery, and its importance was sensibly decreased. In 1711 the New York authorities issued a writ to the sheriffs, directing them to seize all whales. This demand created much disturbance, but the people, knowing no remedy, submitted with what grace they could to what they felt was a grievous wrong, and an infringement upon their rights under the patent under which their settlement was founded. Since that time, Mulford continues, a formal prosecution had been commenced against him for hiring Indians to assist him in whaling. He concludes his petition with the assertion that, unless some relief was afforded, the fishery must be ruined, since "the person concerned will not be brought to the hardship of waiting out at sea many months, & the difficulty of bringing into New York the fish, and at last paying so great a share of their profit."

Mulford, during the latter part of his life, was continually at loggerheads with the government at New York. A sturdy representative of that Puritan opposition to injustice and wrong with which the early settlers of Eastern Long Island were so thoroughly imbued, the declining years of his life were continual eras of contention against the tyrannies and exactions of governors, whose only interest seemed to be to suck the life-blood from the bodies of these unfortunate flies caught in their

\*It was these outrageously unjust laws that brought the government into the notorious disrepute it attained with its outlying dependencies from 1675 to 1720. In March, 1698, the council of Lord Cornbury declared certain drift-whales the property of the Crown (which apparently meant a minimum amount to the King and a maximum share to the governor), "when the subject can make no just claim of having killed them." One Richard Floyd having offered a reward to any parties bringing him information of such whales, the council ordered an inquiry into the matter in order to prevent such practices in the future. (Council Minutes, viii, p. 6.)

† *Ibid.*, pp. 131-132.

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spider's-net, and cast the useless remains remorselessly away. He was one of the remonstrants against the annexation of the eastern towns to the New York government, and from 1700 to 1720 was the delegate from these towns to the assembly. In 1715 the opposition of the government to his constituency reached the point of a personal conflict with him. In a speech delivered in the assembly in this year, he boldly and unsparingly denounced the authorities as tyrannical, extravagant, and dishonest. He cited numerous instances of injustices from officers of the customs to the traders of and to his section. While grain was selling in Boston at 6s. per bushel, and only commanding one-half of that in New York, his people were compelled by existing laws to lose this difference in value. While the government was complaining of poverty and the lack of disposition on the part of the people to furnish means for its subsistence, the governor had received, says Mulford, during the past three years, three times the combined income of the governors of Massachusetts, Rhode Island, and Connecticut. In 1716 the assembly ordered this speech to be put into the hands of the speaker, but Mulford, without hesitation, caused it to be published and circulated.\* From this time forth the war upon him was, so far as the government was concerned, a series of persecutions, but Mulford undauntedly braved them all and in the end was triumphant. Quite a number of letters passed between the governor and himself, and between them both and the lords of trade in London. As an earnest of the feeling his opposition had stirred up, the governor commenced a suit against him in the supreme court, the judges of which owed their appointment to the executive. Shortly after this, Governor Hunter, in a communication to the lords of trade regarding the state of affairs in the province, writes that he is informed that Mulford, who "has continually flown in face of government," and always disputed with the Crown the right of whaling, has gone to London to urge his case.† He states that "that poor, troublesome old man" is the only mutineer in a province otherwise quiet (an assertion that evidenced either a reckless disregard for truth, or a want

\* A copy of this speech is bound in an old volume of the Boston News-Letter, in the library of the Boston Athenæum.

† In the address of H. P. Hedges at the Bi-Centennial celebration at Easthampton, in 1850, he says, when Mulford finally repaired to London to present the case to the king, he was obliged to conceal his intention. Leaving Southampton secretly, he landed at Newport, walked to Boston, and from thence embarked for London. Arrived there, he presented his memorial, which it is said attracted much attention, and was read by him in the House of Commons." He returned home in triumph, having attained the desired end. At this time he was seventy-one years old. "Songs and rejoicings," says J. Lyon Gardiner (*vide* Hedges's Address, p. 21), "took place among the whalers of Suffolk County upon his arrival, on account of his having succeeded in getting the King's share given up." It is related of him (*Ibid.*, p. 68) that while at the court of St. James, being somewhat verdant, he was much annoyed by pickpockets. As a palliative, he had a tailor sew several fish-hooks on the inside of his pockets, and soon after one of the fraternity was caught. This incident being published at the time won for him an extensive notoriety. He was representative from Easthampton from 1715 to 1720, and died in 1725, aged eighty years.

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of knowledge of affairs inexcusably culpable); that the case he pleads has been brought before the supreme court and decided against him, and Mulford is the only man who disputes the Crown's right, and the good governor charitably recommends their lordships to "bluff him."\* Still later, Hunter states that it was the custom long before his arrival to take out whaling licenses. Many came voluntarily and did so. If whaling is "decayed," it was not for want of whalemens, for the number increases yearly; "but the truth of the matter is, that the Town of Boston is the Port of Trade of the People inhabiting that end of Long Island of late years, so that the exportation from hence of that commodity must in the Books be less than formerly." The perquisites arising from the sale of these licenses were of no account in themselves, but yielding in this matter would only open a gap for the disputation of ever perquisite of the government.†

To this the lords of trade reply: ‡ "You intimate in your letter to our Secretary of 22d November last that the Whale fishery is reserved to the Crown by your Patents: as we can find no such thing in your Commission, you will explain what you mean by it." Mulford is now in London, and desires dispatch in the decision in regard to this matter, pending which the lords desire to know whether dues have been paid by any one; if so, what amount has been paid, and to what purpose this revenue has been applied. § They close their letter with the following sentence, which would hardly seem open to any danger of misconstruction: "Upon this occasion we must observe to you, that we hope you will give all due encouragement to that Trade." Evidently the case of Mulford vs. Hunter looks badly for the governor. Still, Hunter is loth to yield readily, and the discussion is further prolonged.

It is now 1718. Governor Hunter, in his answer to the inquiries of their lordships, || says Commission was issued giving power, "Cognoscendi de Flotsam, Jetsom, Lagou, Deodandis, &c.," follows "et de Piscibus Regalibus Sturgeonibus, Balenis Cætis Porpetiis Delphinis Reggis, &c." In regard to the income, he again writes that it is inconsiderable; that only the danger of being accused of giving up the Crown's right would have led him to write about it. In amount, it was not £20 per annum, (corroboratory of Mulford's assertion of its decline), and as the fish had left this coast, he should not further trouble them about it. Up to the present time all but Mulford had paid and contin-

\* N. Y. Col. Rec., v, 480. This assertion must be inexcusably inaccurate, for it was unquestionably on the ground of his sturdy defense of their rights that the people of Easthampton so steadily returned him to the assembly.

† N. Y. Col. Rec., v, p. 484. This admission of Hunter's of the smallness of the revenue is indisputable evidence of his incompetence, and of the truth of Mulford's assertion of the ultimate ruin of the whale-fishery under such restrictions.

‡ N. Y. Col. Rec., v, p. 501.

§ *Ibid.* It looks very much as though Mulford himself was proponing these inquiries, and their lordships' were mere mouth pieces.

|| N. Y. Col. Rec., v, p. 510.

ued to pay. The subject appears to have been finally referred to the attorney-general, and the governor says (1719), waiting his opinion, he has surceased all demands till it comes. The question must have been left in a state of considerable mistiness, however, for in 1720 Governor Barnett informs the lords,\* in a letter which indicates a satisfied feeling of compromise between official dignity and the requirements of the trade, that he remits the five per centum on the whale-fishery, but asserts the King's rights by still requiring licenses, though in "so doing he neglects his own profit," "and this," he adds, "has a good effect on the country." Under his administration the act for the encouragement of the whale-fishery was renewed.

In 1706 some of the inhabitants of Eastham and parts adjacent (including, as one of the names seems to indicate, Nantucket) presented to the general court a petition, † setting forth that the parties "whose names are hereunto subscribed, being Inhabitants of Eastham and other places thereunto adjoining, In regard all or most of us are concerned in fitting out Boats to Catch & take Whales when ye season of ye year Serves: and whereas when wee have taken any whale or whales, our Custom is to cutt them up, and to take away ye fatt and ye Bone of such Whales as are brought in, And afterwards to let ye Rest of ye Boddy of ye Lean of whales Lye on shoar in lowe water to be washt away by ye sea, being of noe vullue nor worth any Thing to us;" therefore they petition for an act of the court to permit Thomas Houghton, of Boston, or his assigns, to take and carry away all this waste, and endeavor, for the space of ten years, to put it to some profitable use, all other persons in New England to be in the mean time "forbidden, discharged, and restrained to make any further use of it than is now usually made, with a penalty on such as presume to doe it during y<sup>e</sup> time without ye Consent and allowance of ye said Thom: Houghton or his Assignes." With an eye to future commercial prosperity, they allege the following reasons why the patent, if granted, will inure to their benefit: "first . . . It will cause more staves to be fetcht and brought in from other places as well as our own, and more Barrells made, and soe more Coopers will be sett at Work, with other hauds to build houses for ye use of it. secondly. It will employ our people to cutt it up, and to order it according to his direction, at such convenient houses and places as he appoints. Thirdly When tis ordered and prepared as hee or his Assignes would have it, it will implye our Sloopes to carry it to Boston, or to such places as hee or they direct, wich will be an advantage to us.

\* N. Y. Col. Rec., v, p. 579. There is some discrepancy between the dates of Governor Burnett's concessions, and the triumphant reception of Mulford on his return from England, mentioned by Hedges. "In 1719, February 24," says Hedges, "a whale-boat being alone, the men struck a whale, and she, coming up under ye boat, in part staved it, and tho' ye men were not hurt with the whale, yet, before any help came to them, four men were tired and chilled, and fell off ye boat and oars to which they hung and were drowned, viz: Henry Parsons, William Schellenger, Junior, Lewis Mulford, Jeremiah Conkling, Junior.

† Mass. Col. MSS., Maritime, iv, pp. 72-3.

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Fourthly If any Improvement can be made of it for Exportation, it will not only be of great advantage to Boston, but to many of ye Inhabitants of New England." (This is signed by Simon, Nath<sup>l</sup> Coffin, John Jones.)

To this is appended a postscript, stipulating that said Houghton employ the inhabitants of the whaling-towns as much as possible for his work; that he shall give the public the benefit of his discovery, if made, at the end of the ten years; and that he shall pay each whale-man "one shilling in money acknowledgment for their several shares in the Lean of the whale fishes that they shall take for the space of ten years." The postscript is signed "Sam<sup>l</sup> Treat sen<sup>r</sup>, David Mc. \* \* \* \* \*, Jon<sup>s</sup> sparrow, Sam<sup>l</sup> Knowles, Sam<sup>l</sup> freeman jr, Richard \* \* \* \* \*, Richard Godfree."

The council granted the patent with the somewhat novel proviso: "That within the space of Four years he shew forth to the Satisfaction of the Govern<sup>r</sup> Conneil & Assembly That his Projection will take effect, for the raiseing of Salt Petre to supply the province."

During the years 1724 and 1725, in the prosecution of the wars between the Indians and the colonists, some of the friendly Indians from Cape Cod were enlisted, with the express understanding that they were to be discharged in time to take part in the fall and winter whale-fishery. Accordingly, in 1724 Lieutenant-Governor Dummer, of the Massachusetts Bay, writes to Colonel Westbrook: "Upon Sight hereof you must forthwith dismiss Cpt. Bourne's Comp<sup>y</sup> of Indians & send them hither in one of the Sloops, That so they may lose no Time for Following the Whale Fishery, w<sup>ch</sup> is agreeable to my Promise made to them at Enlisting."\* In a postscript he adds: "Let Capt Bourne come with them to see them safe return'd." And again, in 1725, the secretary writes: "His Hon<sup>r</sup> Having promised the Indians enlisted by Cpt. Bourne (being all those of the County of Barnstable) to dismiss them in the Fall that so they attend their Whale Fishing; directs that you as soon as you have opportunity to send them up to Boston, in Order to their Return Home, & let none of them be detained on any Pretense whatsoever."†

Under date of March 20, 1727, the Boston News-Letter says: "We hear from the Towns on the Cape that the Whale Fishery among them has failed much this Winter, as it has done for several Winters past, but having found out the way of going to Sea Upon that Business, and having had much Success in it, they are now fitting out several Vessels to sail with all Expedition upon that dangerous Design this Spring, more (its tho't) than have ever been sent out from among them."

The same paper, in its issue of February 12, 1730,‡ contains the fol-

\* Mass. Col. MSS., Letters, ii, 52.

† Mass. Col. MSS., Letters, ii, 297.

‡ On the 13th of January, 1728, says the News-Letter of February 1, there was a very severe storm at Provincetown. Several vessels were driven ashore; three or four whale boats were also destroyed, one being carried by the force of the wind up a "pretty large steep hill," and thrown upon the roof of a house on top of the hill.

Following extract from a letter from Chatham, dated "February 6, 1729-30:" "There has been a remarkable Providence in the awful death of some of my neighbors; On the day commonly called New Year's Day, a whaleboat's Crew (which Consists of a Stersman, an Harpiner, and Four Oarmen) coming home from a Place called Hog's-Back, where they had been on a Whaling design, the Boat was overset, and all the Men lost, on a reef of Sand that lies out against Billingsgate. When the Boat was found bottom upward, and the Stern post broken off, there were two Chests found in it, which were wedged so fast under the Thwards that the water had not washed them out; in which were found the Pocket books of two of the Men, by which it plainly appears what Boat it was; but none of the Bodies are, as yet found, that I can hear of; tho' they found an iron Pot which they had with them, upon the reef, and discovered the Whaling Irons at the bottom of the Water, where it is about 8 feet deep.

"P. S.—Before I had done writing I had News that two of their Bodies were found."

In March, 1736, the inhabitants of Provincetown captured a large whale at sea, cut him up, and brought the blubber into that port. The estimated quantity of oil that this blubber would produce was 100 barrels.\* In the News-Letter of May 27 of the same year a statement is published to the effect that on the 11th of May a whaling-sloop, of which Solomon Kenwick was master, arrived at Chatham, and reported that while on the voyage, "about forty leagues to the eastward of George's Banks, they struck and wounded two Whales, which then lay upon the Water seemingly in a dying Posture: but one of them suddenly rush'd with great Violence over the midst of one of their Boats, and sunk both the Boat and Men into the Sea; one Man was thereby kill'd outright, and two others much wounded: 'Tis a wonder they were not all destroy'd, for the Whale continued striking and raging in a most furious Manner in the midst of them (now in the Water) for some Time, but the other Boat came and took them all up (except the Man that was kill'd, who sunk immediately) and carried them safe to the Sloop."

The season of 1737-8 must have been an unfortunate one at Provincetown, for up to January 5, 1738, the people of that town had only killed two small whales, and some of the inhabitants took into serious consideration a change of residence.† In July, 1738, Captain Anthony Haugh, master of a whaling-vessel, took "in the Straits" a large whale, and brought him to the vessel's side to cut in. In hoisting the blubber into the hold the runner of the block gave way, by which Benjamin Hamlin, of Eastham, was killed instantly.‡ In February, 1738, the Yarmouth

\* Boston News-Letter, April 1, 1736.

† Boston News-Letter. According to the News-Letter of April 21, 1737, a dozen vessels were fitting that spring from Provincetown for the Davis's Straits whale-fishery, some of them of a hundred tons burden each. So many were going on these voyages continues the account, that not more than twelve or fourteen men would be left at home.

‡ Boston News-Letter, August 31.

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whalemen had killed but one large whale during the season; the bone of that one was from 8 to 9 feet long.

Nor was the whaling-season of 1738-9 any more successful to the inhabitants of the cape. Up to the 15th of February, 1739—the whaling-season being then over—there had been taken at Provincetown but six small and one large whale, and at Sandwich two more small ones. This was the extent of the catch.\* As a result of two successive poor seasons, many of the people of Provincetown were in straitened circumstances and much distressed. Those depending upon the early spring whaling "returned as they went, only more in debt." Many of them were without money or provisions.†

Early in 1741 the French and Spanish privateers commenced their depredations upon the English commerce. Naturally our whaling-vessels came in for their proportion of loss. In May a Spanish privateer, under Don. Francisco Lewis, captured a whaling-vessel from Barnstable, commanded by Capt. Solomon Sturgis, "dismissed the captain and eight Hands, carried away the Sloop and four Hands, and put in John Davis, Mate of said Sloop."‡ The seasons still continued unfavorable for the coast-whaling on the cape,§ but late in the summer and during the early fall of 1741 the inhabitants of that section were cheered by an unexpected success. Great numbers of porpoises and black fish came swarming into the bay, and the hardy fishermen lost no time in attacking them. By the close of October they had killed 150 porpoises and over 1,000 black fish, yielding them about 1,500 barrels of oil, for the most of which they found an immediate sale. "This unexpected Success so late in the Year, put new Life into Some who had spent all the former Season of the Year in Toil and Labour to little or no Purpose."||

The presence of privateers on the coast appears to have entirely prevented the prosecution of the Davis Strait whaling, for no departures to or arrivals from that region are reported for several years. Whalemen were liable to be overhauled anywhere, but it is to be presumed that the risk became greater as the distance from port increased. Occasionally these privateers would swoop down through Nantucket and Vineyard Sounds

\* *Ibid.*, February 15.

† *Ibid.*, April 5.

‡ *Ibid.* The issue of the News-Letter for July 23, 1741, says: "Truro, July 14. On Saturday last Mr. Nuth Harding an elderly Man of this Place, being at one of the Fry Houses boiling of Oil, he was taken with a fainting Fit, and fell into a large Vessell of boiling hot Oyl, and was scalded in a most miserable Manner."

§ Whales formerly, for many successive years, set in along shore by Cape Cod. There was good whaling in boats. Proper watchmen ashore, by signals, gave notice when a whale appeared. After some years they left this ground, and passed farther off upon the banks at some distance from the shore. The whalers then used sloops with whale-boats aboard, and this fishery turned to good account. At present (1748) the whales take their course in deep water, where upon a peace our whalers design to follow them. \* \* \* \* At present this business is by whaling sloops or schooners, with two whale-boats and 13 men.—(Felt, Salem, ii, 225-6.)

|| Boston News-Letter.

and hear off whatever came in their way that they were able to take care of. Such a raid was made in the middle of the summer of 1744. One Captain Roach, in a vessel from Cape Cod, arrived in Boston and reported that on the 24th of June, just before night, being in a sloop from Nantucket for Boston, with a cargo of 330 barrels of oil, the weather being calm and his vessel somewhat in advance of the others, another sloop came up showing but few men on deck and hoisting the English flag. Captain Roach, suspecting in spite of her appearance that she was an enemy, and being only about two miles from the shore, took out the most necessary things, and, putting them into his boat, escaped with his crew to the shore. As soon as the pursuer found the sloop was abandoned, he sent a boat of armed men to her, took possession of her, and carried her off. The same vessel, which proved to be a French privateer, took in September several coasting and merchant vessels and one Nantucket whaling-vessel, and landed many of her prisoners on the island of Nantucket.\*

The facts in regard to whaling at Salem and vicinity from 1700 to 1750 are very meager. Undoubtedly the business was carried on all through this section in the early part of 1700 in a small way. In 1700 John Higginson writes concerning the business there and at other portions of the coast: "We have a considerable quantitie of whale oil and bone for exportation."† Again, in 1706, he writes to a friend in Ipswich, as one concerned with others in boats engaged in whaling. Here, as elsewhere, there were drift-whales, and in 1722-23 public notices are given to claimants to prove in courts of admiralty their rights in two such cases.§ In August, 1723, a drift-whale is advertised in the Boston News-Letter as ashore at Marblehead, and the usual notice of court is appended.

Whether Boston was at this period a participant in this pursuit is difficult to determine. Various reasons tended to make that port the factor of the colony in that regard. Vessels from the whole colony cleared from there to go to the northward whaling, while those from Nantucket, the Vineyard, and the south shore of the cape pursued their southern voyages along the edge of the Gulf Stream to the Leeward and Cape de Verde Islands under clearances from Newport, R. I. In the absence of the custom-house records of Boston prior to 1776,|| it is impossible to determine which of the numerous clearances and entries are whalemens, and equally impossible to determine to what port they belonged. Referring to the files of the colonial gazettes of this period,

\* Boston News-Letter.

† Felt's Salem, II, p. 225.

‡ *Ibid.*

§ *Ibid.*

|| The Boston papers of December 12, 1707, state that a whale 40 feet long entered that harbor and several whale-boats pursued and killed her near the back of Noddle's Island. The logical inference is that they had whaling craft and boats ready for instant use and men skilled in handling them.

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we find in the News-Letter of September 3, 1722, an advertisement of a court of admiralty to be held to adjudicate on a drift-whale found floating near Brewster's, and towed ashore in August. It was much wasted and decayed, and in cutting it up a ball was found, indicating that it had been attacked by some party, and the advertisement notifies the public that "If any Persons can try any Claim to said Whale so as to make out a property," they should appear at the said court at Boston on the last Wednesday in the month.\* On the 5th of December, 1723, "Mr. Peter Butler, of Boston," advertises for sale, "lately Imported from London, extraordinary good Whale Warps at 16d. a Pound, which are made of the finest Hemp, either by the Quoile or less Quantity."† In 1730 Samuel Torrey, carrier, on Water street, Boston, advertises "Good Blubber by the Barrell or Tun, full Bound."

In 1731 the Rhode Island assembly passed an act for the encouragement of the whale and cod fisheries, giving "a bounty of five shillings for every barrel of whale oil, one penny a pound for bone, and five shillings a quintal for codfish, caught by Rhode Island vessels and brought into this colony \* \* \* to be paid from the interest accruing upon a new bank, or issue bills of credit to the amount of sixty thousand pounds."‡ The whale-fishery had, according to Arnold,§ long been carried on in a small way within that colony, and whales had frequented Narragansett Bay and often been taken with boats. This bounty gave something of a stimulus to the business, and these colonists too began to "whale out into the deep," and in 1733 the first regularly equipped whaler of which Rhode Island has any record arrived in Newport from her voyage, having on board 114 barrels of oil and 200 pounds of bone. This sloop was the Pelican, of Newport, Benjamin Thurston, owner, and she received the bounty according to the law.||

By the inhabitants of Martha's Vineyard, in 1702-'3, there appear to have been several whales killed. The following entry occurs under that date in the court records: "The marks of the whales killed by John Butler and Thomas Lothrop. One whale lanced near or over the shoulder blade, near the left shoulder blade only; another killed with an iron forward in the left side, marked W; and upon the right side marked with a pocket-knife T. L.; and the other had an iron hole over

\* Whalebone is quoted in the News-Letter of April 18, 1723, as bringing from 3s. to 3s. 6d. in Philadelphia.

† B. News-Letter.

‡ Arnold's Hist. of Rhode Island, ii, p. 103.

§ *Ibid.*, p. 110. In point of fact deep-sea whaling had been pursued from Rhode Island some years prior to the time mentioned by Arnold. The News-Letter for May 21, 1723, records the entry of a vessel, commanded by William Bennett, from whaling, which brought the largest sperm whale ever seen, up to that time, in those parts. It produced 18 barrels of head matter and from 40 to 50 barrels of oil, and one-third more head would have been saved had not the weather been stormy. "This spring," the account says, "our Vessels have brought in eight Whales into this port" (Newport).

|| Arnold's R. I., ii, p. 110.



the right shoulder-blade, with two lance holes in the same side, one in the belly. These whales were all killed about the middle of February last past; all great whales, betwixt six and seven and eight foot long, which are all gone from us. A true account given by John Butler from us, and recorded Per me, Thomas Trapp, Clerk.\*

It is quite probable that deep-sea whaling did not commence at the Vineyard until about the year 1738. In that year Joseph Chase, of Nantucket, removed there, taking with him his sloop, the Diamond, of about 40 tons burden. He purchased a house and about 20 acres of land on the shores of Edgartown Harbor, erected a wharf with a try-house near, and commenced the fishery with his vessel. He followed this pursuit two or three years, till finally his ill success caused him to abandon it.

The year succeeding Chase's immigration James Claghorn purchased a small sloop of 40 tons, called the Leopard, and fitted her for the business. Two or three years' experience served to give him a distaste for it, and he sold out and retired from the contest with a loss of about \$500, a large sum for those days.

In 1742 John Harper, of Nantucket, removed to the Vineyard, carrying with him the sloop Humbird, of about 45 tons. For several years he too followed whaling, in his sloop and in other vessels; but the same ill success that attended Chase and Claghorn visited also the standard of Harper, and finding himself running behind-hand year after year, he too sold out his shipping and withdrew.

Undeterred by the misfortunes of the others, John Newman, with partners, in 1744 bought the sloop Susannah, of 55 tons, and they continued nearly one year. In the fall, the corn crop on the Vineyard proving insufficient, Samuel Finley was sent in command of her to the southward for a load of that grain, and on the return passage the vessel was cast away on the Carolina coast, and with her cargo totally lost.

#### D.—1750 TO 1784.

NANTUCKET; MARTHA'S VINEYARD; CAPE COD; BOSTON; LONG ISLAND;  
RHODE ISLAND; NEW BEDFORD; WILLIAMSBURGH, &C.

The period from 1750 to 1784 was the most eventful era to the whale fishery that it has ever passed through. For a large proportion of the time the business was carried on under imminent risk of capture, first by the Spanish and French and after by the English. The colonial Davis Strait fishery seems to have been quite abandoned, and the vessels cruised mostly to the eastward of the Grand Banks, along the edge of the Gulf Stream and in the vicinity of the Bahamas. In 1748 the English Parliament had passed a second act to encourage this fishery. By it the premium on inspection of masts, yards, and bowsprits, tar,

\* For all the early information concerning Martha's Vineyard I am indebted to Richard L. Pease, esq., of Edgartown.

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pitch, and turpentine, and on British-made sail-cloth were to continue, and the duties on foreign-made sail-cloth were remitted to vessels engaged in this pursuit. A bounty was also granted on all ships engaged in whaling during the then existing war; harpooners and others employed in the Greenland fishery were exempted from impressment. The commissioners of customs were, under the required certificate, to pay the second twenty shillings per ton bounty granted by Parliament over the first twenty previously granted.\* The ships which had sailed during the previous March or April were to be equal sharers in this bounty with those whose sailing had been delayed. All ships built or fitted out for this pursuit from the American colonies conforming to this act were to be licensed to whale, and in order to receive the bounties must remain in Davis Straits or vicinity from May (sailing about May 1) until the 20th of August, unless sooner full or obliged to return by accident. Foreign Protestants serving in this fishery for two years, and qualifying themselves for its prosecution, were to be treated as though they were natives.† The cause of this concession to the colonies was a part of Lord Shirley's scheme to rid Acadia of the French. It was his desire that George II should cause them to be removed to some other English colony, and settle Nova Scotia with Protestants,‡ and to this end invitations were sent throughout Europe to induce Protestants to remove thither. "The Moravian Brethren were attracted by the promise of exemption from oaths and military service. The good will of New England was encouraged by care for its fisheries; and American whalers, stimulated by the promise of enjoying an equal bounty with the British, learned to follow their game among the icebergs of the Greenland seas."§ "The New Englanders of this period," says Bancroft,|| "were of homogeneous origin, nearly all tracing their descent to the English emigrants of the reigns of Charles the First and Charles the Second. They were a frugal and industrious race. Along the sea-side, wherever there was a good harbor, fishermen, familiar with the ocean, gathered in hamlets; and each returning season saw them with an ever-increasing number of mariners and vessels, taking the cod and mackerel, and sometimes pursuing the whale into the ley labyrinths of the Northern seas; yet loving home, and dearly attached to their modest freeholds."

Of this period Hutchinson says: ¶ "The increase of the consumption of oil by lamps as well as by divers manufactures in Europe has been no small encouragement to our whale-fishery. The flourishing state of the island of Nantucket must be attributed to it. The cod and whale

\* In 6th year of the reign of George II.

† Mass. Col. MSS., Maritime, vi, p. 316.

‡ The carrying out of this scheme and the destruction of the colony of Acadia justly receives execration.

§ Bancroft's Hist. U. S., v, p. 45.

|| *Ibid.*, iv, p. 149.

¶ Hist. of Massachusetts, ii, p. 400.

fishery, being the principal source of our returns to Great Britain, are therefore worthy not only of provincial but national attention."

A continual succession of foreign wars, in which the hardy fishermen and farmers of New England were constantly called to the aid of England, coupled with a continual succession of intolerant measures adopted by the mother country toward the plantations, which, in common with the colonists at large, they felt impelled to resist, was gradually preparing America for the eventful struggle which was to end in its independence. By the experience of the wars they learned their strength, through the pressure of the tyrannical acts they learned their rights.

Pending the expedition for the reduction of Nova Scotia in 1755 an embargo was laid upon the "bank" fishermen, though the risk of capture was so great that it of itself must have quite effectively embargoed many of them.\*

In 1757—the embargo being still continued upon the fishery in these waters—a petition was presented to the general court of Massachusetts from the people of Martha's Vineyard and Nantucket, representing that the memorialists "being informed that your Honours think it not advisable to Permit the fishermen to Sail on their Voyages untill the time limited by the Embargo is Expired by Reason that their fishing banks where they Usually proceed on said Voyages lyes Eastward not far from Cape breton which may be a means of their falling into the hands of the french which may be of bad Consequence to the Common Cause. Your Memorialists would Humbly observe to Your Honours that that is not the Case with the whalemens their procedure on their Voyages is Westward of the Cape of Virginia and southward of that untill the month of June from which Your Memorialists are of the mind their is nothing like the Danger of their falling into the hands of the Cape breton Privateers as would be If they went Eastward. Your Memorialists would further Observe that the whalemens have almost double the Number of hands that the fishermen Carry which makes Their Charge almost Double to that of fishermen and ye first part of the Whale season is Always Esteemed the Principal time for their making their Voyages which If they lose the greatest part of the People will have nothing to Purchase the Necessaries of life withal they haveing no other way which must make them in miserable Situation.

"Your memorialists would therefore beg that y<sup>r</sup> Honours would take Our Miserable Situation under Consideration and grant our Whalemens liberty to Proceed on Our Voyages from this time If it be Consistent with your Great wisdom as in duty bound shall ever pray

"JOHN NORTON (for Martha's Vineyard)

"ABISHIAI FOLGER † (for Nantucket)"

\* A duty was laid upon the colonists in 1756 to support a frigate on the Banks to defend the fishery.

† Mass. Col., MSS., Maritime, vi, p. 371. From this petition it would appear that, having an unfavorable season at the southward, the whalemens would stand for the

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In compliance with the foregoing petition the Council passed this resolution (April 8, 1758): "Inasmuch as the Inhabitants of Nantucket most of whom are Quakers are by Law exempted from Impresses for military Service. And their Livelihood intirely depends on the Whale fishery—Advised that his Excell<sup>y</sup> give permission for all whaling Vessels belong<sup>g</sup> to s<sup>d</sup> I<sup>l</sup> to pursue their Voyages, taking only the Inh<sup>ts</sup> of s<sup>d</sup> Island in s<sup>d</sup> Vessells and that upon their taking any other persons whatsoever with them they be subject to all the Penalties of the law in like manner as if they had proceeded without Leave."\*

In 1761 the fishery of the Gulf of Saint Lawrence and the Straits of Bellisle was opened to our whalemén, and they speedily availed themselves of its wealth. This was the legitimate result of the conquest of Canada and the cession of territory made by France to England at the conclusion of the war, a result which the colonists had labored hard and spent lives and treasure unstintedly to attain, but of the benefit of which they were destined to be defrauded. A duty was levied on all oil and bone carried to England from the colonies, and by another oppressive act of Parliament they were not allowed to find for this product any other market. The discrimination between the plantations and the mother country was made the more marked since at this time the residents of Great Britain were allowed a bounty from which the provincials were debarred. Against these injustices the merchants of New England, and those of London engaged in colonial trade, respectfully petitioned. They represented that "in the Year 1761 The Province of Massachusetts Bay, fitted out from Boston & other ports† Ten Vessels of from Seventy to Ninety Tons Burden for this Purpose. That the Success of these was such as to encourage the Sending out of fifty Vessels in the Year 1762 for the same trade. That in the Year 1763 more than Eighty Vessels were employ'd in the same manner.‡ That they

Banks, hoping to fill there. If, however, a vessel got home early from the north, they frequently went on another voyage to the south and westward in the same year.

\*Mass. Col. MSS., Maritime, vi, p. 371. Martha's Vineyard appears to be ignored in the order.

†As already explained, Boston was the port of entry for many of the Cape towms and its own immediate vicinity.

‡According to the following doggerel there were seventy-five whaling captains sailing from Nantucket in 1763.

*Whale-List, by Thomas Worth, M. 1763.*

Out of Nantucket their's Whalemén seventy-five,  
 But two poor Worths among them doth survive:  
 Their is two Ramsdills & their's Woolhury's two,  
 Two Wags there is, whose which one pleaseth you,  
 Folgers thirteen, & Barnards there are four  
 Bunkers their is three & Jenkinnes no more,  
 Gardners their is seven, Husseys their are two,  
 Pinkhams their is five and a poor Delano,  
 Myricks thero is three & Coffes there are six,  
 Swains their are four and one blue gally Fitch,  
 One Chadwick, Cogshall, Goleman their's but one,  
 Brown, Baxter, two & Paddocks there is three,  
 Wyer, Stanton, Starbuck, Moorese is four you see,  
 But If for a Voyage I was to choose a Stanton,  
 I would leave Sammy out & choose Ben Straiton.  
 And not forget that Incott is alive,  
 And that long-crotch makes up the seventy-five.  
 This is answer to the list, you see,  
 Made up in seventeen hundred & sixty three.

have already imported to London upwards of 40 Ton of Whale Finn: being the produce of the two first years. That upon Entering of the above Finn, a Duty was required and paid upon it, of thirty one Pound ten shillings  $\text{\textsterling}$  Ton. That the weight of this Duty was render'd much heavier by the great reduction made in the price of Dutch Bone since the commencement of this Trade from £500 to £330  $\text{\textsterling}$  Ton." They represent further that the reason for the conferring of bounties upon vessels in this pursuit from Great Britain was to rival the Dutch,\* but in spite of this encouragement there was not enough oil and bone brought into England by British vessels to supply the demand. They also reasoned that Parliament could not intentionally discriminate between the various subjects of the Crown, granting to one a bounty and requiring of another a duty for the same service. They however ask for no bounty—they are content that Great Britain should alone receive the benefit of that—but they simply desire that they should not be taxed with a duty on these imports.†

The knowledge that the English fishery, even with its bounty, was still unable to fully cope with the Dutch, or even to supply its own home demand, as well as the desire of Earl Grenville to forward certain projects in his American policy, notably the odious stamp-tax, caused some attention to be paid to petitions similar to the foregoing, fortified somewhat by the presence of a special agent from Massachusetts to sustain the position and urge the claims there made. To various sections various tenders were to be made. "The boon that was to mollify New England," says Baneroff,‡ "was concerted with Israel Mandit, acting for his brother, the agent of Massachusetts, and was nothing less than the whale-fishery. Great Britain had sought to compete with the Dutch

\* The Dutch from 1759 to 1768 sent to the Greenland fishery 1,324 ships, which took 3,018 whales, producing 146,419 barrels of oil and 8,785,140 pounds of bone. (Seonsby.) Great Britain in the same time sent about one-third the number of ships.

† Mass. Col. MSS., Maritime, vol. vii, p. 243. The concluding portion of this petition, including the signatures, is missing, a fact greatly to be regretted, as it would be extremely interesting to know who the prominent oil-merchants at that time were. The following is the statement of imports of oil and bone from the colonies into England and from Holland to the same country, which accompanied the petition:

*Account of Finns & Oil from America to England & Duties from Christmas 1758 to Christmas 1763.*

Year.	Fins.				Whale-oil.			
	<i>T. Cwt. Lbs.</i>	Duty America.		Duty London.	<i>T. H. G.</i>	Duty America.		Duty London.
		£	s. d.	£ s. d.		£	s. d.	£ s. d.
1758 to 1759	17 0 17	11 0 0		10 14 0	3,245 2 28	1,898 14 8		1,436 3 8
1760	18 2 9	28 16 6		27 16 4	2,595 1 14	1,518 5 1		1,118 8 5
1761	27 0 8	42 0 6		40 10 6	3,126 3 31	1,829 4 5		1,383 12 10
1762	335 2 5	522 3 10		502 5 0	2,432 2 39	1,452 18 9		1,020 0 4
1763	1,546 3 13	2,427 5 3		2,315 9 1	5,030 0 12	2,942 11 7		2,225 15 11
Total ...	1,935 0 24	3,011 10 1		2,896 15 2	16,461 1 16	8,641 13 6		7,293 1 2

‡ Baneroff's United States, v, p. 184.

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Whale-oil.

	Duty Amer- ica.			Duty London.		
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8.	1,518	5	1	1,148	8	5
9.	1,629	4	5	1,381	12	10
0.	1,452	18	9	1,090	0	4
1.	2,942	11	7	2,225	15	11
5	9,641	13	6	7,293	1	9

in that branch of industry; had fostered it by bounties; had relaxed even the act of navigation, so as to invite even the Dutch to engage in it from British ports in British shipping. But it was all in vain. Grenville gave up the unsuccessful attempt, and sought a rival for Holland in British America, which had hitherto lain under the double discouragement of being excluded from the benefit of a bounty,\* and of having the products of its whale-fishing taxed unequally. He now adopted the plan of gradually giving up the bounty to the British whale-fishery, which would be a saving of £30,000 a year to the treasury, and of relieving the American fishery from the inequality of the discriminating duty, except the old subsidy, which was scarcely 1 per cent. This is the most liberal act of Grenville's administration, of which the merit is not diminished by the fact that the American whale-fishery was superseding the English under every discouragement. It required liberality to accept this result as inevitable, and to favor it. It was done, too, with a distinct conviction that 'the American whale-fishery, freed from its burden, would soon totally overpower the British.' So this valuable branch of trade, which produced annually three thousand pounds, and which would give employment to many shipwrights and other artificers, and to three thousand seamen, was resigned to America."

With the people of Nantucket every foreign war meant a diminution of their whaling-fleet, for there is scarcely any risk that whalers would not and will not run in pursuit of their prey. During the years 1755 and 1756, six of their vessels had been lost at sea and six more were taken by the French and burned, together with their cargoes, while the crews were carried away into captivity. In 1760 another vessel was captured by a French privateer of 12 guns and released after the commander of the privateer had put on board of her the crew of a sloop they had previously taken nearly full of oil and burned. The captain of the sloop, ——— Luce, had sailed with three others who were expected on the coast. The day after Luce was taken, the privateer engaged a Bermudian letter of marque and was beaten. During this engagement several whalers in the vicinity made their escape. In the same month (June) another privateer of 14 guns took several whaling-vessels, one of which was ransomed for \$400, all the prisoners put on board of her, and she landed them at Newport.† In 1762 another Nantucket sloop was taken by a privateer from the French West Indies, under one Mons. Pulanqua, while she was cruising in the vicinity of the Leeward Islands.

At Martha's Vineyard whaling did not seem to thrive so well as at the sister island of Nantucket. The very situation of Nantucket seemed favorable for the development of this and kindred pursuits; in fact, the situation made them necessities. While the Vineyard was quite fertile and of considerable extent, Nantucket was comparatively sterile and cir-

\* The bounty of 1748 had evidently been legislated out of existence.

† These vessels were from several whaling ports.

circumscribed. At the Vineyard a livelihood could be attained from tilling the earth, at Nantucket a large portion of that which sustained life must be wrested from the ocean. A constant struggle with nature, and a constant surmounting of those obstacles incident to their location and surroundings, developed within the Nantucketois a spirit of adventure which was carefully trained into channels of enterprise and usefulness. Hence, the early history of whaling on Martha's Vineyard was not that ultimate success that it was on Nantucket, and while the year 1775 found the latter with a fleet of 150 vessels with a burden of 15,000 tons, the former at the same period could count but 12 vessels and an aggregate of 720 tons.

In 1752 Mr. John Newman and Timothy Coffin built a vessel of 75 tons, but she was also destined to a brief existence. On her second voyage whaling she was captured near the Grand Banks by the French, and Captain Coffin, her commander, lost his life, his vessel, and his cargo. In the same year (1752) John Norton, esq., with others, purchased a vessel of 55 tons for the carrying on of this business, and, like her contemporary, she failed to survive her second voyage, but was cast away on the coast of Carolina, Capt. Christopher Beetle being at the time in command. Mr. Norton immediately chartered a vessel to get his own off, but on their arrival on Carolina, his vessel was gone with her sails, rigging, and appurtenances, and he out of pocket a further sum of \$500 to the wrecking party. Eight years later (1760), Esquire Norton, with others, built the sloop Polly, 65 tons burden. On her third whaling trip to the southward she too was lost, and by her destruction perished Nicholas Butler, her captain, and thirteen men. Repeated losses had reduced Norton to somewhat straitened circumstances, and, selling what property he had left, he removed to Connecticut, where he died.

It is impossible to separate in the accounts of whaling at this time the share which Boston took in it from that taken by other ports. The reports which may be found in the current papers rarely gave the name of the port to which, entering or clearing vessels belonged. In fact the majority of the reports are merely records of accidents, and it is very rarely indeed that the amount of oil taken by returning whalers is given.

In 1762 a whaling-schooner commanded by —— Bickford was totally lost on Seal (?) Islands. The crew, fourteen in number, were taken off by a fishing-vessel.\*

\* Boston News-Letter. It would afford an interesting study to trace the various fashions to their commencement and see if their return is marked by particular eras, or whether it is altogether spasmodic. What particularly called this to mind was reading in the News-Letter some lines addressed to a young lady's wardrobe, of which poem these four lines are appropriate here, and may serve as an illustration of the rest:

"To grace the well shap'd Foot, in Turkey's Soil,  
Through Life's short Span laborious Silkworms' toil  
The Whale in Zembla's frozen Region found,  
That forms the swelling Hoop's capacious Round.

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Of the Long Island fishery the only record accessible is the meager one regarding Sag Harbor. Easthampton, Southampton, and their more immediate neighbors seem to have been supplanted by this younger town.\* Probably prior to 1760 vessels had been fitted for whaling from this port; if so, their identification is impossible. In 1760, however, three sloops were fitted out by Joseph Conkling, John Foster, and others. They were named Goodluck, Dolphin, and Success, and their cruising ground was in the vicinity of 36° north latitude.

The reports regarding Rhode Island are equally meager. Occasional reports are to be found of the arrivals of whaling-vessels, but no report of where they cruised or what success they met with, and no records exist at the custom-house to help clear up the historical mist. Warren comes into notice at this period as quite a thriving whaling-port. The Boston News-Letter of October 23, 1766, says: "Several Vessels employed in the Whale Fishery, from the industrious Town of Warren in Rhode Island Colony, have lately returned, having met with considerable success. One Vessel, which went as far as the Western Islands, brought home upwards of 300 Barrels of Oil. Some Vessels from Newport have also been tolerably successful. This Business, which seems to be carried on with Spirit, bids fair to be of great Utility to that Government."

Williamsburgh, Va., felt the stimulus caused by success in this business; and in the early spring of 1751 several gentlemen subscribed a sum of money and fitted out a small sloop, called the "Experiment," for whaling along the southern coast. On the 9th of May, 1751, she returned with a valuable whale. This was the first vessel ever fitted for this pursuit from Virginia, and whether she continued for any length of time in the business is unknown. The encouragement of the first success undoubtedly caused another venture.

In the vicinity of New Bedford whaling probably commenced but little prior to 1760. In that year William Wood, of Dartmouth, sold to Elnathan Eldredge, of the same town, a certain tract of land, located within the present town of Fairhaven, and within three-quarters of a mile of the center of the town, on the banks of the Acushnet River, "Always Excepting and reserving \* \* \* \* \* that part of the same where the Try house and Oyl shed now stands." How long these buildings had been standing at the date of this deed is unknown, but the fact of their being there then is indisputable, and, as it was not the habit in those days to put up useless buildings, they were undoubtedly applied to the purpose for which they were built. That they were considered valuable property is evident from the fact of their being reserved. In 1763, four sloops, the Nancy, Polly, Greyhound, and Hannah, owned by Joseph Russell, Caleb Russell, and William Tallman, and from 40 to 60 tons burden, were employed in the whale-fishery.† In Ricketson's

\* Sag Harbor was settled in 1730.

† Ricketson's History of New Bedford, p. 58. Mr. Ricketson says: "To Joseph Russell, the founder of New Bedford, is also attributed the honor of being the pioneer of the



"History of New Bedford" is published a portion of a log-book of the whaling-sloop *Betsey*, of Dartmouth, in 1761. The early portion is missing, the first date commencing July 27. These small vessels usually sailed in pairs, and, so long as they kept in company, the blubber of the captured whales was divided equally between them. Hence the reports, in which the captains' names are always given instead of the names of the vessels, which rarely occur, often return the vessels in pairs, with the same quantity of oil to each. The following are a few extracts from this journal as published: "August 2d, 1761. Lat. 45.54, long. 53.57. Saw two sperm-whales; killed one.—Aug. 6th. Spoke with John Clabbery; he had got 105 bbls.; told us Seth Folger had got 150 bbls. Spoke with two Nantucket men; they had got one whale between them; they told us that Jenkins & Dunham had got four whales between them, and Allen & Pease had got 2 whales between them. Lat. 42.57.—Sunday, August 9th. Saw sperm-whales; struck two, and killed them between us, (naming their consort.—August 10th. Cut up our blubber into casks; filled 35 hhds.; our partner filled 33 hhds. Judged ourselves to be not far from the Banks. Finished stowing the hold.—August 20. Lat. 44 deg. 2 min. This morning spoke with Thomas Gibbs; had got 110 bbls; told us he had spoke with John Aikin, and Ephraim Delano, and Thomas Nye. They had got no oil at all. Sonnded; got no bottom. Thomas Gibbs told us we were but two leagues off the Bank." The *Betsey* probably arrived home about the middle of September. In 1762 she apparently made another voyage, though the journal up to the 2d of September is missing. On that date they spoke "Shubel Bunker and Benjamin Paddock." On the 3d of September they "Knocked down try-works."\* On the 15th they spoke Henry Folger and Nathan Collin.

About this time a new element entered into antagonism with colonial whaling in the Gulf of St. Lawrence and vicinity. Scarcely had the colonists aided to wrest this fishery from the French, when the English governors, in their turn, strove to keep our vessels from enjoying its benefits. In the *News-Letter* of August 8, 1765, is the following statement: "Tuesday one of the sloops which has been on the Whaling Business returned here. We hear that the Vessels employed in the Whale

whale-fishery of New Bedford. It is well authenticated by the statements of several cotemporaries, lately deceased, that Joseph Russell had pursued the business as early as the year 1755." From what particular portion of the then town of Dartmouth (which also included what is now known as New Bedford, and Fairhaven) he fitted out his vessels, is uncertain. At that time the land on which stands the city of New Bedford was unpopulated by the whites, and not a single house marked the spot where, within less than a century thereafter, stands the city from which was fitted out more whaling-vessels than from all the other American ports combined.

\* In other words, took them down. From this it is evident that some vessels were prepared for trying out their oil on board.

The *News-Letter* of July 26, 1764, states that one Jonathan Negers, of Dartmouths while whaling, was so injured by a whale's striking the boat that he died a few days after.

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Fishery from this and the neighbouring Maritime Towus,\* amounting to near 100 Sail, have been very successful this Season in the Gulf of St. Lawrence and Streights of Belle Isle; having, tis said, already made upwards of 9,000 Barrels of Oil." But this rosy-colored report was speedily followed by another of a more somber hue. In August 22 the same paper says: "Accounts received from several of our Whaling Vessels on the Labrador Coast, are, that they meet with Difficulties in regard to their fishing, in Consequence of Orders from the Commanding Officers on that Station, a Copy of which are as follows:

"MEMORANDUM: In Pursuance of the Governor's Directions, all masters of Whaling Vessels, and others whom it may concern, are hereby most strictly required to observe the following Particulars, viz:

"1 To carry the useless Parts of such Whales as they may catch to at least Three Leagues from the Shore, to prevent the Damage that the neighbouring Fishers for Cod and Seal sustain by their being left on the Shore.

"2 Not to carry any Passengers from Newfoundland or the Labradore Coast to any Part of the Plantations.

"3 To leave the Coast by the first of November at farthest.

"4 Not to fish in any of the Ports or Coasts of Newfoundland lying between Point Richi and Cape Bonavista.

"5 Not to carry on any Trade or have any Intercourse with the French on any Pretence.

"6 In all your Dealings with the Indians, to treat them with the greatest Civility: observing not to Impose on their Ignorance, or to take Advantage of their Necessities. You are also on no Account to serve them with spirituous Liquors.

"7 Not to fish for any other than Whale on this Coast.

"Dated on board His Majesty's sloop Zephyr, at the Isle of Bois, on the Labradore Coast, the 21st July, 1765.

"JOHN HAMILTON."

The issue of November 18 reports that on account of this proclamation the vessels "are returning half loaded." It was the custom with many early whalers, especially from the immediate vicinity of Boston, to go prepared for either cod or whale fishing, and in the event of the failure of the one to have recourse to the other. All restrictions which are sustained by an armed force are liable to be made especially obnoxious by the manner of the enforcement, and this was by no means a contrary case. It was not at all surprising then that the ensuing season's fishing was only a repetition of the failure of that of 1765. "Since our last," says the News-Letter, "several Vessels are returned from the Whaling Business, who have not only had very bad Success, but also have been ill-treated by some of the Cruisers on the Labradore Coast."

\*It is impossible to apportion the vessels among their proper ports. The vessels from Cape Cod and the northward cleared at Boston; those from the Vineyard, at Nantucket; those at Dartmouth, sometimes at Nantucket and sometimes at Newport.

Two ships had been fitted out from London, the Pallisser and the Labradore, for the express purpose of trading, fishing, and whaling on the coast of Labrador and in the Straits of Belle-isle. Capt. Charles Penn, who came out in them as pilot, left the Straits on the 9th of July on his way to Newfoundland. On his passage he went on board quite a number of whaling-vessels, and reported that they had met with very poor success, had got only about twenty whales in the entire fleet. In consequence of this failure some of them had, according to the time-honored practice, gone to fishing for cod, but had been interrupted by an armed vessel and by the "company's ships" (the Pallisser and Labradore), and their catch all taken away from them save what their actual necessities required. This was done under the pretence that the whole coast was patented to "the company," and by virtue of orders issued by Hugh Pallisser, "governor of Newfoundland, Anticosti, Magdalenes, and Labradore." Pallisser's proclamation, which bore date of April 3d, 1766, specified that all British subjects whaling in that vicinity should choose places on shore where they should land, cut up their blubber, and make oil as they arrived, but not to select any place which was used in the cod-fishery. Whalers from the plantations might take whales on those coasts, but were only permitted to land on some unoccupied place within the Gulf of St. Lawrence to cut up and try out their blubber; and it was particularly specified that they were not to make use of any place which was used by the British fishermen for the same or a similar purpose. Complaint having been made of the provincial whalers in regard to their waste interfering with the cod-fishery, they were enjoined that they must carry the carcasses of the whales at least three leagues from the shore. No fishermen from the plantations were to be allowed to winter on Labrador. And then Capt. John Hamilton, "of H. M. sloop of war Merlin, Lieut. Gov. of Labradore," &c., issued his proclamation: "This is to give Notice to all Whalers from the Plantations, that they are allowed to fish for Whales only, on the Coast of Labradore, that if they are found to have any other Fish on Board, the Fish will be seized, and they excluded the Benefit of Whale-fishery this season: and on no Pretence to trade with the Indians; whatever they shall purchase will be confiscated, and after this Notice their Vessels liable to be seized," &c., &c. Capt. Hamilton's decree bore the date of June 25, 1766.

The result of these arbitrary measures was that the whalers left those seas and went off the banks. The close of the season witnessed the return of the whaling-fleet with but indifferent success.\* Naturally those interested (and this included the wealthiest merchants and the

\* The Boston News-Letter mentions the arrival of Capt. Peter Wells at that port from whaling August 18, 1766. Under date of October 2, the News-Letter says: "Since our last a Number of Vessels have arrived from Whaling. They have not been successful generally. One of them viz: Capt. Clark on Thursday Morning last discovering a Spermaceti Whale near George's Banks, mann'd his Boat, and gave Chase to her,

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Palmer and the Labrador whaling on the Capt. Charles Penn, the 9th of July on his board quite a number met with very poor entire fleet. In consequence to the time-honored interrupted by an armed (and Labradore), and their actual necessities the whole coast was orders issued by Hugh Lagdalenes, and Labradore of April 3d, 1766, vicinity should choose for blubber, and make which was used in the take whales on those occupied place within their blubber; and it take use of any place same or a similar provincial whalemens vicinity, they were enjoined at least three leagues as were to be allowed Hamilton, "of H. M. Co., issued his proclamation from the Plantations, the Coast of Labradore, on board, the Fish will be every this season: and for they shall purchase Vessels liable to be the date of June 25,

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er Wells at that port from News-Letter says: "Since They have not been success Morning last discovered, and gave Chase to her,

most skillful mechanics as well as the most indefatigable mariners) felt aggrieved. It seemed scarcely in consonance with the colonial ideas of justice, crude as those notions appeared to the English nobility, that the beneficial results of a conquest which they almost single-handed had made, and for defraying the expense, of which England had declined any remuneration, should be diverted to the sole benefit of those alone who were residents of the British Isles. Merchants in London, too, whose heaviest and most profitable trade was with the provinces, joined their voices in denouncing this wrong. During the early winter the report came that Palliser's regulations were suspended until the ministry and Parliament had time to consider the subject. The matter had already, late in the last whaling season, been brought to the attention of the governor of Newfoundland, and he issued the following supplementary edict, which appeared in the Boston papers of January, 1767: "By His Excellency Hugh Palliser, Governor and Commander in Chief in and over the Island of Newfoundland, the Coast of Labradore and all the Territories dependent thereupon:

"Whereas a great many Vessels from His Majesty's Plantations employed in the Whale-Fishery resort to that Part of the Gulph of St. Lawrence and the Coast of Labradore which is within this Government: and as I have been informed that some Apprehensions have arisen amongst them that by the Regulations made by me relating to the different Fisheries in those Parts, they are wholly precluded from that Coast:

"Notice is hereby given, That the King's Officers stationed in those Parts have always had my Orders to protect, assist and encourage by every Means in their Power, all Vessels from the Plantations employed in the Whale-Fishery, coming within this Government; and, pursuant to his Majesty's Orders to me, all Vessels from the Plantations will be admitted to that Coast on the same Footing as they have ever been admitted in Newfoundland; the ancient Practices and Customs established in Newfoundland respecting the Cod Fishery, under the Act of Parliament passed in the 10 and 11th Years of William III<sup>d</sup> commonly called The Fishing Act, always to be observed.\*

"And by my Regulations for the Encouragement of the Whale Fishers, they are also under certain necessary Restrictions therein pre-

& she coming up with her jaws against the Bow of the Boat struck it with such Violence that it threw a Son of the Captain; (who was forward ready with his Lance) a considerable Height from the Boat, and when he fell the Whale turned with her devouring Jaws opened, and caught him. He was heard to scream, when she closed her Jaws, and part of his Body was seen out of her Mouth, when she turned, and went off."

\* Duties on oil imported in British ships were remitted, the commander and one-third of each crew being British. Duties were also remitted on fat, furs and tusks of seal, bear, walrus or other marine animal taken in the Greenland Seas. By other acts the imported materials to be used in outfitting were made non-dutiable and bounties were established, amounting in the final aggregate to 40s. per ton.

scribed, permitted to land and cut up their Whales in Labradore; this is a Liberty that has never been allowed them in Newfoundland, because of the Danger of prejudicing the Cod-Fishery carried on by our adventurers' Ships, and by Boat-Keepers from Britain, lawfully qualified with Fishing-Certificates according to the aforementioned Act, who are flted out at a very great Risque and Expence in complying with said Act, therefore they must not be liable to have their Voyages overthrown, or rendered precarious by any Means, or by any other Vessels whatever.

And

"Whereas great Numbers of the Whaling Crews arriving from the Plantations on the Coast of Labradore early in the Spring considering it as a lawless Country are guilty of all Sorts of Outrages before the Arrival of the King's Ships, plundering whoever they find on the Coast too weak to resist them, obstructing our Ship Adventurers from Britain by sundry Ways, banking amongst their Boats along the Coast, which ruins the Coast-Fishery, and is contrary to the most ancient and most strictly observed Rule of the Fishery, and must not be suffered on any Account; also by destroying their Fishing-Works on Shore, stealing their Boats, Tackle and Utensils, firing the Woods all along the Coast, and hunting for and plundering, taking away or murdering the poor Indian Natives of the Country; by these Violences, Barbarities, and other notorious Crimes and Enormities, that Coast is in the utmost Confusion, and with Respect to the Indians is kept in a State of War.

"For preventing these Practices in future Notice is hereby given, That the King's Officers stationed in those Parts, are authorized and strictly directed, to apprehend all such Offenders within this Government, and to bring them to me to be tried for the same at the General Assizes at this Place: And for the better Government of that Country, for regulating the Fisheries, and for protecting His Majesty's Subjects from Insults from the Indians, I have His Majesty's Commands to erect Block Houses, and establish Guards along that Coast.

"This Notification is to be put in the Harbours in Labradore, within my Government, and through the Favour of His Excellency Governour Bernard, Copies thereof will be put up in the Ports within the Province of Massachusetts, where the Whalers mostly belong, for their Information before the next Fishing Season.

"Given under my Hand at St. John's in Newfoundland, this First Day of August, 1766.

" HUGH PALLISER.

"By Order of His Excellency,

"JN<sup>o</sup>. HORSNAILL."

There can be scarcely a doubt but that the indiscretions of the whalem were much magnified (if indeed they really existed) in this pronouncement of Governor Palliser, for the sake of bolstering up the former one. The whalem of those days were far from being the set of graceless scamps which he represents them to be. Probably there was here and there a renegade. It would be quite impossible to find in

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so large a number of men that all were strict observers of the laws. Self-preservation, if no more humane motive existed, militated against the acts of which he complained. The whalers were accustomed to visit the coast for supplies, in many cases several times a year; usually on their arrival in those parts they stood in for some portion of the coast and "wooded;" and it is hardly credible that they should wantonly destroy the stores they so much needed, or make enemies on a coast where they might at any time be compelled to land. The colonial governors quite often made the resources under their control a source of revenue for themselves, and the fact of the modification of Palliser's first proclamation only under pressure of the King and Parliament would seem to indicate personal interest in keeping whalers from the colonies away from the territory under his control.

It is quite evident that even with this modification the colonial fishermen did not feel that confidence in the St. Lawrence and Belle Isle fishery that they felt when it was first opened to them; for a report from Charleston, S. C., dated June 19, 1767, states that on "the 22d ult. put in here, a sloop belonging to Rhode Island, from a Whaling Voyage in the Southern latitudes, having proved successful about 10 days before. *The master informs us, that near 50 New England vessels have been on the whale fishery in the same latitudes, this season, by way of experiment.*"\* Over the open sea fortune-seeking governors could exercise no control, and there our seamen probably felt they could pursue their game without let or hindrance. Whales at that time abounded along the edge of the Gulf Stream, and there they continued to be found for some years, shifting their ground gradually as their fierce captors encroached more and more upon them to the vicinity of the Western and Leeward Islands, the Cape de Verdes, the Brazil Banks, and beyond. Some few whalers, in spite of the restrictions, still visited the newly-opened fishing-ground.

The general results of the various voyages were on the whole good, and other places began to feel the stimulus of a desire to compete. Providence took part, and early in 1768 several vessels were fitted out from that port for this pursuit. New York, too, entered the lists, and Mr. Robert Murray and the Messrs. Franklin fitted a sloop for the same purpose, and she sailed on the 19th of April of that year.† The town of Newport manifested great activity.

It was currently reported in the colonies, during the early part of 1767, that the irksome restrictions upon whaling were to be entirely removed; petitions to that effect had been presented to the home government, and a favorable result was hoped for, and early in 1768 the straits of Davis and Belle Isle were again vexed by the keels of our

\* Boston News-Letter.

† There seems to be no accessible report of this vessel's return, and hence the degree of success or failure of her voyage is a matter of doubt. The people of Nantucket were reported to have made £70,000 in 1767.

fishermen, as many as fifty or sixty anchoring in Canso harbor in April of that year, a few of them bound for the former locality, but the majority of them cruising in the vicinity of the Gulf of St. Lawrence and Newfoundland.\* Two whaling-sloops from Nantucket, one commanded by ——— Coleman, and the other by ——— Coffin, were lost this season in the straits of Belle Isle, and the crews were saved by Captain Hamilton, of the Merlin sloop of war, who also aided them in saving the sails, rigging, and stores from the wrecks. The fishery in those parts was quite unsuccessful, many vessels, up to the last of August, having taken little or no oil.†

In 1768 there sailed from Nantucket eighty sail of vessels of an average burden of 75 tons, and probably fully as many more from other ports—Cape Cod, Dartmouth, Boston, Providence, Newport, Warren, Falmouth, (Cape Cod,) and perhaps other ports being represented, and the voyages being undertaken to Davis Straits, Straits of Belle Isle, Grand Banks, Gulf of St. Lawrence, and Western Islands. Early in the season the Western Island fleet appears to have done little, but by the middle of September they had obtained an average of about 165 barrels. The northern fleet probably did nearly as well, as numerous instances occur of vessels spoken late in the summer and in the early fall with from 100 to 150 and even as high as 200 barrels. Assuming, then, that 140 vessels returned ‡ with an average produce of 150 barrels (which

\* From a log-book kept by Isaiah Eldredge, of the sloop Tryall, of Dartmouth, which sailed April 25, 1768, for the straits of Belle Isle. She cleared from Nantucket, as Dartmouth was not then a port of entry. On Friday, April 29, she was at anchor in Canso Harbor, with 50 or 60 other whalers. Saturday, May 7, left Crow Harbor and at night anchored in Man-of-War Cove, Canso Gut, "with about 60 sail of wallmen." The vessels were continually beset with ice, and on the 23d of May they cleared their decks of snow, which was "almost over shoes deep." They killed their first whale on the 22d of July. The larger number of vessels were spoken in pairs, which was the usual manner of cruising. The sloop returned to Dartmouth on the 5th of November. This log runs to 1775, and commences again in 1785, ending in 1797, with occasional breaks where leaves are cut out.

† In October, 1767, a whaling-sloop, belonging to Nantucket, arrived at the bar off that port, on board of which were four Indians, who had had some dispute at sea and agreed to settle it on their return. As the vessel lay at anchor the officers and crew—except three white men and these Indians—went ashore. The whites being asleep in the cabin, the Indians went on deck, divided into two parties, and, arming themselves with whaling-lances, commenced the affray. The two on one side were killed immediately, the other two were unhurt. The white men, hearing the affray, rushed upon deck, and, seeing what was done, secured the murderers. In November of the same year some Newburyport fishermen were astounded at perceiving their vessel hurried through the water at an alarming rate without the aid of sails. Upon investigating the cause, it was found that the anchor was fast to a whale (or vice versa), and the cable was cut, relieving them of their unsolicited propelling power.—(Boston News-Letter.)

‡ Of the 80 vessels sailing from Nantucket but 70 returned, the other 10 being either captured by the French or lost at sea. The same ratio is assumed for the remainder of the fleet. In 1769 a Marblehead brig, the Pitt Packet, Capt. Thos. Power, was boarded by the Rose man-of-war, for the sake of impressing men. Four of the crew, arming themselves with harpoons, retreated to the fore-peak, resolved to resist to the

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was the actual average import at Nantucket)\* and we have as the result of the season's fishing 21,000 barrels, worth, at £18 per ton, the ruling price, £47,200, or about \$236,000.

"Between the years 1770 and 1775," says Macy,† "the whaling business increased to an extent hitherto unparalleled. In 1770 there were a little more than one hundred vessels engaged; and in 1775 the number exceeded one hundred and fifty, some of them large brigs. The employment of so great and such an increasing capital may lead our readers to suppose that a corresponding profit was realized, but a careful examination of the circumstances under which the business was carried on will show the fallacy of such a conclusion. Many branches of labor were conducted by those who were immediately interested in the voyages.‡ The young men, with few exceptions, were brought up to some trade necessary to the business. The rope-maker, the cooper, the blacksmith, the carpenter—in fine, the workmen were either the ship-owners or of their household; so were often the officers and men who navigated the vessels and killed the whales. While a ship was at sea, the owners at home were busily employed in the manufactory of casks, iron-work, cordage, blocks, and other articles for the succeeding voyage. Thus the profits of the labor were enjoyed by those interested in the fishery, and voyages were rendered advantageous even when the oil ob-

extent of their lives. In the *melee* the boarding lieutenant was killed. But three of the men, none of whom, says the News-Letter, were Americans, allowed themselves to become intoxicated, and all were captured.

\* Macy's Nantucket, p. 233.

† *Ibid.*, p. 63. In the spring of 1770 three whalemens fitted out from Middletown, Conn. They returned in October of the same year, having met with very poor success.

‡ The almost universal method of settling the voyages of American whalemens was by "lays," each officer and man being shipped to receive a certain proportion of the earnings as his pay. In this way each one was directly interested in the general result. For instance, in settling the voyage of the ship *Lion*, of Nantucket, in 1807, the account as stated in the *Coll. of the Mass. Hist. Soc.*, ii ser., iii vol., p. 19, is thus:

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To amount of charge .....	\$362 75	By 37,358 gallons body oil.....	\$19,766 14
To sundry accounts, clearing ship, &c., (no charge against captain, mate, and boy).....	43 38	By 16,868 gallons head matter.....	17,849 73
		By 150½ gallons black oil.....	45 15
			37,661 02
The share of the captain, 1/8... ..	\$2,072 13	Boy, 1/10.....	\$310 82
Mate, 1/7.....	1,381 41	5 blacks, 1/10 each.....	2,331 14
Second mate, 1/7.....	1,008 06	1 black, 1/10 on 400 barrels.....	108 36
2 ends men, 1/8 each.....	1,554 10	1 black, 1/10.....	414 42
5 ends men, 1/8 each.....	2,486 55	1 black, 1/10.....	438 80
Cooper, 1/10.....	621 64	1 black, 1/10 on all but 400 bar- rels.....	318 10

Remainder, (coming to owners,) \$24,252.74.

Of the interest which those of Nantucket at home had in the success of the ship, Davis says, and with much of truth: "The cooper, while employed in making the casks, took care



tained was barely sufficient to pay the outfits, estimating the labor as a part thereof. This mode of conducting the business was universal, and has continued to a very considerable extent to the present day.\* Experience taught the people how to take advantage of the different markets for their oil. Their spermaceti oil was mostly sent to England in its unseparated state, the head matter being generally mixed with the body oil,† for, in the early part of whaling it would bring no more when separated than when mixed. The whale-oil, which is the kind procured from the species called "right-whales," was shipped to Boston

that they were of sound and sea-soned wood, lest they might leak his oil in the long voyage; the blacksmith forged his choicest iron in the shank of the harpoon, which he knew, perhaps from actual experience, would be put to the severest test in wrenching and twisting, as the whale, in which he had a one hundredth interest, was secured; the rope-maker faithfully tested each yarn of the tow-line, to make certain that it would carry 200 pounds' strain, for he knew that one weak inch in his work might lose to him his share in a fighting monster."—(Niurod of the Sea, pp. 48, 49.)

\* 1835.

† The difference between "head" and "body" matter of the sperm whale can be best understood by reference to the following description of cutting in and diagram copied from Scammon's "Marine Mammalia:" "The first procedure after the animal is fastened to the ship, is to cut a hole through the blubber, between the eye and fin, at A, as seen in the accompanying outline sketch, then, after cutting the scarfs on each side and around the end of the first blanket-piece, a blubber-hook, attached to one of the cutting-tackles, is inserted into the hole at A, and the piece raised by means of the tackle until the whale is rolled on its side; then the line of separation between the upper jaw and junk is cut, as from L to C, and if a large whale, the line of separation is cut between the junk and case, as from B to E, and a cut is made across the root of the case from E to F; a scarf is also made around the root of the lower jaw, from near the corner of the mouth to G. A chain-strap is then put on the jaw near H and hooked or shackled to the second cutting-tackle, and raised by that purchase, while the other tackle attached to the piece is slackened off, if need be, so as to let the whale roll upon its back; when, by means of the tackle attached, and by cutting away the tongue and the adhering flesh, the jaw is wrenched from its socket and placed on deck. This being accomplished, the first tackle, which is attached to the piece, is hove up by means of the windlass, until the whale is rolled over to its opposite side, when the lines of separation are cut to correspond to those made opposite. Holes are then mortised through the head close to the upper jaw-bone, near I, at the end of the junk, near J, and at the root of the case, near K, and through these holes straps are rove, and lines are made fast to those of the junk and case. The second cutting-tackle is then hooked in the strap which is around the upper jaw at I; the fluke-chain is slackened off, and the first tackle fastened to the piece is lowered, when all hands heave on the head-tackle, forcing the whale down again, and thus bringing the creature's head up, and the body nearly to a vertical position. The officers upon the cutting-stage with their keen spades cut away between the bones and junk from L to C, and the enormous weight of the whole fatty mass of the head hanging down opens the gash between it and the skull-bone; then, cutting cross the end of the junk and root of the case, from E to F, completes the process of cutting off the head, which is temporarily made fast to the ship's quarter. The fluke-chain is then hauled in again, and the blubber is rolled from the body in the same manner as that of a baleen-whale, until coming to the region of the small, when it is unjointed just behind the vent, and the remaining posterior portion of the animal is hoisted on board in one mass. The head, as it is termed, is then hauled up to the gangway, and one of the tackles is hooked into the junk-strap at J, and by means of this cutting-tackle purchase, the head is taken in whole, if the

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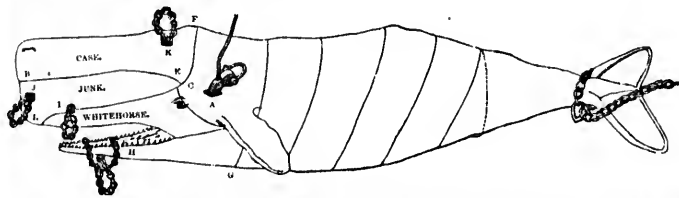
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or elsewhere in the colonies, and there sold for country consumption, or sent to the West Indies."\*

The seas continued to be infested with French and Spanish privateers and pirates,† and whalers, especially those frequenting the ocean in the vicinity of the Western Islands, were, from the very nature of their employment, constantly liable to depredations from these corsairs, whether legalized or lawless. In March, 1771, the sloop Neptune, Captain Nixon, arrived in Newport from the mole, bringing with him portions of the crews of three Dartmouth whalers, who had been taken on the south side of Hispaniola by a Spanish guarda costa. These vessels were commanded by Captain Silas Butler, William Roberts, and Richard Welding. Another whaling vessel belonging to Martha's Vineyard, commanded by Ephraim Pease, was also taken at about the same time, but released in order to put on board of her the remaining prisoners. At this time Pease had taken 200 barrels of oil, and the Dart-

whale is under forty barrels; but if over that size, it is raised sufficiently out of the water to cut the junk from the case, when it is hoisted on deck. The case is then secured by one or both tackles, hove up to the plank-sheer, and an opening is made at its root, of a suitable size to admit the case-bucket, when the oil is bailed out, or the whole case is hove in on deck before being opened; which finishes the cutting-in of a sperm-whale." The "head" or case oil is, when bailed out, as clear and limpid as water, but after a short time thickens and hardens into a mass as purely white as the newly-fallen snow. The body oil is of a coarser nature. For all practical purposes, the general principles of "cutting-in" the sperm-whale will apply to the same process in regard to the right or bone whale; and for a thorough description of these cetaceans, the implements used in their capture, and the saving of the oil, the work quoted above will be found an excellent authority.



\* Bancroft says (Hist. U. S., v, p. 265), in 1765 the colonists were not allowed to export the chief products of their industry, such as sugar, tobacco, cotton, wool, indigo, ginger, dyeing-woods, whalebone, &c., to any place but Great Britain—not even to Ireland. Save in the matter of salt, wines, victuals, horses, and servants, Great Britain was not only the sole market for the products of America, but the only store-house for its supplies.

This stringency must, however, have been somewhat relaxed as regards oil, for the Boston News-Letter of September 8, 1768, gives the report from London, dated July 13, that the whale and cod fisheries of New England "this season promised to turn out extremely advantageous, many ships fully laden having already been sent to the Mediterranean markets." The success of the Americans seems to have again aroused the jealousy of their English brethren, for in this same year an effort was made in Parliament to revive the bounty to English whalers, with the intent to weaken the American fishery.

† The word "pirate" seems to have been in these days of a somewhat ambiguous signification, and was quite as likely to mean a privateer as a corsair.

mouth vessels, which were carried into St. Domingo, 100 barrels. These captures were made on the 11th of February.\*

But it did not always happen that whalers fell so easy a prey to predatory vessels. A little strategy sometimes availed them when a forcible resistance would have been out of the question, and it may be easily believed that men to whom danger and hairbreadth escapes were part of their every-day life would scarcely submit supinely when there was any chance in their favor. A notable instance of this kind occurred in April, 1771. Two Nantucket whaling-sloops, commanded respectively by Isaiah Chadwick and Obed Bunker, were lying at anchor in the harbor of Abaco, when a ship appeared off the mouth of the harbor with her signals set for assistance. With that readiness to aid distressed shipmates which has ever been a distinguishing trait of American whalers, one of the captains with a boat's crew made up of men from each sloop hastened to render such help as was in their power. The vessel's side reached, the captain immediately boarded her to find what was desired, and much to his surprise had a pistol presented to his head by the officer in command with a peremptory demand that he should pilot the ship into the harbor. He assured the commander that he was a stranger there, but that there was a man in his boat who was acquainted with the port. The man was called and persuaded in the same manner in which the captain had been. The argument used to demonstrate the prudence of his compliance with the request being so entirely unanswerable the man performed the service, anchoring the ship where a point of land lay between her and the sloops. This being done the boat was dismissed and the men returned to their vessels. The Nantucket captains now held a consultation as to what course should be pursued. Those who had been on board the ship noticed that the men seemed to be all armed. They also observed, walking alone in the cabin, a man. The conclusion arrived at was that the ship was in the hands of pirates and that the man in the cabin was the former captain, and measures were immediately inaugurated to secure the vessel and crew. To this end an invitation was extended to the usurping captain, his officers and passengers to dine on board one of the sloops. The courtesy was accepted, and the pirate captain and his boatswain, with the displaced captain as representative of the passengers, repaired on board the sloop. After a short time he became uneasy and proposed to return to his own vessel, but he was seized by the whalers and bound fast and his intentions frustrated. The actual captain now explained the situation, which was, that the ship sailed from Bristol (R. I.?) to the coast of Africa, from thence carried a cargo of slaves to the West Indies, and was on her return home with a cargo of sugar when the mutiny occurred, it being the intention of the mutineers to become pirates, a business at that time quite thrifty and promising. Our fishermen now told the boatswain that if he would go on board the ship and bring the former

\* The men who came home with Captain Nixon were Oliver Price, Pardon Slocum, and Philip Harkins.—(Boston News-Letter.)

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mate, who was in irons, and aid in recapturing the vessel, they would endeavor to have him cleared from the penalties of the law, and they prudently intimated to him that there was a man-of-war within two hours' sail from which they could obtain force enough to overpower his associates. As a further act of prudence they told him they would set a certain signal when they had secured help from the ship of war.

The boatswain not returning according to the agreement made, one sloop weighed anchor and stood toward the pirate-ship as though to pass on one side of her. As she approached the mutineers shifted their guns over to the side which it seemed apparent she would pass and trained them so as to sink her as she sailed by. But those who navigated the sloop were fully alive to these purposes, and as she neared the ship her course was suddenly changed and she swept by on the other side and was out of range of the guns before the buccaneers could recover from their surprise and reshift and retrain their cannon. On the sloop stood upon her course till they were out of sight of the ship, then tacking, the signal agreed with the boatswain was set and she was steered boldly for the corsair. As she hove in sight, the pirates, recognizing the sign, and believing an armed force from the man-of-war was on board the whaling-vessel, fled precipitately to the shore, where they were speedily apprehended on their character being known. The whalemen immediately boarded their prize, released the mate, and carried the ship to New Providence, where a bounty of \$2,500 was allowed them for the capture and where the chief of the mutineers was hanged.\*

About this time Dr. Benjamin Franklin, being in London, was questioned by the merchants there respecting the difference in time between the voyages of the merchantmen to Rhode Island and the English packets to New York. The variation, which was something like fourteen days, was a source of much annoyance to the English merchants, and believing the place of destination might have something to do with it, they seriously contemplated withdrawing the packets from New York and dispatching them to Rhode Island. In this dilemma they consulted Dr. Franklin. A Nantucket captain named Folger,† who was a relative of the doctor's, being then in London, Franklin sought his opinion. Captain Folger told him that the merchantmen were commanded by men from Rhode Island who were acquainted with the Gulf Stream and the effect of its currents, and in the passage to America made use of this knowledge. Of this the English captains were ignorant, not from lack of repeated warnings, for they had been often told that they were stemming a current which was running at the rate of three miles an hour, and that if the wind was light the stream would set them back faster than the breeze would send them ahead, but they were too wise to be advised by simple American fishermen, and so persevered in their own course at a loss of from two to three weeks on every trip. By

\* Boston News-Letter.

† Works of Franklin, iii, p. 353. Probably Capt. Timothy Folger, a man who was prominent for many years in the history of Nantucket.

Franklin's request Captain Folger made a sketch of the stream, with directions how to use or avoid its currents, and this sketch made over a century ago is substantially the same as is found on charts of the present day. "The Nantucket whalers," says Franklin,\* "being extremely well acquainted with the Gulph Stream, its course, strength, and extent, by their constant practice of whaling on the edges of it, from their island quite down to the Bahamas, this draft of that stream was obtained of one of them, Captain Folger, and caused to be engraved on the old chart in London for the benefit of navigators by B. Franklin."

Notwithstanding this information so kindly volunteered to them, and notwithstanding the fact that the Falmouth captains were furnished with the new charts, they still persisted in sailing their old course. There is a point where perseverance degenerates into something more ignoble; it would seem as though at this date these self-sufficient captains had about attained that point.

In 1772 two whaling sloops from Nantucket, with 150 barrels of oil each, were captured by a Spanish brig and sloop off Matanzas † In December of the same year, the brig Leviathan, Lathrop, sailed from Rhode Island for the Brazil Banks on a whaling voyage. On the 25th of January they lowered for whales, and in the chase the mate's boat (Brotherton Daggett) lost sight of the brig, but the crew were picked up at sea and brought home by another vessel.

In 1773 quite a fleet of American whalers were on the coast of Africa, ‡ no less than 14 being reported as coming from that ground, and probably there were as many more of whom no report was made. One brig from Boston, while off the coast of Sierra Leone, sent a boat ashore with six men to procure water. The boat was seized and the crew all massacred by the natives. In the spring of the following year a sloop owned by Gideon Almy of Tiverton, and another belonging to Boston,

\* Works of Franklin, iii, p. 364. In a note Franklin says: "The Nantucket captains, who are acquainted with this stream, make their voyages from England to Boston in as short a time generally as others take in going from Boston to England, viz, from twenty to thirty days." Quite a number of Boston packets to and from England were at this time and for many years after commanded by Nantucket men.

† In May, 1870, according to the Boston News-Letter, no less than 19 vessels cleared from Rhode Island, whaling. The Post-Boy for October 14, 1771, is responsible for the following: "We learn from Edgartown, that a vessel lately arrived there from a whaling voyage, and in her voyage, one Marshall Jenkins, with others, being in a boat which struck a whale, she turned and bit the boat in two, took Jenkins in her mouth, and went down with him; but on her rising threw him into one part of the boat, whence he was taken on board the vessel by the crew; being much bruised—and in a fortnight after, he perfectly recovered. This account we have from undoubted authority."

‡ According to Macy, (p. 54,) the following are the dates of the occupation of various fishing-grounds by Nantucket whalers in addition to the Davis Strait fishery: Island of Disco, 1751; Gulf of Saint Lawrence, 1761; coast of Guinen, 1763; Western Islands, 1765; east of Banks of Newfoundland, 1765; coast of Brazil, 1774. According to a local tradition, the first Nantucket whaleman who "crossed the line," arrived home from his voyage on the day of the battle of Concord and Lexington. This was the brig Amazon, Uriah Bunker, commander.

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were seized, while watering at Hispaniola, by a French frigate, carried into Port-au-Prince and there condemned.\*

In 1774 a report came by the way of Fayal that a small American whaling brig was lying in the harbor of Rio Janeiro with only her captain and three men on board. It appears that, putting in there for refreshments, † in the summer of 1773, a portion of her crew were, "by fair or foul means," induced to ship on a Portuguese snow ‡ for a three months' whaling voyage. The snow was provided with harpoons and other whaling craft, made after the English models, and was cruising for sperm whales, a business altogether new to the Portuguese, who had been, hitherto, ignorant of any but the right whale, and had never ventured even in the pursuit of them out of sight of land. The brig still lay there in October, 1773, waiting the return of her men.§

In 1774 the whale-fishery in the colonies must have been in the full tide of success. There were probably fitted out annually at this time no less than 360 vessels of various kinds, with an aggregate burden of nearly 33,000 tons, and employing directly about 4,700 men, and indirectly an immensely greater number. Despite the depredations of French and Spanish privateers the fishery continued to flourish. The annual production from 1771 to 1775 was probably at least 45,000 barrels of spermaceti oil, and 8,500 barrels of right whale oil, and of bone n. rly or quite 75,000 pounds. || In the various seaport towns from

\* Boston News-Letter.

† Some vessels never dropped anchor in a port from the day they sailed until their return; but scurvy was very apt to manifest itself where a crew was so long deprived of fresh provisions.

‡ "A snow is a vessel equipped with two masts resembling the main and foremast of a ship, and a third small mast, abaft the mainmast, carrying a trysail. These vessels were much used in the merchant service at the time of the Revolution." (Lossing's Field Book, ii, p. 846, note.)

§ Boston News-Letter.

|| State of the whale-fishery in Massachusetts, 1771 to 1775.

Ports.	Vessels fitted annually for northern fishery.		Vessels fitted annually for southern fishery.		Seamen employ- ed.	Sperm-oil taken annually.	Whale-oil taken annually.
	No.	Tonnage.	No.	Tonnage.			
Nantucket .....	65	4,875	85	10,200	2,025	26,000	4,000
Waltham .....	20	1,000	10	1,000	420	2,350	1,250
Dartmouth .....	60	4,500	20	2,000	1,040	7,300	1,400
Lynn .....	1	75	1	120	25	250	100
Martha's Vineyard .....	12	750	.....	.....	156	900	300
Barnstable .....	2	150	.....	.....	26	210	.....
Boston .....	15	1,300	5	700	260	1,500	600
Falmouth, (Cape Cod) .....	4	300	.....	.....	52	400	.....
Swansey .....	4	300	.....	.....	52	400	.....
	181	13,820	121	14,020	4,050	39,390	7,650

These statistics are from Jefferson's report, and were gathered for him by governor of Massachusetts.

which this pursuit was carried on, in Nantucket, Wellfleet, Dartmouth, Lynn, Martha's Vineyard, Barnstable, Boston, Falmouth, and Swauzey, in Massachusetts, in Newport, Providence, Warren, and Tiverton, in Rhode Island, in New London, Connecticut, Sag Harbor on Long Island, the merry din of the "yo heave ho" of the sailors was heard; the ring of the blacksmith's hammer and anvil made cheery music; the coopers, with their hammers and drivers, kept time to the tramp of their feet as round and round the casks they marched, tightening more and more the bands that bound together the vessels which should hold the precious oil; and the creaking of the blocks as the vessels unloaded their freight, or the riggers fitted them anew for fresh conquests, and the rattle of the hurrying teams as they carried off the product of the last voyage or brought the necessaries for the future one, lent their portion of animation to the scene. Everywhere was hurry and bustle; everywhere all were employed; none that thirsted for employment went away unsatisfied. If a vessel made a bad voyage, the owners, by no means dispirited, again fitted her out, trusting in the next one to retrieve the loss; if she made a profitable one, the proceeds were treasured up to offset a possible failure in some future cruise. On all sides were thrift and happiness.

But a change was near. "A cloud, at first no bigger than a man's hand," was beginning to overshadow the whole heaven of their commercial prosperity. The colonies, driven to desperation by the heartless cruelty of the mother country, prepared to stay further aggression, and resent at the mouth of the cannon and the point of the bayonet the insults and injuries that for a decade of years had been heaped upon them; and the English ministry, against the earnest entreaty of British merchants on both sides of the Atlantic, prepared also to enforce its desires by a resort to arms.\*

The first industry to feel the shock of the approaching storm was the fisheries. Massachusetts, the center of this pursuit, was to the English ministers the very focus of the insurrectionary talk and action, and "the first step," says Bancroft, "toward inspiring terror was, to declare

According to Pitkin, among the exports of the colonies, including Newfoundland, Bahamas, and Bermudas, were, for the year 1770:

	Great Britain.	Ireland.	South of Europe.	West Indies.	Africa.	Total.
Sperm candles ..... pounds	4,865	450	14,167	351,625	7,905	379,012
Whale-oil ..... tons	5,202	22	175	268		5,667
Whalebone ..... pounds	112,971					112,971

Value sterling: Sperm candles, £23,688 4s. 6d.; whale-oil, £3,012 15s. 9d.; bone, £19,121 7s. 6d.

\*The colonial trade had become to many English merchants and manufacturers a matter of great importance, and the loss of it would be a serious misfortune. One of the industries which would feel the deprivation most strongly was the manufacture of cordage, of which the Americans were by far the chiefest purchasers in the English market.

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Wellfleet, Dartmouth, New Bedford, and Swanzey, and Tiverton, in New Bedford Harbor on Long Island, was heard; the ring of the coopers' hammers, the tramp of their feet as they moved more and more to hold the precious cargo, and the rattle of the rigging of the vessel on the voyage or brought a new animation to the scene where all were employed away unsatisfied. If she was dispirited, again she made up for the loss; if she made up for the loss, she made up for the loss and happiness. It was bigger than a man's ambition, even of their commerce, by the heartless aggression, and the bayonet had been heaped upon the entreaty of British agents also to enforce its

Each storm was the result, was to the English talk and action, and terror was, to declare including Newfoundland,

Massachusetts in a state of rebellion, and to pledge the Parliament and the whole force of Great Britain to its reduction; the next, by prohibiting the American fisheries, to starve New England; the next, to excite a servile insurrection.\*

Accordingly on the 10th of February, 1775, the ministry introduced into Parliament a bill restricting the trade and commerce of Massachusetts Bay, New Hampshire, Connecticut, and Rhode Island to Great Britain, Ireland, and the British West Indies, and prohibiting the colonies from carrying on any fishery on the Banks of Newfoundland or any other part of the North American coast.† “The best shipbuilders in the world were at Boston, and their yards had been closed; the New England fishermen were now to be restrained from a toil in which they excelled the world. Thus the joint right to the fisheries was made a part of the great American struggle.”‡ To this bill there was a small but active and determined opposition, both in the House of Lords and House of Commons. It was urged on the part of the ministry that the fisheries were the property of England, and it was with the English government to do as they pleased with them. To this opinion the minority strenuously demurred. “God and nature,” said Johnston, “have given that fishery to New England and not to Old.”§ It was also argued by the friends of America that if the American fishery was destroyed the occupation must inevitably fall into the hands of the natural rivals of Great Britain. Despite the efforts of the little band the bill was received by a vote of 261 to 85, and passed through its various stages. As each phase was reached the act was fought determinedly but uselessly and hopelessly. The merchants and traders of London petitioned against it, and the American merchants secured the services of David Barclay to conduct the examination of those who were called to testify by the friends and opponents of the bill.¶ “It was said, that the cruelty of the bill exceeded the examples of hostile rigour with avowed enemies; that

\* Bancroft's United States, vii, p. 222, February, 1775.

† Eng. Annual Reg., 1775, p. 78.

‡ Bancroft's United States, vii, p. 233.

§ *Ibid.*

¶ Among the evidence given was much tending to show the importance of the colonial trade. It appeared that in 1764 New England employed in the fisheries 45,880 tons of shipping and 6,002 men, the product amounting to £322,220 lvs. 3s. 3d. sterling in *foreign markets*; that all the materials used in the building and equipping of vessels, excepting salt and lumber, were drawn from England, and the net proceeds were also remitted to that country; that neither the whale nor cod fishery could be carried on so successfully from Newfoundland or Great Britain as from North America, for the natural advantages of America could neither be counteracted nor supplied; that, if the fishery was transferred to Nova Scotia or Quebec, government would have to furnish the capital, for they had neither vessels nor men, and these must come from New England; that it must take time to make the change, and the trade would inevitably be lost; and that American fishermen had such an aversion to the military government of Halifax, and “so invincible an aversion to the loose habits and manners of the people, that nothing could induce them to remove thither, even supposing them reduced to the necessity of emigration.”—(Eng. Annual Reg.)

West Indies.	Africa.	Total.
351,625	7,905	359,530
208	.....	5,047
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£33,012 lvs. 9s. 9d.; bone,

merchants and manufacturers a serious misfortune. One of the causes was the manufacture of whalers in the English



in all the violence of our most dangerous wars it was an established rule in the marine service, to spare the coast-fishing craft of our declared enemies; always considering that we waged war with nations, and not with private individuals.\*

It was claimed that by the provisions of the bill much hardship must fall upon many people who were already at sea, and who from the very nature of their occupations must be innocent. "The case of the inhabitants of Nantucket was particularly hard. This extraordinary people, amounting to between five and six thousand in number, nine-tenths of whom are Quakers, inhabit a barren island, fifteen miles long by three broad, the products of which were scarcely capable of maintaining twenty families. From the only harbour which this sterile island contains, without natural products of any sort, the inhabitants, by an astonishing industry, keep an 140 vessels in constant employment. Of these, eight were employed in the importation of provisions for the island, and the rest in the whale-fishery." A petition was also presented from the English Quakers in behalf of their brethren at Nantucket, in which they stated the innocence of the inhabitants of that island, "their industry, the utility of their labours both to themselves and the community, the great hazards that attended their occupation, and the uncertainty of their gains; and showed that if the bill passed into a law, they must in a little time be exposed to all the dreadful miseries of famine. The singular state and circumstances of these people, occasioned some attention to be paid to them. A gentleman on the side of the administration said, that on a principle of humanity he would move, that a clause should be added to the bill, to prevent the operation from extending to any whale-ships, which sailed before the 1st of March, and were at that time the property of the people of Nantucket."†

"The bill," says a reviewer of the time, "was attacked on every ground of policy and government; and with the greatest strength of language and height of colouring. The minority made amends for the smallness of their numbers by their zeal and activity. \* \* \* \* Evil principles," they contended "were prolific; the Boston Port Bill begot this New England Bill; this will beget a Virginia Bill; and that again will become the progenitor of others, until, one by one, parliament has ruined all its colonies, and rooted up all its commerce; until the statute-book becomes nothing but a black and bloody roll of proscriptions; a frightful code of rigour and tyranny, a monstrous digest of acts of penalty and incapacity and general attainder; and that wherever it is opened it will present a title for destroying some trade or ruining some province."‡

It was during the debate upon this bill that Burke made that eloquent defense of the colonies which has rung in the ears of every boy born

\* Eng. Annual Reg., 1775, p. 80.

† Eng. Annual Reg., 1775, p. 85.

‡ *Ibid.*, p. 85.

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or bred in a seaport town since the day it was uttered. "For some time past, Mr. Speaker," said Burke, "has the Old World been fed from the New. The scarcity which you have felt would have been a desolating famine, if this child of your old age,—if America,—with a true filial piety, with a Roman charity, had not put the full breast of its youthful exuberance to the mouth of its exhausted parent. Turning from the agricultural resources of the Colonies, consider the wealth which they have drawn from the sea by their fisheries. The spirit in which that enterprising employment has been exercised ought to raise your esteem and admiration. Pray, Sir, what in the world is equal to it? Pass by the other parts, and look at the manner in which the People of New England have of late carried on the whale fishery. Whilst we follow them among the tumbling mountains of ice, and behold them penetrating into the deepest frozen recesses of Hudson's Bay and Davis' Straits, whilst we are looking for them beneath the Arctic Circle, we hear that they have pierced into the opposite region of Polar cold, that they are at the antipodes, and engaged under the frozen serpent of the South. Falkland Island, which seemed too remote and romantic an object for the grasp of national ambition, is but a stage and resting-place in the progress of their victorious industry.\* Nor is the equinoctial heat more discouraging to them than the accumulated winter of both the Poles. We know that whilst some of them draw the line and strike the harpoon on the coast of Africa, others run the longitude, and pursue their gigantic game, along the coast of Brazil. No sea but what is vexed by their fisheries. No climate that is not a witness to their toils. Neither the perseverance of Holland, nor the activity of France, nor the dexterous and firm sagacity of English enterprise, ever carried this most perilous mode of hardy industry to the extent to which it has been pushed by this recent People; a People who are still, as it were, but in the gristle, and not yet hardened into the bone, of manhood. When I contemplate these things,—when I know that the Colonies in general owe little or nothing to any care of ours, and that they are not squeezed into this happy form by the constraints of a watchful and suspicious Government, but that, through a wise and salutary neglect, a generous nature has been suffered to take her own way to perfection,—when I reflect upon these effects, when I see how profitable they have been to us, I feel all the pride of power sink, and all presumption in the wisdom of human contrivances melt, and die away within me. My rigor relents. I pardon something to the spirit of liberty."

But eloquence, logic, arguments, facts availed nothing. The bill became a law. In the upper house of Parliament, where a minority fought

\* At this time the Falkland Islands were the subject of considerable acrimony between the English, Spanish, and Brazilian governments. According to Freeman (Hist. Cape Cod, ii, p. 539, note), the people of Truro were the first of our American whalers to go to the Falklands. In 1774 Captains David Smith and Gamaliel Collius, at the suggestion of Admiral Montague, of the British navy, made voyages there on that pursuit, in which they were very successful.

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the bill as determinedly as the minor part of the Commons, fifteen lords entered a protest against it. The island of Nantucket was, for the reasons enumerated, relieved somewhat from its extremest features, a fact which did not escape the surveillance of the provincial authorities, who in their turn restricted the exportation of provisions from any portion of the colonies, save the Massachusetts Bay, to that island, and the Provincial Congress of Massachusetts further prohibited any exportation from that colony, save under certain regulations.\* But, like the mother country, the colonies yielded to the behests of humanity and relaxed their stringency in regard to this island.

At an early day after the formal opening of the issue of battle between England and the plantations, the general court of Massachusetts passed a resolve, directing "that from and after the fifteenth Day of August instant, no Ship or Vessel should sail out of any port in this Colony, on any whaling Voyage whatever, without leave first had and obtained from the Great and General Court of this Colony, or from some Committee or committees or persons they shall appoint to grant such leave;" and on the 24th of August, the day for adjournment of the court being near at hand, it was further resolved, in view of possible damage liable to accrue to parties for want of these permits, "that the Major part of the Council for this Colony be, and they accordingly are, hereby fully empowered to grant leave for any Vessel or Vessels to sail out of any port in this Colony, on any whaling Voyage whatever, as to them shall seem fit & reasonable for the Benefit of Individuals, and the Good of the Public, provided there be good & sufficient security given that the Oil & Bone, &c., obtained on said Voyage shall be brought into some Port in this Colony, except the port of Boston, & such Permits do not interfere with any Resolve or Recommendations of the Continental Congress:—The power herein given to continue only in the recess of the general court."†

The bells that called the hardy yeomanry of New England to the defense of their imperiled liberties on the ever-memorable morning of the 19th of April rung the death knell of the whale-fishery, save that carried on from Nantucket; the rattle of musketry was the funeral volley over its grave.‡ Save from this solitary island, it was doomed to

\* Mass. Col. MSS., Provincial Congress, i, p. 300.

† Mass. Col. MSS. Rev. Council Papers, series I, vol ii, p. 17.

‡ The shipping of Nantucket rendered important ante-revolutionary aid to the colonists in the importation of powder, a service that was continued at intervals during the war. The Earl of Dartmouth, in a letter to Lieutenant-Governor Colden, dated 7th September, 1774, says: "My Information says that the Polly, Capt<sup>n</sup> Benjamin Broadhelp, bound from Amsterdam to Nantucket, has among other Articles received on board, no less a quantity than three Hundred thousand pounds weight of Gunpowder, & I have great reason to believe that considerable quantities of that commodity, as well as other Military Stores, are introduced into the Colonies from Holland, through the Channel of St. Eustatia." (N. Y. Col. Rec., viii, p. 487.) St. Eustatia was captured by the English during the colonial war, the chief grounds of the capture being the alleged supply to the revolting colonies of contraband goods.

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annihilation. A few vessels were fitted out early in the war from other ports, but the risk was so great and the necessity so small that the business was soon abandoned. With Nantucket it was simply a case of desperation; the business must be carried on, or the island must be depopulated; starvation or removal were the only alternatives of inaction. The receipt of the news of the battle at Lexington and Concord, glorious as it was to the colonies at large, and glorious as it may have been to the islanders whose religious principles were not rigidly opposed to war in any form and under any circumstances, was to the majority of the inhabitants the announcement of ruined fortunes, annihilated commerce, misery, privation, and suffering. Without the immediate circle of colonial assistance, knowing that they were cut off from aid in case they were attacked, open to and defenseless at all sides from the predatory raids of avowed enemies and treacherous, pretended friends, the only course left open to them to adopt was to be as void of offense as possible and strive to live through the desperate struggle just about to commence. Some of the people removed to New York and eventually established the whale-fishery there. Some removed to North Carolina and there formed a community remarkable for thrift and hospitality; but the vast majority preferred to link their fortunes with those of their island home, and with her sink or swim. Vessels from abroad turned their prows toward home and speeded on their way, hoping to attain their port before English armed vessels could intercept them; those already arrived were most of them stripped of their sails and rigging and moored to the crowded wharves or run high and dry ashore.

The petitions of parties for permission to fit out their vessels for whaling were almost invariably complied with by the general court, bonds being given in about £2,000 that the cargo should be landed at some port in the colony, excepting Boston or Nantucket.\*

In 1776 the Continental Congress endeavored to induce France to en-

\*The following is the form of the bond:

"Know all men by these presents that Nathaniel Macy & Rich<sup>d</sup> Mitchell Jr both of Sherburn in the County of Nantucket, are holden & stand firmly bound unto Henry Gardner Esq of Stowe in the County of Middlesex Treasurer of the Colony of the Massachusetts Bay or his Successors in s<sup>d</sup> office in the Lawful & Just sum of Two thousand pounds to the which payment well & truly to be made we bind ourselves our Heirs Exec<sup>rs</sup> or Administrators, firmly by these presents sealed w<sup>th</sup> our seal Dated this fourteenth day of September Anno Dom: 1775.

"The Condition of this obligation is such that whereas the above-said Nathaniel Macy is about to Adventure to sea on a whale Voyage the schooner Dighton Silas Paddock Master—if then the s<sup>d</sup> Silas Paddock or any other person who may have the Command of s<sup>d</sup> schooner Dighton, during s<sup>d</sup> Voyage shall well & truly bring or Cause to be brought into some port or harbour of this Colony except the port of Boston or Nantucket all the oil & whale Bone that shall be taken by s<sup>d</sup> schooner Dighton in the Course of s<sup>d</sup> Voyage & produce a Certificate under the hands of the Selectmen of s<sup>d</sup> Town Adjoining to such port or harbour that he there Landed ye same then the

gaged in war against England, but in the proposed negotiations the fisheries on the banks of Newfoundland and the various gulfs and bays of North America were to be understood as not open to a question of division. Spain, too, was applied to. "The Colonies," says Bancroft, "were willing to assure to Spain freedom from molestation in its territories; they renounced in favor of France all eventual conquests in the West Indies; but they claimed the sole right of acquiring British Continental America and all adjacent islands, including the Bermudas, Cape Breton, and Newfoundland. It was America and not France which first applied the maxim of monopoly to the fisheries. The King of France might retain his exclusive rights on the banks of Newfoundland, as recognized by England in the treaty of 1763, but his subjects were not to fish 'in the havens, bays, creeks, roads, coasts, or places,' which the United States were to win."\*

In the mean time how was England affected by her American policy? The colonial fishery being abolished, it became essential that something should be done to replace it, "and particularly to guard against the ruinous consequences of the foreign markets, either changing the course of consumption or falling into the hands of strangers, and those perhaps inimical to this country. The consumption of fish-oil as a substitute for tallow was now become so extensive as to render that also an object of great national concern; the city of London alone expending about £300,000 annually in that commodity."† The evidence taken on behalf of the ministry in support of their restraining-bill, tending to show that there already existed sufficient capital in ships, men, and money for the immediate and safe transfer of the whale fishery to England, while well enough for partisan purposes, was not considered so reliable by the parties bringing it forward, and the government was not at all desirous or willing to risk a matter of such extreme importance upon the testimony there given.

Measures were accordingly taken to give encouragement to this pursuit to the fishermen and capitalists of Great Britain and Ireland.‡ The committee having the subject in charge were of the opinion that a bounty should extend to the fisheries to the southward of Greenland

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"NATHAN MACY,

"RICHARD MITCHELL, Jr."

"Signed, Sealed, & did in presence of us,"

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(Mass. Col. MSS. Misc., iii, p. 64.)

The colonial papers of March 28, 1776, mention that the English frigate *Renown*, on her passage to America, took ten sail of American whalers, which were sent to England to avoid the danger of recapture.

\* Bancroft's U. S., ix, p. 132.

† Eng. Annual Reg. 1775, p. 113.

‡ Speech of the Earl of Harcourt to the Irish Parliament, October 10, 1775.

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and Davis Straits, and at the same time that the duties on oil, blubber, and bone, imported from Newfoundland, should be taken off. It was found that the restraining bill worked serious damage to the people of Newfoundland, and also to the fisheries from the British islands to that coast, as, in order to prevent absolute famine there, it was necessary that several ships should return light from that vicinity in order to carry cargoes of provisions from Ireland to the sufferers there.\*

The English fishery, even under the encouragement given, did not, however, answer the expectations or hopes of its friends. It was not so easily transferred as had been imagined. A few more vessels sailed from Great Britain, employing, of course, a few more men, but the extra supply was a mere trifle in comparison to the deficiency that the restraining bill had caused.

The colonies, in turn, passed a bill cutting off supplies to the English fleet from the plantations, † a course entirely unforeseen by the sage adherents of the British bill. As a natural consequence, the fishery, which promised so well on paper, and upon which the majority in Parliament had founded so many hopes, failed to yield them the solace for the evil done to America that they so fondly anticipated. Many ships, instead of bearing to England supplies, only returned there for provisions to relieve the distress they found on the coast, both on the sea and the land. Indeed, it was estimated that the colonial restraining act caused a loss to England in the fishery in these parts alone of fully half a million of pounds sterling. ‡ To add to the calamities caused by man, the very elements seemed combined against them, for a terrible storm arose, and the center of its fury was the shores and banks of Newfoundland. "This awful wreck of nature," says a chronicler of the time, "was as singular in its circumstances as fatal in its effects. The sea is said to have risen 30 feet almost instantaneously. Above seven hundred boats, with their people, perished, and several ships, with their crews. Nor was the mischief much less on the land, the waves overpassing all mounds, and sweeping everything before them. The shores presented a shocking spectacle for some time after, and the fishing-nets were hauled up loaded with human bodies." § These misfortunes the opposers of the bill attributed to the vengeance of an indignant Providence.

But Parliament went further than this, and added to the atrocity of this measure another none the less barbarous. It was decreed that all those prisoners who should be taken on board of American vessels should be compelled, without distinction of rank, to serve as common

\* Annual Reg., 1776, p. 131.

† The "Restraining" bill.

‡ Eng. Annual Reg., 1776, p. 49.

§ English Annual Reg., 1776, p. 43. There was also much distress at the Barbadoes. It was thought at one time to draw supplies for beleaguered Boston from these islands, but cut off as they were from supplies from the colonies, with 80,000 blacks and 20,000 whites to feed, the project was deemed in the highest degree dangerous.

sailors on British ships of war. This proposed measure was received with great indignation by those gentlemen in Parliament whom partisan asperity had not blinded to every feeling of justice to or compassion for the colonies. The clause in the bill which contained this provision was "marked by every possible stigma," and was described by the Lords, in their protest, as "*a refinement in tyranny*" which, "*in a sentence worse than death, obliges the unhappy men who shall be made captives in this predatory war to bear arms against their families, kindred, friends, and country; and after being plundered themselves, to become accomplices in plundering their brethren.*"\* And, by the articles of war, these very men were liable to be shot for desertion.

By the action of this measure large numbers of Nantucket whaling captains with their crews and a few from other ports were captured by the English, and given their choice either to enter the service of the King in a man-of-war or sail from an English port in the same pursuit to which they had become accustomed.† In September (13th,) 1779, John Adams, writing from Braintree‡ to the council of Massachusetts, says: "May it please your Honours: § While I resided at Paris I had an opportunity of procuring from London exact Information concerning the British Whale Fishery on the Coast of Brazil, which I beg Leave to communicate to your Honours, that if any advantage can be made of it the opportunity may not be lost.

"The English, the last year and the year before, carried on, this Fishery to very great advantage, off of the River Plate, in South America in the Latitude Thirty five south and from thence to Forty, just on the edge of soundings, off and on, about the Longitude sixty five, from London. They had seventeen vessells in this Fishery, which all sailed from London, in the Months of September and October. All the officers and Men are Americans.

"The Names of the Captains are, Aaron Sheffield of Newport, —, Goldsmith || and Richard Holmes from Long Island, John Chadwick, Francis May, ¶ Reuben May,\*\* John Meader, Jonathan Meader, Elisha

\* Annual Reg., 1776, p. 118.

† To his captors Capt. Nathan Coffin, of Nantucket, nobly said, "Hang me, if you will to the yard-arm of your ship, but do not ask me to be a traitor to my country."—(Bancroft, ix, p. 313.)

‡ Adams, vii, p. 63. This is almost identical with the letter in Mass. Col. MSS. Resolves, vi, p. 216.

§ In 1778 the commissioners (Franklin and Adams) in France wrote to the President of Congress in nearly the same words, urging the destruction of the English whale fishery on the coast of Brazil and the release of the Americans there, who were practically prisoners of war, compelled to aid in supporting the enemy. In the letter of the commissioners, dated Passy, —, 1778, Messrs. Franklin and Adams write that three whalemén have been taken by French men-of-war and carried into L'Orient. The crews of these whaling-vessels are Americans. (Works of John Adams, vii, p. 63.)

|| William Goldsmith, who sailed from Nantucket for London with a cargo of oil in April, 1775.

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measure was received in Parliament whom partiality or compassion retained this provision was described by the "which," *"in a sentence to be made captives in this, kindred, friends, and become accomplices in the cases of war, these very*

of Nantucket whaling boats were captured by the service of the in the same pursuit to number (13th.) 1779, John of Massachusetts, says: led at Paris I had an information concerning the which I beg Leave to come can be made of it the

carried on, this Fishery in South America in the party, just on the edge of sixty five, from London. which all sailed from Lou- All the officers and Men

field of Newport, —, island, John Chadwick, Jonathan Meader, Elisha

said, "Hang me, if you will. traitor to my country."—(Ban-

the letter in Mass. Col. MSS.

France wrote to the President in relation of the English whale fishermen there, who were practical enemies. In the letter of the and Adams write that three carried into L'Orient. The of John Adams, vii. p. 63.) London with a cargo of oil in

Clark, Benjamin Clark, William Ray, Paul Pease, Bunker Fitch, Reuben Fitch, Zebbeedee Coffin \* and another Coffin, — Delano, † Andrew Swain, William Ray, all of Nantucket, John Lock, Cape Cod; ‡ four or five of these vessels went to Greenland. The fleet sails to Greenland, yearly, the last of February or the Beginning of March. There was published, the year before last, in the English Newspapers, and the same Imposture was repeated last year, and no doubt will be renewed this, a Letter from the Lords of Admiralty to Mr. Dennis De Beralt, in Colman street, informing, him that a Convoy should be appointed to the Brazil Fleet. But this, I had certain Information, was a Forgery calculated mainly to deceive American Privateers, and that no Convoy was appointed, or did go with that Fleet, either last year, or the year before.

"For the Destruction or Captivity of a Fishery so entirely defenceless, for not one of the Vessels has any arms, a single Frigate or Privateer of Twenty-four, or even of Twenty guns, would be sufficient. The Beginning of December, would be the best Time to proceed from hence, because the Frigate would then find the Whaling Vessels nearly loaded. The Cargoes of these Vessels, consisting of Bone and Oyl, will be very valuable, and at least four hundred and fifty of the best kind of seamen would be taken out of the Hands of the English, and might be gained into the American service to act against the Enemy. Most of the officers and Men wish well to this Country, and would gladly be in its service if they could be delivered, from that they are engaged in. *Whenever an English Man of war, or Privateer, has taken an American Vessel, they have given to the Whalers among the Crew, by order of Government, their Choice, either to go on Board a Man of war, and fight against their Country or go into the Whale Fishery. Such Numbers have chosen the latter as have made up the Crews of these seventeen Vessels.* §

"I thought it my Duty to communicate this Intelligence to your Honours, that if so profitable a Branch of Commerce, and so valuable a Nursery of Seamen, can be taken from the English it may be done. This State has a peculiar Right and Interest to undertake the Enterprise, as almost the whole fleet belongs to it. I have the Honour to be, with the highest Consideration, your Honours most obedient & most humble servant

"JOHN ADAMS."

This letter was referred to a committee who reported that a copy of it should be sent to the President of the Continental Congress, which report was adopted, and thus Massachusetts let slip through her fingers the identical golden opportunity which the General Government had neglected the year before. The suggestions of Mr. Adams, who of all our revolutionary statesmen seems most to have understood and appre-

\* Zebdiel Coffin.

† Abisha Delano (probably.)

‡ From Nantucket. Twenty names are given in this list.

§ Not italicised in the original.



ciated the importance of this industry, were practically disregarded.\* It is difficult to calculate how much the American whale-fishery was affected by this failure to act on this suggestion of Mr. Adams. Many of these captains and men, and others captured at other times during the war, had at its close sailed so long from British ports that the extraordinary inducements held out by the English, and the depression in their business in the United States, immediately succeeding the close of the war, operated to transfer to that country their skill and, measurably, their capital.

In the years 1778-79 the English navy made several forays upon the sea-coast towns of New England, destroying much property at Warren, R. I., Dartmouth, Martha's Vineyard, and Nantucket in Massachusetts.† Indeed, these predatory raids were frequent throughout the war, and liable to occur at any time, consequently the unfortunate inhabitants were kept in a continual ferment. During the same time the government of France was continually intriguing for the exclusive possession of the North American fisheries. On the 6th of February, 1778, a treaty of amity and commerce was arranged between France and the United States. Upon this point each side was to retain the exclusive right to its own. The Americans conceded to the French the rights reserved by the treaties of Utrecht‡ and Paris,§ even to the French interpretation of them, which were the right to fish upon the Banks, and the exclusive use of one-half the shores of Newfoundland upon which to dry their

\* An exception to the general apathy in this respect occurred late in the fall or early in the winter of 1776, when boats from the Alfred, man-of-war, were sent ashore at Canso and destroyed the whaling interest there, burning all the materials for that industry, together with all the oil stores with their contents.

† "Return of vessels and stores destroyed on Acushnet River the 5th of September, 1778: 8 sail of large vessels, from 200 to 300 tons, most of them prizes; 6 armed vessels, carrying from 10 to 16 guns; a number of sloops and schooners of inferior size, amounting in all to 70, besides whale-boats and others; amongst the prizes were three taken by Comte D'Estalgu's fleet; 26 store-houses at Bedford, several at McPherson's Wharf, Craus Mills, and Fairhaven; these were filled with very great quantities of rum, sugar, molasses, coffee, tobacco, cotton, tea, medicines, gunpowder, sail-cloth, cordage, &c.; two large rope-walks.

"At Falmouth, in the Vineyard Sound, the 10th of September, 1778: 2 sloops and a schooner taken by the galleys, 1 loaded with staves; 1 sloop burnt.

"In Old Town harbour, Martha's Vineyard: 1 brig of 150 tons burden, burnt by the Scorpion; 1 schooner of 70 tons burden, burnt by ditto; 23 whale-boats taken or destroyed; a quantity of plank taken.

"At Holmes's Hole, Martha's Vineyard: 4 vessels, with several boats, taken or destroyed; a salt-work destroyed, and a considerable quantity of salt taken."—(Nicketson's New Bedford, p. 282.)

At Sag Harbor, L. I., property was taken or destroyed to a large amount; Newport suffered greatly; Nantucket lost twelve or fourteen vessels, oil, stores, &c., to the value of £4,000 sterling. Warren, R. I., suffered during the war to the extent of 1,000 tons of shipping, among them two vessels loaded with oil, and a large amount of other property. Sag Harbor also lost one or more vessels by capture.

‡ April 11, 1713.

§ February 10, 1763.

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fish.\* In regard to what disposition should be made of that island in case it should be captured, nothing was said; the sentiment of New England, however, upon that point was unmistakable. Later in the same year Samuel Adams, in a letter from Philadelphia, wrote: "I hope we shall secure to the United States, Canada, Nova Scotia, Florida too, and the fishery, by our arms or by treaty." He writes further, and every year of the past century has borne witness to the soundness of his views: "*We shall never be on a solid footing, till Great Britain cedes to us, or we wrest from her, what nature designs we should have.*"†

France also sought the aid of Spain, and that power was given to understand that in the final treaty of peace between the United States and England, they, too, would necessarily have some voice. Vergennes, in October (1778) stated, as the only stipulations which France would require, that in the final negotiations the treaty of Utrecht must be either wholly continued or entirely annulled; that she must be allowed to restore the harbor of Dunkirk; and that she must be allowed "the coast of Newfoundland, from Cape Bonavista to Cape St. John, with the exclusive fishery from Cape Bonavista to Point Riche."‡ By a treaty made with Spain, April 12, 1779, France bound herself to attempt the invasion of Great Britain or Ireland, and to share only with Spain the North American fisheries, in case she succeeded in driving the English from Newfoundland.

These discussions (as to the terms to be embraced in the final treaty of peace) were necessary pending the question of an alliance with France and Spain against England. When the subject of frontiers was brought up, France, while yielding all claim to the provinces of Canada and Nova Scotia, which for years had been hers, joined heartily with Spain in opposing the manifest desire of the Americans to secure them. Two States persisted in the right and policy of acquiring them, but Congress, as a body, deferred to the French view of the subject. "With regard to the fisheries, of which the interruption formed one of the elements of the war, public law had not yet been settled. By the treaty of Utrecht, France agreed not to fish within thirty leagues of the coast of Nova Scotia; and by that of Paris, not to fish within fifteen leagues of Cape Breton. Moreover, New England at the beginning of the war had, by act of Parliament, been debarred from fishing on the banks of Newfoundland \* \* \* \*". "The fishery on the high seas," so Vergennes expounded the law of nations, "is as free as the sea itself, and it is superfluous to discuss the right of the Americans to it. But the coast-fisheries belong of right to the proprietary of the coast. Therefore the fisheries on the coasts of Newfoundland, of Nova Scotia, of Canada, belong exclusively to the English; and the Americans have no

\* Bancroft's U. S., ix, 481. The fact must be kept in mind that whaling and fishing for cod were both carried on on nearly the same waters and often by the same vessels.

† Bancroft's U. S., x, 177.

‡ Bancroft's U. S., x, p. 184.

pretension whatever to share in them.\* In vain the United States urged that the colonies, almost exclusively, had improved the coast-fisheries, and considered that immemorial and sole improvement was practical acquisition. In vain they insisted that New England men, and New England money, and New England brains had effected the first conquest of Cape Breton, and were powerful aids to the subsequent conquest of Nova Scotia and Canada, and hence they had acquired at least a perpetual joint propriety. To their arguments Vergennes replied that the conquests were made not for the colonies but for the crown, and when New England dissolved its allegiance to that crown she renounced her right to the coast-fisheries. In the end the United States were obliged to succumb; they had asked aid from foreign powers, and they must yield so far as was practicable to the demands those powers made. These concessions were a portion of the price of independence.

A committee† was appointed by Congress to definitely arrange upon what terms the future treaty of peace with England should be finally consummated, and in February, 1779, they reported that Spain manifested a disposition to form an alliance with the United States, hence independence was an eventual certainty. On the question of fishing they reported that the right should belong properly to the United States, France, and Great Britain in common. This portion of the report was long under discussion in Congress, and it was finally voted that the common right of the United States to fish "on the coasts, bays, and banks of Newfoundland and Gulf of St. Lawrence, the Straits of Labrador, and Belleisle should in no case be given up."‡ Under a vote to reconsider this subject on the 24th of March, Richard Henry Lee proposed that the United States should have the same rights which they enjoyed when subject to Great Britain, which proposition was carried by the votes of Pennsylvania, Delaware, and the four New England States, New York and the Southern States opposing. New York, under the leadership of Jay and Morris, peremptorily declined to insist on this right by treaty, and Morris moved that independence should be the sole condition of peace. This was declared out of order by the votes of the New England States, New Jersey, and Pennsylvania, against the unanimous vote of New York, Maryland, and North Carolina; Delaware, Virginia, and South Carolina being equally divided.

But France had a vital interest in this matter, and the French minister interposed his influence, and on the 27th of May Congress returned to its original resolve, "that in no case, by any treaty of peace, should the common right of fishing be given up."

On the 19th of June the equanimity of the French minister was suddenly and rudely disturbed by Elbridge Gerry, who, being from Marble-

\* Bancroft's U. S., x, pp. 210-11.

† Gouverneur Morris, of New York; Burke, of North Carolina; Witherspoon, of New Jersey; Samuel Adams, of Massachusetts; and Smith, of Virginia. (Bancroft's U. S., x, p. 213.)

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head, was the steady and persistent champion of the claims of New England, and who, in the prolonged discussions, always came to the front in defense of those rights. Entirely unexpectedly, Gerry, avoiding "a breach of the rules of Congress by a change in form, moved resolutions, that the United States have a common right with the English to the fisheries on the banks of Newfoundland, and the other fishing-banks and seas of North America. The demand was for no more than Vergennes confessed to belong to them by the law of nations; and Gerry insisted that unless the right received the guarantee of France, on the consent of Great Britain, the American minister should not sign any treaty of peace without first consulting Congress."\* A most stormy and bitter debate ensued. The friends of France resisted strenuously. Four States declared if the resolution was adopted they should secede. The matter, however, was somewhat compromised and the common right of fishing on the Grand Banks affirmed; Congress asking for that right the guarantee of France by means of a supplementary article explanatory of former treaties.

The French minister became alarmed, and sought an interview with the President of Congress and two other members known to be equally favorably disposed to the policy he represented. The vigor and zeal with which New England had pressed the matter had disposed them to concede to the desires of this section. He assured them "that disunion from the side of New England was not to be feared, for its people carried their love of independence even to delirium," and continued: "There would seem to be a wish to break the connection of France with Spain; but I think I can say that, if the Americans should have the audacity to force the King of France to choose between the two alliances, his decision would not be in favor of the United States; he will not certainly expose himself to consume the remaining resources of his kingdom for many years, only to secure an increase of fortune to a few ship-masters of New England. I shall greatly regret on account of the Americans, should Spain enter into war without a convention with them." Five hours of discussion failed to induce the members to undertake to change the views of Congress, and a new interview was held on the 12th of July, between Gerard and Congress, in a committee of the whole. As a final result the question was left to be settled, when a treaty of peace was formally arranged with Great Britain.†

In the mean time how fared it with the whale-fishery? The people of Nantucket, with whom alone it was still encouraged, though in the face of the most terrible discouragements, were reduced to the severest straits. To live, they must eat; to eat, they must have provisions; to obtain provisions, they must give in exchange money or its equivalent; to obtain the exchangeable commodity, some business must be pursued. The whale-fishery was the only business available to them. Long prac-

\* Bancroft's U. S., x, pp. 216 to 219.

† Bancroft's U. S., x, p. 219.

tice had made them familiar with it, and a singleness of pursuit had kept them comparatively ignorant of any other occupation. But the great problem was how to carry it on, even in the limited way to which, by the destruction of their vessels, they were restricted. If they sailed under American protection, the English captured and destroyed their vessels and imprisoned their men; if they cleared with the sanction of English safeguards, the Americans performed for them the same kindly offices. Between the upper and the nether millstones of war they were quite ground to powder. In their extremity they learned that the English were inclined to be lenient toward them in the matter, and they had quite reliable assurance that the leading men of the American Government looked compassionately upon the distressed situation of the unfortunate islanders.

Influenced by these considerations, the inhabitants sent Timothy Folger, esq., to New York, to represent the condition they were in, and solicit permission to carry on whaling without danger of capture from British cruisers. They asked permits for twenty fishing-boats to fish around the island, for four vessels to be employed in the whale-fishery, for ten small vessels to supply the inhabitants with wood, and for one to go to New York for some few supplies not obtainable elsewhere.\* Their petition was not so successful as they had wished.

In 1781 Admiral Digby succeeded Admiral Arbuthnot in the command of the English fleet in these waters, and permission to whale was asked of him,† and permits were issued for twenty-four vessels to pursue the business unmolested by English armed cruisers.‡ “This privi-

\* Macy, 113.

† Mr. Macy gives us to understand that no permits were granted, but this must be an error; for Mr. Rotch (*vide MS.*), who was one of the committee the succeeding year to obtain grants from the English, mentions an accusation made by Commodore Affleck, of abuse of confidence in regard to the permits which were granted the year before, and that scarcely a vessel could be found but had one of these documents. To this Mr. Rotch replied: “Commodore Affleck, thou hast been greatly imposed upon in this matter. I defy Capt. ——— to make such a declaration to my face. Those Permits were put into my hands. I delivered them, taking receipts for each, to be returned to me at the end of the voyage, and an obligation that no transfer should be made or copies given. I received back all the Permits except two before I left home, and should probably have received those two on the day that I sailed. Now if any duplicity has been practiced, I am the person who is accountable, and I am here to take the punishment such perfidy deserves.” Mr. Rotch's character as a man and a merchant stood too high to be questioned, and the commodore, who a moment before was so violent, became more genial, and replied, “You deserve favor,” and assisted Mr. Rotch to obtain it. The termination of this difficulty is but one example of the manner in which all these slanders, from both English and Americans, were disposed of when the accused could have an opportunity of confronting the accusers or those in authority.

‡ The following is a copy of one of these permits, from Macy, p. 115:

“[L. s.] By Robert Digby, Esquire, Rear Admiral of the Red, and Commander-in-chief, &c., &c.

“Permission is hereby given to the Dolphin brig, burthen sixty tons, Walter Folger owner, navigated by Gilbert Folger as master and the twelve seamen named in the

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lege," says Macy, "seemed to give new life to the people. It produced a considerable movement in business, but the resources of the island had so diminished, that but a small number of vessels could take the benefit of those permits. Those who had vessels, and were possessed of the means, fitted them out on short voyages, and, had there been no hinderance, it is probable that they would have done well; for the whales, having been unmolested for several years, had become numerous, and were pretty easily caught. To carry on the whale-fishery under permission of the government of Great Britain was a proceeding somewhat novel, and could not pass unnoticed. Although it was not publicly known, yet it was generally believed that some kind of indulgence had been shown by the enemy to the people of Nantucket. This caused some clamor on the continent; but our Government well knew the situation of the place, and its large participation in the calamities of the war, and was, consequently, rather inclined to favor than to condemn the acceptance of favors from the English. Although the Government could not grant an exclusive privilege to any particular part of the Union, yet such encouragement was given by the leading men of the nation, in their individual capacity, as to warrant the proceeding. Several vessels whaling under these permits were taken by American privateers and carried into port, but in every instance they were soon liberated. Whenever it was found that the permits were used for no other purpose than that for which they had been granted, and that the vessels using them had not been engaged in illicit trade, there was no hesitation in releasing them."

Nevertheless a great risk attended this mode of proceeding, and the islanders became satisfied that to make the business reasonably safe permits must be obtained from both contending powers and permission also to make use of each license against the other's vessels of war. Accordingly, a town meeting was convened on the 25th of September, 1782, and a memorial prepared and adopted which was sent to the general court of Massachusetts.\* This petition recited the unfortunate situa-

James Chase,  
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 George Coleman  
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margin, to leave the island of Nantucket and to proceed on a whaling voyage,—to commence the first of January, 1782, and end the last day of — following, provided that they have on board the necessary whaling craft and provisions only, and that the master of said brig is possessed of a certificate from the selectmen of the said island, setting forth that she is *bona fide* the property of the inhabitants of the island, with the names of the master and seamen in her; and that she shall not be found proceeding with her cargo to any other port than Nantucket or New York.

"Dated at New York, the first day of December, 1781.

"ROBERT DIGBY.

"To the commissioners of his majesty's ships and vessels of war, as well as of all privateers and letters of marque.

"By command of the Admiral:

"THOMAS M. PALMER."

\* By a very disastrous fire at Nantucket, in 1846, the records both of the town and custom-house were destroyed, hence there arises much difficulty in getting many inter-

tion the people were in, exposed to the inroads of English and Americans, with neither side able or willing to protect them against the other, and powerless, because of the defenseless character of the island and the religious convictions of the vast majority of the inhabitants, to suitably guard their own firesides. They urged that people in continental towns, where the broad country opened to them a place for retreat, could have but faint ideas of the suffering of those who were constantly liable to hostile invasion and whose insular position precluded all thoughts of escape, and they indignantly resented the calumnies which had been spread broadcast through the State in regard to alleged actions of theirs. Regarding the prosecution of their business, they said:

"We now beg leave to throw a few hints before you respecting the Whalefishery, as a matter of great importance to this Commonwealth. This place before the War, was the First in that branch of business, & employed more than One Hundred Sail of good Vessels therein, which furnished a support not only for Five Thousand Inhabitants here, but for Thousands elsewhere, no place so well adapted for the good of the Community at large as Nantucket, it being destitute of every material necessary in the Business, and the Inhabitants might be called Factors for the Continent rather than Principals; as the war increased the Fishery ceased, until necessity obliged us to make trial the last Year, with about about seventeen sail of Vessels, Two of which were captured & carried to New York,\* & one was burnt the others made saving voyages. The present Year we employed about Twenty Four sail in the same business, which have mostly completed their Voyages, but with little success; & a great loss will ensue; this we apprehend is greatly owing to the circumscribed situation of the Fishery; we are now fully sensible that it can no longer be pursued by us, unless we have free liberty both from Great Britain & America to fish without interruption; As we now find One of our Vessels is captured & carried to New York, but without any Oil on board, and Two others have lately been taken & carried into Boston & Salem, under pretense of having double papers on board, (Nevertheless we presume the captors will not say that any of our Whalemens have gone into New York during the season as such a charge would have no foundation in Truth). And if due attention is not paid to this valuable branch, which if it was viewed in all its parts, perhaps would appear the most advantageous, of any possess'd by this Government, it will be intirely lost, if the War continues: We view it with regret & mention it with concern, & from the gloomy prospect now before us, we apprehend many of the Inhabitants must quit the Island, not being able even to provide necessaries for the approaching Winter:

resting details. Many of the custom-records of New Bedford were destroyed by fire in 1825; the corresponding documents of Newport, prior to 1779, were carried away by the English, and the vessel containing them being sunk, they were, when recovered, in a very damaged condition; the similar records of Sag Harbor (the older ones) were stored in a damp place, and are mildewed and illegible.

\* New York, at this time, was in possession of the English.

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some will retreat to the Continent & set down in the Western Governments; and the most active in the Fishery will most probably go to distant Countries, where they can have every encouragement, by Nations who are eagerly wishing to embrace so favourable an opportunity to accomplish their desires; which will be a great loss to the Continent in general, but more to this Government in particular.

"We beg leave to impress the consideration of this important subject, not as the judgment of an insignificant few, but of a Town which a few Years since stood the Third in Rank (if we mistake not) in bearing the Burthens of Government; It was then populous and abounded with plenty, it is yet populous but is covered with poverty. Your Memorialists have made choice of Samuel Starbuck, Josiah Barker, William Rotch, Stephen Hussey and Timothy Folger, as their Committee who can speak more fully to the several matters contain'd in this Memorial, or any other thing that may concern this County, to whom we desire to refer you.

"Signed in behalf of the Town by—

"FREDERICK FOLGER

"Town Clerk"

This memorial was referred to a committee consisting of George Cabot, esq., on behalf of the Senate, and General Ward and Colonel McCobb on the part of the House, which committee on the 29th of October made the following report: "That altho' the Facts set forth in said Memorial are true and the Memorialists deserve Relief in the premises, yet as no adequate Relief can be given them but by the United States in Congress assembled, therefore it is the opinion of the Committee that the said Memorial be refer'd to the consideration of Congress, and the Delegates of this Commonwealth be required to use their Endeavours to impress Congress with just Ideas of the high worth & Importance of the Whale fishery to the United States in general, & this State in particular."\* This report was accepted, and it was ordered

\* Mass. Col. MSS., Petitions, i, pp. 124-5-6-7-8-9. A memorandum accompanies this, which various circumstances seem to indicate is the work of Mr. Rotch, and which says: "Perhaps some of those reports may have originated from this—a Committee of our Island in the fore part of the year 1781 applied to some of the Members of the General Court and spread before them the peculiar circumstances wherein the Island was involved, one whereof was that our Vessels whenever they passed in or out were perfectly under the controul of the Britons and it was therefore necessary that permits should be obtained from them for our Vessels to proceed on the Whale fishery—since which time some of them have been taken by the American Privateers for having such Permits—and we are thereby reduced to this difficulty that if we carry our Vessels over the bar without permits from the British Admiral they are made prize to the Britons—if they have such permits they are taken by our own Countrymen—and our harbour is therefore compleatly shut up—and all our prospects terminate in poverty and distress—what gives us great concern is that our people who understand the Whale fishery will be driven to foreign neutral Countries and many years must pass away before we shall again be enabled to pursue a branch of business which hath been in times past our support and hath yielded such large aids to the Commerce of this Country."



that the delegates be furnished with a copy of the memorial, and be required to take the action indicated in the report.

In addition to the action of the general court, the town also sent William Rotch and Samuel Starbuck to Philadelphia to intercede personally in the matter. After conferring with General Lincoln, Samuel Osgood, Nathaniel Gorham, Thomas Fitzsimmons, and James Madison, they approached one of the Massachusetts delegation who was a resident of Boston, and who was greatly prejudiced against Nantucket. After an interview of about two hours with no apparent relaxation of the bitterness of feeling on his part, Mr. Rotch questioned him as to whether the whale-fishery was "worth preserving to this country?" He replied, "Yes." "Can it be preserved in the present state of things by any place except Nantucket?" "No." "Can we preserve it unless you and the British will both give us permits?" "No." "Then, pray," continued Mr. Rotch, "where is the difficulty?" Thus this interview ended. Messrs. Rotch and Starbuck then drew up a memorial and presented it to the consideration of the above-named gentlemen, desiring them to review it, at the same time telling them of the conversation between Mr. Rotch and the delegate from Boston. By advice of these friends they waited again upon the member from Massachusetts, and he accepted the charge of bringing the subject before Congress, where, after deliberation, it was determined to grant permits for thirty-five vessels to sail on whaling voyages, and these were accordingly granted and delivered. The very next day a vessel arrived from Europe bringing the rumor of the signing of a provisional treaty of peace.\*

This was early in 1783.† The passage from the provisional to the definitive treaty was long, circuitous, and at times dark. One of the chief sources of difference was the settlement of the question of the fisheries, England with an apparent feeling of magnanimity conceding favors, and America with a sense of justice claiming rights. Against what the United States considered her just dues the diplomacy of the English, their late enemies, and the French, their recent allies, was arrayed, and nothing but firmness, sagacity, and skill on the part of the American commissioners saved the day. The English guarded their assumptions with all possible jealousy; the French sought a loose place in the armor to insert the diplomatic sword, and gain by treaty what they had been unable to sustain with force. The Americans were ever on the alert to overcome the prejudices of a power from whom they had conquered a peace, and to propitiate the supersensitiveness of a power which had rendered them so valuable assistance. They could not, however, depart from certain propositions. The articles which must be inviolate were those guaranteeing to America full and unconditional inde-

\* Memoranda of Wm. Rotch—unpublished.

† On the 23d of March, 1783, an order was passed in Congress granting 35 licenses to Nantucket vessels to whale and to secure them from the penalty attached to double papers. (Madison Papers, p. 405.)

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pendence, and the withdrawal from the thirteen States of all British troops; the Mississippi as a western, and the Canadian line as it was prior to the Quebec act of 1774, for a northern boundary; and a freedom in the fishery off Newfoundland and elsewhere as it had been enjoyed prior to the commencement of hostilities. In vain Great Britain sought to evade the latter clause; the United States tenaciously, as in a vice, held her to it, and she yielded.

#### E.—FROM 1784 TO 1816.

But the announcement of peace came to a people whose commerce was sadly devastated. Save such of the interest as had been preserved by what Mr. Jefferson termed the Nantucketois, the business of whaling was practically ruined and required rebuilding. To Nantucket the war had, despite its holy necessity and its glorious conclusion, been a heavy burden. Of the little over 150 vessels owned there in 1775, 134 had fallen into the hands of the English and 15 more were lost by shipwreck; many of the young men had perished through the rigors of war;\* in about 800 families on the island there were 202 widows and 312 orphan children; the direct money loss far exceeded \$1,000,000 in times when a man's pay was 67 cents per day; one merchant alone lost over \$60,000.† And as it was with Nantucket, so it was in a degree with all the whaling ports.‡ With an energy characteristically American, they sought, on the return of peace, to retrieve their losses. Scarcely had the echo of the hostile guns died away, scarcely had the joyful news of peace reached their ports, when the whalers began to equip anew for their fishery. The Bedford, just returned to Nantucket from a voyage, was immediately loaded with oil and dispatched to London, arriving in the Downs on the 3d of February. Her appearance was thus chronicled by an English magazine of that day: "The ship Bedford, Captain Mooers,§ belonging to the Massachusetts, arrived in the Downs the 3d of February, passed Gravesend the 4th, & was reported at the Custom-House the 6th instant. She was not allowed regular entry until some consultation had taken place between the commissioners of the customs & the lords of council, on account of the many acts of parliament yet in force against the rebels in America. She is loaded with 487 butts of whale oil; is American built;|| manned wholly

\* It is estimated that no less than 1,200 seamen, mostly whalers, were captured by the English or perished at their hands during the Revolution, from Nantucket alone!

† William Rotch, esq.

‡ Warren, R. I., suffered a loss of 12 vessels (about 1,100 tons), of which at least two were whalers. (Hist. of Warren, p. 101.)

§ Capt. William Mooers, who sailed for many years in the employ of Messrs. Rotch & Co. It is related that one of the crew of the vessel first showing the American flag in the Thames was hump-backed. One day a British sailor meeting him clapped his hand upon the American's shoulder, saying, "Hilloa, Jack, what have you got here?" "Bunker Hill and be d—d to you," replied the Yankee, "will you mount?"

|| The Bedford was built in 1765, by Ichabod Thomas, at North River. She was built a brig.

by American seamen; wears the rebel colors & belongs to the Island of Nantucket in Massachusetts. This is the first vessel which displayed the thirteen rebellious stripes of America in any British Port. The vessel lies at Horseley down a little below the Tower, and is intended immediately to return to New England." Immediately after, almost simultaneously with her, arrived another ship from Nantucket—the *Industry*, Capt. John Chadwick, while the sloop *Speedwell*, James Whippley, master, was sent to Aux Cayes.\* Those at Nantucket who had capital left resumed the whale-fishery with as many vessels as they could procure. Long comparative immunity from capture had caused the whaling-grounds to become repopulated, and the whales themselves had become less shy and hence more easily killed. Directly succeeding the war the products of the fishery commanded good prices, and soon other ports entered into competition. New London, Sag Harbor, Hudson, N. Y., Boston, Hingham, Wellfleet, Braintree,† Plymouth, Bristol, each sent out one or more whale-hunters. For a brief time the business promised much profit, but the fever was a fitful one. The excessive prices which the commodity commanded immediately after the war‡ rapidly became reduced; Great Britain, the only market for the sperm-oil, had, by an alien duty of £18 sterling per ton, practically precluded its shipment from America. Oil which before the war was worth £30, now scarcely brought £17, while to cover expenses and leave a reasonable margin for profit, £25 were required.§ The situation was indeed desperate—almost hopeless. In the discussion of means for relief many of the people of Nantucket expressed the opinion that if the island could be made neutral, commercial affairs might assume a more healthy tone. A memorial was finally sent to the legislature of Massachusetts praying relief, and the agents presenting it were instructed to have the subject of neutrality acted upon. As may be readily supposed, however, the invidious legislation that Nantucket was unable to obtain during the war, she would scarcely be likely to get on its conclusion, and the subject of neutrality was very properly dismissed. That the depression in the whaling business needed some alleviation was, however, too evident to require discussion, and in 1785 the legislature passed the following preamble and resolution:

"Whereas this court, having a due sense of the high worth and importance of the whale fishery, are desirous of its preservation, not only to this State, but to the United States in general; therefore,

*Resolved*, That there be paid, out of the treasury of this commonwealth, the following bounties upon whale-oil, of the different qualities hereafter mentioned, viz: For every ton of white spermaceti oil, five pounds; for every ton of brown or yellow spermaceti oil, sixty shillings; for every ton of whale oil, (so called,) forty shillings, that may be taken or caught

\* Letter of William Rotch, esq.

† One small schooner of 38 tons burden hailed from Braintree.

‡ Macy's Nantucket, 121.

§ See Mr. Rotch's MS.

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that some one be appointed to close the matter, he was referred to Lord Hawksbury, a gentleman not very favorably disposed toward America. Mr. Rotch gave him his estimate of the sum necessary to induce a removal, viz, "£100 sterling transportation for a family of five persons, and £100 settlement; £20,000 for a hundred families." Lord Hawksbury demurred to this as a large sum.\* At a subsequent interview Mr. Rotch added to his previous position the demand to bring with him thirty American ships, which demand also met with remonstrance from Lord Hawksbury, who seemed to be of the "penny wise pound foolish" order of statesmen. Mr. Rotch finally took leave of Lord Hawksbury without obtaining any satisfaction, and embarking on board his vessel sailed for France.† Landing at Dunkirk, he drew up proposals to the French government and forwarded them to Paris. These proposals were eagerly entertained, and the preliminaries were speedily arranged for a transfer of the interest of Mr. Rotch and his family and

\* "And what," queried Lord Hawksbury, "do you propose to give us in return for this outlay of money?" "I will give you," returned Mr. Rotch proudly, "some of the best blood of the island of Nantucket." At this interview Hawksbury presented his own figures, where, says Mr. Rotch, (see MS.) "he had made his nice calculation of £87 10s. for transportation and settlement of a family," and, says he, "I am about a Fishery Bill, and I want to come to something that I may insert it, &c." My answer was, "Thy offer is no object, therefore go on with thy Fishery Bill without any regard to me." I was then taking leave and withdrawing. "Well, Mr. Rotch, You'll call on me again in two or three days." "I see no necessity for it." "But I desire you won't." "If it is thy desire perhaps I may call." However, he let me rest but one day before he sent for me. He had the old story over again, but I told him it was unnecessary to enter again into the subject. I then informed him that I had heard a rumor that Nantucket had agreed to furnish France with a quantity of Oil. He stepped to his Bureau, took out one of a file of papers, and pretended to read an entire contradiction, though I was satisfied there was not a line there on the subject. I said, "It was only a vague report that I had heard, and I cannot vouch for the truth of it, but we are like drowning men, catching at every straw that passes by; therefore I am now determined to go to France and see what it is. If there is any such contract, sufficient to retain us at Nantucket, neither you nor any other nation shall have us, and if it is insufficient, I will endeavor to enlarge it." "Ah," says he, "Quakers go to France?" "Yes," I replied, "but with regret." I then parted with Lord Hawksbury for the last time. (Rotch MS.)

† His lordship sent once more for Mr. Rotch to call on him, but Mr. Rotch returned answer: "If Lord Hawksbury desires to see me he will find me on board my vessel up to the hour when she takes her anchor." When Mr. Rotch was once gone, Hawksbury became alarmed and sent to him by letter, informing him that he had made provision in the fishery bill for him, with liberty to bring forty ships instead of thirty, "he having forgotten the number;" but it was too late. This unexpected ending of his hopes was far from pleasing either to his lordship or the government. After the interview with the King of France, Mr. Rotch returned to England, and was importuned to remove to Great Britain. In his memoranda he says he was waited upon by one of the officials, who told him he was "authorized by Mr. Pitt to tell you that you shall make your own terms." "I told him," continues Mr. Rotch, "he was too late. I made very moderate proposals to you, but could obtain nothing worth my notice. I went to France, sent forward my proposals, which were doubly advantageous to what I had offered your Government; they considered them but a short time, and on my arrival in Paris were ready to act. I had a separate interview with all the Ministers of State necessary to the subject, five in number, who all agreed to & granted

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friends to Dunkirk, from which port, for several years, a very successful fishery was carried on. Contemporary with the negotiations with Mr. Rotch, a letter was dispatched to the people of Nantucket by Capt. Shubael Gardner, from L—— Coffin, who resided at Dunkirk, stating that his sympathy for the people of that island had led him to apply to the French government in their behalf, and with excellent success. Every request he had made had been granted, and the unlimited freedom, the abundance and cheapness of provisions, the absence of custom-houses, the small taxes, the regularity of the town, the manners and industry of the inhabitants, and its situation, rendered it, in his opinion, "the most eligible place in the universe for the people of Nantucket to remove to.\*

What effect this state of affairs may have had in the arrangement of treaties of commerce with Great Britain is somewhat uncertain, but the attempt to a consummation of this plan was intrusted to a man not only

my demands. This was effected in five hours, when I had waited to be called by your Privy Council more than four months." All attempts on the part of the English government to re-open the subject were politely but firmly rejected by Mr. Rotch. "In the beginning of 1793," the account continues, "I became fully aware that war between England & France would soon take place, therefore it was time for me to leave the Country in order to save our vessels if captured by the English. I proceeded to England. Two of them were captured, full of oil, & condemned, but we recovered both by my being in England, where I arrived two weeks before the war took place. My going to France to pursue the whale-fishery so disappointed Lord Hawksbury that he undertook to be revenged on me for his own folly, and I have no doubt gave directions to the Cruisers to take any of our vessels that they met with going to France. When the Ospray was taken by a King's ship, the officer sent on board to examine her papers, called to the captain & said, "You'll take this vessel in sir, she belongs to Wm. Rotch." Mr. Rotch returned to the United States with several of his vessels in 1794, and after residing in Nantucket about a year removed to New Bedford, where he lived until his death, in May, 1828.

\*The following is a list of advantages secured to Nantucket whalers by Mr. Coffin:

- "1st. An entire free exercise of their religion or worship within themselves.
- "2d. The concession of a tract of ground to build their houses and stores.
- "3d. All the privileges, exemptions, and advantages promised by the king's declaration in 1662, confirmed by letters-patent of 1784, to all strangers who come to establish there, which are the same as those enjoyed by the natif subjects of his majesty.
- "4th. The importation into the kingdom, free from all duties whatever, of the oil proceeding from their fishery, and the same premiums and encouragement granted for the cod and other fisheries to natif subjects.
- "5th. A premium per ton on the burthen of the vessels that will carry on the whale fishery, which shall be determined in the course of the negotiation either with Mr. Rotch or with the select men of the island.
- "6th. All objects of provisions and victuals for their ships shall be exempted from all duties whatever.
- "7th. An additional and heavier duty shall be laid on all foreign oil, as a further encouragement to them, in order to facilitate the sale of their own.
- "8th. The expenses of removing those of the inhabitants, who are not capable of defraying themselves, shall be paid by the Government.
- "9th. A convenient dock shall be built to repair their ships.
- "10th. All trades-people, such as smiths, boat-builders, coopers, and others, shall be admitted to the free exercise of their trade without being liable to the forms and ex-

thoroughly imbued with New England principles, but of sufficient statesmanship to realize of how much national importance this matter was. None knew better than John Adams that the secret of the commercial greatness which should be developed lay in the codevelopment of the fisheries; that herein was the nursery for seamen who would be a source of wealth in peace and of power in war. It was desirable to make duties and courtesies more reciprocal, and one of the first duties intrusted to Mr. Adams on his appointment to the Court of St. James in 1785, was the arrangement of some treaty which should be mutually satisfactory. Naturally one of the principal points was the importation of the products of our fishermen, since that industry perhaps more than any other was in danger of serious injury from the existing condition of things.

In a letter to the Marquis of Carmarthen, dated July 29, 1785, Mr. Adams refers to the trouble accruing from the alien duties laid by England in these words: "The course of commerce, since the peace, between Great Britain and the United States of America, has been such as to have produced many inconveniences to the persons concerned in it on both sides, which become every day more and more sensible. The zeal of Americans to make remittances to British merchants, has been such as to raise the interest of money to double its usual standard, to increase the price of bills of exchange to 8 or 10 per centum above par, and to advance the price of the produce of the country to almost double the

pense usually practised and paid by the natif subjects for their admittance to mastership.

"11th. They shall have liberty to command their own vessels, and have the choice of their own people to navigate them.

"12th. They shall be free from all military and naval service, as well in war as in peace, in the same manner and extent as expressed by the king's ordinance of the 16th of February, 1759." (Macy, 257, 258.)

These were probably essentially the same concessions made to Mr. Rotch in person. How many American captains pursued the fishery from the various British and French ports subsequently to the Revolution, it would be difficult to determine. Nantucket alone furnished 83 captains for the French and 149 captains for the English fishery; probably the bulk of the total number came from this one port, though in the course of the prosecution of whaling by these nations, New Bedford furnished a very considerable number. In a "Journal of a Voyage to Greenland" from Dunkirk in the ship *Penelope*, Capt. Tristram Gardner (a Nantucket man,) he records under the head of Friday, June 6, 1788, in latitude 70° north, "100 ships in sight." On the 22d of the same month he states, as a mere matter of fact not worthy of extended comment, "Wind at South; A Raged sea; Plenty of Snow. Later Part Saw Ice to ye S. W. of us a 4 ye wind Shifted to ye Northward, but Still thick weather. Saw A Number of ships, but No whale. So ends this 24 hours. Lat. 79. 02." And yet this is within about 175 miles of the highest northern point attained by any of our splendidly equipped expeditions undertaken with the express purpose of pushing as far north as possible in vessels armored and strengthened and equipped in the most complete manner, while the whaling voyages were pursued in small, not uncommonly strong ships, not even having the feeble protection of coppered bottoms. As early as 1753, a schooner was fitted from Boston for the discovery of the northwest passage. She sailed in the spring and returned in October of the same year.

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usual rate. Large sums of the circulating cash, and as much produce as could be purchased at almost any rate, have been remitted to England; but much of this produce lies in store here, because it will not fetch, by reason of the duties and restrictions on it, the price given for it in America. No political arrangements having been made, both the British and American merchants expected that the trade would have returned to its old channels, and nearly under the same regulations, found by long experience to be beneficial; but they have been disappointed. The former have made advances, and the latter contracted debts, both depending upon remittances in the usual articles, and upon the ancient terms, but both have found themselves mistaken, and it is much to be feared that the consequences will be numerous failures. Cash and bills have been chiefly remitted; neither rice, tobacco, pitch, tar, turpentine, ships, oil, nor many other articles, the great sources of remittances formerly, can now be sent as heretofore, because of restrictions and imports, which are new in this commerce, and destructive of it; and the trade with the British West India Islands, formerly a vast source of remittance, is at present obstructed. \* \* \* \* \* There is a literal impossibility, my lord, that the commerce between the two countries can continue long to the advantage of either upon the present footing.\* He continues, that these evils will increase, and asserts that it is the desire of the United States to be on good terms commercially with England, and not be driven to other markets with their goods, and he closes by proposing the arrangement of a treaty of commerce between the two countries.

It would be interesting, though not necessary in this connection, to follow the negotiations through each step; to see how the English administration felt compelled to cater to those who upheld the British navigation laws; to see how jealousy of our incipient naval power procrastinated the treaty which it was inevitable must come; to see how self-confident and secure the English felt that our trade must unavoidably come to them; to see, how, an attempt was made to throw the influence of Ireland against America by ostentatious concessions, and how the attempt failed; to see how, finally, the fear of American reciprocity in restrictions led to English reciprocity in concessions; but those things can be more satisfactorily learned from the diplomatic correspondence of the day.†

On the 24th of August Mr. Adams had a conference with Mr. Pitt for the first time in this connection. Passing by the matter of the interview, so far as it relates to the other portions of the proposed treaty, we find that when the treaty of commerce was proposed, Mr. Pitt inquired what were the lowest terms that might be satisfactory to America. Mr. Adams replied that he might not think himself competent to decide that question; that, because of the rapidly increasing feeling in America,

\* Works of John Adams, viii, p. 288.

† Works of John Adams, viii, p. 307.



affairs had already culminated in Massachusetts in the passage of an act of navigation by that State, showing the tendency of the times, and that the action of England would have much to do in arresting that prejudice; that the five hundred ships employed in the commerce of the United States in 1784 might easily be compelled to become the property of American citizens and navigated wholly by American seamen; that the simple passage of an old English statute, "that none of the King's liege people should ship any merchandise out of, or into the realm, but only in ships of the King's liegance, on pain of forfeiture," modified to suit the American form of government, would effect this; that the nation had the legal right to govern its own commerce; that the ability of the Americans to build ships and the abundance of material they had for that purpose could not be doubted; and that whatever laws England might make, she would be glad to receive and consume considerable American produce, even though imported through France or Holland, and sell us as many of her manufactures as we could pay for, through the same channels. The conversation finally introduced the subject of ships and oil, and Mr. Pitt said to Mr. Adams the Americans "could not think hard of the English for encouraging their own shipwrights, their manufactures of ships, and their own whale-fishery." To which Mr. Adams replied, "By no means, but it appeared unaccountable to the people of America, that this country should sacrifice the general interests of the nation to the private interests of a few individuals interested in the manufacture of ships and in the whale-fishery, so far as to refuse these remittances from America in payment of debts, and for manufactures which would employ so many more people, augment the revenue so considerably, as well as the national wealth, which would, even in other ways, so much augment the shipping and seamen of the nation. It was looked upon in America as reconciling themselves to a diminution of their own shipping and seamen, in a great degree, for the sake of diminishing ours in a small one, besides keeping many of their manufacturers out of employ, who would otherwise have enough to do; and besides greatly diminishing the revenue, and, consequently, contrary to the maxim which he had just acknowledged, that one nation should not hurt itself for the sake of hurting another, nor take measures to deprive another of any advantage without benefitting itself."\* From the questions of comparative gains or losses to either power, and the relations in which France would stand to both, Mr. Pitt led Mr. Adams into a lengthy and useless conversation on the whale-fisheries of the three countries, referring specially to the efforts of M. de Calonne to introduce this pursuit into France, asking suddenly the question "whether we had taken any measures to find a market for our oil anywhere but in France." To this Mr. Adams replied: "I believed we had, and I have been told that some of our oil had found a good market at Bremen; but there could

\* 5th Richard, ii, ch. 3.

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not be a doubt that spermaceti oil might find a market in most of the great cities in Europe which were illuminated in the night, as it is so much better and cheaper than the vegetable oil that is commonly used. The fat of the spermaceti-whale gives the clearest and most beautiful flame of any substance that is known in nature, and we are all surprised that you prefer darkness, and consequent robberies, burglaries, and murders in your streets, to the receiving, as a remittance, our spermaceti oil. The lamps around Grosvenor Square, I know, and in Downing Street, too, I suppose, are dim by midnight, and extinguished by two o'clock; whereas our oil would burn bright till 9 o'clock in the morning, and chase away, before the watchmen, all the villains, and save you the trouble and danger of introducing a new police into the city.\*

But despite the fact that Mr. Pitt appeared more favorable than was anticipated, Mr. Adams did not expect any immediate response to his propositions. The English ministers in their individual capacity seemed singularly timorous, and manifested much fear of committing themselves before joint cabinet action. Adams inclined to the opinion that nothing short of the convincing eloquence of dire necessity would drive the English ministry from the position they had assumed in regard to the navigation act, and that an answer to his propositions, even at a late day, was doubtful, without Congress authorized similar acts with the United States, and these counter-irritants were actually put in force, to determine on which side the inconvenience was greatest. The great cry in the United Kingdom was: "Shall the United States be our ship-carpenters? Shall we depend upon a foreign nation for our navigation? In case of a war with them, shall we be without ships, or obliged to our enemies for them?" How much this nightmare of inability to cope with their late colonies in anything like a fair field was stimulated by the government is uncertain, but the authorities evidently used no efforts to allay it.†

The effort to bring about the desired compromise continued, as Mr. Adams had judged it would, all the succeeding fall and winter. In January, 1786, Bowdoin wrote to Adams, in reply to a letter from him, that the navigation act of Massachusetts had been so modified as to be only operative against Great Britain, and copies of the repealing act had been sent to the executives of the other States in order to secure

\* Works of John Adams, viii, pp. 308-309.

† In negotiation with the Portuguese ministers in November, 1785, Mr. Adams asked (viii, p. 340) if they did not want our sperm-oil. He replied that they had olives and made oil from them; they had no use for their own sperm-oil and sold it to Spain. "They had now," he said, "a very pretty spermaceti-whale fishery, which they had learned of the New Englanders, and carried on upon the coast of Brazil." According to the Boston News-Letter of April 21, 1774, the method of obtaining their knowledge was somewhat open to objections. (See p. 57.) In 1805, the Portuguese attempted to carry on the whaling business from Mozambique, and Timothy Folger, Francis Paddack, William Inull, and John Hillman, of Nantucket, went there to take charge of the fishery; but early in 1810 accounts were received at Nantucket stating that they had all been taken sick and died there.

harmony of action upon this point. In regard to the effect the existing English laws would have upon the interest which is under consideration here, he wrote: "It is very true, their encouragement of their whale-fishery, by suffering the alien duty on oil to depress ours, will increase their shipping in this branch, increase their seamen, and, in several other ways, be advantageous to them. To a person that looks no farther, it would appear that this was good policy; and the goodness of it would be inferred from the advantages arising. But when he should extend his view, and see how that stoppage of the American whale-fishery, by depriving the Americans of so much capital a means of paying for the woolen goods they used to take of Britain, must, at the same time, occasion the American demand to cease, or be proportionately diminished, not to mention the risk of a change or deviation of the trade from the old channel, he will calculate the national profit and loss that arises from that stoppage.

"Three thousand tons of oil was the usual annual quantity produced by the whalers at Nantucket; all of which was shipped to England, at an average price of £35 per ton, making about £105,500. The whole of which went to pay for and purchase a like amount of woolens and other British goods; nine-tenths of the value of which are computed to arise from the labor of the manufacturer, and to be so much clear gain to the nation. The other tenth, therefore, being deducted, gives the national gain arising from the industry of the Nantucket whalers, and the capital employed in that business, namely £94,500, without the nation's paying a shilling for the risk of insurance, or any other risk whatever.

"On the change of trade, pursuant to the new regulations, the British merchants must employ a large capital in the whale-fishery, whose products we will suppose equal to that of the Nantucket, £105,000. They will have made an exceeding good voyage, if the whole of that sum should be equal to one-half of the cost of the outfits; though, from many of the vessels not meeting with fish, and from a variety of accidents to which such a voyage is subject, it probably would not be a quarter. The whole of the product goes towards payment of the outfits and charges of the voyage, and a large sum must be advanced for the second voyage, &c.

"Now, although this mode of commerce would be productive of some national benefits, yet, considered in a comparative view with the benefits arising from the former mode, they would be found of little importance. A like comparison may be made with other branches of commerce, particularly the British West Indian, and the result will be found the same. For the sake, then, of gaining pence and farthings, Britain is sacrificing pounds by her new regulations of trade. She has a right to see for herself; but, unhappily, resentment and the consequent prejudices have so disordered her powers of vision, that it requires the skilful hand of a good political optician to remove the obstructing films

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If she will not permit the application of your couching instruments, or, if applied, they can work no effect, the old lady must be left to her fate, and abandoned as incurable.\*

On the 21st of January, 1786, Mr. Adams, in a letter to Secretary Jay, writes: "It will take eighteen months more to settle all matters, exclusive of the treaty of commerce."† And thus it continued. Argument and persuasion had no effect. Convinced in spite of themselves, they still clung fondly, obstinately, perhaps foolishly, to their obnoxious laws. As late as November, 1787, Mr. Adams writes to Mr. Jay: "They are at present, both at court and in the nation at large, much more respectful to me, and much more tender of the United States, than they ever have been before; but, depend upon it, this will not last; they will aim at recovering back the western lands, at taking away our fisheries, and at the total ruin of our navigation, at least."‡ Mr. Adams's position at the court of St. James was terminated, by his urgent request, soon after this, and the question of commercial relations between the two countries was still unsettled.§

This state of affairs was scarcely such as would occasion the utmost harmony. The United States naturally resented this frigid manner of treating our overtures for friendship. In August, 1786, Mr. Jefferson, in a letter from Paris to Mr. Carmichael, writes: "But as to every other nation of Europe, || I am persuaded Congress will never offer a treaty. If any of them should desire one hereafter, I suppose they will make the first overtures."¶

But while America was exerting herself so unsuccessfully to be allowed to live on terms of civility with England, the whale-fishery carried on from within her borders was languishing.

Like the effect of the heat of the sun on the iceberg, so was the effect of foreign bounties upon the American fishery, dissolving it, breaking off a fragment here and a fragment there. Lured by the promise of English bounties, discouraged with the prospect in America, where the price for oil would scarcely repay the cost of procuring it and where there was no

\* Adams, viii, 363-4. In his reply to Mr. Bowdoin, under date of May 9, 1786, Mr. Adams, after expressing surprise that such reasoning as his (Bowdoin's) has no effect on the English cabinet, writes: "Mr. Jenkinson, an old friend of the British empire, is still at his labors. He is about establishing a bounty upon fifteen ships to the southward, and upon two to double Cape Horn, for spermaceti whales. Americans are to take an oath that they mean to settle in England, before they are entitled to the bounty." In September, 1786, Mr. Adams writes to Mr. Jefferson from London, (viii, 414): "The whalermen, both at Greenland and the southward, have been unsuccessful, and the price of spermaceti-oil has risen above £50 per ton."

† Adams, viii, 363-4, 389.

‡ *Ibid.*, 463.

§ Works of Jefferson, ii, 18. See also article on Jefferson, by Parton, in *Atlantic Monthly* for February, 1873.

|| Referring to Russia, Portugal, Spain, France, Sweden, Tuscany, and the Netherlands.

¶ Jefferson, ii, 18.

market for their chief staple, several of the people of Nantucket removed to the vicinity of Halifax, in Nova Scotia. There, in 1786 and 1787, they settled, building dwellings, wharves, stores, manufactories for sperm-candles and such other structures as were connected with their fishery, and calling their new settlement Dartmouth.\* There they carried on the pursuit for several years prosperously, and gave promise of considerable commercial importance. But the disintegration which commenced at Nantucket continued at Dartmouth, and just as the settlement seemed about to become thrifty and important it began to become divided, pieces again split off, and the village, as a whaling-port, soon became a thing of the past. Those who were the earliest to remove from Nantucket soon grew uneasy of their new location, and having greater inducements offered them if they removed to England, again migrated, and settled in Milford Haven, from whence for many years they carried on the business with very considerable success. The parent died in giving birth to the child; Milford Haven flourished, but at the expense of Dartmouth's existence.

France did not view this transfer with indifference. The scheme for the building up of the fishery at Dunkirk by emigration from Nantucket having proven only partially successful,† it was desirable to inaugurate some other measures to prevent further increase of the business in England. A committee of gentlemen well informed in such matters was instructed to investigate and report on the subject of encouragement of a general commerce with the United States. It was evident that the American whalers could not be induced to leave their native country if they could support themselves there. The natural inference was, if a market could be opened to their products which would replace the one closed, they would not emigrate. Accordingly upon this point the committee reported in favor of an immediate abatement of the duty upon oil and a promise of a further abatement after the year 1790. The letter of M. de Calannes

\* Works of Jefferson, ii, 518. Mr. Jefferson says, referring to a further heira of the islanders: "A vessel was already arrived from Halifax to Nantucket, to take off some of those who proposed to remove; two families had gone on board, and others were going, when a letter was received there which had been written by Monsieur le Marquis de Lafayette to a gentleman in Boston, and transmitted by him to Nantucket. The purport of the letter was, to dissuade their accepting the British proposals, and to assure them that their friends in France would endeavor to do something for them. This instantly suspended their design; not another went on board, and the vessel returned to Halifax with only the families." In 1796 Wm. Rotch & Son petitioned Congress to remit the excess of duties and tonnage charged then on two whale-ships by the collector of New Bedford, in consequence of their not being provided with United States registers. These were ships which sailed from Nantucket in 1787 and 1789, under registers from the State of Massachusetts, and were used in the Dunkirk fishery, returning to the United States in 1794, some years after the National Government had been in operation. The committee which was appointed to consider the petition reported favorably upon it, and the prayer was granted. (State Papers, vii, p. 411.)

† "Nine families only, of thirty-three persons in the whole, came to Dunkirk."—(Jefferson, ii, 519.)

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Nantucket removed in 1786 and 1787, they factories for sperm-candles with their fishery, and they carried on the promise of consideration which commenced the settlement seemed to become divided, pieces soon became a thing to come from Nantucket to give greater inducements to be attracted, and settled in the country, and carried on the business in giving birth to the expense of Dart-

mouth. The scheme for the removal from Nantucket was desirable to inaugurate the business in England. The committee was instructed to consider the management of a general trade, and that the American country if they could not be opened, as, if a market could not be opened, they the committee reported on oil and a promise of M. de Calomes

to go to a further hearing of the committee of Nantucket, to take off the cargo on board, and others to be written by Monsieur de Calomes to be read by him to Nantucket. The committee considered the British proposals, and to do something for them. The committee on board, and the vessel returned to Nantucket. The committee on two whale-ships by the committee provided with United States in 1787 and 1789, under the Dunkirk fishery, the Continental Government had to consider the petition of the committee (State Papers, vii, p. 411.) The committee came to Dunkirk."

(who was in treaty with the Nantucket whalers), recommending this, was immediately sent to America, and after careful investigation of the subject, the *arret* of the 29th of December, 1787, ratifying the abatement and promising a further one if the French King found such a proceeding of mutual benefit, was passed.

But the measure in this form had a contrary effect from what was intended. "The English," says Jefferson,\* "had now begun to deluge the markets of France with their whale oils; and they were enabled by the great premiums given by their government, to undersell the French fisherman, aided by feeble premiums, and the American, aided by his poverty alone. Nor is it certain, that these speculations were not made at the risk of the British government, to suppress the French and American fishermen in their only market. Some remedy seemed necessary. Perhaps it would not have been a bad one, to subject, by a general law, the merchandise of every nation, and of every nature, to pay additional duties in the ports of France, exactly equal to the premiums and drawbacks given on the same merchandise, by their own government. This might not only counteract the effect of premiums in the instance of whale oils, but attack the whole British system of bounties and drawbacks, by the aid of which, they make London the centre of commerce for the whole earth. A less general remedy, but an effectual one, was, to prohibit the oils of all *European* nations; the treaty with England requiring only, that she should be treated as well as the most favored *European* nation. But the remedy adopted was to prohibit all oils, without exception."† And this on the 20th of September, 1788, only nine months from the passage of the former law.‡

Through the exertions of Jefferson this error, political as well as commercial, was remedied, and in December, 1788, the abatement of duties on oils was so arranged as to make the American and the French on the same footing, and cut off all danger of overstocking from European

\* Jefferson ii, 520.

† Jefferson, ii, 521. "The annual consumption of France, as stated by a person who has good opportunities of knowing it, is as follows:

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"Paris, according to the registers of 1786.....	1,750
"Twenty-seven other cities, lighted by M. Sangrain.....	500
"Rouen.....	312½
"Bordeaux.....	375
"Lyons.....	187½
"Other cities, for leather and light.....	1,875

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‡ Jefferson states (ii, 523) that before the war Great Britain had less than 100 vessels engaged in whaling, while America employed 300. (This does not take into account Sag Harbor, New York, nor the very important fishery from Newport, Providence, and Warren, in Rhode Island, which Mr. Jefferson seems to have overlooked in his report.) In 1788 these circumstances were reversed, America employing 80, and Great Britain 314.

rivals, and in January, 1789, this arrangement received its legal ratification.\*

The revival of the business in the United States, and the growing scarcity of whales in the waters heretofore mostly frequented, made the equipping of larger vessels a necessity, and from the sloops and schooners which formerly composed the greater portion of the whaling fleet an advance was made to brigs and ships, and the field still farther extended.† The sperm-whale being of the most value, the effort to encompass his capture was greater; and he was pursued, as he fled from his old haunts, till the Pacific Ocean was attained.‡ At Nantucket the number of vessels soon increased to such an extent that it became necessary to go abroad for men to man them, and some Indians and a large number of negroes were brought from the mainland to aid in filling the crew-lists. Ups and downs the business had then, as it ever has since. A presumed prosperity induced competition, the markets became glutted, and oil was sold at less than the cost of production. The price of whalebone became reduced to 10 cents per pound and less, instead of commanding a dollar as it did prior to the Revolution. The disturbances between England and France, and the internal commotions to which the latter country was subjected, effectually annulled the effect of the French *arret* of 1789. So disastrously did these things affect whaling that the quarrels of France and England forced many Nantucket men to sell their vessels, others to dismantle and lay theirs up, while a few still held on, some making a little profit, the majority suffering a severe loss.

\* Jefferson, ii, 539. When the *Arret* of 29th December, 1787, was drawn up, the first draught was so made as to exclude all *European oils*, but at the very moment of passing it, they struck out the word "*European*," so that our oils became involved. "This, I believe," says he, "was the effect of a single person in the ministry."

† Sag Harbor re-entered the business in 1785; New Bedford in 1787 or 1788. (See Returns of the Fleets.)

‡ In the Pacific the Americans had been preceded by the *Amelia*, Captain Shields, an English fitted ship, manned by the Nantucket colony of whalers; and sailing for that ocean from London in 1787, her first mate, Archelus Hammond, killing the first sperm whale known to have been taken in that ocean.

In Jefferson's Report he enumerates three qualities of oil: 1, the sperm; 2, that from the ordinary right whales; 3, that from the right whales on the Brazil Banks, which was darker in color and of a more offensive odor when burned than from No. 2.

In 1791 six ships sailed for the Pacific fishery from Nantucket and one from New Bedford. In the mean time ships from Dunkirk, among them the *Falkland*, *Canton*, and the *Harmony*, had already performed their voyages, and in February, 1792, arrived at Dunkirk with full cargoes. It was the custom in those days to nearly fill with sperm, then return to the Atlantic Ocean and complete their load on the coast of Patagonia or on Brazil Banks, commanders preferring to round Cape Horn with a snugly loaded ship. The brig *Sea Horse*, Captain Mayo, which arrived at Cape Ann October 4, 1789, from a whaling voyage to Woolwich Bay, reported a very singular sinking of a point of land there, in sight of quite a large fleet both English and American, the water having a depth of six fathoms where just before was apparently solid land.

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In 1798\* came the threats of disturbance between France and the United States. French privateers in the excess of their zeal preyed upon American commerce as well as upon that of the powers with whom they were in direct conflict. A large number of vessels fell victims to these depredators, and the friendly relations existing somewhat precariously between France and the United States became nearly supplanted by a state of actual warfare. The whaling interest, as usual, was among the earliest sufferers. Early in 1799 many parties in Nantucket sold their ships rather than fit them out at the risk of capture. News began to reach the island that vessels were already captured, and the business of the islanders both in fishing and trading almost ceased. Instead of fitting out a dozen ships for whaling but two or three were fitted, and sadness and gloom shrouded every face. The difficulties were finally adjusted and business resumed its old channels, but the losses which the unfortunate Nantucketers sustained by the unjustifiable, piratical depredations, though settled to the satisfaction of our Government and duly receipted for, with others, by the United States, have never been remunerated, while some of the unlucky owners, officers, and underwriters, in comfortable circumstances at the commencement of these troubles, lost their little property, the accumulations of years, and died in poverty.† These unauthorized captures were not

\* The Boston papers of 1796 reported that the Carisford frigate had arrived at the Cape of Good Hope from England with credentials constituting General Craig governor of the colony, the limits of which were to be so arranged as to cut off other nations from participation in the Delago Bay fishery.

† The subject of the French spoliation is one to which the people of Nantucket have been particularly sensitive. Isolated communities are more liable to feel that the injustice done to one is an injustice to all; hence, although comparatively few of the islanders suffered from the depredations of the French, or rather from the apparent breach of faith on the part of a government bound to protect them and their interests, all felt that seeming injustice as a personal matter. In a letter to the Hon. George McDuffie, giving an account of the claims of Nantucket in this behalf, published in the *Warder* of May 20, 1846, the following is described as the actual condition of the claimants and character of the demands:

"Ship Joanna, Collin, taken with 2,000 barrels of oil on board; value of ship and cargo \$40,000; one of the original owners still living—seventy-five years old and *poor*; one of the crew also living, *poor*; the master and mate died recently, *poor*; children still surviving; *claim never sold*. Ship Minerva, Fitch, 1,500 barrels of oil on board; value \$30,000; one of the original owners living, sixty-eight years old, *poor*; master still alive, seventy-eight years old, with small means and many dependants; one of the crew alive, *poor*; *claims never sold*. Ship Active, Gardner, 3,000 barrels of oil on board; value \$50,000; same owners as Minerva with captain; Captain Gardner died two years ago at the age of eighty-five, leaving a large family and grandchildren; *claims never sold*. Ship Ann, Coffin, (in merchant service); loss of ship \$10,000; the captain left a large family in slender circumstances; one of the underwriters died a few years since, in the almshouse, who, at the time of the capture, stood high among Nantucket merchants; *claims never sold*."

Speaking in the interest of the whale-fishery, it may be safely asserted that the people of Nantucket view with regret and disappointment what they consider the gross injustice showed to them (with others) in putting off, upon untenable pretenses, the settlement of these demands. The stern logic of poverty and the almshouse is keener

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confined exclusively to the French, for in 1800 the Spanish authorities at Valparaiso, emulating the hostility to a power ostensibly at peace with them, which the French had shown, seized and condemned the whale-ships *Miantonomah*, of Norwich, and *Tryal*, of Nantucket.\*

From this time till the opening of the second war with England, whaling was pursued with a gradually augmenting fleet. And this in the face of the uncertainties which the increasingly critical state of affairs between the United States and England occasioned. In 1802 Nantucket added five ships to her fleet, and New London sent her first large vessel,† and in 1806 the quantity of oil imported into the country was considerably in excess of the consumption.

The embargo act, of 1807, almost suspended the pursuit, not so much by actual proscription as because of the impossibility of effecting insurance upon the vessels, but it soon received another impetus on account of the prospect of a general peace throughout Europe.

The commencement of the war of 1812 found a large portion of the whaling-fleet at sea. Trusting that the causes of contention between England and America would be removed without the necessity of a final appeal to arms, many owners had fitted out their ships. This was particularly the case at Nantucket, from which port a large proportion of the fleet had sailed for the Pacific Ocean on voyages varying from about two years to two years and a half.‡ With the reception of the news of the declaration of war a large portion of the vessels in the North and South Atlantic, and some of those in the Pacific, turned their prows homeward, hoping to make the home port before the seas swarmed with letters-of-marque and national vessels of war. Many of these vessels from Nantucket on arriving home sailed thence immediately for Boston, Newport, New Bedford, or some other fortified port, where they could ride out the storm of war in security. After the month of July, 1812, was ushered in, reports of the capture of whaling-vessels came thick and fast to Nantucket. § First came the news of the taking and burning of the schooner *Mount Hope*, David Cottle master. In quick succession they learned of the capture of the *Alligator*, Hoop, Manilla,

than the sophistries of politicians. The *Fox*, of New Bedford, Captain Coffin Whippley, captured in 1796 with 1,500 whale and 500 sperm, was another case. In 1853 Captain Whippley—captured a second time in 1798—was living, but dependent upon charity.

\* The *Miantonomah* was a new ship, on her first voyage.

† In 1794 the ship *Commerce*, of East Haddam, was fitted for a whaling voyage, and sailed from New London on February 6 of that year. In 1770 Capt. Isaiah Eldridge, of the sloop *Tryall*, of Dartmouth, spoke, among other whalers on the Davis' Strait ground, Thomas Wicenuw, (Wiggin?) of New London.

‡ See Macy, 161-2-3.

§ When war seemed inevitable the ship-owners of Nantucket held a meeting to take into consideration the subject of how to best secure the fleet from capture. It was proposed to request the British minister at Washington to use his influence with his government to obtain from them immunity from capture of whale-ships belonging to the island. This plan was ultimately abandoned, the majority of the owners being of the opinion that "the prospect of success was too faint to warrant the attempt." (Macy 165.)

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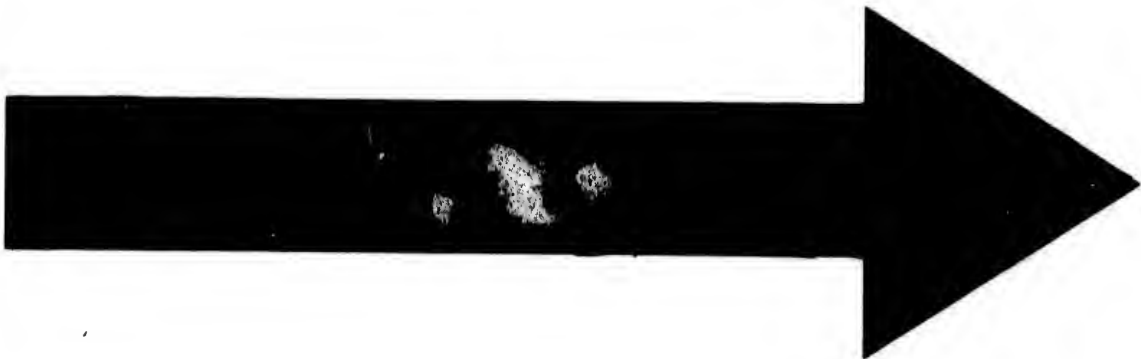
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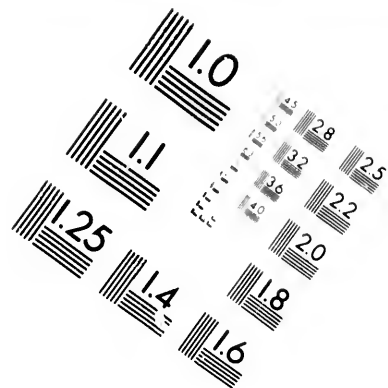
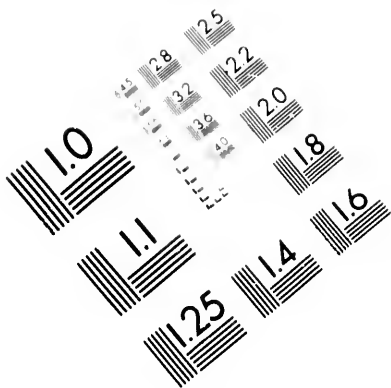
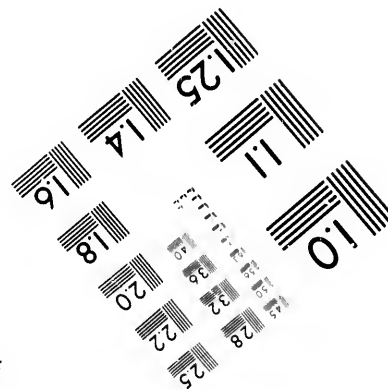
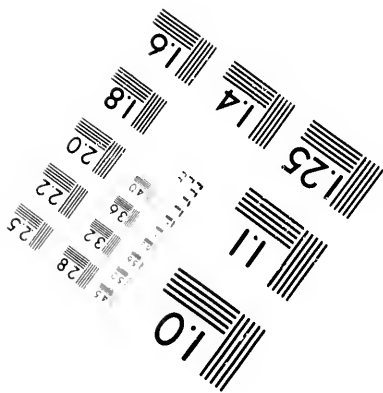
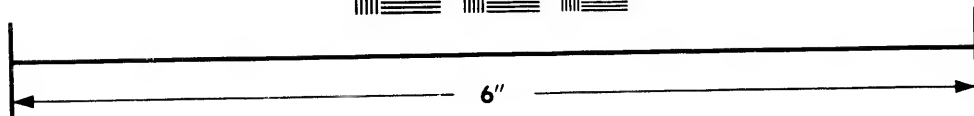
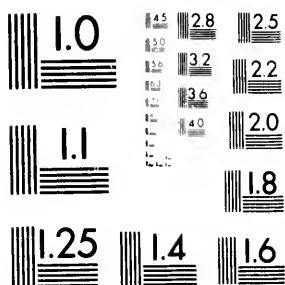


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Ocean (brig), Ranger, Fame,\* Rose, Renown,\* Sterling, Edward, Gardner, Monticello, Chili, Rebecca, and others, and it may be easily imagined that the prospect for the islanders had but little in it that appeared encouraging. New Bedford, too, although at this time her interest in this business was far less than that of Nantucket, suffered from the capture of her whaling-vessels.†

Again did war put an effectual stop to the pursuit of whaling from every port of the United States save Nantucket, and again were the inhabitants of that town, knowing no business except through their shipping, compelled to strive to carry their commercial marine through the tempest of fire as free from complete destruction as possible. A new source of danger presented itself. Prior to the declaration of war between Great Britain and America our whalers on the coast of Peru ‡ had often suffered from piratical acts of the Peruvian privateers, being continually plundered and cut out from Chilean ports whither they had gone to recruit. The chronic state of affairs on this coast being one of war, the Government of the United States had sent the Hon. Joel R. Poinsett, of South Carolina, to those parts to see that American commerce was suitably protected, but for several months his remonstrances had been worse than useless. The declaration of war between England and the United States gave the Peruvian corsairs a fresh pretext for the exercise of their plundering propensities. They claimed that they were the allies of England, and as such were entitled to capture the vessels of any power with which she was at war. An expedition was equipped by the authorities of Lima and sent on its marauding way. This army succeeded in capturing the towns of Conception and Talcahuano. In the latter port was a large number of American ships, many of them whalers, who, having obtained their cargoes of oil, had put in to recruit with provisions and water before making the homeward voyage. Among these were the ships Criterion, Mary Ann, Monticello, Chili, John and James, Lima, Lion, Sukey, Gardner, President, Perseverance, and Atlas, of Nantucket.

This was in April, 1813. These vessels were detained in the harbor by the Limian armament, which consisted of two men-of-war, with about

\* The Fame was used in the English fishery, and the Renown under the name of "Adam," while engaged in the same pursuit under the same flag, went ashore on Deal beach and bilged in 1824 or 1825.

† In 1812 the brig Nanina, Capt. Valentue Barnard, of New York, sailed to the Falkland Islands on a sealing and elephant-oil cruise. The British ship Isabella having become wrecked, her crew were rescued by the Nanina, and showed their gratitude to Captain Barnard by seizing his vessel and setting him, with Barzillai Pease, Andrew Hunter, and E. Pease, of his crew, ashore on New Island, one of the group. A protest signed by the four was published in the Hudson Bee, and also in the supplement of Niles' Register for 1814.

‡ The ship Sally, Clark master, was captured while homeward bound with 1,200 barrels of sperm-oil on board. Value of vessel and cargo \$40,000. The Triton also was captured, involving a loss of \$16,000.

§ These vessels belonged almost exclusively to New Bedford and Nantucket.

1,500 troops. Having found a bag containing about \$800 on board the President, they carried her captain, Solomon Folger, ashore under a guard and imprisoned the remaining officers and crew, excepting the mate, one boat-steerer, and the cook.

Learning of this condition of affairs, Poinsett immediately joined the Chilian army and directed its movements. On the 15th of May a battle was fought between the contending forces near the town of San Carlos, but when the day had closed neither side could claim the victory. Taking advantage of the cover of the night, Poinsett put himself at the head of 400 picked men, with three pieces of light artillery, and, leaving the main body, marched directly to Talcahuano, whither the enemy had withdrawn. The town was immediately carried by storm and the detained whalemens were released.\* Some of the ships having had their papers destroyed, Poinsett furnished them with consular certificates. The friendly regard for the United States which diplomatic address and persuasion had been unable to obtain, were secured in a much shorter time and probably far more efficaciously by force of arms, and Lima yielded to muskets and cannon the respect she had been unwilling to concede to the seal of the Department of State. Her depredations on American commerce did not, however, entirely cease until the advent of Captain Porter in those waters.† Soon after this the United States Government, realizing the defenseless condition of our commerce in the Pacific, dispatched Porter to that locality to protect our interests. Up to the time of the capture of his vessel he had not only done all in his power in this direction, but had effectually destroyed the English whale-fishery in those seas, and so turned the tables upon the enemy who had sent out his whale-ships well armed and manned to perform the same kindly office toward our whalemens.‡

Up to the latter part of the year 1813 the people of Nantucket had fished unmolested both for cod-fish and for humpback whales on the shoals at the eastward of the island, and by this means eked out a livelihood which was beginning to be quite precarious, but this resort was now taken from them. An English privateer, during the fall, appeared among

\* See Nantucket Inquirer, August 9, 1824; also Inquirer and Mirror, September 14, 1872. In the latter paper is an account of the affair written by Captain Nathaniel Fitzgerald, one of the crew on one of the detained whalers.

† The Walker, of New Bedford, was captured by an English armed whale-ship, but recaptured by Porter. The Barclay, of New Bedford, also was captured by the Peruvian, and recaptured by Porter.

‡ So far as operations in the Pacific were concerned, the English went out to shear but "returned shorn." Wherever our sailors went ashore in foreign ports and met English seamen, a melee was a frequent occurrence. An amusing instance is related of the officer of a whaling-vessel incurring the displeasure of an English naval officer in one of the South American Pacific ports, by his zeal in behalf of his country. A challenge was the result. The American being the challenged party, had, of course, the right to a choice of weapons, and being most familiar with the harpoon, chose that. They met according to the preliminaries and took their positions. For a moment the English officer stood before the poised harpoon of our whaleman, then gave in, and the proposed combat was deferred.

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the fleet, capturing one Nantucket vessel, and driving away the remainder. In this dilemma a town-meeting was assembled and a petition prepared and forwarded to Congress representing the situation there, and praying that some arrangement might be entered into "whereby the fisheries may be prosecuted, without being subject to losses by war.\* But no adequate relief was afforded, and the people found the history of their sufferings during the Revolution repeating itself with a distressing pertinacity and fidelity, and they bade fair to perish of starvation and cold. They eventually succeeded in obtaining permission to import provisions, but attempts to get leave to sail on whaling voyages, coupled with immunity from capture, were unsuccessful.

The return of peace effected for them the protection that all negotiations had failed to secure. Early in February, 1815, news came to Nantucket that the war was over, and immediately all was hurry and bustle. The wharves, lately so deserted, teemed with life; the ships, lately dismantled, put on their new dress; the faces of the people, lately so disconsolate, were radiant with hope. In May two ships fitted and sailed on their voyages; by the last of June this number was increased to nine; by the 1st of August eighteen had gone, and by the 31st of December over thirty ships, brigs, schooners, and sloops were pursuing the leviathans in the North and South Atlantic, the Indian and Pacific Oceans. On the 9th of July, 1815, the first returning whaling-vessel arrived at Nantucket; in all probability this was the first arrival at any port in the United States after the war. This vessel was the sloop Mason's Daughter, which, after a six weeks' voyage, returned with 100 barrels of oil.

From this period the business rapidly increased in extent. Nantucket, which, during the war of 1812, had had its fleet of whale-ships reduced from forty-six to twenty-three, by the last of December, 1820, possessed seventy-two whale-ships, (with an aggregate of 20,449 tons,) besides several brigs, schooners, and sloops. † The same success which had

\* November 26, 1813. Macy, 177. In an official report Captain Porter gives the following list of his captures, chiefly vessels, as he says, engaged in the British sperm-whale fishery:

	Tons.	Men.	Guns.
Montezuma .....	270	21	2
Policy .....	175	26	10
Georgiana .....	280	25	6
Greenwich .....	388	25	10
Atlantic .....	355	24	8
Rose .....	220	21	8
Hector .....	270	25	11
Catharine .....	270	29	8
Seringapatam .....	357	31	14
Charlton .....	274	21	10
New Zealander .....	259	23	8
Sir A. Hammond .....	301	31	12

† Journal of Obed Macy. See also Degrand's report. Degrand said: "When we consider the numerous other vessels engaged in the coasting and other commercial



advanced Nantucket so rapidly served to stimulate other ports, and New York, Long Island, New London, Cape Cod, Boston, and more particularly New Bedford, entered more vigorously into competition,\* and but a few years elapsed before the latter port, which was an offshoot, a child as it were of Nantucket, had far outstripped the extremest growth of the parent. In the mean time the same love of adventure, the same longing to explore new fields, the same yearning to more speedily return home with a full cargo, that sent our whalers from home to the West Indies and the Cape de Verdes, from the Cape de Verdes to the shores of Africa and Brazil, to the Falklands and the coast of Patagonia, from Patagonia to the Pacific coast of South America, urged them still further.† In 1818 Capt. George W. Gardner, in the ship *Globe* of Nantucket, steering west from the old track, found, in latitude 5° to 10° south and longitude 105° to 125° west, a cruising ground where the objects of his search seemed to exist in almost countless numbers. This he termed the "Off-shore Ground," and, within two years, more than fifty ships were whaling in the same locality.

The next cruising ground was off the coast of Japan. Having received word from Captain Winship, of Brighton, Mass., who had friends at Nantucket, that on a recent voyage from China to the Sandwich Islands he had seen large numbers of sperm-whales on that coast, Captain Joseph Allen, in the ship *Maro*, was dispatched there in the fall of 1819. In 1821 six or seven ships were cruising in this vicinity, and in the following year ‡ more than thirty visited that field.

The grouping of whalers upon the various grounds as they were discovered soon caused the slaughter or dispersion of the whales, and as a necessary consequence new fields must be opened up to supply the demand that had become rapacious. Since the close of the war of 1812, not only had the number of vessels in the various recognized whaling ports become greatly augmented, but every year witnessed the creation of new ports from whence this crusade against the whale was relentlessly pursued. Our vessels spread in their courses rapidly to all parts of the Pacific, and hundreds of islands received their first visit from

trade of the island; the small number of inhabitants it contains, and that the island itself is but a *speck* upon the bordering waters of our republic; and moreover, that almost the whole of their shipping was captured or destroyed so lately as the last war; we are struck with admiration at the invincible hardihood and industry of this little active, enterprising and friendly community, whose harpoons have penetrated with success every nook and corner of every ocean."—(Niles' Register, December 2, 1820.)

\* This competition was also entered into by France and England, more particularly by the latter. (Macy, 214.)

† Capt. George Swain, 2d, of the ship *Independence*, sailed from Nantucket in 1817, asserted, on the return from his voyage in 1819, that no ship would ever fill with sperm-oil again. A similar assertion had been made in 1789, when the ship *Ranger*, Captain William Swain, returned to Nantucket with a cargo of over 1,000 barrels of whale-oil. Her captain thought no other vessel would ever succeed in obtaining so large a cargo.

‡ The *Maro* returned in March, 1822, with 2,425 barrels of sperm-oil.

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white men from the adventurous captors of these cetaceans.\* The navigation of those waters was then a far different thing from what it at present is. The sea was comparatively unknown; what charts there were in existence were full of inaccuracies, and the first intimation that many a vessel had that she was sailing on dangerous ground was the splash of the breakers close at hand, or the grinding of her keel upon the treacherous rocks. Nor were the dangers of the seas the only risks which they experienced. The natives of many of the numerous groups of islands, with which the Pacific is so thickly studded, were more relentless than the waves, more treacherous than the reefs, and after the first emotions of surprise and awe the firing of a gun caused among them were over, woe to the ill-fated crew which fell into their clutches. It must be acknowledged that, in far too many cases, their barbarities were perpetrated in revenge for injuries received at the hands of some preceding ship's crew,† but they were not punctillious as to whether the actual culprit was punished or one of his kind—they warred against the race and not individuals. Many vessels carried with them the various gewgaws which would please the savage eye for the purpose of trading among the islands, and these, in cases where the natives were not sadly overreached, served to excite their cupidity and invite attack.

So large a portion of our fishing-fleet visited the Pacific that the United States was finally forced, when petition after petition had been sent to Congress, to send an exploring expedition to those seas, the ostensible purpose of which was to render the navigation of that ocean more secure as well in respect to the dangers of the land as in regard to those of the sea.

In 1828 four ships were sent from Nantucket to the coast of Zanzibar

\*Hundreds of islands in the Pacific Ocean were first made known to civilization and first located upon charts by whalers, and the captains of whale-ships were eagerly consulted when exploring expeditions to these seas were to be undertaken. Wilkes and Perry both were indebted to these hardy, adventurous mariners, and in the compilation of his great work on "Ocean Currents," Manry was in constant communication with them. That these favors reacted to the benefit of our whalers is true; thus in December, 1853, Professor Agassiz, in a letter to the American Geographical Society, encouraged the Polar expedition then agitated in the following words: "I beg to add a word with regard to Dr. Hayes' Expedition,—I consider it as highly important, not only in a scientific point of view, but particularly so for the interests of the whale fisheries." He considered the habits of the whale as sure evidence of an open sea, "and the discovery of a passage into that open water which would render whale-fishing possible during the winter, would be one of the most important results for the improvement of whale-fishing."

†Thus Davis mentions (*Nimrod of the Sea*, p. 343) speaking a ship from London which had put in to the Marquesas I-lands. While there three of the crew deserted. The captain of the English ship demanded of the chief that he return the deserters under reprisal, which demand was refused. Thereupon the master of the whaler double-shotted his nine-pound guns, fired a round into the midst of the crowded grass huts composing the village, and carried off three of the Marquesans. "We Christians," continues Davis, "must not be unduly shocked when we hear of retaliation by

for sperm whales, and they cruised in the vicinity of the Seychelle Islands, and off the mouth of the Red Sea. Indeed, such was the vigor with which the new haunts were sought for that one adventurous captain even invaded the Red Sea itself in the pursuit of his occupation.\*

In the year 1835 commenced that period of whaling which might be termed its Golden Age, for during the next decade the whale-fishery assumed its greatest importance and reached the zenith of its commercial value. In this year (1835) the ship *Ganges* of Nantucket, Barzillai T. Folger, master, took the first right whale ever taken on the Kodiah ground. This was the commencement of this fishery on the northwest coast. From this period the fleet rapidly augmented in size to the year 1846, when there belonged to the various ports of the United States 673 ships and barks, 35 brigs, and 22 schooners, with an aggregate capacity of 233,189 tons, and valued at \$21,075,000.†

In 1843, the first bow-head whales taken in the North Pacific were captured on the coast of Kamschatka by the ships *Hercules*, Captain Ricketson, and *Janus*, Captain Turner, both of New Bedford.‡

In 1848, Captain Royce, in the bark *Superior*, of Sag Harbor, passed through Behring's Straits, and performed a good season's work. Being the first whaler in those seas he found the whales comparatively tame and easy to strike. In this high latitude,§ at the season of his whaling

the savages on the next ship's crew that falls into their power." And this atrocious treatment of the unoffending South Sea Islanders was by no means limited to English captains. Many seamen were eventually to be found upon these various Pacific islands who had deserted or been discharged from their ships. Some of them, scoundrels under any circumstances, became leaders of the natives in their attacks upon trading and whaling vessels; some of them became influential men upon the islands, both by means of their superior civilization and through marriage with dusky maidens—daughters of the chief men of the islanders. One of the most marked cases of this latter kind was that of David Whippley, who left a Nantucket whaling-vessel while at the Feejee Islands, about the year 1839, and, making himself friendly and useful to the chiefs, soon became a most important man among them. According to the custom there he acquired several wives, (albeit he is said to have left one behind him in Nantucket,) and became father of a numerous family. He was appointed one of the United States vice-consuls, and for many years was of great service to our Government.

\*The ship *Columbus*. (Scammon's *Marine Mammalia*, p. 212.)

†The foreign whaling-fleet at this time numbered 230 vessels. (Scammon, 213.)

‡Scammon, p. 213. Davis says (p. 388) the value of the "bow-head" whale was not at first recognized. According to his account Capt. George A. Covill, of New Bedford, first learned their value, and his discovery was somewhat accidental. For lack of sperm whales they struck one of this species in the Ochotsk, and killed him with but little trouble. Before cutting in they judged he would make about seventy barrels of oil, but to their surprise he turned out one hundred and fifty, with bone in proportion. There is some question as to this priority of Captain Covill's. Capt. J. H. Swift credits the French ship *Asia* with being the first, and Captain Royce advances the same claim for the American ship *Huntsville*. (See Scammon, note, p. 60.)

§The following extract from the log of the *Saratoga*, of New Bedford, Capt. Harding, will serve to show to how high a northerly point whaling was pushed: "September 1, 1851, latitude 71° 40' N., longitude 150° 40' W.; 71 N., the depth of water was 6 fathoms

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there, the pursuit could be made at any hour of the twenty-four; in fact, the first whale taken was captured at 12 o'clock at night. The fleet thus opened was speedily vexed with the keels of our adventurous whalers, and within the next three years two hundred and fifty ships had obtained cargoes of oil there. The season for Arctic whaling is short, and the pursuit of the whale at times extremely dangerous. Often, when struck, the wounded animal makes for the ice, and, unless killed before that barrier is gained, escapes with the harpoons and lines. Fogs are frequent and dense, and while these last the ringing of bells, firing of guns, blowing of horns, and pounding on empty casks, as the ships pierce through the mists, indicate their position as well to avoid collision with each other as to recall the missing boats, if any are out. It frequently happens that the crew of such a boat will fail to find their own ship, and will meet with some other; in which case they have no hesitation in repairing on board the stranger, there to remain until the fog lifts and they can find their own vessel.\*

The fishery continued with varying success until the year 1847. Fluctuations in the business were constant, and with many ports the tide of success seemed to ebb and flow with quite as measured a rhythm as the alternating rise and fall of old ocean. A few years of success overstimulated the business, new ships were added, and the natural result of overstocking the market and a fall in prices ensued. This was quite as much the case in 1830, when the imports of oil amounted

Proceeding to the northward and eastward the depth of water gradually increased to thirty fathoms. Experienced here severe gales, with a beat of 15 miles between packed ice, to the northward and eastward. In the bite saw whales in great numbers, gradually working north." Captain Beechey, in the Blossom, in 1826 reached 70° 30', and explored with boats to 71° 25'. The Saratoga, therefore, went 15 miles further north than the Blossom's boats. The following table taken from the Honolulu Friend of October 15, 1849, gives a record of thirteen Arctic whalers in the year, showing the amount of oil taken, the number of whales captured, the highest latitude attained, and the dates when the first and last whales were obtained:

Ship.	Barrels of oil.	Number of whales.	Highest latitude.	First whale.	Last whale.
Junior.....	1,900	11	66°	June 5	July 15
Jeanette.....	1,200	8	67° 40'	July 13	Aug. 14
Two Brothers.....	1,000	6	68° 10'	July 14	Aug. 26
Marengo.....	2,000	14	69°	June 25	Aug. 26
Metacomb.....	1,600	13	67°	June 1	Aug. 15
Isaac Hicks.....	800	4	69° 50'	July 13	Aug. 14
Electra.....	350	2	67°	July 7	Aug. 10
Margaret.....	1,350	9	69° 30'	July 21	Aug. 3
J. Maury.....	1,000	7	68°	July 14	Aug. 23
Catharine.....	1,450	9	67° 30'	July 2	Aug. 17
Washington.....	1,000	16	68° 30'	June 28	Aug. 10
Omega.....	1,550	12	70° 12'	July 1	Aug. 25
Tiger.....	1,650	9	68° 40'	July 18	Aug. 30
Total.....	17,650	120			

\*Seammon, p. 63. See, also, a very interesting series of articles by William H. Macy, esq., entitled "My Cruise in the Arctic," published in the Nant. Inq. and Mir., 1876.

to 106,829 barrels of sperm and 86,274 barrels of whale, as in 1815, when 157,917 barrels of sperm and 272,730 barrels of whale were brought in.\* Then came losses, and as whales became more scarce and voyages were more prolonged and far more expensive, these reverses became more and more serious, until individual owners dropped out of the corporations, corporations became extinct in the ports, and finally the ports themselves became disconnected with the business.†

The war of the rebellion came with a suddenness that was entirely unexpected to the larger portion of the people of the North. The *ignis fatuus* of compromise beguiled them on with illusory hopes of peace, and when the storm finally burst it found them wholly unprepared. No special commercial interest was in a poorer state to withstand war than the whale-fishery. Ships were in various portions of the Pacific, on voyages averaging nearly four years, and were gone from port months at a time. If they were communicated with, the remedy was scarcely better than the disease. To go into port and there lay idle was quite as disastrous—even more so—to the owners than to continue their perilous calling at the hazard of capture by southern privateers.

But whalers in the Pacific continued for several years unmolested. Those engaged in rebellion were unable to fit out the throng of privateers which their disposition prompted them to do. The first vessels of

\* A similar and somewhat ludicrous case (as viewed in our present light) occurred in the early history of the cotton factory of the Boston Manufacturing Company. Not many years after its establishment, at one of the corporation dinners, a prominent director expressed great alarm arising from a dread that the mill at Waltham would prove an unfortunate speculation, because of its prospectively *overstocking the market*. Then there were probably not half a dozen cotton factories in the country. The time is within the memory of people who are not yet what would be called old when the little town of Weston, in Massachusetts, could overstock the boot and shoe market of Boston.

† In 1849, the English made an effort to revive the southern whale-fishery. Some merchants were incorporated under the name of "The British Southern Whale Fishery Company," and an attempt was made to establish a colony at the Auckland Islands, having in this company its recognized head, but dissensions arose as to jurisdictions, and the design fell through.

‡ In 1850, San Francisco became a whaling port. On the 13th of December of that year the Popminnett (an old whaler) sailed from there on a whaling voyage to the Gallipagos Islands and coasts of Peru and Chili. The bark Sarah soon followed her on a sperm whaling voyage, intending to obtain a cargo and carry it to the Eastern States. In 1855, two stock companies were formed at Monterey and Crescent City for the prosecution of shore whaling. Boats were kept in constant readiness to put out in chase when a school of whales appeared. Quite a successful business was pursued in this way.

In January, 1858, the freighter, John Gilpin, with a large cargo of oil, was wrecked and sunk off Cape Horn. On the 1st of January, 1861, the Congress, of New Bedford, while cruising between Cape Lenwin and Bull Head, picked up a cask of oil, covered with barnacles, a relic of the wreck of the John Gilpin. In three years this cask had drifted east by north 7,780 miles. In February of the same year, 150 miles from New Holland, two other casks from the same cargo were picked up, having, in their three years of wandering, drifted from longitude 70° west to longitude 111° 15' east.

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the fleet to suffer from the depredations of such letters-of-marque as they were able to equip were three Atlantic whalers from Provincetown, the John Adams, Mermaid, and Parana, the first two schooners and the last a brig. They were captured when about 90 miles south of Balize, within the period of two hours, by the privateer Calhoun, formerly the tug-boat W. H. Webb, of New York. The vessels with their cargoes, about 215 barrels of sperm oil, were burned, and the sixty-three men composing their crews were taken to New Orleans and there left to shift for themselves.\*

Several rebel privateers were soon cruising on the Atlantic whaling-grounds, and in the track of outward and homeward bound Pacific whalers. They adopted a device to ensnare their victims, which can but be severely reprobated as inhuman. Capturing a vessel they waited until night had fallen upon the scene, and then, firing her, they pounced upon the unfortunates who, obeying the natural impulses of humanity, bore down for the burning craft to save the lives they believed to be endangered. In this way several whale-ships fell victims to this atrocious device.†

Naturally, with these risks staring them in the face, the owners were in no haste to refit such of their returning vessels as evaded rebel cruisers. Ships were sold, transferred to the merchant service, or laid up to await a change in affairs. Some in the Pacific were put under the Hawaiian flag. Of those sold, forty were purchased by the United States and formed the larger portion of the two famous stone fleets, which, in 1861, were sunk off the harbors of Charleston and Savannah to prevent the entrance of blockade-runners and the ingress and escape of privateers.‡

\* In 1861.

† Thus were captured and burned by the Alabama the ships Benjamin Tucker, Osceola, Virginia, and Elisha Dunbar, of New Bedford, Ocean of Sandwich, Alert of New London, and schooners Altamaha of Sippican and Weather Gage of Provincetown, all of whom, attracted by the burning of the Ocean Rover of Mattapoisett, hastened to rescue the shipmates whose lives they believed to be imperilled.

‡ Among these vessels were several famous China and European merchantmen. The Herald, formerly of Boston, was nearly one hundred years old. (F. C. S., in Boston Advertiser, December 20, 1871.) Another famous ship was the Corea, which was formerly an armed store-ship belonging to the English navy, and came to this country during the Revolution loaded with stores. A storm arising, she sought shelter in Long Island Sound. This fact soon became known to our Yankee fishermen, and they determined to capture her, and accordingly about a hundred of them, well armed, left New Bedford in a small vessel for that purpose. Coming within sight of the Corea all hands, except four men and a boy, were sent below, the vessel soon reached the fishing-ground, and, to all appearance, the five on deck were soon engaged in innocent piscatorial employments. The Corea ran down toward them and fired a gun, at which summons our fishermen stood for the storeship, and coming within hail were ordered alongside. Grumblingly they obeyed and were despoiled of their fish, while the Corea's crew crowded around curious to see the prize. At this juncture one of the captive fishermen threw some fish out of one of the ports upon the schooner's deck and at the signal the secreted men swarmed up from below. Before the astonished

In 1865 the privateer steamer *Shenandoah* entered the Pacific Ocean, and on the 26th of June she captured and burned five ships and barks in Behring's Straits.\* On the 27th of June the ship *Brunswick*, of New Bedford, having got jammed in the ice, those of the fleet that were near went to her assistance. The wind dying away, they anchored close to each other. The next morning the *Shenandoah* appeared upon the scene and captured and destroyed nine of them. Among these was the bark *Favorite*, of Fairhaven, Capt. Thos. G. Young, a man between sixty and seventy years of age, but full of courage and determination. It was no part of his creed to see his ship (in which he was part owner) given up without a struggle, however great the odds or however hopeless the resistance. Accordingly he loaded all his bomb-guns and fire-arms and took a position on the cabin roof. As the *Shenandoah's* boat came alongside he ordered her officer to "stand off," an order which, when he saw the look of mischief in the captain's eye, he prudently obeyed, and lost no time in returning to his vessel to report his lack of progress. The commander of the privateer had perceived the action of the boat, and ordered a gun trained upon the whaler and that his gunner should fire low. In the mean time the officers of the *Favorite*, deeming resistance as worse than useless, urged Captain Young to desist, assuring him that it was only a fruitless sacrifice of his life, to which the captain replied that he would die willingly if he could but shoot *Waddell*, who commanded the *Shenandoah*. Finding remonstrance useless, the officers secretly removed the caps from the loaded arms, removed the ammunition not already in the guns, and took to the boats, leaving the heroic old captain to defend the castle, in which his entire property was invested, alone.

The gun from the *Shenandoah* was not discharged, as the returning boat was in range; and when it had reached the steamer *Waddell* had changed his mind, and ordered another boat to capture the obdurate skipper. As she came alongside, the officer in charge ordered Captain Young to haul down his colors. In language more forcible than polite

Englishmen could recover their senses their vessel was a prize. She was taken to New Bedford and discharged, and some years after the war she was added to the whaling fleet. The first "stone fleet" consisted of the *Archer*, *Courier*, *Cossack*, *Frances*, *Henrietta*, *Garland*, *Herald*, *Kensington*, *Leonidas*, *L. C. Richmond*, *Marla Theresa*, and *South America* of New Bedford, *Amazon*, *Harvest*, and *Rebecca Sims* of Fairhaven, *Potomac* of Nantucket, *American* of Edgartown, *Corea*, *Fortune*, *Lewis*, *Phoenix*, and *Tenedos* of New London, *Meteor* and *Robin Hood* of Mystic, and *Timor* of Sag Harbor. In the second fleet were the following whalers: *America*, *Edward*, *India*, *Valparaiso*, and *Majestic* of New Bedford, *Montezuma*, *New England*, and *Dove* of New London, *Mechanic* and *William Lee* of Newport, *Emerald* and *Noble* of Sag Harbor, *Messenger* of Salem, and *Newburyport* of Gloucester. Many of these had been noted ships in their prime; some of them European packets, others in the China trade, &c.

\*The *Isabella*, *Gypsy*, *Catharine*, *General Williams*, and *Wm. C. Nye*. Those captured on the 27th were the *Hillman*, *Isaac Howland*, *Nassau*, *Brunswick*, *Wm. C. Nye*, *Martha 2d*, *Congress*, *Favorite*, and *Covington*.

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Among these was the Favorite, a man between the Favorite and determination which he was part owner) odds or however hope his bomb-guns and fire the Shenandoah's boat and off," an order which, Captain's eye, he prudently decided to report his lack of perceived the action of whaler and that his guns of the Favorite, determined Captain Young to desist, as of his life, to which the he could but shoot Wadsworth's remonstrance useless, he loaded arms, removed look to the boats, leaving which his entire property

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a prize. She was taken to war she was added to the other, Courier, Cossack, Francis C. Richmond, Maria Theresa, and Rebecca Sims of Fairbanks, Corea, Fortune, Lewis and Clark, Hood of Mystic, and Timor whalers: America, Edward, Emma, New England, and Dove, Emerald and Noble of Sag Harbor. Many of these had packets, others in the China

and Wm. C. Nye. The Favorite, Brunswick, Wm.

he replied, "I'll see you d—d first." "If you don't," said the officer of the boat, "I'll shoot you." "Shoot and be d—d," returned the imperturbable Young. The crew of the boat were now ordered to board the Favorite; and as the captain pulled the trigger to his gun and ineffectually endeavored to explode the charge, he saw the defenceless condition in which he had been left, and realized that he had nothing to do but to surrender. His inhuman captors, who were unable to appreciate bravery, put him in irons in the topgallant fore-castle, and robbed him of his money, his watch, and even of his shirt-studs.

Capt. Ebenezer F. Nye, of the ship Abigail, of New Bedford, which ship was also captured and burned in the Ochotsk Sea by the Shenandoah in June, manned two boats before his ship was in the privateer's possession, and started for the rest of the fleet to warn them of the impending danger.

In all, the Shenandoah captured and burned thirty-four ships and barks, and captured and bonded the Milo, the General Pike, and the James Maury, of New Bedford, and the Nile, of New London.

During the war for the maintenance of our national integrity, the seaport towns responded with the utmost alacrity to the calls for men and for money. Our gallant whalers hastened to defend the flag, and enlisted in large numbers in the Navy as more congenial with their inclinations. A large portion of the officers in this branch of our service had gathered their experience on the deck of a whaler, and tested their courage in a whale-boat; and it is safe to assert that no braver men defended and no more experienced seamen navigated those castles of oak and of iron that sustained in these later years the renown our Navy won in the war of 1812.\*

The rebellion over, renewed activity took place in the whaling world. Ships that had been laid up were rigged and sent away, and new ships were again added to the fleet. The business was carried on with caution, for the inroads made upon the trade by the general use of coal-oils were becoming matters of serious consideration.

In the fall of 1871 came news of a terrible disaster to the Arctic fleet, rivaling in its extent the depredations of the rebel cruiser. Off Point Belcher thirty-four vessels lay crushed and mangled in the ice; in Honolulu were over twelve hundred seamen who by this catastrophe were shipwrecked.

Early in May the fleet arrived south of Cape Thaddeus, where they found the ice closely packed, and the wind blowing strong from the northeast.† This state of affairs continued during the most of the

\* A meeting of the whaling-agents in Payta was held, at which they offered both money and personal service in support of the Union. The whalers were at this time advised to cruise in companies.

† Harper's Weekly, December 2, 1871.

The following table, copied from the New Bedford Shipping List, will show the number of vessels in the North Pacific each year, and the rise and decline of the fishery in



month. June came in with light and variable winds and foggy weather; but the ice opening somewhat, the ships pushed through in sight of Cape Navarine, where they took five or six whales, and for a short time heard many more spouting among the ice. About the middle of June the ice opened still more, and the fleet passed on through Anadir Sea, taking a few whales as they went. By the 30th of June the vessels had passed through Behring's Straits, preceded by the whales. Waiting the further breaking up of the ice, they commenced catching walrus, but with comparatively poor success. During the latter part of July, the ice disappearing from the east shore south of Cape Lisburne, the fleet pushed on to the eastward, following the ice, the principal portion of which was in latitude  $69^{\circ} 10'$ . A clear strip of water appearing on the east shore, leading along the land to the northeast, they worked along through it to within a few miles of Icy Cape. Here some of the vessels anchored, unable to proceed farther on account of the ice lying on Blossom Shoals.

About the 6th of August the ice on the shoals started, and several ships got under way. In a few days most of the fleet was north of the shoals, and, aided by favorable weather, they worked to the northeast as far as Wainwright Inlet, eight vessels reaching there on the 7th. Here the ships either anchored or made fast to the ice, which was very heavy and densely packed, and whaling was carried on briskly for several days, and every encouragement was given for a favorable catch. On the 11th of August a sudden change of wind set the ice inshore, catching a large number of boats which were cruising for whales in the open ice, and forcing the ships to get under way to avoid being crushed. The vessels worked inshore under the lee of the ground ice, and succeeded, despite the difficulties of the situation, in saving their boats by hauling them for long distances over the ice, some of them, however, being badly stoven. On the 13th the ice grounded, leaving a narrow strip of water along the land up to Point Belcher. In this open water lay the fleet anchored or fast to the ice, waiting for the expected northeast wind that

these seas. The locality includes the water between the Asiatic and American coasts north of  $50^{\circ}$  north latitude:

Year.	No. of ships.	Average barrels.	Total barrels.	Year.	No. of ships.	Average barrels.	Total barrels.
1837	2	1,400	2,800	1858	196	620	121,656
1840	3	567	1,700	1859	176	535	94,100
1841	20	1,412	28,240	1860	121	518	62,678
1842	29	1,627	47,393	1861	76	724	55,034
1843	108	1,349	146,800	1862	32	610	19,525
1844	170	1,528	259,760	1863	42	857	36,010
1845	263	953	250,600	1864	68	522	35,490
1846	292	869	254,800	1865	59	617	36,415
1847	177	1,059	187,443	1866	65	598	36,925
1848	159	1,164	185,256	1867	80	640	51,200
1849	155	1,334	206,770	1868	61	708	43,290
1850	144	1,692	243,648	1869	43	890	38,275
1851	138	626	86,368	1870	46	1,069	49,265
1852	278	1,343	373,450	1871	40	.....	15,000
1853	238	912	217,056	1872	27	729	19,680
1854	212	794	169,063	1873	29	665	19,300
1855	217	871	189,579	1874	22	915	20,130
1856	178	822	146,410	1875	16	1,374	21,960
1857	143	796	113,900	1876	8	656	5,250

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ands and foggy weather; through in sight of Cape for a short time heard middle of June the ice in Anadir Sea, taking a the vessels had passed . Waiting the farther walruses, but with com- of July, the ice disap- ne, the fleet pushed on ortion of which was in ring on the east shore, ked along through it to e vessels anchored, un- on Blossom Shoals. ls started, and several fleet was north of the ked to the northeast as here on the 7th. Here which was very heavy riskily for several days, le catch. On the 11th shore, catching a large s in the open ice, and crushed. The vessels and succeeded, despite oats by hauling them however, being badly narrow strip of water en water lay the fleet d northeast wind that

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was to relieve them of their icy barrier, whaling constantly being carried on by the boats, though necessarily under many adversities.

On the 15th of August the wind came around to the westward, driving the ice still closer to the shore and compelling the vessels to work close in to the land. The drift of the ice inland was so rapid that some of the vessels were compelled to slip their cables, there being no time to weigh anchor. By this event the fleet was driven into a narrow strip of water not over half a mile in width at its widest part. Here, scattered along the coast for 20 miles, they lay, the water from 14 to 24 feet deep, and ice as far as the lookouts at the mastheads could see. Whaling was still carried on with the boats off Sea-Horse Island and Point Franklin, although the men were obliged to cut up the whales on the ice and tow the blubber to the ships.

On the 25th a strong northeast gale set in and drove the ice to a distance of from four to eight miles off shore, and renewed attention was given to the pursuit of the whale. Up to this time no immediate danger had been anticipated by the captains beyond that incidental to their usual sojourn in these seas. The Esquimaux, nevertheless, with the utmost friendliness, advised them to get away with all possible speed as the sea would not again open, but this was contrary to the Arctic experience of the whalers, and they resolved to hold their position.

On the 29th began the series of conflicting circumstances resulting in the destruction of the fleet. A southwest wind sprang up, light in the morning, but freshening so toward evening that the ice returned inshore with such rapidity as to catch some of the ships in the pack. The rest of the fleet retreated ahead of the ice, and anchored in from three to four fathoms of water, the ice still coming in and small ice packing around them. The heavy floe-ice grounded in shoal-water and between it and the shore lay the ships, with scarcely room to swing at their anchors.

On the 2d of September the big Comet was caught by the heavy ice and completely crushed, her crew barely making their escape to the other vessels. She was pinched until her timbers all snapped and the stern was forced out, and hung suspended for three or four days, being in the mean time thoroughly wrecked by the other vessels; then the ice relaxed its iron grip and she sunk. Still our hardy whalers hoped that the looked-for northeasterly gale would come, and felt greater uneasiness on account of the loss of time than because of their present peril. Their experience could not point to the time when the favoring gale had failed to assure their egress. Nothing but ice was visible off-shore, however, the only clear water being where they lay, and that narrowed to a strip from 200 yards to half a mile in width, and extending from Point Belcher to two or three miles south of Wainright Inlet. The southeast and southwest winds still continued, light from the former and fresh from the latter direction, and every day the ice packed more and more closely around the doomed vessels.

No. of ships.	Average barrels.	Total barrels.
196	620	121,656
176	535	94,160
121	518	62,678
76	724	55,024
33	610	19,525
42	857	36,010
68	522	35,496
59	617	36,415
95	308	29,225
80	640	51,200
61	708	43,188
43	690	29,715
46	1,069	49,305
40	-----	15,000
27	729	19,683
29	665	19,305
22	915	20,130
16	1,374	21,984
8	656	5,248

On the 7th of September the bark Romn, while cutting-in a whale, was caught between two immense floes of ice off Sea-Horse Islands, whence she had helplessly drifted, and crushed to atoms, the officers and crew escaping over the ice, saving scarcely anything but their lives.

The next day beheld the bark Awashonks meet a similar fate, and a third fugitive crew was distributed among the remaining ships. The peril was now apparent to all; the season was rapidly approaching the end; the ice showed no signs of starting, but on the contrary the little clear water that remained was rapidly filling with ice and closing around them. Frequent and serious were the consultations held by the captains of the beleaguered vessels. One thing at least was evident without discussion; if the vessels could not be extricated the crews must be got away before winter set in, or the scanty stock of provisions they had could only postpone an inevitable starvation. As a precautionary measure, pending a decision on the best course to adopt, men were set to work to build up the boats, that is, to raise the gunwales so as to enable them the better to surmount the waves. Shoes\* were also put on them to prevent, as far as possible, injury from the ice. The brig Kohola was lightened in order to get her over the bar at Wainwright Inlet, upon which there were only 5 or 6 feet of water. Her oil and stores were transferred to the deck of the Charlotte, of San Francisco, but when discharged it was found that she still drew 9 feet of water, and the attempt to get her over the shoal water was abandoned.† An expedition of three boats, under the command of Capt. D. R. Frazer, was now sent down the coast to ascertain how far the ice extended; what chances there were of getting through the barrier; what vessels, if any, were outside, and what relief could be relied upon. Captain Frazer returned on the 12th, and reported that it was utterly impracticable to get any of the main body of the fleet out; that the Arctic and another vessel were in clear water below the field, which extended to the south of Blossom Shoals, 80 miles from the imprisoned crafts; and that five more vessels, then fast in the lower edge of the ice, were likely to get out soon. He also reported, what every man then probably took for granted, that these free vessels would lay by to aid their distressed comrades. It is a part of the whaler's creed to stand by his mates. On hearing this reported, it was decided to abandon the fleet and make the best of their way, while they could, to the rescuing vessels. It was merely a question whether they should leave their ships and save their lives, or stand by their ships and perish with them.

The morning of the 14th of September came, and a sad day it was to the crews of the ice-bound crafts. At noon the signals, flags at the mast-heads, union down, were set, which told them the time had come

\* A sheathing—in this case copper—being used.

† The same experiment, with the same result, was tried by Captain Redfield, of the brig Victor's. The Kohola and Victoria are rated as barks in a succeeding page.

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While cutting-in a whale, the off Sea-Horse Islands, reduced to atoms, the officers lost anything but their lives. They met a similar fate, and a few remaining ships. The ice daily approaching the end; contrary the little clear and closing around them. Directed by the captains of the fleet without discussion; must be got away before they had could only post-haste measure, pending a vessel set to work to build up a vessel to enable them the better to get them to prevent, as far as possible, a lightening in the Inlet, upon which there were stores were transferred to. When discharged it was the attempt to get her the disposition of three boats, was now sent down the ice at chances there were of any, were outside, and never returned on the 12th, to get any of the main vessels were in clear view of Blossom Shoals, five more vessels, then get out soon. He also for granted, that these comrades. It is a part of in hearing this reported, the best of their way, was merely a question their lives, or stand by

and a sad day it was to see the signals, flags at the time had come

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when they must sever themselves from their vessels.\* As a stricken family feels when the devouring flames destroy the home which was their shelter, and with it the little souvenirs and priceless memorials which had been so carefully collected and so earnestly treasured, so feels the mariner when compelled to tear himself from the ship which seems to him at once parent, friend, and shelter. In these vessels lay the result of all the toil and danger encountered by them since leaving home. Their chests contained those little tokens received from or reserved for friends thousands of miles away, and nothing could be taken with them save certain prescribed and indispensable articles. With heavy hearts they entered their boats and pulled away, a mournful, almost funereal, flotilla, toward where the vessels lay that were to prove their salvation. Tender women and children were there who, by their presence, sought to relieve the tedium of a long voyage to their husbands and fathers, and the cold north wind blew pitilessly over the frozen sea, chilling to the marrow the unfortunate fugitives.

The first night out the wanderers encamped on the beach behind the sand hills. A scanty supply of fire-wood they had with them and such drift-wood as they could collect sufficed to make a fire to protect them somewhat from the chilling frost. The sailors dragged boats over the hills, and by turning them bottom upward and covering them with

\*The following protest was written on the 12th of September, and signed by all the captains on the following day before abandoning their vessels:

“POINT BELCHER, *Arctic Ocean*, Sept. 12, 1871.

“Know all men by these presents, that we, the undersigned, masters of whale-ships now lying at Point Belcher, after holding a meeting concerning our dreadful situation, have all come to the conclusion that our ships cannot be got out this year, and there being no harbor that we can get our vessels into, and not having provisions enough to feed our crews to exceed three months, and being in a barren country, where there is neither food nor fuel to be obtained, we feel ourselves under the painful necessity of abandoning our vessels, and trying to work our way south with our boats, and, if possible, get on board of ships that are south of the ice. We think it would not be prudent to leave a single soul to look after our vessels, as the first westerly gale will crowd the ice ashore, and either crush the ships or drive them high upon the beach. Three of the fleet have already been crushed, and two are now lying hove out, which have been crushed by the ice, and are leaking badly. We have now five wrecked crews distributed among us. We have barely room to swing at anchor between the pack of ice and the beach, and we are lying in three fathoms of water. Should we be cast on the beach it would be at least eleven months before we could look for assistance, and in all probability nine out of ten would die of starvation or scurvy before the opening of spring.

“Therefore, we have arrived at these conclusions: After the return of our expedition under command of Capt. D. R. Frazer, of the Florida, he having with whale-boats worked to the southward as far as Blossom Shoals, and found that the ice pressed ashore the entire distance from our position to the shoals, leaving in several places only sufficient water for our boats to pass through, and this liable at any moment to be frozen over during the twenty-four hours, which would cut off our retreat, even by the boats, as Captain Frazer had to work through a considerable quantity of young ice during his expedition, which cut up his boats badly.”

(Signed by the masters.)

sails, made quite comfortable habitations for the women and children. The rest made themselves comfortable as best they could.

"On the second day out," says Captain Preble, "the boats reached Blossom Shoals, and there spied the refuge-vessels lying five miles out from shore, and behind a tongue of ice that stretched like a great peninsula ten miles farther down the coast, and around the point of which the weary crews were obliged to pull before they could get aboard. The weather here was very bad, the wind blowing fresh from the southwest, causing a sea that threatened the little craft with annihilation. Still the hazardous journey had to be performed, and there was no time to be lost in setting about it. \* \* \* \* All submitted to this new danger with becoming cheerfulness, and the little boats started on their almost hopeless voyage, even the women and children smothering their apprehensions as best they could. On the voyage along the inside of the icy point of the peninsula everything went moderately well; but on rounding it, they encountered the full force of a tremendous southwest gale and a sea that would have made the stoutest ship tremble. In this fearful sea the whale-boats were tossed about like pieces of cork. They shipped quantities of water from every wave which struck them, requiring the utmost diligence of all hands at bailing to keep them afloat. Everybody's clothing was thoroughly saturated with the freezing brine, while all the bread and flour in the boats was completely spoiled. The strength of the gale was such that the ship Arctic, after getting her portion of the refugees on board, parted her chain-cable and lost her port anchor, but brought up again with her starboard anchor, which held until the little fleet was ready to sail."

By four o'clock in the afternoon of the second day all were distributed among the seven vessels that formed the remnant of the fleet that sailed for the Arctic Ocean the previous spring. Not a person was lost to add to the grief already felt or to increase the gloom of their situation. To the Europa was assigned 280; to the Arctic, 250; to the Progress, 221; to the Lagoda, 195; to the Daniel Webster, 113; to the Midas, 100; and to the Chance, 60: in all 1,219 souls in addition to their regular crews. On the 24th of October the larger portion of these vessels reached Honolulu, and the remaining ones of the seven speedily followed.\*

\*The names of the beleaguered fleet were: from New Bedford, barks Awashonks, value, \$58,000; Concordia, \$75,000; Contest, \$40,000; Elizabeth, \$60,000; Emily Morgan, \$60,000; Eugenia, \$56,000; Fanny, \$58,000; Gay Head, \$40,000; George, \$40,000; Henry Taber, \$52,000; John Wells, \$40,000; Massachusetts, \$46,000; Minerva, \$50,000; Navy, \$48,000; Oliver Crocker, \$48,000; Seneca, \$70,000; William Rotch, \$43,000; ships George Howland, \$43,000; Reindeer, \$40,000; Roman, \$60,000; Thomas Dickason, \$50,000. From New London, bark J. D. Thompson, value \$45,000, and ship Monticello, \$45,000. From San Francisco, barks Carlotta, value \$52,000; Florida, \$51,000; and Victoria, \$30,000. From Edgartown, ships Champion, value \$40,000, and Mary, \$57,000. And from Honolulu, Sandwich Islands, barks Pirra Kohola, \$20,000; Comet, \$20,000; and Victoria 2d and ship Julian, \$40,000. The Honolulu vessels had generally American owners, having been placed under the Hawaiian flag to protect them from rebel cruisers.

Capt. William H. Kelley, who commanded the Gay Head, visited the locality the

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the boats reached the vessels lying five miles out stretched like a great peninsula at the point of which could get aboard. The ship from the southwest, with annihilation. Still there was no time to be allotted to this new danger. The boats started on their children smothering their age along the inside of moderately well; but of a tremendous south-stoutest ship tremble. About like pieces of cork, the one which struck them, bailing to keep them saturated with the freezing boats was completely at the ship Arctic, after she had her chain-cable and her starboard anchor,

they all were distributed of the fleet that sailed. A person was lost to add to their situation. To the Progress, 221; to the Midas, 100; and to their regular crews. The vessels reached Honolulu followed.\*

Bedford, barks Awashonks, \$60,000; Emily, \$40,000; George, \$40,000; Minerva, \$50,000; William Rotch, \$43,000; Thomas Dickason, \$50,000, and ship Monticello, \$51,000; and Virginia, \$40,000, and Mary, \$57,000; Comet, \$20,000; The vessels had generally American protect them from rebel

and visited the locality the

On the receipt of the news of this disaster, more particularly in New Bedford, great excitement was occasioned. The value of the wrecked vessels sailing from that port alone exceeded, with their cargoes, one million of dollars. But the owners of whaling vessels were not the men to yield supinely to a single misfortune, however overpowering it might seem, and the ensuing year twenty-seven ships were busy in the Arctic, and in 1873 twenty-nine visited that precarious sea.

Still whaling in general continued to decline. The sun of its destiny was moving toward its western horizon. Whether some modern Joshua shall command it to stand still, or whether it shall move still nearer its full setting, is yet uncertain. Some oil will still be used until its perfect substitute is produced at so low a rate that the expenses of whaling will entirely absorb its profits.

On the 1st of January, 1877, the entire fleet was reduced to 112 ships and barks, and 51 brigs and schooners, having a total capacity of 37,828 tons.\*

Before closing this chapter it would be well to see to what causes this decline is attributable. Many circumstances have operated to bring this about. The alternate stimulus and rebuff which the fishery received as a short supply and good prices led to additions to the fleet and an overstock and decline in values, were natural, and in themselves probably

following year, and wrote home the condition of such of the vessels as still remained. The Minerva lay at the entrance to Wainwright Inlet, as good in hull as when abandoned. The T. Dickason lay on her beam-ends on the bank, bilged and full of water. The Seneca was dragged by the ice up the coast some distance; her bowsprit was gone, bulwarks stove, and rudder carried away, and she was frozen in solid. The Reindeer sank, and the Florida was ashore on Sea-Horse Islands, burned to the water's edge. The rest of the fleet were either carried away by the ice, crushed to pieces, or burned by the natives. The Gay Head and Concordia were burned where they lay. "The bark Massachusetts went around Point Barrow. There was one white man on board her who staid up here last winter. He made his escape over the ice this summer, and was five days getting back to the ships. He was about used up when they found him this summer. The natives set out to kill him, but the women saved him, and afterward the old chief took care of him. He saved a large quantity of bone, but the natives took it away from him, except a small quantity. He said \$150,000 would not tempt him to try another winter in the Arctic. He said that four days after we left the ships last year the water froze over and the natives walked off to the ships; and fourteen days after there came on a heavy northeast gale and drove all but the ground-ice away, (that never moved.) Shortly after there blew another northeast gale, and he said that of all the butting and smashing he ever saw, the worst was among those ships driving into each other during those gales. Some were ground to atoms, and what the ice spared the natives soon destroyed, after pillaging them of everything they pleased."

Since writing the account of the disaster of 1871, the reports have been received of another of less pecuniary extent but more appalling in its effect on human life. The fleet for 1876 consisted of twenty ships and barks. Of these, twelve are reported lost or abandoned in the Arctic. Much of the melancholy story seems a duplicate description of that of 1871. Again the fleet had entered that fatal ocean early in August, and again commenced the season's whaling with prospect of fair success; again the ice com-

\* The lowest ebb was reached on the 1st of January, 1875, when the fleet consisted of 119 ships and barks, and 44 brigs and schooners, with a capacity of 37,733 tons.

formed no positive impediment. The increase in population would have caused an increase in consumption beyond the power of the fishery to supply, for even at the necessarily high prices people would have had light. But other things occurred. The expense of procuring oil was yearly increasing when the oil-wells of Pennsylvania were opened, and a source of illumination opened at once plentiful, cheap, and good. Its dangerous qualities at first greatly checked its general use, but, these removed, it entered into active, relentless competition with whale-oil, and it proved the more powerful of the antagonistic forces.

The length of voyages increased from two years for a cargo of sperm and from nine to fifteen months for a cargo of whale oil to four years to fill with the latter, while the former was practically abandoned as a separate business \* after it became necessary to make voyages of four, five, and even six years, and then seldom return with a full cargo. As a matter of necessity the fitting of ships became far more expensive,†

menced closing and them; again they cherished delusive hopes that a strong gale would drive it off-shore and afford them a means of escape, and again these hopes were doomed to a bitter disappointment. Again the masters decided it was necessary to abandon their vessels, and again the abandonment was accomplished. Here the parallel ceases. Several men perished from exposure in journeying from one beleaguered vessel to another apparently more safe, and many died on the toilsome, perilous march and voyage to the rescuing ships. Many more preferred to stay by the ships and risk their chances of surviving during the terrible Arctic winter to assuming the nearer and, to them, apparently no less dangerous alternative of an immediate escape. These men are still there, and there seems no feasible way to communicate with them until the summer of 1877. Judging by the experience of Arctic navigators and by the condition of several of the former abandoned fleet when found in the ensuing season, their chance for a comfortable survival seems good, unless attacked by the avaricious natives. Provisions and fuel are reported amply sufficient for them, and with the first clear water of 1877 ready hands and willing hearts will hasten to their assistance. Fifty-three men remained, and three hundred made their escape. The names of the lost and abandoned vessels with their approximate values, not including cargoes, are as follows: (Of these the Arctic is reported lost; the others abandoned.) From New Bedford, the Acors Barns, \$33,000; Camilla, \$36,000; Cornelius Howland, \$40,000; James Allen, \$36,000; Java 2d, \$26,000; Josephine, \$40,000; Marengo, \$40,000; Mount Wollaston, \$32,000; Onward, \$40,000; and St. George, \$36,000. From San Francisco, the Clara Bell, \$24,000. And from Honolulu, the Arctic, \$32,000, and Desmond, \$24,000. A total loss of \$442,000. The estimated value of reported cargoes is about \$375,000 more.

\* Always excepting, of course, Atlantic whalers. Sperm-whaling in the Atlantic has always been pursued by the bulk of the Provincetown vessels and by quite a fleet of schooners and brigs from other ports. There is an occasional revival of this pursuit in larger vessels at intervals of a few years, at present some of the most successful voyages being made by ships and barks cruising for sperm whales in this ocean.

† The cost of fitting of late years has grown out of all proportion to the value of the return. Thus, in 1790, a ship carrying 1,900 barrels of oil would be fitted for a two-years' sperm whaling voyage to the Pacific Ocean for \$12,000, while in 1858, with a doubled capacity, the length of the average voyage was more than doubled, and the cost of fitting had increased to about \$65,000. But few people have an idea of the amount and variety of occupations to which the fitter-out of a whale-ship pays tribute. In 1765 the schooner Lydia, of Edgartown, Capt. Peter Pease, used the following articles in fitting for her whaling-cruise: 5 barrels beef, 6 barrels pork, 1,200 pounds bread, 60 pounds butter, 3 small cheeses, 500 pump-nails, 2 wine-glasses, 600 board-nails, 1,500 shingle-nails, 24 deck-nails, 30 spikes, 1 mallet, 1 dippy-line, 2 scrapers, 1 adze, 2

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a rivalry in the furnishing adding perhaps considerably to the outlay. Vessels were obliged to refit each season at the various islands in the Pacific, usually at the port of Honolulu when passing in its vicinity, and the bills drawn upon the owners on these occasions were so enor-

axes, 5 spades, 1 tunnel, 4 barrels flour, 12 bushels corn, 14 bushels meal, 100 pounds rice, 2 barrels rum, 55 gallons molasses, 20 pounds candles, 314 feet boards, 230 feet boat-boards, 600 fathoms tow-line, 130 fathoms main-warp, 28 guns, 12 lances, 3 cod-lines, 2 log-lines, 6 ginlets, 3 skeins twine, 6 bowls, 6 knives and forks, 6 plates, 4 pounds tea, 5 pounds chocolate, 15 pounds coffee, 100 pounds sugar, 50 pounds hog's-fat, 5 bushels beans, 1 platter, 2 brooms, 2 hour-glasses, 1 lantern, 50 pounds spun yarn, 4 pump-belts, 3 pump-brakes, 6 upper boxes, 4 lower boxes, 1 pump-hook, 1 draw-bucket, 2 cedar pails, 1 hand-pump, 2 finishing-planes, 1 pound pepper, 1 speaking-trumpet, 2 half-minute glasses, 1 punch-bowl, 6 tea-cups and saucers, 1½ pounds powder and shot, 1 drawing-knife, 1 can-lesiek, 3 skeins marling, 3 skeins housing, 8 spare blocks, 1 eat-block, 40 fathoms spruce rigging, 1 sounding-lead, 1 boat-hook, 12 sail-needles, 18 yards mending-cloth, 1 penknife, 1 jackknife, 10 pounds chalk, 1 bung-borer, 3 chisels, 1 handsaw, 1 large hammer, 1 pump-hammer.

The ship *Beaver*, of Nantucket, which sailed for a Pacific sperm whaling voyage in 1791, cost, with her outfit, \$10,212. She was a ship of 240 tons, carried 17 men, and required in outfitting, among other articles, 400 iron-hooped casks (this was before iron came into general use for this purpose, and the remainder of her casks, to the capacity of 1,400 barrels, were wooden-hooped), 40 barrels of salt provisions, 3½ tons bread, 30 bushels beans and peas, 1,000 pounds of rice, 40 gallons molasses, 24 barrels of flour. All the additional provisions used were 200 pounds of bread. She made a seventeen-months' voyage.—(Macy.)

The whaling-fleet in 1831 consisted of about 290 ships and barks, (170 sperm and 120 right whalers.) This fleet required in outfitting, among other things, 36,000 barrels of flour, 30,000 barrels of beef and pork, 13,000 bolts of duck, 3,000 tons of hoop-iron, 6,000,000 staves, 2,000 tons cordage, besides large quantities of iron, (for harpoons, lances, spades, blubber-hooks, and camboose-grates,) molasses, rice, beans, peas, corn, tea, coffee, sugar, &c. The annual consumption of copper amounted to 700,000 pounds.

It has been said, and probably with a very great degree of truth, that the "whaling-fleet made Honolulu," and when one considers for how many years large fleets of whalers (formerly English, French, and American, but latterly exclusively from the latter country,) rendezvoused there, the known prodigality of the sailor, and the increasingly heavy bills for refitting, of all of which Honolulu reaped the benefit, it is easy to believe the statement. Several merchants removed thence also from the United States and purchased and fitted whaling-vessels from that port, the first whaler belonging to Honolulu being fitted in 1832 by Henry A. Pierce, of New Bedford.

The principal articles used in fitting out the whaling-fleet sailing from New Bedford alone in 1858, 65 ships, amounted in gross to \$1,950,000, and included 13,650 barrels flour, 260 of meal, 10,400 of beef, 7,150 of pork, 19,500 bushels of salt, 97,500 gallons molasses, 39,000 pounds rice, 1,300 bushels beans, 39,000 pounds dried apples, 78,000 of sugar, 78,000 of butter, 19,500 of cheese, 16,300 of ham, 32,500 of cod-fish, 18,000 of coffee, 14,300 of tea, 13,300 of raisins, 1,950 bushels corn, 2,600 of potatoes, 1,300 of onions, 400 barrels vinegar, 2,000 pounds sperm-candles, 52,500 barrels fresh water, 1,200 cords oak wood, 260 of pine, 1,000,000 staves, 260,000 feet heading, 1,000 tons iron hoops, 33,000 pounds rivets, 520,000 pounds sheathing-copper and yellow-metal, 15,000 of sheath-nails, 52,000 of coppering nails, 400 barrels tar, 739,000 pounds cordage, 450 whale-boats, 32,500 feet boat-boards, 65,000 feet pine boards, 36,000 feet oars, 8,500 iron poles, 22,500 pounds flags, 23,000 bricks, 200 casks lime, 205,000 yards canvas, 13,000 pounds cotton-twine, 234,000 yards assorted cotton-cloth, 130,000 pounds tobacco, 39,000 gallons white lead, 5,200 pounds linseed-oil, 400 gallons turpentine, 13,000 pounds paints, 2,600 gallons new rum, 1,000 gallons other liquors, 120 casks powder, besides clothing, &c. The advance-wages alone amounted to \$130,000.



mons as to call forth loud and frequent complaints;\* and in later years the only available western fishery was in the North Pacific and Arctic Oceans, where disasters were the rule and immunity from them the exception, thereby incurring, when the vessels were not lost, heavy bills for repairs, besides the ordinary ones of refitting.

Again, during the later days of whaling, more particularly immediately after the discovery of the gold mines in California, desertions from the ships were numerous and often causeless, generally in such numbers as to seriously cripple the efficiency of the ship. In this way large numbers of voyages were broken up and hundreds of thousands of dollars were sunk by the owners. During a portion of the time many ships were fired by their refractory and mutinous crews, some of them completely destroyed, others damaged in amounts varying from a few hundred to several thousand dollars. Crews would apparently ship simply as a cheap manner of reaching the gold mines, and a ship's company often embraced among its number desperadoes from various nations, fit for any rascality which might best serve them to attain their end. They took no interest in the voyage, nor cared aught for the profit or loss that might accrue to the owners. In order to recruit, it became necessary, particularly during the ten years next succeeding the opening of the gold mines, to offer heavy advance-wages, and too often these were paid to a set of bounty-jumpers, as such men were termed in the Army during the late war, who only waited the time when the ship made another port to clandestinely dissolve connection with her and hold themselves in readiness for the next ship. Unquestionably there were times when men were forced to desert to save their lives from the impositions and severity of brutal captains, but such cases were undoubtedly very rare. Formerly the crews were composed almost wholly of Americans, but latterly they were largely made up of Portuguese shipped at the Azores, a mongrel set shipped anywhere along the western coast of South America, and Kanakas shipped at the Pacific islands. There were times, when the California fever was at its highest, that the desertions did not stop with the men, but officers and even captains seem to vie with the crew in defrauding the men from whose hands they had received the property to hold in charge and increase in value.

Another source of loss was, strangely enough, to be found in the

\* The increased cost of refitting has for years been a source of serious concern to ship-owners. A meeting of agents was held in New Bedford, in February, 1860, to take some action in regard to this evil. Among the things complained of, besides the enormous charges, were the extortions of consuls, the decisions of the courts of admiralty, the inducements offered to sailors to desert, &c. The *New London Star*, in 1859, said that in order to make whaling profitable business must be done where the vessel is owned, not one-fourth in New London and three-fourths in Honolulu; however poorly a ship did in the aggregate, Honolulu fared just as well. "All the business must be done in the home port to make it profitable, and the sooner whaling-merchants withdraw their ships from the Sandwich Islands the better it will be for all concerned. The deluge of oil that is thrown into the eastern market by holding it at the islands until some freighter wants a cargo, and then sending it home, operates with great detriment to the holders of oil at the home ports."

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course of the consular agents sent out by our Government to protect the interests of our whalers. Many and bitter were the complaints at the extortionate charges and percentages demanded by many of these men.\*

As another important source of the decline in this business must be regarded the scarcity and shyness of whales. Prior to the year 1830, a ship with a capacity for 2,000 barrels would cruise in the Pacific Ocean and return in two years with a cargo of sperm-oil. The same ship might go to Delago or Woolwich Bay and fill with whale-oil in about fifteen months, or to the coast of Brazil and return in nine months full of the oil peculiar to the whales of those seas; but, as has been previously remarked, this has all changed, and the length of the voyage has become entirely disproportioned to the quantity of oil returned.

Briefly, then, this is the case. Whaling as a business has declined; 1st, from the scarcity and shyness of whales, requiring longer and more expensive voyages; 2d, extravagance in fitting out and in refitting; 3d, the character of the men engaged; 4th, the introduction of coal-oils.

Of late years sperm whaling in the Atlantic Ocean has been revived with some success, but the persistency with which any field is followed up, makes its yield at least but temporary. It may perhaps be a question worthy of serious consideration whether it is policy for the United States Government to introduce the use of coal-oils into its light-house and similar departments, to replace the sperm-oil now furnished from our whaling ports, and thus still further hasten the ultimate abandonment of a pursuit upon the resources of which it draws so heavily in the day of its trouble,† or whether this market—the only aid asked from the Government—may still continue at the expense of a few dollars more per year.

\* In many cases justice (†) seems to have been meted more in accordance with the requirements of the income of our representatives than with those of abstract right, and it has happened that the case of an arbitrary, cruel captain against some unfortunately weak and impecunious sailor has been decided on the time-honored (among barbarians) maxims that "might makes right," and "the king can do no wrong."

† The London Mercantile Gazette, of October 22, 1852, said: "The number of American ships engaged in the Southern whale-fishery alone would of themselves be nearly sufficient to man any ordinary fleet of ships-of-war which that country might require to send to sea." Instances are not wanting, indeed, where whalers have undertaken freeman's service for their country. Thus, in November, 1846, Captain Simons, of the Magnolia, and Capt. John S. Barker, of the Edward, both of New Bedford, hearing that the garrison at San José, Lower California, was in imminent danger, landed their crews and marched to its relief. Nor were their good services toward foreign governments in peace less honorable to the country than in war, for when the government buildings at Honolulu were burning some years ago, and entire and disastrous destruction threatened, American whalers rushed to the rescue and quenched the flames already beyond the control of the natives. During the rebellion, of 5,956 naval officers, Massachusetts furnished 1,226, Maine 449, Connecticut 264, New Hampshire 175, Rhode Island 102, and Vermont 81.

## —THE DANGERS OF THE WHALE-FISHERY.

Notwithstanding the many perils encountered in this pursuit, perils arising from the necessary exploration of new fields to replenish the supply which constantly falls in the old, perils arising from the nature of the cruising grounds themselves which include the stormiest, most labyrinthine, and most treacherous of seas, and those most subject to typhoons, perils arising too from the very nature of their calling to the men themselves, the casualties are no more at least than fall to the lot of those who follow the sea in other pursuits. Shipwrecks there are, dreary bout-voyages for hundreds of miles, with the terrible accompaniments of death from hunger and thirst, and men fall victims to the strength and ferocity of the gigantic object of their pursuit. Ships sail from port and are never heard of more, or if heard of, it is the casual report of some passing vessel, ships to which the beautiful language of Irving is most appropriate, that have too truly "gone down amidst the roar of the tempest; their bones lie whitening among the caverns of the deep. Silence, oblivion, like the waves, have closed over them and no one can tell the story of their end." But with a greater risk there seems to be no greater mortality than may be found in the lists of the merchant service.

No nobler class of men, no more skillful navigators, ever trod any deck than those who have shipped upon our whalers. Those in command are brave and daring without recklessness, quick to act in an emergency, but prudently guarding the lives of their men and the safety of their ship; self-reliant but self-possessed.\* Every ship is fully manned, and discipline is intended to be fully enforced; hence when immediate action is required by the exigencies of the storm or other threatening circumstances, there is no lack of ready hands to execute any order which may issue from those in authority.†

It is appropriate, however, in a work of this nature, to notice some of the many incidents and accidents which have occurred, and of which an account has been transmitted.

Classifying these somewhat chronologically, one of the earliest re-

\* "The highest testimony to the seamanship of our whalers is that the rate of insurance on the American is just one-half of that on the British vessels engaged in the service."—(Nimrod of the Sea, p. 56.)

† Says the New York Journal of Commerce, in August, 1857: "There lives in affluence at Nantucket, in the eightieth year of his age, and in full possession of a sound intellect, and the enjoyment of all the respect and affection which a well-spent life commands, a retired whaling captain, the keel of whose ship never touched the bottom—who was never at sea a day without going aloft except in a gale of wind—who never lost a man by abandonment or otherwise, or had one off duty more than a week by sickness—who never lost but one spar, though distinguished for many short passages—who never returned from a voyage without a full cargo of sperm-oil. He had sixteen apprentices, mostly uneducated boys from the lower walks of life, whom he instructed and trained to his own calling, and every one of these he has lived to see in respectable standing, and several of them holding high rank as shipmasters."

WHALE-FISHERY.

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corded accidents (not previously mentioned in this work) was the one  
which befel the ship Union, of Nantucket, Capt. Edmund Gardner,  
master, which sailed from Nantucket on the 19th of September, 1807,  
for Brazil Banks. When twelve days out, running along at the rate of  
about seven miles an hour, she struck on a sperm whale with sufficient  
force to break two timbers on the starboard bow.\* The pumps were  
immediately manned, but the water came in through the break so  
rapidly that it became evident that the certain destruction of the ship  
was only being briefly postponed, and preparations were made by Cap-  
tain Gardner, who was a young man and this his first voyage as com-  
mander, to leave her. The boats were lowered, and provisions, water,  
fireworks, books, and nautical instruments, whatever, in fact, they could  
safely carry, and which would be of use, were stowed away in them.  
By midnight—only two brief hours after the accident—the water was  
up between decks, and an immediate departure was inevitable. This  
was accomplished, though with much difficulty and danger, as a heavy  
swell was running. The crew, sixteen in number, left the ship in three  
boats, but the increased risk of separation led them to divide them-  
selves between two boats and abandon the third. The course of the  
prevailing wind, which was northwest, and the lateness of the season,  
made it imperative upon them to steer, not for Newfoundland, which  
was perhaps the nearest, but for one of the Azores, which was the most  
easily accessible land.

On the morning of the 2d of October the men rigged sails for the  
boats, and thus not only progressed with greater speed, but relieved  
themselves of the fatigue of rowing. During the nights of the 2d and  
3d the wind blew a gale, and during a portion of the time they were  
compelled to lash the boats together and let them drift. By the 4th of  
October they were obliged to allowance themselves to three quarts of  
water and sixteen cakes for the whole company for twenty-four hours.

\* Quite a number of similar instances are upon record. Marco Paulo mentions, as  
long ago as 1298, that many of the Chinese junks have as many as thirteen compart-  
ments in the hold "to guard against accidents which may cause the vessel to leak,  
such as striking a rock, or being attacked by a whale. This last circumstance is not  
unusual; for during the night the motion of the ship through the waves raises a foam  
that invites the hungry animal, which, hoping to find food, rushes violently against  
the hull, and often forces out a part of the bottom." Sir William Monson also says the  
same kind of accident happened to the ship in which he was taken prisoner off the  
Burlings in 1791, a week before his capture, "the ship giving stem to a whale that lay  
asleep on her back above the water. The accident was so strange and rare that it  
amazed the company, who gave a sudden shriek, thinking the ship had foundered upon  
a rock; but looking overboard they beheld the sea all bloody, which comforted them,  
conceiving it to be, as they found it was, a stem upon a whale." He also mentions the  
foundering of a ship from the same cause. Winthrop (ii, p. 7) says, "One of the ships,  
which came this summer (1640), struck upon a whale with a full gale, which put the  
ship a stags; the whale struck the ship on her bow, with her tail a little above water,  
& brake the planks and six timbers and a beam, and staved two hogsheds of vinegar."  
In March, 1796, the ship Harmony, of Rochester, Capt. George Blankenship, ran upon  
a whale off the coast of Brazil, and was stove and sunk. The crew were saved, but

When at length they landed, on the morning of October 9, on the island of Flores, their stock of water was already exhausted. They had been at sea seven days and eight nights, and in that time had rowed and sailed nearly 600 miles.\*

The accidents resulting from belligerent whales are numerous and well authenticated. At times it has happened that in their rage they have attacked even ships, apparently treating the boats as beneath their notice. Two of the most remarkable instances of this kind are the attacking and sinking of the ships *Essex*, of Nantucket, and *Ann Alexander*, of New Bedford.

The former ship, under the command of Capt. George Pollard, jr., sailed from Nantucket on the 12th of August, 1819, for the Pacific Ocean. Nothing out of the ordinary course of events occurred until the 20th of November, 1819. On the morning of that day, the ship being in latitude  $0^{\circ} 40'$  south, longitude  $119^{\circ}$  west, whales were discovered, and all three boats were lowered in pursuit, the ship being brought to the wind and lying with her maintop-sail hove aback waiting the issue of the contest. The mate's boat soon struck a whale, but a blow of his tail opening a bad hole in the boat, they were obliged to cut from him, and devote their entire attention to keeping afloat. By stuffing jackets into the hole, and keeping one man constantly bailing, they were enabled to check the flow of the water and reach the ship in safety. In the mean time the captain's and second mate's boats had fastened to another whale, and the mate, heading the ship for them, set about overhauling his boat preparatory to lowering again. While doing this he

the vessel and cargo were lost. In March, 1855, the British schooner *Waterloo* was attacked and sunk by a whale in the North Sea. In 1859 the ship *Herald of the Morning* arrived at Hampton Roads leaking badly, having been struck by a large sperm-whale off Cape Horn. She was found to have started seven feet of her stem as far as the wood ends, and to have carried away both bobstays. The whale spouted a large quantity of blood. In 1865 the British schooner *Forest Oak*, on her passage from Boston to Yarmouth, N. S., struck a whale with such force as to nearly knock her foremast out. She was going at the time at the rate of seven knots an hour. In 1873 the three-masted schooner *Watauga*, of Washington, N. C., was wrecked on a reef off one of the West Indies. She was originally a side-wheel steamer, and was of 200 tons register. "While running along with a fine six or seven knot breeze, a sudden and heavy shock and jar was felt, and all supposed that the vessel had scudded into a sea with violence. The next moment a pair of whales were seen close alongside to leeward. One of them seemed frisky enough, and made off rapidly, but the other seemed loggy, moved with apparent difficulty, and presently disclosed a huge gash in his side, from which the blood was issuing and coloring the sea about him. The *Watauga* passed on, and soon lost sight of the whale, when it was discovered that the false stem was torn off, her main stem split, and the wood ends started. The bobstay had, of course, parted, and the bowsprit was adrift. \* \* \* She was with difficulty kept free until she had made Point Peter, where temporary repairs were made to enable her to reach home. Upon her arrival at Washington she was repaired, and the damage found to exceed \$700."—(Preble's Notes on Whales and Whaling.) In 1860 the steamer *Eastern City*, en route for St. John, ran into a humpback whale 60 feet long, displacing her cutwater.

\* Macy, pp. 237 to 242.

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observed a large sperm-whale\* break water about twenty rods from the ship. After lying there a few moments he disappeared, but immediately came up again about a ship's length off, and made directly for the vessel, going at a velocity of about three miles an hour, and the Essex advancing at about the same rate of speed. Scarcely had the mate ordered the boy at the helm to put it hard up, when the whale with a greatly accelerated speed struck the ship with his head just forward of the fore-chains. "The ship," says the mate, from whose account this is condensed, "brought up as suddenly and violently as if she had struck a rock, and trembled for a few seconds like a leaf." The whale passed under the vessel, scraping her keel as he went, came up on the leeward side of her, and lay on the surface of the water, apparently stunned, for about a moment; he then started suddenly off to leeward. Mr. Chase immediately had the pumps rigged and set going. At this time the vessel was beginning to settle at the head, and the whale, about 100 yards off, was thrashing the water violently with his tail, and opening and closing his jaws with great fury. Signals had been set for the return of the other boats, for the ship had already settled quite rapidly, and Mr. Chase had given her up as lost. "I, however," writes he, "ordered the pumps to be kept constantly going, and endeavored to collect my thoughts for the occasion. I turned to the boats, two of which we then had with the ship, with an intention of clearing them away, and getting all things ready to embark in them, if there should be no other resource left; and while my attention was thus engaged for a moment, I was aroused with the cry of a man at the hatchway, 'Here he is—he is making for us again.' I turned around and saw him about 100 rods directly ahead of us, coming down apparently with twice his ordinary speed, and to me at that moment it appeared with tenfold fury and vengeance in his aspect." A line of foam about a rod in width, made with his tail, which he continually thrashed from side to side, marked his oncoming. Mr. Chase hoped, by putting the helm hard up, the vessel might cross the line of the whale's approach, and the second shock be avoided, and instantly gave orders to that effect; but scarcely had the course of the ship, already somewhat waterlogged probably, been changed a single point, when the head of the whale crashed into her bows, staving them completely in directly under the cat-head. The speed of the whale at this time was about six miles an hour, the Essex moving at about one-half of that rate. After the second assault the whale passed under the ship as before, and out of sight to the leeward.

Whatever was to be done now, must be done with the utmost dispatch. They were in mid ocean, more than a thousand miles from the nearest land, their ship rapidly settling beneath them, and nothing to save them but frail open boats, each of which must of necessity be heavily loaded. The lashings of the spare boat were cut, and she was

\* In the account given by the mate, Mr. Owen Chase, the length of this whale is estimated at about 85 feet, (p. 26.)

carried from the quarter-deck to the waist; two quadrants, two practical navigators, and the captain's and mate's trunks had been hurriedly secured from below by the steward; and the mate had saved the two binnacle compasses. Then, as the ship fell over on her beam-ends, the boat, into which these articles had been placed, was launched. Not more than ten minutes had elapsed since the whale had first attacked the ship, and now she lay full of water, her deck scarcely above the surface of the waves, and her crew abroad on the ocean. As the captain and second mate came up in their boats, their amazement and horror on seeing the condition of their late home cannot be described. By order of Captain Pollard the masts were cut away and the decks were scuttled, and about 600 pounds of bread, some 200 gallons of water, a musket, a small canister of powder, two files, two rasps, two pounds of boat nails, and some turtle were secured. Each boat was fitted with two masts, and a flying-jib and two sprit-sails constructed for each out of the lighter canvas of the ship. The boats were also strengthened and built up about 6 inches above the gunwales as an additional measure for safety. These preparations occupied the larger portion of three days. The ship was now rapidly breaking up, and the captain called a council of the officers to determine what should be done. By an observation taken at noon on the 22d of November they found they were in latitude  $0^{\circ} 13'$  north, longitude  $120^{\circ}$  west. The nearest land was the Marquesas Islands, next to them the Society Islands, but at this time the Pacific was but little explored, and these islands were presumably inhabited by savages than whom the very elements were more kind and hospitable. The final conclusion then was to make for the coast of Chili or Peru. The men were accordingly apportioned among the boats; the mate's boat being the weakest, having been stove several times and being old and patched, was assigned six, while the other two carried seven each. The record of the passage is full of melancholy interest, but too long for insertion here. It tells at length how, in spite of the utmost care, a portion of their miserable pittance of bread was damaged by the breaking of heavy seas into their boats; how their boats were damaged and leaking by the repeated blows of the water; how in the night of November the 28th Captain Pollard's boat was attacked by some kind of a fish and nearly wrecked; how thirst, consuming, raving thirst began its terrible assault; how on the 20th of December they landed on Ducie's Island;\* how, unable to find subsistence there, they again set sail, after leaving three of their number, by their own desire, on the island, and commenced, on the 27th of December, to make the perilous voyage toward the island of Juan Fernandez, distant 2,500 miles. The sad recital tells us that on the 10th of January the second mate, Matthew P. Joy, died and was buried at sea, if indeed the simple launching of his body into the deep by his feeble, saddened companions could be called a burial; that on the night of the 12th of January the

\* Latitude  $24^{\circ} 40'$  south, longitude  $124^{\circ} 40'$  west.

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boats became separated; that one and then another of the mate's crew became enfeebled and died; that the body of the second unfortunate was dismembered, the flesh cut from his bones, and served out like that of an animal to his starving, raving comrades; that when the darkness of despair had settled upon their clouded, tottering minds the welcome cry of "A sail" was given, and the poor wrecks of humanity still surviving in the mate's boat were picked up, on the 17th of February, by the English brig *Indian*, Capt. William Crozier, and treated with a brotherly tenderness and humanity.

The captain's and late second mate's boats kept together until the night of the 29th of January, 1820; during the interval between the separation from the mate and this time four men had died out of the two boats, and their bodies furnished their comrades with their only food. The captain's crew became at last reduced to the alternative of drawing lots to see which should be killed to furnish sustenance to the survivors. On the 23d of February, three months from the time when they left their shattered ship, Captain Pollard and Charles Ramsdale, the sole survivors of the boat's crew, were picked up by the ship *Daughin*, of Nantucket, Capt. Zimri Coffin. The third boat was never heard from. The three men left on Ducie's Island were afterward rescued. The number surviving in the mate's boat was three.\*

The fate of the *Ann Alexander*, Capt. John S. Deblois, which belonged to and sailed from New Bedford June 1, 1850, was not less sudden than that of the *Essex*, and had her crew been as far from helping hands as was that of the latter ship, not even so favorable a record as the melancholy one of Captain Pollard and his men would have been left of them, and the *Ann Alexander* would have been set down as one of those missing ships the fate of which will be forever unknown.

On the 20th of August Captain Deblois, having reached that whaling locality known as the "Off-shore Ground,"† discovered whales at about 9 o'clock in the morning. The boats were immediately lowered, and by noon the mate's boat was fast to one. The whale ran a short distance, and then turning rushed at the boat, seized it in his jaws, and in an instant had smashed it to fragments no larger than a common chair. Captain Deblois immediately hastened to the rescue, and took the mate's crew into his boat, which, this being done, contained eighteen men. In the mean time, the disaster having been observed from the ship, the waist-boat was dispatched to assist. When she arrived the crews were divided, the mate taking command of the waist and the captain continuing with his own (or the starboard) boat, and the attack was recom-

\* Captain Pollard never cared to allude to the terrible privations and sufferings undergone on this occasion, and would always avoid reference to it if possible. His next voyage was as captain of the ship *Two Brothers*, which was lost on a coral reef in the Pacific while under his command. For many years Captain Pollard was on the night police in Nantucket, having abandoned the sea. He was employed as a deck hand on board *Fulton's* first steamboat on the Hudson, on some of its earliest trips.

† Latitude 5° 50' south, longitude 102° west.



menced, the mate's boat being in the advance. No sooner had the whale perceived this demonstration than he again turned upon the mate, and before anything could be done to avoid the assault the second boat had shared the fate of the first. Again Captain Deblois picked up the swimming crew, and ordered his men to pull for the ship. The situation had become exceedingly critical, for the whale still maintained his hostile demonstrations toward the now greatly overloaded boat. They had proceeded but little distance on their return when he was discovered, with jaws widely open, in hot pursuit. Situated as they were, six or seven miles from their ship, with an enraged whale in pursuit, and no rescuing boat at hand, destruction seemed inevitable, but, to their surprise and joy, the monster passed without harming them, and they soon regained their vessel. Again on board, a spare boat was sent to pick up the oars of the demolished ones, and on her return the attack was renewed upon the cetacean from the ship. As she passed him a lance was thrown into his head. This but served to still more infuriate him, and he again resumed the offensive, making for the ship. As he came near, the vessel was hauled on the wind, and the whale allowed to go past, after which Captain Deblois again advanced his ship to the attack, but when within about fifty rods of the whale it was discovered that he had settled some distance below the surface of the water. It being about sundown, the attack, so far as the sailors were concerned, was given up. Not so, however, with the whale.

Captain Deblois had been standing on the knight-heads, iron in hand, ready to strike when the ship had got near enough, the vessel moving through the water at the rate of five knots per hour. Before time enough had elapsed for him to change his position he discovered the monster rushing toward the ship at a speed of fifteen knots, and in an instant he struck her a terrible blow about two feet from the keel and just abreast of the foremast, shaking her with as much violence as though she had struck a rock, and breaking a large hole through her bottom, through which the water poured in a rushing stream. As soon as the extent of the damage was discovered by Captain Deblois, he ordered the anchors cut away and the cables got overboard, that the ship might be lightened as much as possible. One anchor and cable was cleared, but the other chain, being made fast around the foremast, was not cast off. He also hastily secured his chronometer, sextant, and charts, though the water had invaded the cabin to a depth of three feet. The boats were cleared away, and such articles of necessity as it was possible to get were put into them. The captain made another, but ineffectual, attempt to get into the cabin, and then ordered the boats to shove off, he being the last man to leave the ship, which was already on her beam-ends, with her topgallant yards under water, and being obliged to throw himself into the water and swim to the nearest boat.

When clear of the vessel, and beyond the influence that her sudden sinking would have on the surrounding water, an examination was made

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of their stores, which were found to consist of but three gallons of water, not a mouthful of provisions of any kind having been saved! Their boats each contained eleven men, and such was the condition of them that it required unremitting bailing to keep them afloat.

The next morning at daylight, the vessel being still above water, the captain, who alone dared venture on board, succeeded in cutting away her masts with a hatchet. This being done, she righted. The crew then went on board, and, with the aid of their whale-spades, cut away the cable which still hung around the foremast, and when that went overboard the ship sat nearly upright. Holes were now cut in the decks, in the hope of saving some provisions, but all that could be got was five gallons of vinegar and twenty pounds of bread.

It must have been with indescribably heavy hearts that these wrecked mariners set off from the so lately gallant ship that had been for many months their home, and to which they must have become attached, as every true sailor does to his vessel. On the wide waste of waters, in boats which, at their best, are but frail shells, but which now were in poor condition, and leaking, with but twelve quarts of water, and *not one full day's stock of food*, their situation was, indeed, appalling. The terrible alternative was forced upon them, that unless a speedy rescue could be effected, the time was near at hand when the life of one or more of their number must be sacrificed that the others might survive. With what horror must they have recalled the terrible tale of the loss of the *Essex*, and remembered how, one by one, her crew wasted away and died, or how, when the fearful lottery of death was drawn, a miserable wreck of a man, a merely animate mass of skin and bones, yielded up his life to prolong that of his comrades!

Happily their story was to be no further the counterpart of that of Captain Pollard and his men. Steering northerly, hoping to reach a rainy latitude, and thereby prolong with water that life which they had no food to sustain, on the 22d of August they sighted a sail, signalled it, and to their indescribable joy were seen, and soon they trod the deck of the ship *Nantucket*, of *Nantucket*, Capt. Richard C. Gibbs.\*

\* The *Honolulu Friend*, dated May 6, 1854, reports that about five months after this disaster, this pugnacious whale was taken by the *Rebecca Simms*, of New Bedford. Two of the *Ann Alexander's* harpoons were found in him, and his head had sustained serious injuries, pieces of the ship's timbers being embedded in it. Disease had robbed him of his propensity to resist attack or of any further "carrying of the war into Africa." He yielded to his captors from 70 to 80 barrels of oil. Among other cases of the attack by whales upon a ship may be mentioned one where the *Pocahontas* of *Holmes's Hole* was assailed. Two boats had been lowered, and one had fastened to a whale. In attempting to lance the whale, he turned upon the boat and crushed it to atoms. The other boat picked up the crew and returned to the vessel, which was run down toward the victor in the previous contest. When within two boat's length, the whale turned upon the ship, striking her bow with such violence as to start one or two planks and break one or two timbers on the starboard side. The *Pocahontas* was obliged to put into *Rio Janeiro*, leaking 250 strokes per hour. The merchant-ship *Cuban*, of and for *Greenock*, from *Demerara*, in 1857 was attacked by a whale, which struck her with such force as to completely stop

How many instances of the destruction of ships by whales the catalogue of "missing" vessels may furnish can never be known, but it may be safely presumed that some of those ships from which widows, fatherless children, and sorrowing relatives have sought for some tidings or some memento in vain, would help to swell the list. A few brief days, and had not the crew of the *Ann Alexander* so providentially met a rescuer, their doom must have been sealed, and their vessel would have appeared on the marine lists simply as a "missing" ship. The laudsmen would glance casually at the expression, and think no more of it. The mariner and the relatives and friends of those who followed the sea would read the word with a shudder as they thought of the probable sufferings, privations, and possibly horrible, lingering death the unfortunate crew might have encountered. Those to whom the word meant far more than an empty sound would think—"What sighs have been wafted after that ship! What prayers have been offered up at the deserted fireside of home! How often has the mistress, the wife, the mother pored over the daily news, to catch some casual intelligence of this rover of the deep! How has expectation darkened into anxiety,—anxiety into dread,—and dread into despair! Alas, not one memento remains for love to cherish. All that shall ever be known is, that she sailed from her port and was never heard of more."

But the pugnacity of the whale is rarely directed against the ships themselves, so rarely that when the account of the loss of the *Essex* reached England, some of the prominent British journals scouted the tale as preposterous. Scarcely a whalerman, however, but can tell some story of the attacking of boats by these monsters, and the attacks and parryings require on the part of those having charge of the boats the utmost nerve, adroitness and precision. A few instances of this kind it may be well to briefly mention.

In October, 1832, the ship *Hector*, of New Bedford, Capt. John O. Morse, then ninety days from port, "raised" a whale, and lowered for him. But while the crews were proposing offensive operations, the whale himself took the initiative, and just as the harpoon struck him he struck the mate's boat, staving it badly. By drawing sails under her and bailing, the boat was kept afloat, and the attack resumed. In the mean time Captain Morse came to his assistance, and the mate warned him of the character of his antagonist, but Captain Morse told him he had a long lance and he wanted to try it. Accordingly the Captain advanced to the whale, which immediately turned, and, taking the Cap-

her headway. As she was a ship of 500 tons, deeply laden, and running at the rate of nearly ten knots an hour, some idea can be gained of the tremendous momentum of her assailant.—(Ricketson's *Hist. of New Bedford*, p. 101.) The *London Punch* of December 6, 1851, contained a humorous description of the attack on the *Ann Alexander*. A similar, though not so disastrous an experience befel the *Pocahontas*, of Holmes's Hole, in 1850. She was attacked by a large bull sperm whale, and put into Rio Janeiro for repairs, leaking 250 strokes per hour.

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ships by whales the catastrophe never be known, but it is a warning from which widows, and the sought for some tidings of all the list. A few brief letters so providentially met, and their vessel would be "missing" ship. The landsmen think no more of it, and those who followed the thought of the probable danger death the unforgotten to whom the word meant "What sighs have been offered up at the death of the mistress, the wife, the one casual intelligence of darkened into anxiety,— Alas, not one memento ever be known is, that she is pre."

directed against the ships of the loss of the Essex, which journals scouted the danger, but can tell some of the attacks and in charge of the boats the few instances of this kind

Bedford, Capt. John O. a whale, and lowered for offensive operations, the harpoon struck him he drawing sails under her attack resumed. In the presence, and the mate warned Captain Morse told him he accordingly the Captain ordered, and, taking the Cap-

tain, and running at the rate of the tremendous momentum of (1801.) The London Punch of the attack on the Ann Alex- andance befel the Pocahontas, of sperm whale, and put into Rio

tain's boat in his mouth,\* held it on end and shook it in pieces in a moment. Not satisfied with this he chewed up the boat-kegs and whatever appurtenances to, or pieces of the boat came in his way. The mate now offered to pick a crew and boat, and renew the fight, to which suggestion the captain assented, and with the best and most experienced men of the crew, Mr. Norton again essayed to capture the wrecker of boats. As the mate's boat again approached, the whale again assumed the offensive, and the order was given to "stern all" for their lives. For half a mile or more the chase was continued, the crew striving, as only men in a desperate situation can strive, to keep clear of the enraged whale, which followed them so closely as several times to bring his jaws together within 6 or 8 inches of the head of the boat. By watching his chance, as the monster became exhausted and turned to spout, Mr. Norton succeeded in burying his lance in the whale's vitals, killing him almost instantly.

On cutting him in, two irons were found belonging to the ship Barclay, and it was afterward ascertained that about three months before the first mate of the Barclay had lost his life in an encounter with him. He made ninety barrels of oil. Mr. (afterward captain) Norton mentioned this as the first instance within his knowledge where a whale attacked a boat before being struck.

In 1850, Captain Cook, of the bark Parker Cook, of Provincetown, lowered two boats for a bull sperm whale. The nearest boat met him

\* In attacking a boat the sperm whale will sometimes turn upon his back, resuming his natural position to breathe.

In 1859, Captain Pierce, of the Emerald of New Bedford, wrote home that he had had an encounter with a "digger" whale, and after nine hours of hard fighting, had killed and sunk him. They had had three boats stoven, lost five irons and seven bombs, and broken several oars in the melee, and in trying to haul the whale up, both lines had parted, and he had again gone down in forty fathoms of water.

Captain Davis thus describes the whale-boat and its fittings. (See Nimrod of the Sea, p. 157): "It is the fruit of a century's experience, and the sharpened sense and ingenuity of an inventive people, urged by the peril of the chase and the value of the prize. For lightness and form; for carrying capacity as compared with its weight and sea-going qualities; for speed and facility of movement at the word of command; for the placing of the men at the best advantage in the exercise of their power; by the nicest adaptation of the varying length of the oar, to its position in the boat; and lastly, for a simplicity of construction, which renders repairs practicable on board the ship, the whale-boat is simply as perfect as the combined skill of the million men who have risked life and limb in service could make it. This paragon of a boat is 28 feet long, sharp, and clean cut as a dolphin, bow and stern swelling amidships to 6 feet, with a bottom round and buoyant. The gunwale amidships, 22 inches above the keel, rises with an accelerated curve to 37 inches at each end, and this rise of bow and stern, with the clipper-like upper form, gives it a duck-like capacity to top the oncoming waves, so that it will dryly ride where ordinary boats would fill. The gunwales and keel, of the best timber, are her heaviest parts, and gives stiffness to the whole; the timbers, sprung to shape, are a half-inch or three-quarters in depth, and the planking is half-inch white cedar. Her thwarts are inch pine, supported by knees of greater strength than the other timbers. The bow-oar thwart is pierced by a 3-inch hole for the mast, and is double-kneed. Through the cuddy-board projects a silk-hat-shaped

head on, and, when abreast of the hump, the boat-steerer put two irons into him. Before the boat could be brought head on, the whale broached half out of water and capsized her, the line fouling the boat-steerer's leg, almost severing it from the body. With great presence of mind he cut the line, and the other boat picked up the upset crew, and returned to the bark. But the whale was not satisfied with his victory over the boat. Like his fellow-destroyers of the Essex and Ann Alexander, he aimed at a larger prey. Making for the bark, he struck her a tremendous blow, prostrating the men on deck and burying the cutwater and stern up to the planking in his head. A second time he struck the vessel, but with much less force. In the mean time Captain Cook got his bomb-lance ready and lowered another boat. Three times, within eight yards of him, the captain fired the lance into his body, and eventually made him spout blood, though with every piercing of the lance he rushed open-mouthed at the boat, requiring the utmost skill and coolness to avoid him. One hundred and three barrels of oil was

loggerhead, for subbing and managing the running line; the stem of the boat is deeply grooved on top, the bottom of the groove being bushed with a block of lead, or sometimes a bronze roller, and over this the line passes from the boat. Four feet of the length of the bow is covered in by a depressed box, in which the spear-line, attached to harpoons, lies in carefully adjusted coils. Immediately back of the box is a thick pine plank, in which the "clumsy cleft," or knee-brace, is cut. The gunwale is pierced at proper distances for thole-pins, of wood, and all sound of the working oars is muffled by well-thrummed mats, kept carefully greased, so that we can steal on our prey silent as the cavalry of the poor badgered Lear. The planking is carefully smoothed with sand-paper, and painted. Here we have a boat which two men may lift, and which will make ten miles an hour in dead chase by the oars alone.

"The equipment of the boat consists of a line-tub, in which are coiled 300 fathoms of hemp line, with every possible precaution against kinking in the outrun; a mast and sprit-sail; five oars; the harpoon and after-oar, 14 feet; the tub and bow-oar, 16 feet; and the midship, 18 feet long; so placed that the two shortest and one longest pull against the two 16 feet oars, which arrangement preserves the balance in the encounter, when the boat is worked by four oars, the harpoon-oar being apeak. The boat is steered by an oar 22 feet long, which works through a grummet on the stern-post. The gear of the boat consists of two live harpoons, or those in use, and two or three spare irons, *i. e.*, harpoons secured to the side of the boat above the thwarts, and two or three lances, secured by cords in like position, the sharp heads of all these being guarded by well-fitted, soft wood sheaths. The harpoon is a barbed, triangular iron, very sharp on the edges, or it is a long, narrow piece of iron, sharpened only on one end, and affixed on the shank by a rivet, so placed that before use the cutting edge is on a line with the shank, but after penetrating the whale, and on being drawn back, the movable piece drops at right angles to the shank, and forms a square *toggle* about six inches across the narrow wound caused by its entrance. The porpoise iron is preferred among the Arctic whalers, as, owing to the softness of their blubber, the flaked iron is apt to cut its way out. The upper end of a shank, 30 inches long, terminates in a socket, into which a heavy oak or hickory sapling pole 6 feet long is introduced. A short piece of whale-line with an eye-splice at one end is then wrapped twice around the shank below the socket and close spliced. This line is stretched with great strain, and secured to the pole with a slight seizing of rope-yarn, intended to pay away and loose the pole in a long fight. The tub-line is secured to the eye of the short line, after the boat is lowered. The lance is simply an oval-headed instrument, with a cutting edge, a shank 5 or 6 feet long, and a haul as long,

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at-steerer put two irons on, the whale broached ruling the boat-steerer's great presence of mind the upset crew, and satisfied with his victory Essex and Ann Alexander bark, he struck her and burying the cutwater second time he struck again time Captain Cook put. Three times, without success into his body, and every piercing of the skin trying the utmost skill three barrels of oil was

the stem of the boat is deeply with a block of lead, or some other weight on the boat. Four feet of the stem the spear-logs, attached to the side of the box is a thick pine

The gunwale is pierced at the working oars is muffled so that they can steal on our prey silent and noiselessly is carefully smoothed with oil so no men may lift, and which is called

which are coiled 300 fathoms of line in the outrun; a mast and boom, the tub and bow-oar, 16 feet; the strongest and one longest pull oar to preserve the balance in the event of the boom-oar being apeak. The gunnet on the stern or those in use, and two or three boats above the thwarts, in addition, the sharp heads of all the harpoon is a barbed, a narrow piece of iron, sharpened at the point and placed that before use the harpoon is fixed into the whale, and on being pulled into the shark, and forms a plug by its entrance. The harpoon, owing to the softness of the wood, is made of a shank, oak or hickory sapling pole with an eye-splice at one end is closely spliced. This line is fastened to the slight seizing of rope-yarn, and the tub-line is secured to the whale by a close-spliced eye, and a handle as long,

the reward of the captors, who were obliged to put into Fayal for medical advice for the boat-steerer, and to repair their damaged vessel.\*

Captain Davis, in his "Nimrod of the Sea,"† mentions two instances of fighting whales. The first was encountered by Captain Hunting, off the river De la Plata, and was, as is usually the case with these aquatic warriors, a bull sperm. "When the monster was struck," says Captain Davis, "he did not attempt to escape, but turned at once on the boat with his jaw, cut her in two, and continued thrashing the wreck until it was completely broken up. One of the loose boats picked up the swimmers and took them to the ship; the other two boats went on, and each planted two irons in the irate animal. This aroused him, and he turned his full fury on them, crushing in their bottoms with the jaw, and not leaving them while a promising mouthful held together. Twelve demoralized men were in the water, anxious observers of his majestic anger. Two men who could not swim had, in their terror, climbed on his back, and seated themselves astride forward of the hump, as perhaps the safest place from that terrible ivory-mounted war-club which he had brandished with such awful effect. At one time another man was clinging to the hump with his hands. The boat which had gone to the ship with the crew of the first stove boat now returned and took the swimmers on board.

The whale had now six harpoons in him, and to these were attached three tow-lines of 300 fathoms each. He manifested no disposition to escape, but sought to reduce still further the wreck about him. Boats, masts, and sails were entangled in his teeth; and if an oar or anything touched him, he struck madly at it with his jaw. This was entirely satisfactory to Captain Hunting, who was preparing other boats to renew the fight. At length two spare boats were rigged, and these, with the saved boat, put off again. The captain pulled on, but the whale saw the boat and tried his old trick of sweeping his jaw through the bottom of it. She was thrown out of his sweep, however, and the captain fired a bomb-lance, charged with six ounces of powder, which entered behind the fin and exploded in his vitals. Before the crew could get out of his way "he tore right through my boat like a hurricane, scattering all

with a light warp to recover it. A hatchet and a sharp knife are placed in the bow-box, convenient for cutting the line, and a water-keg, fire apparatus, candles, lantern, compass, and bandages for wounds, with waif-flags on poles, a fluke-spade, a boat-hook, and a "drug," or dragging float, complete the equipment of a whale-boat. Among this crowd of dangerous lines and threatening cutting gear are six pair of legs, belonging to six skilled boatmen. Such a whale-boat is ours, as she floats two miles from the ship, each man in the crew watching under the blade of his peaked oar for the rising whale, and the captain and boat-steerer standing on the highest point, carefully sweeping the horizon with trained eye, to catch the first spout, and secure the chance of 'getting on.'"

\*Luckily the whale struck the Parker Cook directly on the stem. Had the blow been delivered on almost any other part of her hull, she undoubtedly would have shared the fate of the Essex and Ann Alexander.

†Pages 357-8-9, 385-6-7.

hands right and left." So said Captain Huntting. Now four boats were utterly lost, some twelve hundred fathoms of line, and all the gear. The remaining two boats were hastily and poorly provided, the men were galled,\* the sun was going down, and the captain, when he was fished out, consented to give up the day and cry beat.

All hands went to work to fit other boats. Through the night, under shortened sail, the ship lay near the scene of conflict, and while the weather was calm it was possible to keep track of the whale as he occasionally beat around. But the breaking day brought rough weather, and the captain proceeded to Buenos Ayres, as much to allow his men, who were mostly green, to run away, as for the purpose of refitting, as he knew they would be useless thereafter. In this design he was not thwarted. Most of them promptly deserted, having had enough of wrestling with "the fighting whale of the La Plata."

The second instance mentioned by Captain Davis, is the more rare case of vicious pugnacity in the right whale. The name of the captain who was the chief actor in the scenes is not given, but after premising that he is not an old man, and his residence is upon Long Island, he plunges directly into the narration thus, using the language of his informant: "My second mate had fastened to a large whale that seemed disposed to be ugly; so I pulled up and fastened to her also. I went into the bow and darted my lance, but the whale rolled so that I missed the life and struck into the shoulder-blade. It pierced so deep into the bone (perhaps through it) that I could not draw it out; the whole body of the whale shivered and squirmed as though in great pain. Then, turning a little, she cut her flukes, taking the boat amidships.† The broadside was stove in, and the boat rolled over, the crew having jumped into the sea. I cut the line in the chocks at the same moment, to save being run under with a kink. The crew were soon safely housed on the bottom of the upturned boat, or swimming and clinging to the keel. The second mate wanted to cut his line and pick us up, but I foolishly told him to hold on and kill the whale; that we were doing quite as well as could be expected. But I had bragged too soon. Just then the whale came up on the full breach, and striking the boat, he went right through it, knocking men and wreck high in the air. Next the great bulk fell over sideways, like a small avalanche, right in our midst; and spitefully cut the corners of her flukes right and left. In the surge and confusion two

\* That is, frightened.

† The tail is the chief weapon of the right whale, offensively and defensively, and such is the ability with which it can wield this terrific weapon that it can sweep an eye from eye to eye clear of its foes. The sperm whale, on the contrary, relies mainly on its jaw. In the attack on these monsters, then, the tactics must be varied to avoid more particularly the flukes of the right and the equally formidable lower jaw of the sperm whale. Not that the opposite extremes of these brutes are by any means harmless, but they are secondary to these chief agents. When it is possible to haul alongside the running whale, the officer of the boat will sometimes with his fluke-spade succeed in "hamstringing" the brute by severing the tendons at the "small."

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poor fellows went down; we saw no sign of them afterward, and the water was so dark, stained with blood, that we could not see into it.

"As the whale came feeling around with her nose, she passed close by me. I was afraid of the flukes, and got hold of the warp, or iron pole, or her small, or something, and towed a little way till she slacked speed a little. Then I dove under, so as to clear the flukes, and came up astern of them. I was in good time; for having felt the boat she turned over and threshed the spot with a number of blows in quick succession, pounding the wreck into splinters. She must have caught sight of me, for she came up on a half breach, and dropped her head on me, and drove me, half stunned, deep under water. Again I came up near the small, and again dove under the flukes. From this time she seemed to keep me in sight. Again and again—the mate told me afterward—she would run her head in the air and fall on my back, bruising and half drowning me as I was driven down in the water.

"Sometimes I caught hold of the line, or something attached to the mad brute, and would hold until a sweep of the flukes would take my long legs and break my hold. The second mate's boat had cut long ago, and watched her chance to pick up the surviving crew, but had not been able to reach me; for when the whale's eye caught the boat, she would dash for it so wickedly that the whole crew became demoralized, owing to the loss of the two men, and the sight, to them more terrible than to me perhaps, of the peril the captain was in. To husband my strength, I gave over swimming, and, treading water, I faced the danger, and several times by sinking avoided the blow from her head. As a desperate resource, I strove with my pointed sheath-knife to prick her nose;\* I did all a strong man was in duty bound to do to save his life. The cooper, who was ship-keeper, ran down with the ship, intending to cut between the whale and myself, but we were at too close quarters. He was afraid to run me down lest he might tear me with the ragged copper. Thus for three-quarters of an hour that whale and I were fighting; the act of breathing became labored and painful; my head and shoulders were sore from bruises, and my legs had been pounded by his flukes; but it was not until I found myself swimming with my arms

\* Says Captain Davis: "Had the right whale the habit of 'jawing back,' as the sperm whale has, it would be next to impossible to secure him by the present weapons and methods of our whalers. \* \* \* Read Scoresby, Jardro, and Beale, the fathers of whaling literature, and they will not reveal the secret of the weakness of the right whale. Whalers and naturalists, they have failed to record the important fact, that on the tip of the upper jaw there is a spot of very limited extent, seemingly as sensitive in feeling as the antennæ of an insect: as keenly alive to the prick of lance or harpoon as a gentleman's nose is to the tweak of finger and thumb. However swiftly a right whale may be advancing on the boat, a slight prick on this point will arrest his forward motion at once. I think it safe to say that he will not advance a single yard after the prick is given. He will either pitch his head, and round down, like a great wheel turning on a fixed axis, or he will turn shortly to the right or left, according to the part of the nose which is pricked. Sometimes he will throw his enormous head straight in the air, and settle backward tail first, by this motion exposing his



alone and that my legs were hanging paralyzed, that I felt actually scared. Then it looked as if I couldn't hold out much longer; I had seen the ship close beside me, and the second mate's boat trying to get in to me, and throwing me lines, or something to float on, but I had failed to reach them. Now these things seemed very far off; that was the last I remembered until I came to on board the ship.

"I was afterwards told that the first mate, in answer to a signal from the ship,\* had come up, and seeing me feebly paddling with my hands and not answering to his hail, he put straight into the fight. The whale saw them coming and made for them. The men sprang to their oars, and the mate had only time to seize my collar, while they pulled their best to escape from the furious whale. They thus gained time to take me into the boat, seemingly a drowned man. The mate had true pluck. Leaving me to the care of the crew on board, he put back for the whale. As he afterwards said, "She was too dangerous a cuss to run at large in that pasture-field." Watching a chance, he got a "set" on her over the shoulder-blade, and sent the red flag into the air. This tamed her; she lagged around for a time, and settled away dead. The mate then

whole throat to the thrust of the harpoon or lance; he may take any course, save the one directly forward. It seems almost as though this sensibility to touch was a guard against the collision of parts so important to existence with other objects, and which are beyond the line of vision. And it is also endowed with a backing power which is simply marvelous, when we consider the enormous weight moving forward with great speed. This very marked peculiarity of the right whale is constantly taken advantage of by the whaleman, who, working about its head completely out of the reach of its netive flukes, parries the charge of the enraged monster as deftly as the fencer glances the thrust of his antagonist's sword. If an advancing whale glides under the boat, and the back, or 'smal,' touches the keel, then, quick as the lightning flash, the responsive flukes will whip up, and send boat and crew into the air, amidst a perilous tangle of kinking line, sharp harpoons, lances, spades, hatchets, knives, and boat-gear generally. An accursed attribute of such sharp company is to travel point or edge first, and form closer acquaintance than is agreeable." (Nimrod of the Sea, p. 376.)

\*Each whale-ship has a private code of signals for her absent boats to signify when to return, where to find whales, &c., so when two ships, not cruising in company, lower for whales, the men on board of one ship can recall the boats, change their course, or convey any other similar intelligence without the nature of the tidings being known to the crew of the rival vessel until it is too late to be available. Captain Preble, in his "Notes on Whales and Whaling" (No. 37), illustrates this fact by giving the following, which was the code used by Capt. Elisha Dexter, of the whaling brig William & Joseph: "Whales ahead—Down jib. Whales astern—Haul up spanker. Whales between the ship and boats—Flag half mast. Whales on the weather bow—Haul up the weather clew of the foresail. Whales on lee bow—Lee clew of foresail. More whales and a better chance—Flags on the fore-top-gallant-mast head and peak of the spanker. Whales on the weather beam—Mizzen topsail aback. Whales on the lee beam—Keep the ship off and luff her up again. Whales too near to keep off—Signal to come on board. This signal is made by standing on the top-gallant yards and holding flags in your hands." Signaling is sometimes done with the mast-head waif, which is a light pole 6 or 8 feet long, with a hoop fastened on the end and covered with canvas. (This is sometimes called a "yonder" by English whalemen.) Scammon, 230.

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came on board and reported sunk whale;\* and I was put to bed, a mass  
of bruised flesh. It was several weeks before I was able to take my place  
in the head of my boat again.†

In the early days of Pacific whaling, not only did our sailors have to  
seek and encounter their gigantic antagonist amid the dangers of hid-  
den reefs and an unexplored and unknown ocean, but frequently, when  
putting into some of the numerous islands for supplies, they were com-  
pelled to fight the wily and treacherous savages inhabiting some of  
those groups. Many a vessel had been "cut out," and not a man sur-  
vived to tell the story of the massacre. How far their brother whale-  
men had been instrumental in thus bringing upon their heads this ven-  
geance for real or fancied wrongs it is difficult to determine. Beyond a  
question the natives in some localities, disposed to be peaceable at first,  
had been enraged by the thoughtless, contemptible, or villainous con-  
duct of some of their white visitors, and upon the heads of the next un-  
guarded comers descended the blow now aimed rather at a race than at  
any particular set of men. Instances are not wanting of cruel, dastardly,  
treacherous conduct on the part of sailors towards the inhabit-  
ants of these sunny islands, and, smirting under their wrongs, their  
spirit of revenge made no discriminating divisions between the innocent  
and the guilty; the only thing cared for was the fact that they were  
whites.

An instance of this dangerous element in the whaleman's life occurred  
to the crew of the ship *Awashonks*, of Falmouth, Prince of Wales master.

\* Captain Davis says, (p. 233,) "A peculiar feature in right-whaling is the consider-  
able number which sink on being killed. This rarely occurs with the sperm whale.  
With the hump-back it is the rule, and therefore this fishing is carried on in shallow  
sounds and bays. On putting the question, 'Why do right whales sink?' scarcely two  
men will give the same reason in reply. Captain West, when master of the *Adeline*  
Gibbs, in conversation with two Arctic whalers, at Maui, gave the following answer:  
'To lance a right whale over the shoulder-blade, directing the lance downward, will  
kill it in the shortest time; but he will be almost certain to sink. Such a wound will  
be followed by a rushing escape of air, manifesting itself in large and continuous bub-  
bles rising through the water. When this occurs the whale is certain to sink.' There-  
fore, he holds to the theory that whales are furnished with a sound, or air bladder, like  
fish, and that through no other cause than injury to this bladder could the whale set-  
tle instantly as it does. The two captains above mentioned stated that on their last  
cruises one had taken nine whales, without one sinking. The other had sunk eight  
whales, and prided himself on the fatal thrust of his lance over the shoulder." Capt.  
S. P. Winegar, of the *Julian*, expressed himself in 1860 (see N. B. Shipping List) of a deci-  
dedly different opinion. He believed it was owing to the whales themselves and not  
to the manner of killing them. He further states that whales sink more often on some  
ground than on others, and some kinds on the same ground more than others. The  
right whale is more liable to sink than the bow-head, and bow-heads sink oftener in  
the Ochotsk than in the Arctic. He had whaled six seasons in the Arctic and never  
knew of whales sinking there.

† Different captains have different opinions about the captain's place. Some of the  
most successful say they can do better by remaining on board the ship and directing  
the movements of the boats; others equally fortunate prefer to be "where the battle  
rages" strongest.

On the 5th of October, 1835, the ship touched at Namarik Island\* to recruit. The natives came on board the ship, as was usually their custom, but in no extraordinary numbers, and they manifested only the ordinary curiosity common to all these islanders in those days. At noon the captain, mate, and second mate went down to dinner, leaving the third mate, Silas Jones, in charge of the deck. Having finished, they returned, and Mr. (afterward Captain) Jones went below, coming back in about fifteen minutes. The ship's company at this time were scattered about the vessel; three of them were aloft on the lookout for whales, and one watch was below. Just after the return of Mr. Jones to the deck the attack commenced. The natives, who had, unnoticed, grouped themselves, suddenly made a rush for the whale-spades, which were in their accustomed places in the spade-rack under the spare bents. Captain Coffin was the first one to fall, being beheaded with a broad-edged spade, and almost simultaneously the man at the helm was killed. The first mate was butchered as he leaped down the fore hatch, while the second mate, who had run out on the jib-boom, was struck with some missile, and, falling, was clubbed to death by the savages. In the mean time the third mate had seized a spade, and after a struggle secured it. This he threw at a native, but, the wily savage dodging, it fastened firmly into the wood-work. Before Mr. Jones could loosen it, two natives had hold of the pole behind him. Unable to secure it, and the inequality of the conflict becoming each moment greater, Mr. Jones made a run for his life. At this time he was the only white man on deck abaft the try-works, and so closely was he beset that he was unable to escape until he reached the fore hatchway, down which he jumped. The deck was now in the possession of the natives, who proceeded to fasten down the hatches and close the companion-way so as to imprison the crew. The leader then took the wheel and headed the ship for the shore. The men who were aloft and were the horrified spectators of this butchery, feeling that their only safety lay in thwarting the plans of the savages, went as far down the rigging as they safely could and cut the braces. The yards now swinging freely the ship lost her steering-way and slowly drifted toward open water.

During this time the third mate and the remaining survivors of the ship's company were by no means idle. Knowing that in the cabin were the ship's muskets, and realizing that it was necessary to secure them before they fell into the hands of the natives, they worked their way aft, and managed to gain possession of them unseen by their foe. From this castle they fired upon the savages wherever a mark was offered, now at the faces as they peered through the skylights, now through the cabin windows at the assembling canoes. But now a new idea occurred to the prisoners. By order of the third mate a keg of powder was got up from the run, a quantity of it was placed on the upper step of the companion-way and a train laid to the cabin. Direct-

\* Latitude 5½° north, longitude 169° east. One of the Marshall group.

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ing his men to be ready to rush on deck the instant the explosion had taken place, regardless of him if he was injured by it, he fired the train. The crash of the timbers and the screams and yells of the wounded and terrified savages told of the success of the plot. Rushing on deck the crew speedily drove overboard those natives who had not already found refuge there, and the terrible conflict was over. From first to last the fight occupied about an hour. The captain, mate, and second mate were killed, and four men had received fearful gashes from the murderous spades; one man died a few days afterward, the rest recovered. Mr. Jones took charge of the ship and brought her home.\*

One of the most fruitful sources of peril to the whalerman is the danger of his boat being taken down by the whale through the line fouling, or of being taken out of sight from the ship in his desire to hold to his whale to the last moment. Numerous cases have occurred where a boat's crew has been lost under one or the other of these circumstances, and though occasionally in the latter case they may have recovered their own ship, or have been rescued by another, the danger arising from this cause has always been formidable. Occasionally the boat

\*This account is gathered from that of the third mate, Captain Silas Jones, of Falmouth (who, with the characteristic modesty of whalermen, refers but little to his own actions in the struggle), and from that given by Captain Davis in the "Nimrod of the Sea." The annals of whaling afford many instances of a similar nature to this, both in the English and American South Sea fishery.

In April, 1825, the ship *Oeno*, of Nantucket, struck on a reef near Turtle Island, one of the Feejee group, and speedily showed signs of breaking up. The crew, twenty-one in number, took to the boats and landed upon the island, lured thither by the friendly motions of the natives, but when ashore about two weeks a tribe from a larger island visited the one upon which they were, and finding them unarmed massacred all but one of them. He escaped by hiding until they returned to their own island, and subsequently got away from the island.

In 1834, or '5, the brig *Wuvorly*, Capt. William Cathcart, of Woahoo, was cut off at Strong's Island and all on board massacred, and in 1842 the English whaler *Harriet*, of London, Capt. Charles Bunker, shared the same fate.

In 1842 or '3, seventeen of the crew of the whale-ship *Offly*, of London, were massacred by the natives of Solomon Islands, in revenge for the murder of a thief by the mate of another vessel.

In 1845 the captain, second mate, and two boats' crews of the French whaler *Angeline* were reported massacred at the Mulgravo Islands.

In 1847 the ship *Triton*, of New Bedford, put into Sydenham's Island (one of the King's Mill group), to recruit. While the captain with his boat's crew were ashore purchasing a fluke-chain, the natives, incited by a renegade Spaniard, attacked and captured the ship, killing one of the mates and several of the crew. The second mate with his men escaped in a boat. The ship worked off shore and the natives left her. She was afterwards carried into Papiete, (one of the Society Islands). The United States and Alabama, both of Nantucket, touched at the King's Mill group and succeeded in rescuing the survivors. In all, five were killed and seven wounded.

In 1852 the brig *Inga* was cut off at Pleasant Island, and all on board were murdered. One of the original crew, left on the island about a year before to recruit, was spared.

These are only a few of numerous instances. The crews of English ship *Syren*, the *Boy*, of Warren, R. I., the *Twilight*, of New Bedford, and many others suffered at the hands of the natives of the Pacific and Indian Oceans.

gains a rescuing ship or port only after intense suffering on the part of the crew. One of the most notable instances of this kind is recounted in "The Whale and his Captors"\* of Captain Hosmer and his boat's crew from the bark Janet of Westport.

While off the coast of Peru, on the 23d of June, 1849, three boats were lowered for a school of sperm whales. Each boat made fast, and Captain Hosmer soon "turned up" his. In putting about to tow him to the ship the boat was capsized, and boat-keg, lantern-keg, boat-bucket, compass, paddles, &c., were lost. She was righted and the oars lashed across her to prevent another overturn, as she was full of water, and the sea continually breaking over her. Signals of distress were set, the other boats being about a mile and a half off. Captain Hosmer saw the other boats take their whales alongside the bark, which was still heading toward his own, but to his amazement, when within about a mile, she stood off on another course and continued so until the coming on of night bid her from the anxious eyes of the horror-stricken crew. They now got up alongside the whale and tried unsuccessfully to free their boat of water. Relinquishing this hope they cut from the whale, and, rigging some pieces of the boat-sail, they steered toward the vessel's light, which at intervals became visible, but in the morning the distance had apparently not lessened. They could behold their shipmates cutting in their whales, but all efforts to attract their attention were unavailing. Again they made a futile attempt to bail the water from their boat. Finding it impossible to make their situation known to their comrades and the distance between them constantly increasing, they put about before the wind. On the second morning the wind, which from the time they lowered had blown freshly, being less strong, they threw overboard their whaling craft and a third time tried to bail their boat, but they lost one of their companions without accomplishing their purpose. Again in the afternoon they essayed, and this time they were successful, but another man was sacrificed in the attempt. For forty-eight hours they had been up to their arms in water, without a morsel of food or a drop of drink, and they were suffering painfully from thirst. Two of the survivors already were delirious. The nearest known land was Cocus Island, on the coast of Peru, a thousand miles away; not a man on board was capable of handling an oar, and their only means of propulsion was a small fragment of sail.

For Cocus Island then it was determined to head, and tearing up the ceiling of the boat they fashioned from it a sort of wooden sail.

Nothing out of the ordinary course of starvation, thirst, and a rapid decline of their energies, occurred until seven days had elapsed, during which time not a morsel of food nor a drop of water had lent them strength, nor a reviving shower fallen to aid in prolonging their existence. It was now agreed to cast the terrible lot to see which of their number should die that the rest might live, and the unfortunate man

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upon whom the choice fell met his fate without a murmur. Toward the close of the day a shower fell.

Being without compass or other instrument to determine their course or situation Captain Hosmer was obliged to steer as best he could with such aid as was afforded by the north star and the rolling swell of the sea from the south. On the eighth day another of their number died from exhaustion, and it was deemed necessary to steer a more northerly course in hopes to again be blessed with rain.

On the ninth day another shower fell, and this blessing was followed by the remarkable circumstance of a dolphin leaping directly into their boat. Several birds also approached so near as to be killed by the wanderers, and great relief was afforded them by these happy events.

On the 13th of July, land was seen, which proved to be Cocus Island (uninhabited),\* and this land the shattered remnant of a strong and hardy crew succeeded in reaching. They succeeded in catching a pig, and, drinking its blood, were reinvigorated. A plentiful supply of birds and fresh water aided their recuperation. On the second day after landing they were overjoyed to see a boat approach, which proved to belong to the Leonidas, Captain Swift, of New Bedford, a brother whaler, then recruiting in Chatham Bay, and it is needless to say that all that could be done for the survivors was done.†

Revolts among the crew, occasioned sometimes by the brutality of the officers, and fully as often by a spirit of lawlessness in a very small minority of the men, and spreading from them like an infection to their shipmates, are at times met with. Two of the most notable of these, coming entirely within the latter category, are given.

Scarcely had the horrors of the loss of the Essex ceased to appal the minds of the people of Nantucket, when news of another and a more

\* Latitude 5° 27' north, longitude 87° 15' west. Of the crew of six, but two survived.

† In a letter from the mate of the Janet to her owners he says that after his boat returned to the ship, he ran down for that of the second mate, the only one then in sight from the ship. They then proceeded in the direction in which the captain's boat was last seen going, and lay to all night with all sail set and lights burning. They cruised three days, but were unable to get any trace of the captain's boat and were forced to the melancholy conclusion that it had been carried down by a foul line, more particularly as he had a new line with him coiled but two days before. (See "The Whale and His Captors.")

In January, 1860, the Massachusetts, of New Bedford, lowered four boats for a school of whales. One was killed and the mate was sent to bring the ship. She was not out of sight and the mate did not succeed in regaining her until 10 o'clock in the evening. The other three boats lay by the whale all night, and the next day, having seen nothing of the vessel, cut from him, and started for Brazil, 330 miles distant, reaching land in five days. Cheever, in "The Whale and His Captors," p. 219, instances another thrilling adventure of this kind.

"Foul lines" have been the death of many a whaler. A kink in the line, as it runs from the tub, catches an arm, or a leg, and in an instant the unfortunate man is overboard and too often never seen again alive. On page 138 of "The Whale and His Captors" may be found an example of this form of peril.

shocking calamity was brought to the island. The most diabolical, cold-blooded mutiny ever perpetrated upon the deck of any whaleship was that on board the *Globe*, of Nantucket, in the month of January, 1824, and this it was that thrilled the minds of the islanders and eclipsed the terrible details of the loss of the *Essex*.

The *Globe*, Thomas Worth commander, sailed from Nantucket in the latter part of December, 1822, and when she again entered that port in November, 1824, her decks were stained with the life-blood of her captain and her three mates. On the night of January 25, 1824, four of the crew, headed by Samuel B. Comstock, a boat-steerer, mutinied, and killing their superior officers, took the ship into the Mulgrave Islands, intending to destroy her. Arrived there, they proceeded to strip the vessel, and while doing so a quarrel arose among themselves, and it culminated in the death of Comstock. Soon after this, before the work of demolition had further progressed, six of the men, most of whom had taken no part in the mutiny, and simply remained quiet to avoid the fate that had overtaken the captain and mates, having been sent to guard the ship, cut the cable and escaped from the islands, arriving at Valparaiso after a long and boisterous passage. Here the vessel was taken in charge by the American consul, and the men confined pending their examination, after which they were restored to the *Globe*, which was put in charge of Captain ——— King and sent to Nantucket. Ten men had been left at the Mulgraves,\* but repeated injuries to the natives on the part of Silas Payne (the second in command of the mutineers at the time of the outbreak, and the murderer of his associate conspirator, Comstock), so incensed them that one after another of the crew were slain, the innocent perishing with the guilty, until on the arrival of a United States vessel, which had been sent there to rescue the survivors, but two remained alive.†

In an account of this sad affair, published by Messrs. Lay and Hussey immediately after their rescue, is related the following incident as showing the gross brutality of Comstock, the chief of the mutineers, and the miserably slight pretexts by which they justified to themselves their diabolical plot and its carrying out. Some time previously to the mutiny Comstock, who was a boat-steerer, had desired a friendly wrestle with the third mate, Nathaniel Fisher. Mr. Fisher, being the more athletic, handled him with so much ease that Comstock, enraged at Fisher's superiority, struck him, whereupon the third mate laid him on deck several times quite severely. Comstock at the time made threats of vengeance upon Mr. Fisher, to which he paid no attention.

After murdering the captain and first mate, who were both asleep at the time of the assault, the mutineers proceeded to attack the second and third mates, who were in the cabin. Comstock had loaded two muskets, and on reaching the cabin-door he fired one of them in the

\* One man was hung by the mutineers.

† William Lay, of New London, and Cyrus Hussey, of Nantucket.

The most diabolical, the deck of any whaleship in the month of January, the islanders and eclipsed

from Nantucket in the gain entered that port in the life-blood of her captain January 25, 1824, four of the mutineers, and the captain, proceeded to strip the mutineers, and it was after this, before the work was done, most of whom had remained quiet to avoid the consequences, having been sent to the islands, arriving at Nantucket. Here the vessel was the men confined pending the return of the *Globe*, which was sent to Nantucket. The injuries to the natives and the mutineers at this associate conspirator, another of the crew were until on the arrival of a vessel to rescue the survivors,

Messrs. Lay and Hussey following incident as shown by the mutineers, and the captain to themselves their diabolical plot previously to the mutiny and a friendly wrestle with the more athletic, the captain, enraged at Fisher's mate laid him on deck the time made threats of no attention.

who were both asleep the second mate had loaded two fired one of them in the

of Nantucket.

direction in which he judged the officers were, shooting Fisher in the mouth. "They now," continues the account, "opened the door, and Comstock making a pass at Mr. Lumbert (the second mate), missed him, and fell into the state-room. Mr. Lumbert collared him, but he escaped from his hands. Mr. Fisher had got the gun, and actually presented the bayonet to the monster's heart, but Comstock assuring him that his life should be spared if he gave it up, he did so; when Comstock immediately ran Mr. Lumbert through the body several times. He then turned to Mr. Fisher and told him there was no hope for *him!* 'You have got to die,' said he, and he alluded to the wrestling affair between them, and the full force of the threats made at the time became apparent to the mind of the unfortunate second mate. Finding his cruel enemy deaf to his remonstrances and entreaties, he said, 'If there is no hope, I will at least die like a man!' and having, by order of Comstock, turned back to, said in a firm voice, '*I am ready.*' Comstock then put the muzzle of the gun to his head and fired, which instantly put an end to his existence." The body of the captain was brutally mutilated, and with those of the mates was thrown overboard, the first and second officers being, in spite of their terrible wounds, still alive.

Similar in diabolical atrocity, both in the lack of provocation and in the carrying out of the plot, was the outbreak on the ship *Junior*, of New Bedford, in 1857. The ship sailed in July of that year on a voyage to the Indian and Pacific Oceans. Christmas came, the day of hallowed associations to the natives of civilized countries, whether their place of sojourning be on the land or on the sea. The day passed tranquilly on board the ship, Captain Mellen serving to each of the crew in the evening a small glass of spirits to commemorate the return of the Christian holiday. To all outward appearance, this kindly act on the part of the captain, an act which has a specially friendly significance to the mariner, was appreciated and reciprocated in sentiment by the crew. This being accomplished, Captain Mellen retired to his cabin, and soon he and his officers were calmly slumbering in their berths, little dreaming that hands that had but just received the token of hospitality and good-feeling from them would, ere another sun had dawned, be reeking with their blood. The major portion of the crew, who also had no suspicion of the cold-blooded schemes of their comrades, also "turned in" to their berths and slept.

At about 1 o'clock in the morning of the 26th of December, the ringleader in the mutiny, Cyrus Plummer, with four of his associates, all armed with guns cocked and extra-loaded, entered the cabin, having first stationed five others outside to prevent aid reaching the officers in case they gave the alarm. With the muzzles of their guns almost touching the bodies of their victims, the conspirators, at the word from Plummer, fired. Three bullets pierced the body of the captain, who was almost instantly killed. The first mate, shot by six balls, survived. The third mate was killed with a whaling-spade or lance as he rose.



wounded by the murderous muskets. Alarmed by the discharge of the fire-arms, the remainder of the crew rushed to the deck, where they were confronted by the whole force of the mutineers, those who had assaulted the officers hurrying up to aid those left on guard. In the confusion the first and second mate hid themselves from their would-be murderers. The loyal men of the crew, finding themselves completely in the power of the revolting ones, had no recourse but to submit. After the first burst of passion was over, the second mate made his appearance and his life was spared. The chief mate had secreted himself in the hold, where, in spite of the torture from his wounds, he remained for five days undiscovered, and when at last he was found, the mutineers required his services to navigate the vessel.

When within about twenty miles of the coast of Australia, Plummer and his accomplices, taking two whale-boats and rifling the ship of everything they could find of value, left the vessel and landed upon those shores, where eight of them were subsequently captured.\*

With the opening of navigation in high latitudes came increased perils. Not sufficient were the dangers from their gigantic prey, or furious gales, or the losing sight of the ship; to these must be added the risk of being ground between two mighty ice-bergs, of being caught in some field of ice and forced ashore, of having the stout timbers of their vessel pierced by the glittering spear of some stray berg as it was driven by the force of the polar currents. The season in either northern sea lasts but two or three months, and the temptation to incur many risks for the sake of rapidly filling the ship is too great to be withstood. The life of the whale-hunter is a life of risks—this only adds a little more to his repertoire of exciting scenes.

Captain Pease, of the ship *Champion*, of Edgartown, in a letter published in the New Bedford "Shipping List," of November 29, 1870, thus describes some of the incidents of Arctic whaling: "We made and entered the ice on the 17th day of May, about 40 miles South of Cape Navarin, weather thick and snowing; on the 20th the weather cleared up, showing about a dozen ships in the ice. The weather having every appearance of a gale, I worked out of the ice, and soon found myself surrounded by fifty ships. Saw but one whale in the ice. On the 23d, weather pleasant, two or three ships worked a short distance in the ice; the next day the fleet commenced following, and in a few hours fifty ships were on a race to Cape Thaddeus; it was oak against ice, and like all heavy moving bodies which come in collision, 'the weakest structure always gives way;' so with the ships, they *all* came out more or less damaged in copper and sheathing—the *Champion* four days ahead to Cape Thaddeus, and in clear water.

\*In 1853 the crew of the brig *William Penn*, of San Francisco, consisting of five whites and fifteen natives of the Pacific Islands, mutinied, killing the captain, Isaac B. Haseey, and one man, and badly wounding the first and second mates and another man. The second man died a few days after the outbreak.

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"Unfortunately, for the first time since whaling, there were no whales. On the 13th of June, we lowered for a whale going quick into the ice, Cape Agchen bearing southwest 90 miles, and before getting the boats clear, the ice packed around us. From that time until the 26th, so close and heavy was the ice packed around us, that we found it impossible to move the ship. With our sails furled, we drifted with the ice about 12 miles per day toward Cape Agchen, the ship lying as quiet as in a dock, but on the 22d, when close under the cape, a gale set in from the southward, producing a heavy swell and causing the ship to strike heavily against the ice. We saved our rudder by hooking our blubber-hooks to it and heaving them well taut with hawsers to our quarters. Had the current not taken an easterly shore course, the ship must have gone on shore. The wind blowing on shore, which was distant less than half a mile, 5 to 6 fathoms of water under us, ship rolling and pounding heavily against the ice, weather so thick we could not see 50 yards, made it rather an anxious time. For 36 hours I was expecting some sharp-pointed rock would crash through her sides. On the 24th, finding only  $4\frac{1}{2}$  fathoms water, little current, with the larger pieces of ice around, we let go an anchor and held her to a large floe of ice. Here we broke our sampson-post off in the deck. On the morning of the 25th the weather cleared up, showing our position to be at the head of a small bay about 15 miles east of Cape Agchen. Here for two days we lay becalmed and ice-bound. On the second day the ice loosened, when we took our anchor and by 18 hours' hard work succeeded in kedging about 4 miles seaward; a breeze then springing up from off shore, we spread sail and passed into clear water. We spent a short time in the straits, but saw nothing of the bowhead kind. Passed into the Arctic July —, and found most of the fleet catching walrus; about a dozen ships (this one among the number) went cruising along the northern ice for bowheads. After prospecting from Icy Cape to near Herald Island, and seeing not a whale, I returned to the walrus fleet. The first ship I saw was the Vineyard, with 175 walrus; since then I have not seen or heard from her. This walrusing is quite a new business, and ships which had engaged in it the previous season and came up prepared were very successful. While at it, we drove business as hard as the best of them, but soon became convinced that the ship's company (taken collectively) were much inferior to many others; they could not endure the cold and exposure expected of them. I have seen boats' crews that were properly rigged, kill and strip a boat-load of walrus in the same length of time another (not rigged) would be in killing one and hauling him on the ice. We took some 400, making about 230 barrels. About August 5, all the ships went in pursuit of bowheads, (most of them to Point Barrow). When off the Sea Horse Islands we saw a few whales working to the westward, just enough to detain us; we took two making 200 barrels; the weather cold, and a gale all the time. In September I worked up about 70

miles from Point Barrow; saw quite a show of small whales in the sea; took four which made about 100 barrels. As that was a fair sample, and not having the right boys to whale in that ice, where the thermometer stood only 8 above zero, I went back to the westward. Ships that had from 40 to 50 men, (clad in skins), and officers accustomed to that particular kind of whaling, did well. In going back, the fourth mate struck a whale which made about 70 barrels. From the 28th of September to the 4th of October we saw a good chance to get oil, had the weather been good and a well, hardy crew. We could not cut and whale at the same time. We took four whales which would have made 500 barrels had we had good weather to boil them. On the 4th of October we put away for the straits, in company with the Seneca, John Howland and John Wells—a gale from northeast, and snowing. On the evening of the 7th it blew almost a hurricane; hove the ship to south of Point Hope, with main-topsail furled; lost starboard bow boat, with davits—ship covered with ice and oil. On the 10th, entered the straits in a heavy gale; when about 8 miles south of the Diomedes, had to heave to under bare poles, blowing furiously, and the heaviest sea I ever saw; ship making bad weather of it; we had about 125 barrels of oil on deck, and all our fresh water; our blubber between decks in horse-pieces, and going from the forecabin to the mainmast every time she pitched, and impossible to stop it; ship covered with ice and oil; could only muster four men in a watch, decks flooded with water all the time; no fire to cook with or to warm by, made it the most anxious and miserable time I ever experienced in all my sea-service. During the night shipped a heavy sea, which took off bow and waist boats, davits, slide-boards, and everything attacked, staving about 20 barrels of oil. At daylight on the second day we found ourselves in 17 fathoms of water, and about 6 miles from the center cape of St. Lawrence Island. Fortunately the gale moderated a little, so that we got two close-reefed topsails and reefed courses on her, and by sundown were clear of the west end of the island. Had it not moderated as soon as it did, we should, by 10 a. m., have been shaking hands with our departed friends."

Another difficulty of North Pacific navigation is mentioned in a letter from Capt. William H. Kelley, of the bark James Allen, of New Bedford, to the Hawaiian Gazette, in 1874.\* He says: "One of the perplexities of the navigator cruising in the Arctic Ocean is the singular effect northerly and southerly winds seem to have upon the mariner's compass. Captains have noticed this singularity for years, and no solution of the matter, as far as I have learned, has yet been arrived at. Navigators have noticed that with a north or northeast wind they can tack in eight points, while with the wind south or southwest in from fourteen to sixteen points. All navigators know that for a square-rigged vessel to lie within four points of the wind is an utter impossibility, the

\*See New Bedford "Shipping List," January 5, 1875.

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average with square-rigged vessels being six points. This peculiar action of the compass renders the navigation of the Arctic difficult and at times dangerous, especially in thick, foggy weather. Navigators in these regions have proved to their satisfaction that on the American coast, north and east of Point Barrow, to steer a land course by the compass and allow the variations given by the chart, 44° 15' east, with the wind at north or northeast, *would run the ship ashore, steering either east or west.* \* \* \* \* Experience, therefore, has obliged navigators to ignore the variations marked upon the charts, and lay the ship's course by the compass alone to make a land-course safe in thick weather. \* \* \* \* With an east or west wind the effect on the compass is not so great as with other winds. I have said this much to show the working of the compass in the Arctic Ocean during different winds, not that I admit that the wind has any effect whatever upon the compass. I give the facts as they came under my observation, and corroborative testimony will be borne by any shipmaster who has cruised in the Arctic Ocean."

Although in the earlier, and at times in the later years of Arctic whaling the yield of oil has been large, yet the extra expense of obtaining it has been a formidable element entering into the calculation on the profits of the voyage. The anchorage was found to be of that character that the ground-tackle in use in other oceans availed but little, and heavier anchors and cables had to be furnished to prevent the almost inevitable drifting upon a lee shore, which, in a heavy gale, lighter anchors and lighter cables could only postpone. Again, but few ships returned from these regions without showing heavy scars and wounds as the result of their contest with the ice, while many vessels laid their bones in these desolate seas and on the rock-bound coasts. The most memorable instance of loss from shipwreck in the Arctic is that of the season of 1871, when thirty-four vessels out of a fleet of forty-one were abandoned in the ice as hopelessly lost.

More particular stress has been laid upon the North Pacific fishery because the bulk of the Arctic whaling was carried on on the western coast, but the pursuit was carried on in Hudson's Bay\* and the surrounding seas with no less danger and with no less loss when we consider the number of vessels engaged. Scurvy, that dread of the sailor, was more to be feared in the North Atlantic than in the North Pacific Ocean.† Vessels usually fitted for shorter voyages, and the sudden closure of the ice around them, cutting them off from all communication with the outside world, attended as it was with a distressing uncertainty as to when their imprisonment would terminate, was an event that was positively appalling. The long catalogue of whale-ships crushed by the ice, which

\* Malte Brun says (v, p. 76, ed. 1826,) "All attempts at whaling in Hudson's Bay are unsuccessful."

† The Ansel Gibbs, of New Bedford, was lost in the ice in Hudson's Bay, October 19, 1872. Fifteen of her crew died of scurvy before they were freed from their icy prison.

is an accompaniment to the history of the English fishery in the Greenland seas, is ample attestation to the perils North Atlantic mariners were obliged to encounter, and ample testimony to the bravery and hardihood of those men, English, Dutch, and American, who pursued their prey amid so much of danger, privation, and suffering.\*

The American Greenland sea-fishery affords but few examples of these perils, simply because the fleet in these waters was of late years very small. Vessels have sailed on their voyages to Hudson's Bay and Davis Straits and never returned, and the fate of the gallant men who composed their crews has been and must ever remain a mystery.

Mention has been made more particularly of those sources of disaster more peculiar to the business, but it must not be inferred that these are the only trials which beset the life of the whaleman. In common with, but probably not in proportion to, the merebaut service, the scenes of shipwreck and suffering are alike the shadows darkening the sunshine of their lives; shipwrecks, resulting not from the nature of their avocation, but the result of gales, of fire, and of sudden calamity.

On the 4th of March, 1854, the ship *Canton*, of New Bedford, was wrecked on a reef in the Pacific Ocean situated in 2° 45' south latitude, and 173° west longitude. The crew gained the shore of a small barren island, and there subsisted as best they could for four weeks. During this time, in the best procurable shade, the thermometer denoted a temperature of 135° by day and 94° by night. Long existence there was out of the question, since their only source of supplies was the wreck of their vessel, and it was determined to endeavor to reach the King's Mill group of islands, some eight hundred miles distant. Having procured a very limited stock of bread and water, they started in four boats, reducing themselves to an allowance of one-half a pint of water and half a biscuit per day to each man. During the night the boats

\* One of the most horrible tales of suffering in the annals of the whale-fishery is that of the English whaleship *Diana*, which left the Shetlands in 1866 for an Arctic (Davis Strait) voyage, with a crew of fifty officers and men. The time for her return came and passed, and nothing was heard of her whereabouts or fate. A premium was offered for tidings from the missing vessel, and at last she brought her own intelligence. On the 2d of April, 1867, the people living near Roua's Voe were startled by seeing the ghastly wreck of a ship sailing into the harbor. Battered, ice-crushed, her sails and cordage cut away and dismantled by the rigors of her terrible imprisonment, her boats and spars cut up to feed the fires which kept the wretched crew from freezing, her decks strewed with the dead and dying, the long lost *Diana* returned. The fifty who sailed were all brought back, but how? Ten bodies, one of them the captain's, lay on the deck carefully arranged for that burial which their comrades could not bring themselves to give to them. Thirty-five lay helplessly sick, some of them dying. Two still retained strength enough to go aloft, and three more were able to crawl around on deck. The man at the wheel fainted with excitement when help was at hand. One of the sick died in his berth after the rescuers had boarded the ship. The surgeon had worked untiringly, but cold, hunger, scurvy, and dysentery had done their work as unceasingly. The captain was the first to succumb, and one by one the others followed him. Another night and the ship which had been for all a common home would have proved to all a common tomb.

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were kept together, but in the day-time they separated as widely as was prudent, to increase their chances of seeing a sail. On their perilous voyage they encountered considerable severe weather, and passed the islands where they intended to stop. When at length, after a voyage of forty-five days, they landed at Sypan (one of the Ladrões), not one of their number was able to stand. Here they caught birds and fish, and obtained coconuts, but no water, and they again started, this time for Tinian, distant about thirty miles. Arrived off there, the commander refused to allow them to land, thinking they were pirates. He even ordered his soldiers to fire upon them, but they finally convinced him who they were, and he supplied them with bread and water. Four days after they landed at Guam, having sailed in their boats about thirty-five hundred miles.

On the 21st October, 1851, the ship Junius, of New Bedford, was lost on a reef in Mozambique channel. The crew left the ship, unable to secure any provisions save four salt hams. All but one boat's crew landed at Saint Augustine Bay, about two hundred miles from the scene of their shipwreck, having been in their boats six days and nights without water and with no food except the hams, which to men in their situation were worse or but little better than no food. The missing ones were subsequently rescued.

The ship Logan, of New Bedford, was lost January 26, 1855, on Sandy Island Reef. A boat-steerer and three men were drowned at the time. The survivors landed at the Feejee Islands after enduring much suffering.

In 1846 the ship Lawrence, of ———, was lost off the coast of Japan, and of the entire crew only the second mate and seven men reached the shore alive. They were immediately seized by the Japanese and kept for seventeen months in the most rigorous and barbarous custody, in cages, dungeons, holds of junks, &c., and passed from port to port until they reached Nangaski. On their journey they were exposed to all sorts of ill-treatment, were threatened, insulted, and sometimes cruelly beaten. One poor fellow who endeavored to escape these brutal captors was cruelly put to death. At Nangaski the wretched remnant were compelled to go through the ceremony of trampling on the cross or a representation of it, in accordance with an edict adopted at the time of the expulsion of the Portuguese some two hundred years before.\* At the

\*The ship Manhattan, Budd, of Sag Harbor, had visited Jeddo less than twelve months before to restore to their home 22 Japanese seamen whom they had rescued from a wreck. They had been hospitably received, but warned not to come there again. Vessels which have been classed as missing—as for instance the Lady Adams of Nantucket in 1823—have been last seen off that coast. If dire necessity drove their crews upon that inhospitable shore, what scenes of barbarity may have been enacted in which they were the struggling and helpless victims! (NOTE.—Although these accounts of the Lawrence and Lagoda are current in the newspapers of the time and even remembered indistinctly by whalers who were near Japan, it has been impossible to find these vessels among the whaling-lists before the alleged accidents.—THE AUTHOR.)

very time these atrocities were being perpetrated the squadron of Commodore Biddle lay in the harbor of Yeddo, and our Government fondly imagined that it had made a favorable impression on the people of those islands in respect to American dignity, moderation, and power.

Similar to the experience of the Lawrence was that of the Lagoda, of New Bedford, also wrecked on these, then inhospitable, islands. Those of the crew who survived the wreck were so inhumanly treated by the Japanese into whose power they were so unfortunate as to fall that one of their number in sheer despair relieved himself of further torture by taking his own life.\*

Another class of accidents to which whalemens seem peculiarly liable, but which, because of the care and vigilance exercised by the officers and crew, is of rare occurrence, is destruction by fire.† When indeed this casualty does occur, it is usually the result of some circumstance which might occur in any vessel. The case of the Cassander, of Providence, R. I., Henry Winslow commander, was one of this kind, and its narration is given, not so much in illustration of perils incidental to this pursuit, as to record the sufferings of her crew on account of that disaster.

Vessels in the merchant service have, as a general rule, a certain series of courses to steer. They usually make the shortest distance from port to port. Hence in case of accident to the vessel they are in, the crew have only to continue in their course in order to insure most speedy relief. Not so with the whaler. Her cruising ground may be hundreds of miles from the tracks of merchantmen, and she may be a solitary cruiser on that station. Hence the destruction of the vessel involves far greater risk and possibly privation and suffering to the crew.

The Cassander sailed from Providence on the 19th of November, 1847. Nothing worthy of special mention occurred until, on the morning of the 1st of May, 1848, between 4 and 5 o'clock, the cry of fire was raised.‡ The wind at the time was blowing a moderate gale from the northwest. All hands were instantly on deck, and search for the source and cause of the fire was made. It was found that it was raging most severely in the lower hold, apparently near the foremast, where four barrels of tar

\* Fifteen of the crew of the Lagoda reached the shore alive; one subsequently died, a victim to the barbarities of his captors; the thirteen survivors were rescued by the United States ship of war *Proble* in 1849. The *Proble* also took on board a sailor named Ronald MacDonald, formerly of the whale-ship *Plymouth* of Sag Harbor. MacDonald received his discharge and was given a whale-boat furnished with books, provisions, &c., and left the ship off Japan in June, 1848, with the expressly avowed purpose of visiting the Japanese islands. He landed upon one of them and was immediately captured, deprived of his books, and imprisoned. Having nothing to occupy his time he turned his attention to teaching his captors the English language, and soon had quite a class receiving instruction. But his presence was a thorn in the side of the Japanese, and they availed themselves of the first opportunity to get rid of him.

† Incendiary fires, which became of disastrous frequency in later years, are not meant when we speak of this immunity.

‡ This account is taken from that of the captain, published in the *Baltimore Sun*.

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were known to have been stored. Simultaneously with this discovery it was found that two of the crew—negroes from the coast of Africa—had jumped overboard. One of them, refusing to take the rope thrown to him by Captain Winslow, soon sank, the other was subsequently picked up by the second mate's boat.\*

Orders were given, and every exertion was made to save the ship, but the position of the fire, the rapidity with which it increased, and the density of the smoke, rendered all their efforts unavailing, and the means of escape became the chief consideration. Attempts were made to procure bread and water, but the smoke in the steering was so dense that it was impossible to do so. This circumstance led to the belief that the ship had been fired at both ends. Three boats were now lowered, and in them were placed such stores as the crew could get at, the nautical instruments and some clothing, and the burning wreck was abandoned, the entire crew, save the drowned African, numbering in all 23 souls, escaping in safety.

With the dawning of the day they took an inventory of their supplies and found them to consist of about ten gallons of water, fifteen pounds of bread, and a small amount of raw meat taken from the harness-cask. By the previous day's reckoning their position was found to be in latitude 34° 30' south, longitude 45° 50' west—400 miles from the nearest land. The crew were immediately allowed to one gill of water and a very small amount of bread per day. The weather was bad, and during the earlier portion of their voyage they were obliged to depend upon their oars to make progress against the head winds. Of course they soon became exhausted, and rowing had to be given up and the sails alone were used, the boats being kept as nearly as possible in the direction of land.

At about 10 o'clock on the morning of the 5th of May, the boats being then in latitude 32°, longitude 47°, a sail was discovered. All hands immediately took to the oars, and after five hours of hard rowing, signals of distress being also repeatedly made, the mate's boat came up with the vessel and found her to be a Spanish brig, 100 days from Barcelona, bound to Montevideo. The captain of the brig made every effort to get away from the shipwrecked mariners, and when the mate's boat came up would not allow it alongside, but passed the crew a rope and towed them some distance astern. When Captain Winslow's boat came up he stated to the Spaniard, through an interpreter, their condition and circumstances, and asked permission for his officers and crew to go on board, but this was peremptorily refused. Equally futile were the endeavors to get him to take them to Montevideo or St. Catharine's, or even one or two days' sail toward land. The stony-hearted man, with a refinement of cruelty entirely foreign to maritime men, paid no heed

\*The rescued negro confessed that the ship had been fired by his drowned companion and himself. Their fears of being sold into slavery had been excited, and this desperate act was performed as a means of escaping, through death, that more miserable fate. Before leaping into the sea his companion had stabbed himself.



to their entreaties, nor would he even permit them the solace they could derive from one night's rest and sleep on board his vessel, that they might the better withstand the further fatigues and hardships in store for them. Against the express wishes of this monster, Captain Wiuslow sprang into the main chains and aboard of the vessel, but the aid which the unfortunates wanted the Spanish captain could not be induced to give, and the crews of toll-worn, furnishing, abandoned men proceeded on their voyage. Who would not say that if the sea, which proved more hospitable than man, had swallowed up these miserable men, their blood would have been on the head of Captain Dominick, of the brig *Alercidita*?

The night of the 6th was the most perilous of their voyage, as the wind blew in a succession of heavy squalls. The boats were hove to by making a line fast to the oars and paying them out ahead. In this situation they lay until the dawn. From daylight until 11 o'clock they used their sails, but the wind blowing a heavy gale from a northeasterly direction they were again compelled to heave to. At about 4 o'clock in the afternoon the captain's boat was swamped, but the occupants were all rescued and divided between the other two boats. By this accident the water and the nautical instruments it contained were lost, and the two remaining boats were so loaded that their gunwales were not more than 6 or 8 inches out of water. "In this situation," says the captain, "we passed the night; nothing was heard save the awful roaring of the tempest and occasionally the voices of some of the officers and crew offering up a prayer to the Almighty Ruler of wind and wave for their safety. He heard our prayers. In the morning the wind moderated and the sea was beaten down by a heavy shower of rain." From this time they were favored with pleasant weather, and on the 10th of May they landed near Conventus, in the province of St. Catharine, in Brazil, without water and utterly exhausted. So much reduced had they become that a boat-steerer was drowned by the capsizing of the mate's boat, he being too weak to extricate himself from the surf.

It would be easy to greatly extend the mournful lists, but those enumerated are types of each class of casualties. Still another class appears, however, and with this we will pass to the consideration of other subjects.

Among the dangers encountered by our whalers in the Pacific Ocean is the serious and insidious one of the attacks of boring-worms upon the bottoms of their ships. The least exposed place upon their planking where the copper may have become chafed off by contact with sunken rocks and reefs, without a thought of danger incurred or damage done presenting itself to the mariner, serves as a rallying point for the teredo, and soon the vicinity of the break becomes honey-combed with its habitations, and fortunate is it for the seamen if a warning leak drives them into some haven for repairs while yet the damage is repar-

\*On his arrival in port Captain Dominick reported that he had tendered them help, which they refused. As though drowning men ever refused substantial aid!

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able. This may be still another plausible solution of that terrible prob-  
 lem of "missing vessels." A noteworthy instance of the havoc made  
 by these "toilers of the sea" occurred to the ship *Minerva 2d*, of New  
 Bedford, Captain Swain, in 1857.

In August, 1856, while off the King's Mill group, she touched on a  
 reef, the water being at the time perfectly smooth and but little wind  
 blowing. So thrilling was the sensation of the contact that Captain  
 Swain gave himself no thought that any damage was sustained, and  
 the voyage was continued as usual until February, 1857, when, in a  
 heavy gale, the vessel was found to leak 250 strokes per hour. She  
 reached Norfolk Island on the 19th of March, but was blown off by  
 heavy gales which continued for three days, the leak meanwhile in-  
 creasing to 1,000 strokes, and Captain Swain bore away for Sydney.  
 On the 29th of March she was leaking 2,400 strokes (or about 16 inches)  
 per hour, and Captain Swain had the forehold cleared to examine for  
 the cause of the trouble. Upon cutting through the ceiling several  
 holes were found in the bottom through which the water rushed fur-  
 iously. These the men, though standing in the water up to their  
 middles, succeeded in plugging up and covering with canvas and  
 blankets well tarred. Over these a stream-chain was coiled to prevent  
 the plugs from bursting in from the force of the water, and the pumps  
 were kept going day and night. The ship reached Sydney on the 7th  
 of April and was taken upon the marine railway. Upon examination  
 it was found that two sheets of copper had been rubbed off (probably  
 while off the King's Mill Islands) about six feet from the keel, and  
 a little abaft the bluff of the bow on the starboard side. When this  
 place was laid bare the planks were completely eaten to a shell by  
 the worms. No person not an eye-witness, said the captain, would  
 have believed the planks would have held together, and it was cer-  
 tainly wonderful that in plugging the whole plank was not driven out,  
 in which case every soul on board must have been drowned before the  
 boats could have been lowered.\*

#### G.—A MISCELLANEOUS CHAPTER.

While some vessels on their voyages have made but poor returns, even  
 bringing, in numerous cases, positive and at times damaging loss to  
 their owners, others have done extraordinarily well, and brought in for-  
 tunes to those investing in them. The ups and downs of the business  
 made it alternately profitable and, if not positively losing, at least  
 hazardous. This was the fact when no unusual accident occurred, but  
 in case of a disaster it changed the beam of the balance from the specu-  
 lative to the unmistakably negative side of the account. To illustrate  
 the two phases of the owners' business experience, the following exam-  
 ples are given:

The Wilmington and Liverpool packet, Captain Richmond, sailed from

\*The new ship *Nipho*, of Nantucket, on her first voyage, sunk at sea on her passage  
 home, January 12, 1849, in consequence of the depredations of ship-worms.

New Bedford in June, 1820, for the Pacific Ocean, returning on the 27th of December, 1823, with 2,600 barrels of sperm-oil—the largest amount procured by any one New Bedford ship to that date, and worth, at the average price of oil in 1823, about \$65,000.

The ship *Uncas*, of Falmouth, Capt. Henry C. Bunker, sailed in 1828 and returned in 1831, having been absent two years and eight months, bringing a cargo of 3,468 barrels of sperm-oil, worth about \$88,000.

The *Loper*, of Nantucket, Capt. Obed Starbuck, returned in September, 1830, after an absence of only fourteen months and fourteen days, with 2,280 barrels of sperm-oil, worth, at the average price of oil, \$50,000. On her next voyage, under the command of John Cotton, she took 2,170 barrels of sperm-oil in less than eighteen months, and on the voyage immediately preceding that of 1829-'30, under the command of Captain Starbuck, she brought in 2,131 barrels of sperm-oil in less than seventeen months. In less than sixty-two months she had performed three Pacific Ocean voyages and landed 6,581 barrels of sperm-oil.

The ship *Sarah*, of Nantucket, Capt. Frederick Arthur, sailed for the Pacific Ocean on the 26th of May, 1827, returning April 19, 1830, with 3,497 barrels of sperm-oil, valued at \$89,000. This is the largest quantity of sperm-oil ever brought into Nantucket from a single voyage.

In 1830 the ship *America*, Capt. Shubael Cottle, sailed from Hudson, N. Y., for the Pacific Ocean. She returned in 1823, after a voyage of thirty-one months, bringing 3,180 barrels of sperm-oil. The value of her cargo was about \$80,000.

The *Magnolia*, of New Bedford, Capt. George B. Worth, obtained a cargo of 3,451 barrels of sperm-oil on a voyage of forty-one months, the value of which was \$85,000.

In 1838 there arrived at New Bedford the ship *William Hamilton*, Capt. William Swain, with 4,060 barrels of sperm-oil, having sent home from the Western Islands on her passage out 121 barrels more, making a total of 4,181 barrels, worth \$109,269.

In 1842 the *America*, Captain Fisher, brought into New Bedford 400 barrels of sperm and 4,300 barrels of whale oil, and 45,000 pounds of bone, after a voyage of 26 months, the entire cargo being worth \$66,478. In the same year the *Maria*, of Nantucket, Capt. Elisha H. Fisher, returned from a 22 months' voyage with 2,413 barrels of sperm-oil, bringing to the owners the sum of \$70,000.

In 1843 the *Silas Richards*, of Sag Harbor, returned with 3,600 barrels of whale-oil, 220 of sperm, and 30,000 pounds of bone, having been gone 28 months. The value of her cargo was \$54,722. In the same year the *Bowditch*, of Providence, carried into that port 3,500 barrels of whale-oil and \$10,000 worth of bone, the value of which cargo was \$47,485; she was gone 20 months. The schooner *Cordelia*, of Provincetown, also returned in 1843 from a *four days' voyage* with 120 barrels of whale-oil and \$100 of bone, worth \$1,385.

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In 1845 the Lowell, Captain Benjamin, and the General Williams, Captain Holt, arrived at New London, the former having been gone 21 and the latter 22 months, each bringing about 4,500 barrels of whale-oil and 43,000 pounds of bone, each cargo being valued at about \$61,400. The Lowell was said to have had alongside *at one time sixteen whales*.

In 1849 the South America, of Providence, Capt. R. N. Sowle, returned from a voyage of 26 months, with 5,300 barrels of whale and 200 barrels of sperm oil, and 50,000 pounds of bone, worth \$89,000. As she fitted at \$40,000, it will be seen that she paid her cost and a dividend of about 125 per cent. The Russell, of New Bedford, Captain Morse, also brought to her investors, in the same year, a cargo valued at \$92,000, (2,650 barrels of sperm-oil.) She was absent three years and four months. The cargo of the Plymouth, of Sag Harbor, Capt. L. B. Edwards, which also returned in 1849, was worth \$71,000. She brought 4,873 barrels of whale-oil, and was gone 41 months.

In 1850 the Coral, of New Bedford, Captain Seabury, returned from a three years' voyage with 3,350 barrels of sperm-oil, worth \$126,630.

Probably the most extraordinary voyage ever made was that of the Envoy, of New Bedford, which sailed in 1848. She returned to Providence in 1847 from a whaling voyage, and was there condemned and sold to William C. Brownell, esq., of New Bedford, to be broken up. Mr. Brownell, however, concluded to fit her for another voyage, and did so, sending her to sea under the command of Capt. W. T. Walker.\* She sailed immediately to Wytootacke, and took on board 1,000 barrels of oil that Captain Walker had purchased from a wreck on a previous voyage at a merely nominal price,† and stored there; thence he proceeded to Manila and shipped this oil to London. From Manila he cruised in the North Pacific Ocean, and in fifty-five days took 2,800 barrels of whale-oil. Of this he shipped to London from Manila 1,800 barrels, and also 40,000 pounds of bone. Cruising again he took 2,500 barrels of whale-oil and 35,000 pounds of bone. Captain Walker now put into San Francisco, sold 25,000 gallons of oil at \$1 per gallon, and the remainder (85,000 gallons) at 51 cents per gallon, and shipped \$12,500 worth of bone to New Bedford. While at San Francisco an offer of \$6,000 was made for the vessel. The gross amount of oil obtained was 5,300 barrels, and of bone 75,000 pounds. Summing up, then, the entire result of the voyage, we find:

Net profit on 1,000 barrels first shipped to London.....	\$9,000
Net profit on catchings for first season.....	37,500
Sales at San Francisco.....	73,450
Value of bone shipped home.....	12,500
Value of vessel at San Francisco.....	6,000
	138,450

The Envoy was fitted at about \$8,000.

\* The underwriters declined to insure her.

† Wrecked oil was sometimes purchased at from fifty cents to one dollar a barrel.

The year after the cruise of the Superior in the Arctic, 154 ships were whaling in that sea. These vessels took during that season (1849) 206,850 barrels of right-whale oil and 2,481,600 pounds of whalebone. The value of the ships and outfits was \$4,650,000, and the value of that season's catchings was \$3,419,622.

In 1853 the following more than ordinarily good voyages were reported at New Bedford: Bark Favorite, of Fairhaven, Captain Pierce, gone three years, with 300 barrels of sperm and 4,300 barrels of whale oil and 72,000 pounds of bone,\* worth in the aggregate \$116,000; ship Montreal, of New Bedford, Capt. Frederick Fish, absent 32 months and 15 days, with 195 barrels sperm, 3,823 barrels whale-oil, and 31,700 pounds of bone, worth \$136,023.19; ship Sheffield, also of New Bedford, gone four years, with 7,000 barrels of whale-oil and 115,000 pounds of bone, worth \$124,000.

The Pioneer, of New London, Capt. Ebenezer Morgan, sailed from that port June 4, 1864, for the Davis Straits and Hudson's Bay fishery, valued, with her outfits, at \$35,800. On the 18th of September, 1865, she returned with 1,391 barrels of whale-oil and 22,650 pounds of bone, worth, at the current prices, \$150,060.† This voyage the people of New London claim to be the best ever made by an American whaler.

But success has not been confined to large vessels or to expensive voyages. In addition to the cruise of the Cordelia, of Provincetown, there are reported as making extraordinary voyages the following small vessels: The schooner Admiral Blake, of Sippican, Capt. B. B. Handy, in a voyage of two months and nine days (in 1854) took 250 barrels of sperm and 10 barrels of blackfish oil, worth, in all, \$11,000. The schooner Altamaha, of the same port, Capt. Consider Fisher, sailed in 1855, was gone six months and nine days, and returned with a cargo of 240 barrels of sperm and 8 barrels of blackfish oil, valued at \$13,500. She was worth, with her outfits, \$2,200, and after paying off her crew and refitting for another voyage the owners divided \$8,000. The schooner James, also of Sippican, Capt. B. B. Handy, sailed in 1856, and in a cruise of three months and a half obtained \$10,000 of oil (220 barrels sperm.)

Occasionally some piece of good fortune, out of the ordinary course of whaling success, is met with. Thus, in September, 1857, the schooner Watchman, of Nantucket, Capt. Chas. W. Hussey, sailed for an Atlantic Ocean cruise. She returned in August, 1858, having obtained 41 barrels of sperm and 386 barrels of whale oil, and 4 barrels of ambergris.‡ This last was sold for \$10,000, making the entire value of the voyage \$19,125.

So much for the cheering, sunny side of the picture. There is, however, a shadowy side, on which may be found heavy and disastrous

\* Prior to the commencement of Polar whaling, the amount of bone taken bore to the number of barrels of whale-oil the proportion of 8 or 10 to 1. A vessel taking 2,000 barrels of whale-oil would be reasonably supposed to bring home (when they saved it) from 16,000 to 20,000 pounds of bone. But Arctic whaling destroyed all these calculations, for the bone was larger and the proportion yielded much greater.

† This was at a time when oil and bone commanded a good price.

‡ Ambergris is generally considered as a product of the rectum of a diseased whale.

## AND FISHERIES.

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losses, and financial ruin for many a merchant. Thus, of the 81 whalers expected to arrive in 1837, 53 made paying voyages, 8 made saving ones, 11 lost money, and 9 involved their owners in severe losses. A mutiny among the crew of the Clifford Wayne, of Fairhaven, necessitating her return to port, occasioned a loss of \$10,000 to those who invested in her.

The brig Emeline, of New Bedford, Captain Wood, sailed from port on the 11th of July, 1841. The captain was killed by a whale in July, 1842, and in September, 1843, the brig returned, bringing home only 10 barrels of oil as the result of a 26 months' cruise.

The Benjamin Rush, of Warren, Captain Munroe, sailed in October, 1852, for the Pacific Ocean. On the coast of Japan the captain and his boat's crew were lost by a whale. This, combined with the extremely poor success that had attended the vessel, had so discouraging an effect upon the crew that it was considered useless to prolong the voyage, and she returned to port under charge of the cooper in 1853, having obtained but 50 barrels of sperm-oil and 40 of whale. On her voyage she had circumnavigated the globe, and during the entire period sighted land but twice, the Cape de Verde Islands, outward-bound, and Trinidad on the passage home.

Of the 68 whalers expected to arrive in New Bedford and Fairhaven in 1858, 44 were calculated as making losing voyages, and the same proportion would apply to other ports. The estimated loss to owners during this year was at least \$1,000,000.

The net loss on 12 whaling schooners of the Provincetown fleet, which arrived in 1870, was \$36,000.

These are cases taken somewhat at random. Almost every year witnessed some misfortune, saw some persons impoverished by an unsuccessful termination of the venture in which their little all was invested.

Among the pursuits which grew out of the prosecution of the sperm-whale fishery was the manufacture of candles, which was at one time an important industry both home and commercial.

"The first manufactory of sperm candles in this country," says Macy,\* "was established in Rhode Island, a little previous to 1750, by Benjamin Crabb, an Englishman. His candle-house was burnt in 1750 or 1751." In 1750 the general court of Massachusetts granted to Benjamin Crabb, of Rehoboth, the sole right to make sperm candles in that colony for a term of years, on the ground that he and no other person had a knowledge of the art and he agreeing to instruct five of the inhabitants therein.† In 1753 Obadiah Brown built candle-works at Tockwotten, now

\*Macy's Hist. Nant., p. 69. Mr. Macy must, for reasons enumerated in the succeeding note, be slightly in error in this date.

†Mass. Col. MSS., Manufactures, p. 369. The memorial does not seem to be on file. The documents relating to it are as follows:

"ANNO REGNI REGIS GEORGHII SECUNDI VICESSIMO QUARTO: An Act for Granting unto Benjamin Crabb the Sole privilege of making Candies of Coarse Sperma Ceti Oyle: "Whereas Benjamin Crabb of Rehoboth in the County of Bristol has Represented

known as India Point, in Providence, and engaged Crabb to superintend the business. Brown manufactured that year about 300 barrels of spermaceti, which was nearly all that was saved separately from the body-oil, and not sent to England. Crabb proved less capable than Brown supposed, and the secret of refining was only acquired by Brown as the result of his own experiments.

In 1754 or '55, Moses Lopez engaged in the business in a small way, at Newport, followed soon after by Collins & Reverin, Aaron Lopez, John Mannsley & Co., Thomas Robinson, and others. In 1761 there were eight manufactories in New England and one in Philadelphia. These were: in Providence, Obadiah Brown & Co., the firm consisting of

to this Court that he (A) has the Art of making Candles of Coarse Sperma Ceti Oyle and has been at Great Expense in providing himself with proper Implements therefor and is Willing on due encouragement to undertake and Carry on that Business here and to Teach and Instruct Some of the Inhabitants of this province his Art Aforesaid, and this Court being Willing to Encourage an undertaking so likely to prove Beneficial to the province:—

“Therefore Be it Enacted by the Lieut-Governour, Council And House of Representatives—That the said Benjamin Crabb and his Heirs shall and may have and enjoy the Sole use, Exercise and Benefit of making Candles of Coarse Sperma Ceti Oyle (B) *Within this province for Sale for the Term of Fourteen year next ensuing the publication of this Act provided he forthwith engage in and Carry on the Business Aforesaid within this province During that Term and Do Instruct Five of the Inhabitants of this province the Art Aforesaid Within Ten years after the publication of this Act—*

“And be it further Enacted by the Authority Aforesaid that no person or persons saving such only as shall first obtaine the Consent of the said Crabb or his Heirs significant under his or their hands shall Sell Within this province or Export out of it any Candles made of the Oyle (C) Aforesaid during the time the said Cobb And his Heirs are Entitled to the privilege Aforesaid other than Such as are made by the said Crabb his Heirs or Assigns on pain of Forfeiting Ten pounds For each offence.”

This bill passed its three readings on January 25, 1750, and was sent to the council for concurrence. On the 6th of February the council returned it with these amendments, viz: “Insert at A:—And no other Person in the Province has the Art of pressing, fluxing & chrystalizing of Sperma Ceti & course Sperma Ceti Oyle, and of making Candles of the same as so prepared. Insert at B:—So prepared until the 31 day of May which shall be in the year of our Lord 1750 Provided that He do forthwith engage in & carry on the business aforesaid within this Province: and shall some time before the 31 day of May 1752 remove to some place within seven Miles of the Town of Boston & there set up Works suitable for carrying on the said Business; and shall then & there manufacture all such quantities of Oyl as can be procured fit for the purpose; and shall likewise within five years from the publication of this Act well & fully instruct five of the Inhabitants of this Province (two of whom shall be appointed by General Court if they see cause) in the Art aforesaid. Insert at C:—prepared as.”

(The amendments A and B would strike out the words italicized.)

The house concurred with amendment A, and returned the bill to the council, who, though first non-concurring, finally, on the 12th of Feb., 1750, agreed with the amended house bill.

It will seem evident that this Benjamin Crabb and the one mentioned by Macy must be the same party, in which case he must have presented his petition late in 1749; and there is scarcely a chance that he was manufacturing in Rhode Island prior to 1750. There seems no means of knowing whether he ever pursued his occupation in Massachusetts or not. According to Macy it would appear that for some reason he did not accept the terms of the act.

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Obadiah, Nicholas, Joseph, John and Moses Brown.\* In Boston, Joseph Palmer & Co., consisting of Thomas Fluekar, Nathaniel Gorham, Joseph Palmer, Richard Cranch, and William Belcher. In Newport, which monopolized by far the largest share of this pursuit, were Thomas Robinson & Co., (William, Thomas, and Joseph Robinson, and William Richardson), Riveria & Co., (Henry Collins and Jacob Rod Reveria), Isaac Stelle & Co., (John Marodsley,† Isaac Stelle and John Slocum), Nupthali Hart & Co., (Nupthali, Samuel, Abraham, and Isaac Hart), Aaron Lopez and Moses Lopez. There was also, besides the Philadelphia firm, the name of which is not now accessible, one more manufactory, that of Edward Langdon & Son, which was probably located in Boston.‡

In 1761 Richard Cranch & Co. endeavored to associate the manufac-  
turers for mutual protection in regard to the purchase of "head-matter"  
and the sale of manufactured stock. Such was the success of the pro-  
ject that the union was formed and articles drawn up and signed by all  
the above parties save Moses Lopez and the Philadelphians. The sign-  
ers formed a general association under the name of "United Company  
of Spermaceti Chandlers." It was agreed to give positive orders to their  
agents not to give for head-matter more than £6 sterling per ton above  
the price of "common merchantable Spermaceti body brown oil," the  
price of the oil to be determined in all cases by the current prices paid  
by Boston merchants for the London market, and the members were  
debarred giving, either directly or indirectly, more than the above rate,  
or to receive any head-matter acknowledged by the seller to be pre-  
engaged. No commission exceeding 2½ per cent. was to be allowed to  
any factor; and if the price of head-matter should continue above the  
agreed price of the association, the members of the company agreed to  
fit out at least twelve vessels for whaling, each house furnishing and  
owning in the fleet equally; the number of vessels was to be increased  
from time to time as occasion required. No house was to manufacture  
for any parties not belonging to the association, and new partners could  
only be admitted by unanimous consent. Candles were not to be sold  
in New England at a less price than 1s. 10½d. sterling per pound, an  
additional shilling to be charged for each box made to contain 25 pounds.

The quantity of head-matter brought into New England was found  
insufficient to supply the number of factories already at work; and each  
member of the company was under obligation to do all in his power by  
fair and honorable means to prevent any increase of competition.

\* The name of this firm was changed in 1763 to Nicholas Brown & Co. This account  
of the early sperm-candle factories is compiled from Macy's History of Nantucket,  
from a communication to the Providence Journal signed "M.," and from newspapers  
and memoranda of the time.

† Probably the same name as Macy spells Mausley.

‡ "M." says: "We cannot give the locality of this house." It is judged by the writer,  
however, to be located in Boston, from the fact that a few years later (in 1769) one John  
Langdon carried on the sale of sperm oil and the manufacture of candles in that town  
"in Fleet street, near the Old North Meeting House." In the same year candles of this  
kind are advertised as made by Russell & Howard, of Boston, and Daniel Jenckes &  
Co., of Providence.



Obadiah Brown & Co., with one or two others, were empowered to call a special meeting at Taunton if the influence of the whole company was required. Two general meetings were ordered, one for the first Tuesday in November, 1762, and the second for the first Tuesday in March, 1763. Expenses were to be apportioned *pro rata*, and at least one member from each firm was required to be present under a penalty of \$8 for neglect to attend. The absentees were to be bound by the unanimous vote of the company's representatives, and the association could be dissolved upon evidence under the hand of one credible witness that one or more members of the copartnership had broken the agreement.

At a meeting held in Providence on the 13th of April, 1763, some slight alterations were made in the agreement. Ten pounds sterling was the price to be paid for head-matter, and the members agreed to receive it only of following parties who were appointed the factors of the company: John & William Rotch, Sylvanus Hussey & Co., Folger & Gardner, Robert & Josiah Barker, Obed Hussey, Richard Mitchell, and Jonathan Burnell, of Nantucket; Benjamin Mason, of Newport; George Jackson, of Providence; and Henry Lloyd, of Boston. All such matter was, after the date of these revised articles, to be common stock, whether obtained by the company's or other vessels, and to be divided in the following proportion of parts to the hundred: Nicholas Brown & Co., 20 barrels; Joseph Palmer & Co., 14; Thomas Robinson & Co., 13; Aaron Lopez, 11; Rivera & Co., 11; Isaac Stelle & Co., 9; Naphthali Hart & Co., 9; the Philadelphians, 7;\* Edward Langdon & Son, 4; Moses Lopez, 2.\* The factors were to divide their purchases according to the above rule, and dishonorable conduct by any member in endeavoring to obtain an advantage over his fellow-partners entailed a forfeiture of the whole share.

John Slocum, Jacob Rod Rivera, Thomas Robinson, and Moses Brown were appointed to treat with the factors at Newport and Nantucket, John Brown with the one in Providence, and Joseph Palmer with the one in Boston. These gentlemen were to report to Nicholas Brown & Co., who were in turn to report to the other manufacturers.

There is no means at hand of arriving at the results of the partnership and manufacture; those enumerated were by far the principal parties engaged, though there were subsequently many others in Newport, Nantucket, and other towns with a large aggregate capital. The expense, says "M.,"† of a manufactory was trifling. The building was of wood, usually about 60 feet by 30 feet, one-half formed with 14-foot posts and used as a work-room, the other half with 8-foot posts and used as a shed. Building and utensils cost about \$1,000, and about 600 barrels of head-matter would be used up each year in such a factory.‡

The process of manufacture was so carefully kept a secret that it was not until 1772 that the people of Nantucket acquired sufficient knowl-

\* By this agreement it would seem that the arrangement had become unanimous.

† See New Bedford Shipping-List, January 23, 1855.

‡ At the last report Newport did not have a candle factory worthy of the name.

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edge to enable them to carry on the business there. In that year one of the most enterprising men of the island obtained the desired information and established a manufactory there, acquiring in the pu.suit a large property. Others experimented and succeeded, and the business finally became one of very considerable importance. In 1792 ten such factories were in existence on the island.\*

Probably the first candle-house in New Bedford was built very nearly coteremporaneously with that in Nantucket. According to Ricketson,† Joseph Russell erected the first one, previously to the Revolution, near the corner of Center and Front streets, employing one Captain Chaffee, who had engaged in the manufacture of spermaceti in Lisbon, to take charge of the establishment, at the extravagant salary (for the times) of \$500. This building was destroyed by the British in their raid in September, 1778.

Among the exports of the colonies, including Newfoundland, Bahama, and Bermudas, in 1770 were sperm candles to the extent of 379,012 pounds, distributed as follows: To Great Britain, 4,865 pounds; to Ireland, 450 pounds; to the south of Europe, 14,167 pounds; to the West Indies, 351,625 pounds; and to Africa, 7,905 pounds. The total value of this branch of exports for that year was £23,688 4s. 6d., sterling.

The following table from Pitkin's Statistics‡ will show the exports of sperm candles from the United States from 1791 to 1815:

Year.	Pounds.	Year.	Pounds.
1791.....	182,400	1803.....	238,034
1792.....	157,520	1804.....	127,602
1793.....	235,600	1805.....	180,535
1794.....	214,960	1806.....	294,789
1795.....	240,720	1807.....	172,132
1796.....	221,903	1808.....	45,130
1797.....	\$130,438	1809.....	214,444
1798.....	144,149	1810.....	187,190
1799.....	240,301	1811.....	257,094
1800.....	181,321	1812.....	157,596
1801.....	290,666	1813.....	26,522
1802.....	135,627	1814.....	21,154

\*The New Bedford Medley has, under date of Nantucket, November 30, 1792, an item to the following effect: "This day was cut from the loom the first piece of sail-cloth manufactured at the new duck factory. It employs more hands than the five rope-walks and ten sperm-candle works, which number there is here." The papers in January, 1793, reported canvas as being manufactured at Salem, Boston, and Nantucket, and another factory being about to be started at Newport, R. I. In the Mass. Col. MSS., Manufactures, pp. 295-6-7, are papers relating to the encouragement to be given by the general court to the manufacture of duck as carried on by John Powell of Boston (in 1727), and affidavits of captains of vessels the sails of which were made from canvas of Powell's make.

†Hist. New Bedford, p. 77.

‡Tables of Exports, Pitkin.

§The falling off of exports occurs chiefly in those years when European wars or national troubles make shippers cautious. In 1797 Hudson, N. Y., possessed one or more sperm-candle factories.

There are some incidents connected with this pursuit which may, perhaps, not inaptly be called the curiosities of whaling. Many of these are incorporated already in this work, and it may not be inappropriate to add a few more.

The Honolulu Commercial Advertiser in December, 1870, contained an account of a harpoon which was found in a whale captured by the ship Cornelius Howland, of New Bedford, then cruising in the North Pacific Ocean. It is the custom among whalers to have each iron stamped with initials designating the ship to which it belongs. This is done to prevent dispute in case it is necessary to waive the whale, or in case boats from two different ships lay claim to one which has been killed. While off Point Barrow the Cornelius Howland took a large polar whale, in the blubber of which was imbedded the head of a harpoon marked "A. G.," the wound made by it having healed over. This was presumed to have belonged to the bark Ansel Gibbs, also of New Bedford. But she was known to have been pursuing the fishery in Cumberland Inlet and its vicinity for some ten or eleven years previously. The obvious inference was that this whale must have found his way from ocean to ocean by some channel unknown to navigators, and that at some seasons of the year there must be an inter-ocean communication. The Advertiser adds, "We have heard before of instances where whales have been caught at Cumberland Inlet with harpoons in them, with which they have been struck in the Arctic Ocean, but we believe this is the first authenticated instance of a whale having been caught in the Arctic Ocean with a harpoon in it from the Davis Straits side."

Quite a number of instances are on record where irons have been recovered, several years after they had been carried off by escaping whales, by parties who were in the ships to which the harpoons belonged. Thus Cheever mentions the case\* of Captain Bunker, commanding the ship Howard, of New Bedford, who struck a large whale in latitude  $30^{\circ} 30'$  north, longitude  $154^{\circ}$  east. The whale escaped, taking the iron with him. About five years after, while in the same latitude, but  $14^{\circ}$  farther west, he made fast to and succeeded in securing a noble whale. Upon cutting him up, the identical iron lost five years before proved the whale also the same.

A more singular case yet was one reported to the editors of the New Bedford Standard, in 1865, when they were shown the head of an iron thrown into a whale in the Pacific Ocean, in 1802, from a boat from the ship Lion, of Nantucket, Peter Paddack commander. In 1815, Captain Paddack, then in command of the Lady Adams, also of Nantucket, captured the same whale, and recovered his long-lost harpoon.

The Milton, of New Bedford, in 1865 or 1866 took a whale that in spouting made a shrill sound like a steam-whistle. In cutting off the head the man who put his feet into the spout-holes got one of them ent.

\* The Whale and his Captors, p. 157.

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ember, 1870, contained whale captured by the whaling in the North men to have each iron which it belongs. This y to waif the whale, or n to one which has been Howland took a large dded the head of a har- ving healed over. This sel Gibbs, also of New pursuing the fishery in en or eleven years pre- whale must have found unknown to navigators, t be an inter-ocean com- heard before of instances Inlet with harpoons in the Arctic Ocean, but we of a whale having been from the Davis Straits

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Upon examination it was found that a harpoon blade was run transversely through the breathing-holes, and the whistling sound was caused by the action of the escaping air against its edge. The iron was marked with the name of the *Central America*, which performed her last voyage fifteen years before the capture of this whale by the *Milton*.\*

The amount of oil obtained is not always in proportion to the size of the whale. The conditions of leanness or corpulence are quite as applicable to them as to land animals. Sperm whales which yield 100 barrels are considered very large, but this yield is occasionally exceeded. Captain Davis, in his "*Nimrod of the Sea*,"† says: "The largest whale we took made 107 barrels. Its length was 79 feet; from the nose to the bunch of the neck 26 feet; thence to the hump 29 feet; from hump to tail 17 feet; length of tail 7 feet; breadth of tail 16 feet 6 inches; height at forehead 11 feet; width 9 feet 6 inches; girth at fin 41 feet 6 inches; at junction of tail 7 feet 9 inches; lower jaw 16 feet long and 41 inches in circumference at thick part. It had 51 teeth, the heaviest weighing 25 ounces. Blubber on back 18 inches; on side 12 to 15 inches; and belly 9 to 10 inches. The hump was 2 feet above the level. The case made 19 barrels; body 73½ barrels; junk 14½ barrels. Captain Sullivan, of the *James Arnold*, of New Bedford, off New Zealand, took in one voyage 8 whales that made over 100 barrels each, the largest yielding 137 barrels. The head of this made 52 barrels, and the case baled 27 barrels. It was 90 feet long; the flukes 18 feet in length, jaw 18 feet, case 22 feet, and the forehead 13½ feet high. During the same season and on the same ground, Captain Vincent, ship *Oncida*, of New Bedford, took ten sperm-whales, which stowed 1,140 barrels. Captain Norton, ship *Monka*,‡ of New Bedford, took on the off-shore ground a sperm-whale that stowed 145 barrels."

In 1853 it is said that the ship *Harvest*, of Nantucket, took a sperm whale which made 156 barrels of oil, exclusive of the jaw, which was lost by bad weather.§ In 1862 the *Ocmulgee*, of Edgartown, reported having taken a 130-barrel sperm whale, with a jaw measuring 28 feet in length. Captain Briggs, of the bark *Wave*, of New Bedford, reported that on the 2d of August, 1876, he took a sperm whale which made 162 barrels and 5 gallons of oil.||

The right whale is often taken with a much larger yield of oil, though its length of body is considerably less than that of the sperm whale. Another valuable product obtained from the right whale is the lining of the jaw, or bone.¶ This, as it usually runs, will average from 8 to 10

\*New Bedford Shipping-List. Captain Hamblen, of the *Andrew Hicks*, of Westport, took, in 1871, from a sperm whale captured near the Gallipagos Islands an iron which belonged to the ship *Catawba*, of Nantucket, and had been lost 20 years previously. This was the second time Captain Hamblen had recovered a harpoon lost from the same ship—the first time the interval between loss and recovery being about 7 years.

† Page 188.

‡ Menkar.

§ New Bedford Shipping-List, 1871.

|| *Ibid.*, October 10, 1876.

¶ The use of bone was unknown in 1578. At present its uses are multifarious. Mr. John K. Andrews, a whalebone-worker in Boston, kindly furnishes the following list

pounds for each barrel of oil yielded. Thus, if a ship hails 3,000 barrels of right-whale oil, the probability is that she has also obtained from 25,000 to 30,000 pounds of bone. For quite a number of years the price of whalebone was so low that but few whalers would encumber their vessels with it, the space being of much greater value to fill with oil. When brought home it was worth but about 6 cents per pound. But the price of this commodity has been greatly enhanced. So varied and important are the uses to which it is put that it is extremely sensitive to the fluctuations caused by abundance or scarcity. Thus in the latter part of July, 1876, the price quoted was \$2.05 per pound. This was already high; but by the last of October news of disaster to the Arctic fleet sent the price up to \$2.50, and by the 1st of December it was quoted at \$3.\* "Captain Sullivan and Captain Taber, both of New Bedford," says Davis, "speak of bone of the bow-head which measured 17 feet." As whales producing such length of bone yield usually about 3,000 pounds of it, besides their proportionate supply of oil, it is apparent that one such monster is a valuable prize.

"I should like," says the author of *The Nimrod of the Sea*, a veteran whaler, "to convey to the reader some idea of the dimensions of the creature from which such bone is taken. To do so is only possible by entering into the details of the various parts, with their sizes, and by comparison with objects familiar to the mind. The blubber, or blanket, of such a whale would carpet a room 22 yards long and 9 yards wide, averaging half a yard in thickness. \* \* \* Set up a saw-log 2 feet in diameter and 20 feet in length for the ridge-pole of the room we propose to build; then raise it in the air 15 feet, and support it with pieces of timber 17 feet long, spread, say, 9 feet. This will make a room 9 feet

of the principal purposes to which it is put, viz: in the manufacture of whips, parasols, umbrellas, dresses, corsets, supporters of various kinds, caps, bats, suspenders, neck-stocks, canes, rosettes, cushions to billiard-tables, fishing-rods, divining-rods, bows, busks, fore-arm bows, probangs, tongue-scrapers, pen-holders, paper folders and cutters, graining-combs for painters, boot-shanks, shoe-horns, brushes, mattresses, &c.

\* Page 330. Captain Davis, on p. 368, gives another description of the head of the right whale. The mouth, unlike that of his spermaceti relative, has no teeth, but instead is lined with some five or six hundred horny plates (better known as whalebone) attached to the upper jaw and extending from the throat to the end of the narrow roof. These plates are parallel, running transversely with the sides, about one-fourth of an inch apart, and terminating on the inner edge in a hairy fringe. It is these fringes that, interlacing, form the sieve or strainer through which the animal forces the water retaining within the meshes the minute food gathered as it swims along. The gullet is small; by some it is said to be too contracted to admit even a herring; but this statement Captain Davis, for obvious reasons, is not inclined to fully credit. The cavity of the mouth, when the lips are closed, exclusive of the tongue, is equal in capacity to 300 barrels, and the mass of the tongue may occupy 250 barrels, leaving about 50 barrels' capacity for a single mouthful of food-charged water. The ship *Sarah Sheafe* took a bow-head whale in 1857 that produced 100 barrels of oil and 3,000 pounds of bone; so it will be seen that the old formula of 10 pounds of bone to the barrel of oil does not apply to Arctic whaling. Small amounts of cut bone were sold in February, 1877, as high as \$6 per pound.

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od of the Sea, a veteran of the dimensions of the to so is only possible by with their sizes, and by The blubber, or blanket, long and 9 yards wide, et up a saw-log 2 feet in of the room we propose support it with pieces of ill make a room 9 feet

manufacture of whips, para-nds, caps, hats, suspenders, fishing-rods, divining-rods, en-holders, paper folders and ros, brushes, mattresses, &c. rscription of the head of the relative, has no teeth, but tes (better known as whale-throat to the end of the nar-y with the sides, about one-ge in a hairy fringe. It is r through which the animal food gathered as it swim- contracted to admit even a ous, is not inclined to fully e, exclusive of the tongue, is no may occupy 250 barrels, f food-charged water. The duced 100 barrels of oil and ala of 10 pounds of bone to ounts of cut bone were sold

wide at the bottom, 2 feet wide at the peak, and 20 feet long, and will convey an idea of the upper jaw, the saw-log and slanting supports representing the bone. \* \* \* These walls of bone are clasped by the white, blubbery lips, which at the bottom are 4 feet thick, tapering to a blunt edge, where they fit into a rebate sunk in the upper jaw. The throat is 4 feet thick, and is mainly blubber, interpenetrated by fibrous, muscular flesh. The lips and throat of a 250-barrel whale should yield 60 barrels of oil, and, with the supporting jaw-bones, will weigh as much as twenty-five oxen of 1,000 pounds each. Attached to the throat by a broad base is the enormous tongue,\* the size of which can be better conceived by the fact that 25 barrels of oil have been taken from one. Such a tongue would equal in weight ten oxen. The spread of lips, as the whale plows through the fields of 'brit,'† is about 30 feet. Sometimes in feeding the whale turns on its side, so as to lay the longer axis of the cavity of the mouth horizontally. Keeping the lower lip closed, and the upper one thrown off, and standing perpendicularly, it scoops along just under the surface, where the 'brit' is always most densely packed. After thus sifting a track of the sea 15 feet wide and a quarter of a mile in length, the water foaming through the slatted bone, and packing the mollusks upon the hair-sieve, the whale raises the lower jaw; but still keeping the lips apart, it forces the spongy tongue into the cavity of the sieve, driving the water with great force through the spaces between the bone. Then, closing the lips, it disposes of the catch, and repeats the operation until satiated. \* \* \* The tail of such a whale is about 25 feet broad and 6 feet deep, and is considerably more forked than that of the spermaceti. The point of juncture with the body is about 4 feet in diameter, the vertebra about 15 inches; the remainder of the small being packed with rope-like tendons from the size of a finger to that of a man's leg. The great rounded joint at the base of the skull gleams like an ivory sphere, nearly as large round as a carriage-wheel. Through the greatest blood-vessels, more than a foot in diameter, surges, at each pulsation of a heart as large as a hog'shead, a torrent of barrels of blood heated to 104°. The respiratory canal is over 12 inches in diameter, through which the rush of air is as noisy as the exhaust-pipe of a thousand-horse-power steam-engine; and when the fatal wound is given, torrents of clotted blood are sputtered into the air over the nauseated hunters. In conclusion, the right whale has an eye scarcely larger than a cow's, and an ear that would scarcely admit a knitting-needle."

\* This tongue and throat afford the most vulnerable point of attack to the killer-whales and sharks.

† This "brit" consists of little reddish, shrimp-shaped medusæ, which occur in prodigious numbers in various parts of the ocean, where they are carried by the currents. So numerous are they that Scoresby estimates that an area of two square miles contains 23,888,000,000,000 individuals. These being dependent upon the action of currents for their means of locomotion, Commodore Wilkes was led to locate upon his charts those places which would necessarily become the natural feeding-grounds of the whales, and hence the localities where they would be more certainly captured.

The Boston News-Letter for March 18, 1736, mentions a whale that was "lately killed near Cape Cod," which would make its owners £1,500. This must be either a very remarkable whale, or an equally surprising inaccuracy, for it necessitates a yield of at least 2,500 pounds of bone, worth £800 per ton, and about 290 barrels of oil, worth £14 per ton. Now in 1730 oil was worth £7 per ton, and in 1748 £14 per ton, while about 1760 bone was worth in England £500 per ton. It would seem probable that the whale was very large, and that the price during that year must have run extraordinarily high, for the News-Letter appears to be usually careful in its statements.\*

Capt. John Howland, in a whaling-sloop from New Bedford, while cruising in the Straits of Belleisle just previously to the Revolution, took two whales which produced 400 barrels of oil, one of them producing 212 barrels.

In 1861 the General Pike, of New Bedford, took a whale on the Kodiak ground which stowed down 274 barrels of oil. In 1855 the ship Adeline, of New Bedford, took a whale in the Ochotsk which produced 250 barrels; the result of that day's work was worth \$5,000.

Naturally such immense creatures are possessed of strength; they likewise are endowed with speed and endurance. When struck they have been known, according to the Rev. Dr. Scoresby,† to descend *perpendicularly* from 4,200 to 4,800 feet, or nearly a mile. Captain Royce, who commanded the Superior in her first voyage into the Arctic, states that he has known a whale to take out 6,300 feet of line in sounding. He does not, however, mean that the whale sounded to that depth, since the line continues to be drawn from the boat even while the whale is rising, so that two-thirds of this number of feet for the perpendicular descent would probably be making a liberal estimate. The time usually occupied by whales in sounding varies from about half an hour for the right to about an hour and a half for the sperm whale.‡ A frightened whale will, according to the judgment of old whalers, go from 10 to 12 miles an hour; indeed, when first struck they frequently rush at the rate of from 20 to 25 miles an hour for a short time. Though often killed without extraordinary difficulty, yet their tenacity of life at times

\* In an editorial in the Nantucket Inquirer & Mirror of February 17, 1877, the difficulty of correctly ascertaining the yield of a single whale is commented on. In a busy season it is no uncommon thing for a ship to "boil out" a thousand or even two thousand barrels of oil without "cooling down," and unless the most extraordinary care was exercised it would be hard to tell where one whale's yield ended and another began. The Honolulu Friend, in 1849, reported a whale taken by the Junior, of New Bedford, which produced 316 barrels of oil, and the same paper is the authority for the story of a whale seen by Captain Royce of the Superior, of Sag Harbor, that was so large they would not attempt his capture, because the strain on the mast in cutting in (if he was taken) would be so great. How well authenticated this story is, is not known, but unless the authority was above suspicion, the strain on one's imagination must be as disastrous as that on the mast would have been.

† Notes on Whales and Whaling, xviii.

‡ Nimrod of the Sea, Appendix A.

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is surprising. Captain Malloy, of the bark Osceola, of New Bedford, mentions an instance,\* where one of his boats struck a large sperm-whale from the waist-boat. Soon after the starboard boat fastened to him and got stove; a bomb-lance was then fired into him from the waist-boat, whereupon he turned upon her and stove her, knocking the bottom completely out. The ship picked up the swimming crews, and was then steered for the whale. On seeing his new antagonist he rushed at her, striking her on the bow, knocking off the cut-water with his head, and tearing the copper and sheathing from the bow with his jaw. The ship was again put into position and run for him. As she ranged alongside two bomb and two whale lances were fired into him. A boat was then lowered and two more bomb-lances were discharged into him without effect. It was night by this time, so the boat was called aboard and arrangements were made to hold the position of the ship during the night. Occasionally the infuriated monster could be heard fighting the fragments of boats, oars, &c. "Thus through the night," continues the journal, "he held his ground, although he had two lines (600 fathoms) towing on to the harpoons, five bombs exploded in him, and other wounds from lances." The next morning the attack was renewed with bomb lances, and *thirty-one were fired into him before he was killed.* Many similar anecdotes could be related.†

A most singular trait of the sperm-whale is what is termed by whalemen "settling." At times when suddenly alarmed it will sink bodily in the water with the apparent rapidity of a lump of lead; so rapidly, in fact, that the mortified boat-steerer hauls in the harpoon which he has thrown but which failed to hit the object thrown at. This sudden sinking is unaccompanied by any change in the horizontal position, or any motion of the tail or fins, and seems to be adopted as a means of securing safety when there seems to be no time to round out and sound.‡

Another singular feature connected with the whale-fishery is the sudden coming and going of the objects of pursuit. According to Davis,§ their appearance and disappearance would seem somewhat periodical, as though perhaps certain phases of the moon were better than others for the prosecution of the fishery. At such times whales suddenly ap-

\* *Ibid.*, p. 233.

† Scoresby (ii, p. 276) relates an instance in the experience of the English whaleship Resolution, where a whale was finally killed after a chase of nine miles, and after having carried off one boat (which was lost) and 10,440 yards or nearly six miles of line.

‡ P. 187. The thorough descriptions of whales, their habits, haunts, &c., given by Seaman and Davis, make extended comments unnecessary in this work.

§ P. 177. Schools of whales containing many individuals have, even within a comparatively late period, been seen and attacked in the Indian Ocean. The fishery there extends from Cape Leeuwin to Java Head, a distance of 1,600 miles. In 1838 the American and French whalers took at one capture off Cape Leeuwin 10,000 barrels; in 1845 the Americans in one onslaught in Champion Bay took 6,000 barrels; in 1857 the American and French fleets, while off King George's Sound, took at one time 12,000 barrels.



pear and are plenty, and this season will be followed by a period in which none will be in sight.

In 1868 there appeared in the Flag of our Union a series of sketches entitled "Leaves from the Arethusa's Log," by William H. Macy, esq., a veteran whaler. Among them was one detailing the "raising," pursuit, and capture of a sperm-whale.\* Being a life-like description of this event as it ordinarily occurs, it is, with the author's permission, transferred to this work:

"The next morning, having the first mast-head, I was in the foretop-gallant cross-trees at sunrise, thinking, of course, of the five-dollars' bounty all the way up the rigging.† The him outline of the peak was still visible, and the topsails of the Pandora just in sight, astern, the wind still continuing moderate at west-northwest, both ships steering south by west. As I looked astern, when I *first* got my footing aloft I caught sight of something like a small puff of steam or white smoke, rising a little and blowing off on the water. Looking intently at the same spot, after a short interval another puff rose like the former, satisfying me, from the descriptions I had heard, that some sort of whale was there, and I instinctively shouted, 'There she blows!'

"Where away?" hailed Mr. Johnson, who was just climbing the maintopmast rigging; "O, yes, I see him! sperm whale, I believe—hold on a bit till he blows again—yes—thar 'sh' blo-o-ows! large sperm whale! two points off the larboard! Blo-o-ows! headed to windward!"

"How far off?" shouted Mr. Grafton from the deck.

"Three miles! 'ere sh' blows!"

By this time the old man‡ was on deck and ready for action. "Call all hands out, Mr. Grafton! Hard a starboard there! Stand by to brace round the yards. Cook! get your breakfast down as fast as you can. Keep the run of him, there, aloft! Maintop bowline, boat-steerers! Sure it's a sperm whale, eh, Mr. Johnson? Steward! give me up the glass—I must make a cleet in the gangway for that glass soon. Muster 'em all up, Mr. Grafton, and get the lines in as fast as you can (mounting the shearpole). Sing out when we head right, Mr. Johnson! Mr. Grafton, you'll have to brace sharp up, I guess (just going over the maintop). See the Pandora, there? O, yes, I see her (half-way up the topmast-rigging). Confound him! he's heading just right to see the whale, too! ("There goes flukes!" shouted the mulatto.) Yes! yes! I see him—just in time to see him (swinging his leg over the topmast cross-trees), a noble fan, too! a buster! Haul aboard that maintack! We must have that fellow, Mr. Johnson. Steady-y! Keep her along just full and by. *We mustn't let the Pandora get him, either!*"

The Arethusa bent gracefully to the breeze, as, braced sharp on the port tack, she darted through the water as though instinctively snuffing

\* "The First Whale." The series is soon to be published in book-form.

† It is sometimes the custom on whalers for the captain to offer some reward to the man who first "raised" or discovered whales.

‡ The term applied by the sailors to the captain.

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 William H. Macy, esq.,  
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her prey. The whale was one of those patriarchal old bulls, who are often found alone, and would probably stay down more than an hour before he would be seen again. Meantime, the two ships were rapidly nearing each other; and the Pandora's lookouts were not long in discovering that "something was up," as was evinced by her setting the main royal and foretopmast studding-sail, though they could not possibly have seen the whale yet. But the whale was apparently working slowly to windward, and the Pandora coming with a flowing sheet, all of which was much in her favor. The old man remained aloft, anxiously waiting the next rising, from time to time hailing the deck to know "what time it was?" and satisfying himself that the boats were in readiness, and breakfast served out to those who wanted it. As three-quarters of an hour passed, he grew more anxious and fidgety, shifting his legs about in the cross-trees and clutching the spy-glass in his nervous grasp.

"Are you all ready, Mr. Grafton?"

"Ay, ay, sir," answered the mate from the maintop, where he had mounted to get a look at the whale when he should rise again.

"Let them hoist and swing the boats."

"Ay, ay, sir."

"I think I saw a ripple then," said the second mate, from the topsail yard directly beneath him.

"Where?" demanded the captain.

"Four points off the lee bow."

"O! no, you didn't, he won't come there. He'll rise right ahead or a little on the weather bow. I don't think he'll go to windward—Good gracious! see that Pandora come down! She'll be right in the suds here directly! I think we've run far enough, eh, Mr. Grafton? Haul the mainsail up, then! and square the main-yard!"

Silence for a few minutes after this evolution was performed.

"He can't be far off when he comes up again. Look at the men old Worth has got aloft there, his cross-trees swarming, and every rattlin manned. Look sharp! all of ye! We must see that whale when he first breaks water. That helm eased down? Haul the foresail up! and let the jib-sheets flow a little more. It can't be possible that the whale has been up—no, we couldn't help seeing him, some of us—I *know* 'twas a sperm whale. I saw his fan; besides, there's Mr. Johnson—best eyes in the ship. What time is it there? An hour and ten minutes that whale has been down—a long-winded old dog! We shall have to wear around, I'm afraid we shall forge. Blo-o-ows! right ahead, not one mile off! Down, there, and lower away! Now, Mr. Grafton, work carefully—Mr. Dunham, too; if you don't strike this rising, spread your chances well, and don't crowd each other—but *don't you let the Pandora get him!*" The captain was by this time in the stern of his own boat. "All ready, Mr. Johnson? Where's Old Jeff.\* at my midship oar? O, here you are, eh?"

\* Every man has his place.

You ain't turned white yet—lower away! Cooper! Where's Cooper? As soon as we are clear, wear round—*let run that davit fall!*—wear round and make a short board—haul up your tackle, boy. Keep to windward all you can, Cooper! Pull a little off the weather bow, Mr. Grafton, and then set your sail! Haul in these gripes towing over the quarter. By thunder, there's Worth's boats all down! coming with a fair wind, too! Out oars, lads."

The Pandora had luffed to, and dropped her boats a mile to windward, and they were coming down before the breeze, wing-and-wing, with their paddles flashing in the sunlight, and their immense jibs guyed out on the bow-oar as studding-sails, promising to stand about an equal chance for the whale with ourselves. The larboard boat, to which I belonged, proved the fastest of the three, and had a little the lead. After pulling a few quiet strokes to windward, Father Grafton set his sails, and, as he gave the order to "peak the oars and take the paddles," seemed as cool and calm as when engaged in the most ordinary duty on board. There was no confusion or bustle in his boat, but, with his practiced eye fixed upon the huge spermaceti, he kept encouraging us in a low, dry tone, as he conued the steering-oar with such skill that he seemed to do it without effort.†

\* Usually the cooper is also head ship-keeper while the boats are down, if the captain is in one.

† Exciting scenes have often occurred where boats from rival ships contended for the prize, which by the law of whaling belongs to the first "fast" boat. Many years ago an English, a French, a Portuguese, and an American ship lay becalmed within a radius of a mile of each other in the South Pacific, when a whale was "raised." With a celerity peculiar to whaling, a boat from each ship was down and in pursuit. The American whaler is the only man who attends exclusively to his own duty; the coarsmen leave it to their officers to watch the whale and only attend to getting the boat through the water. Says the boat-steerer of the American boat in his account of the race: "Placing the palm of my left hand under the abaft oar, while with my right I guided the boat, and at each stroke threw a part of my weight against it, our boat would 'skin the water like a thing of life.' A few moments from the start brought us up with the Portuguese. The crews of the different ships witnessing the chase, the excitement was tremendous. Our shipmates cheered us as we came up with the first boat, and as we passed, the whale again made its appearance. Singing out to the men, 'There she blows! She's an eighty-barrel—right ahead. Give way, my boys!' &c. we were soon alongside the Frenchman. The Frenchman was too polite to oppose us, and we passed him with ease. The English boat was now about ten rods in advance, and the whale about one and three-fourths of a mile. Now came the trial. The English boat was manned by the same number of stout, active hands as our own, and, seeing us pass the other boats, their whole strength and force was put to the oar. We gained on them but slowly, and such was the excitement of the race that we were in danger of passing over where the whale had last 'blowed.' At this moment the English boat-steerer noticed the manner in which I had placed my left hand and weight against the oar. Instantly laying hold of his own in a like manner, his first effort broke it short at the lock. Thus disabled, he gave us a hearty curse as we shot past him like a meteor. We had been so excited with the race that we had lost sight of the whale. As luck would have it, at this instant she 'blowed' but a few rods ahead. In a moment we were fast, and 'all hands stern.' \* \* \* That whale stowed us down

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"Now, lads, you face round to paddle, you can all see him. I declare, he's a noble fellow—ninety barrels under his hide if there's a drop. Bunker, do you see that fellow? he's got a back like a ten-acre lot—paddle hard, lads,—if you miss him, go right overboard yourself, and don't come up again—long and strong stroke, boys, on your paddles. See that boat coming—that's Ray, the second-mate of the Pandora—three or four more spouts, and we'll have him—he's ours, sure! they can't get here in time—scratch hard, boys! don't hit your paddles on the gunwale. Stand up, Bunker, and get your jib-tack clear! Don't let them gally\* you, if they shout in that boat."

"All right!" said his boat-steerer, with his eager hand resting on the iron pole, "Never fear, sir."

"Paddle hard, lads, a stroke or two. That's right, Bunker. Keep cool, my boy, keep cool, and make sure of him."

A wild and prolonged shout rang on the air from six sturdy pairs of lungs in the Pandora's waist-boat, as Mr. Ray, seeing that he was baffled, let fly his sheets and rounded to, a ship's length to windward. It was too late, however.

"All right," said Father Grafton, in the same dry, quiet tone, as before. "Hold your hand, Bunker. Hold your hand, boy, till you're past his hump—another shoot, lads—way enough, in paddles. Now, Bunker, give it to him. Down to your oars, the rest. Give him t'other one, boy! Well done! both irons to the hitches.† Hold water, all. Bear a hand, now, and roll up that sail. Wet line, Tom! wet line! Where's your bucket? All ready with your sail, Bunker? Let her come, then—all right. Come aft here, now, and let me get a dig at him."

The line was spinning round the loggerhead with a whizzing noise, and a smoking heat, as the huge leviathan, stung to the quick, darted down into the depths of the ocean. Bunker threw on the second round turn to check him, and jamming the bight of the line over the stern-

eighty-five barrels of oil, and shortened our voyage two months." (See *The Whale and his Captors*, p. 196.)

Another international race took place once in Delago Bay. A large whale was "raised" at the same moment by an English and an American ship, about equidistant from each, and immediately the boats were down. The English, having the lead, finding the American gaining, bore wide from the whale to throw their rivals on the outside. When, however, they both came, side by side, abreast of the whale, the English inside, of course, one of the American sailors sprang from his seat and darted his harpoon directly over the English boat, planting it clear to the socket in the whale's life, and the Englishmen, hastily releasing themselves from their perilous position, left the field to their American consins, while the shores of Delago Bay echoed with the cheers of the comrades of the victors. (N. A. Review, 1834.)

\*Mr. Macy thinks this word may be a corruption of the obsolete verb *gallow*, to be found in old writers. Thus Shakespeare says, in *King Lear*, "The wrathful skies gallow the deep wanderers of the dark."

†It sometimes happens that as the iron is thrown, the whale "bows," and the harpoon striking in the concave against what is called "slack blubber" fails to penetrate. (See *Nimrod of the Sea*, p. 378.)

sheets, watched it carefully as it flew through his grasp; while the mate cleared his lance, and got ready to renew the attack. Every moment his anxiety increased as he kept turning his head, and looking at the tub of line, rapidly settling, as the whale ran it out, "I declare, I believe he'll take all my line. Blacksmith! pass along the drug!\* Check him hard, Bunker!" then, seeing the other boats near at hand, he opened his throat, and, for the first time, we learned the power of Father Grafton's lungs.

"Spring hard, Mr. Dunham! I want your line! Cast off your craft, and stand by to throw your line to me! Spring hard! *Do!*"

The ash sticks in the waist-boat were doing their best, as the loud "Ay, ay!" was borne back o'er the water from Dunham, while the old man could be seen in the rear of the picture wildly straining every nerve to be "in at the death," and heaving desperately at the after oar, with his hat off, his hair flying loosely in the breeze, and his whole frame writhing with eager excitement. Our line was going, going; already there was but one flake in the tub, when the waist-boat ranged up on our quarter, and Fisher, with the coil gathered in his hand, whirled it over his head, making ready for a cast.† At this instant his strain was suddenly relieved, and the line slacked up.

"Never mind!" roared Mr. Grafton. "Hold on, Fisher. All right, he's coming. Never mind your line, Mr. Dunham, he's coming up! Pull ahead and get fast! Get a lance at him if you can! Haul line, *us!* Face round here all of ye, and haul line! Careful, Bunker, about coiling down.‡ He'll be up now, in a minute; haul lively!"

The waist-boat had shot ahead under a fresh impulse of her own, and the captain came drawing up abreast of the fast boat.

"Are you well fast, Mr. Grafton?" "Ay, ay, sir; both irons chock to the socket." "That's the talk. Got 'most a' your line, hasn't he?" "Yes, sir." "Well, gather in as fast as you can. Spring hard, *us!* Spring! I want to grease a lance in that fish. There he is; up," he shouted, as the tortured monster broke water, showing his whole head out in his agony, and started to windward.

Fisher had bent on his craft again, and was about two ship's lengths from the whale when he rose.

"Haul quick, my lads," said the mate, "and get this stray line in. There's Mr. Dunham going on, and the old man will be with him in a minute. There he brings to!" as the whale suddenly stopped short in his mad career, and lay swashing up and down, as if rallying his strength for a fresh effort.

\*Drag.

†In taking the second boat's line the upper end is made fast to the lower end of the line of the "fast" boat, which then becomes the "loose" one, and the second boat takes the place of the first.

‡In hauling in the line from a fast whale it is not recoiled in the tub, but in the boat. The utmost care is, however, necessary in this coiling, for if occasion demands it must run out as freely the second time as from the tub.

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 s, for if occasion demands it

"There's 'stand up' in the waist-boat! There he darts! Hurrah! two boats fast. Haul lively, *us*, and get this line in!"

His whaleship seemed staggered by this accumulation of cold iron in his system, and lay wallowing in the trough of the waves. It was a critical moment for him; for Mr. Dunham was getting his lance on the half-cock, ready for darting, and as the whale suddenly "milled short round" to pass across the head of his boat, the young man saw his advantage, and cried, "Pull ahead! Pull ahead,\* and we'll get a 'set' on him! Lay forward, Fisher! Lay forward hard, my lad! right on for his fin! Pull ahead! So, way enough—hold water, all;" and, driven by a strong arm, the sharp lance entered his "life," its bright shank disappearing till the pole brought it up.

"Hold her so!" said the second mate. "Way enough! just hold her so till he rises again!" as the whale hollowed his back under the sea, now crimsoned with his life-tide, and again rising, received the lance anew in his vitals; but the first "set" was enough, and the gush of clotted blood from his spiracle told how effectually it had done its work.

"There," said Father Grafton, who had just got his line gathered in and was ready to renew the assault, "there's the red flag flying at his nose. Blacksmith, we may as well put up our lance, we sha'n't want it to-day. Well done, Mr. Dunham. Thick as tar the first lance. Hold on line, Bunker! heave on a turn!" as the whale, making a dying effort, started up to windward, passing among the Pandora's boats within easy hail.

"Give us your warp, Pitman, if you want a tow," said Bunker, in passing, to Mr. Ray's boat-steerer.

"Every dog has his day," growled Pitman in reply.

\* It sometimes happens that it is desirable to draw up alongside the whale while fast to him, the more effectually to use the lance. This operation is thus described: "Having hauled as well forward as the position of the harpoon will admit, the boat-header reaches over the bows, and, taking hold of the line forward of the *checks*, brings it around outside the boat, then giving it into the hands of the bow-oarsman, who has faced forward on his thwart. Now, as the man hauls on the line, the direction of strain is oblique, well back on the bow, and the course of the boat becomes parallel with that of the whale a few feet distance from him. The boat-header then has his chance to ply the lance with deadly effect. If the harpoon is well forward of the hump of the whale, the boat will run in comparative safety, as the strokes of the tail will be behind the boat, and the swing of the jaw in front. As long as the whale continues running in a straight course on the surface, the persistent boat will cling behind his fin as a bull-dog will to the nose of an ox. His only escape is to run deep, or, by suddenly *milling* or turning, to bring the boat in reach of jaws or flukes. The duty of the bow-oarsman is arduous when the whale is running fast, or there is a high sea. By his own strength he must keep the boat in its position, though drenched with the flying spray from the bow. Should the strain wrench the wet line through his burned hands, the blessings of the excited boat-header are poured on his head with a vigor heard only in the rushing hiss of this 'Nantucket sleigh-ride.'" (Nimrod of the Sea, p. 142.)

"Yes. Come aboard to-morrow; I'll give you a scrap for luck."

The whale went in his flurry\* and turned up nearly under the stern of the Pandora, as she luffed to for her boats; but Captain Worth could not afford to lose the breeze long, and, by the time the last boat was on the cranes, his helm was up and his mizzen-topsail shivering. The old ship fell off to her former course, and, setting her royal and studding sails, left her more fortunate consort "alone in her glory."

## II.—INTRODUCTORY TO RETURNS.

In making up these reports many difficulties occur.

1st. In the earlier years, in fact down to about the years 1844-'45, the reports of the amount of bone taken were only occasional. Most of that commodity was imported prior to 1840 in New London and Sag Harbor ships, its value being so low that captains of vessels from many of the other ports did not care to be encumbered with it. For this reason a large amount of bone was brought home which it is impossible to properly accredit.

2d. Oil and bone were frequently sold by vessels in foreign ports to pay for repairs, of which no account appears.

3d. Much oil and bone came home as freight which was not recorded in the shipping journals, and hence does not appear in the record. In many cases where it was recorded the return was made in the name of some shipping agent and not of the vessel. Where one man or one firm acted as agent for from two to ten ships proper credit was impossible. Again, many cases occur where two and occasional cases where even three vessels of the same name sail from the same port. Where a credit to them is made, it must be made, unless the vessel is carefully specified, according to the best judgment of the compiler.

4th. Oil is sent home in casks and bone in bundles, and in many cases is returned in that form. Now casks hold from two to eight barrels, and bundles of bone are of various sizes. The estimate in such cases has been founded on  $4\frac{1}{2}$  barrels to the cask, and 90 pounds to the bundle.

Abbreviations used: A. O. or Atl., Atlantic Ocean; C. G. II., Cape of Good Hope; P. or P. O., Pacific Ocean; Brazil, B. B., or B. Banks, Brazil Banks; Woolwich, Woolwich Bay; Falk., Falkland Islands; W. I., W. Ind. or West Ind., West Indies; Pern or Chili, coast of Peru or coast

\*The head rises and falls, and the flukes strike the surface in rapid succession. With great force it will rapidly swim in a large circle, sometimes passing two or three times around, and then closing the circuit by rolling on its side, dead. This is termed the "flurry," and the ending of the tragedy is "fin out." (Nimrod of the Sea, p. 177.) The food of the sperm whale consists principally of squid, and in the agonies of his "flurry" he often throws up immense pieces of undigested food, pieces half as large as a whale-boat are frequently seen, and these seem to be mere fragments of the immense marine monster to which they formerly belonged. Mr. Joseph Swain, of Nantucket, relates an instance where a piece of shark several feet long was similarly vomited up in the death-struggle of a sperm whale.

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of Chili; S. A. or S. Atl., South Atlantic; Africa, coast of Africa; S. S. or S. Seas, South Seas; Pat., coast of Patagonia; South Coast, along the edge of the Gulf Stream; Delago, Delago Bay; W. Ilds., West. Ilds., or C. de V., Cape de Verdes or Western Islands; East coast or East shore, that part of the African coast; Shoals, Nantucket Shoals; Guinea or Japan, the coasts of those countries; N. W., Northwest coast of America; N. P., North Pacific; S. P., South Pacific; Ind., Indian Ocean; N. Z., New Zealand; Des., Desolation Islands; Cum. In., Cum- berland Inlet; Hud. Bay, Hudson Bay.



## I.—RETURNS OF WHALING-VESSELS, SAILING FROM AMERICAN PORTS, SINCE THE YEAR 1715.

1715.

Six sloops sailed from Nantucket of from 30 to 40 tons burden each, returning with cargoes amounting to 600 barrels of oil and 11,000 pounds of bone, and valued at £1,100 sterling. This number was probably for some years pretty constant.\*

1722.

In 1722, the sloop ———, of Nantucket, Elisha Coffin master, was lost at sea with all on board.

1723.

Among the vessels sailing this year was one from Rhode Island, commanded by William Bennett, and a sloop from Nantucket, commanded by Nathan Skiff. Bennett brought into Rhode Island the largest sperm whale ever seen in Rhode Island up to that date (May, 1723). He obtained from it 18 barrels of head matter and from 40 to 50 barrels of body oil, and reported that he might have obtained one-third more from the head if the weather had been favorable. The account concludes: "This spring our vessels have brought eight whales into this port."† The sloop reported from Nantucket was captured by the pirate Low, her captain killed, two Indians carried away, and the balance of the crew sent adrift in the two boats with no sustenance save water. They arrived safely in Nantucket, however.‡

1730.

Twenty-five vessels, from 38 to 50 tons burden each, sailed from Nantucket and obtained 3,700 barrels of oil, valued at £7 per ton, £3,200.

1731.

Among the vessels sailing this year was a sloop from Nantucket, of which Thomas Hathaway was commander, and which was lost with all on board. The sloop Pelican, of Newport, Benjamin Thurston, owner, made a voyage, returning with 114 barrels oil, 200 pounds bone.

1732.

A vessel, commanded by a Captain Atkins, made a whaling-voyage to Davis's Straits, going as far as 66° north. This was probably the first voyage to this locality from the Colonies.

\* It must be remembered that these lists, up to the year 1815, are entirely made up from newspaper reports and sundry scraps of information gathered here and there.

† Boston News-Letter.

‡ *Ibid.*

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1815, are entirely made up  
gathered here and there.

## 1733.

Lot Thatcher, son of Major Thatcher, of Barnstable, was drowned while on a whaling-voyage, probably in a Barnstable vessel. A whale was taken in the Bay of Fundy by a Captain Hussey, and brought into Boston in August.

## 1736.

In March whaling-vessels commanded by the following men cleared from the port of Boston: \* James Smalley and Daniel Smalley (for Greenland). In April, Doty, Doane & Mayo (for Greenland); Jenkins, Myrick, Doane, Langstaff, Lombard, Dimock, Rider, Doane, and Davis (Davis's Straits). In May, Yeates (Davis's Straits). In August, a whaling-schooner arrived at Nantucket from the northward with three large whales, one of them "twelve-foot bone."† In the same month Captain Langstaff returned from Davis's Straits to Cape Cod. While in the straits he struck a large whale which stove his boat, breaking an arm and a leg (in two places) of one of the crew, and injuring less seriously four others. A day or two after they fell in with a Dutch ship which had a surgeon on board, who set the broken bones and dressed the wounds. Captain Langstaff took two whales besides this troublesome one, one before, and the other after the accident. In September, Dimock, Barker, Dimock (No. 2), Myrick, Jenkins, Lombard, and Langstaff (No. 2), arrived home.

## 1737.

In February there cleared from the port of Boston for Davis's Straits, Rider & Webster. In March, Rider (No. 2), Adams, Doane, Lombard, Mayo, Crowell, Davis, Strout, Crawford, Gargon, Smalley, Doty, Freeman, and Mayo (No. 2). In April, Dimock, Bangs, Taylor, Gorham, Somes, Daniel Gorham, West, Doane, (No. 2), Paddock, Snow, White, Underwood, Smith, Small, Vickery, Small (No. 2), Higgins, Vickery (No. 2), Bickford, and Smith (No. 2)‡. In May, Black, Rust, Cudworth, and Oakley—in all 40.

Captain Atherton Hough arrived at Eastham from a whaling-voyage to Davis's Straits in August. There also entered at Boston from the same locality—in August, Captains Paddock, Smalley, Isaac Smalley, Somes, and Smith; in September, Clift, Mayo, Lombard, Watts, Doty, Robert Mayo, Vickery, Bickford, Bayly,§ Haugh, Mayo, Gornm, Bacon, Snow, Russell, Oakley, Taylor, and Dimock; in October, Hussey and White. (The Davis's Straits fleet from Massachusetts alone in this year must have consisted of between 50 and 60 vessels.)

\* Boston was the port of entry for nearly the whole State. Vessels from Dartmouth and vicinity usually cleared from and entered at Newport, and Nantucket vessels, before that port was made one of entry, cleared sometimes from Newport and sometimes from Boston. The names of captains and not of vessels are given.

† Referring to the length of the slabs.

‡ A dozen whaling-vessels, says the Boston News-Letter, are fitting for Davis Straits from Provincetown (1737). "So many people are going that not over a dozen or fourteen men will be left."

§ The spelling is as per report.

## 1738.

Cleared from Boston for Davis's Straits in March, Stephen Snow, Prince Snow, John Gorham, Benjamin Gorham, Strout, Elisha Mayo, Robert Mayo, John Smalley, Elisha Smalley, Doane, and Hatch; in April, White and Howland.

Entered at Boston from Davis's Straits, in August, Mayo, White, and Smalley; in September, Smalley (No. 2); in November, Bennett and Gorham. The Davis's Straits fishery yielded excellent returns.

Joseph Chase also made a whaling voyage from Martha's Vineyard in the sloop Diamond, 40 tons burden.

## 1739.

Cleared at Boston in April for Davis's Straits, Captain White. Entered at Boston from Davis's Straits, Small, Robbins, Doty, Mayo, White, and Smalley (August), Sears (September), and Gorham (November).<sup>\*</sup> James Claghorn in the sloop Leopard (40 tons), and Jos. Chase in the sloop Diamond, also made whaling-voyages from Martha's Vineyard.

## 1740.

Cleared at Boston in March for Davis's Straits, Mayo. Sailed from Martha's Vineyard, sloop Leopard, Claghorn master. A whaleman on the Banks having lowered for whales, his boat was attacked by a sperm whale and stove into kindling-wood. The crew were rescued unharmed, by another boat, to which also the whale immediately gave chase, but by dint of hard rowing the fate of its predecessor was avoided.

## 1741.

The sloop ———, Capt. Solomon Sturgis, sailed from Barnstable, whaling. The sloop was captured by a Spanish privateer under command of Don Francisco Lewis. Sturgis and eight of his men were allowed to leave, and the vessel with four men was carried away. The sloop Leopard, Claghorn, made another voyage from Martha's Vineyard.

## 1742.

Sloop Humbird, John Harper master, made a voyage from Martha's Vineyard. Sloop ———, Daniel Paddack master, sailed from Nantucket and was lost.

## 1744.

A whaleman from Nantucket was captured by a French privateer. Sloop Susannah, 55 tons burden, made a voyage from Martha's Vineyard.

<sup>\*</sup> At this very time the English papers were remarking the success of the Dutch in the Greenland fishery, and saying, "It is surprising that such instances of the prodigious Advantage of the Greenland Fishery should not push the English to more vigorously pursue it." See item in Boston News-Letter, dated Newcastle, July 23.

## 1746.

March, Stephen Snow,  
n, Strout, Elisha Mayo,  
Doane, and Hatch; in  
August, Mayo, White, and  
November, Bennett and  
cellent returns.  
from Martha's Vineyard

A whaling-vessel, presumably from Martha's Vineyard, was taken by a French man-of-war near Newfoundland,\* and a sloop from Nantucket was taken by a French privateer, released and subsequently captured by a Spanish privateer and put in charge of a prize crew, who being unable to navigate her, turned her over to the prisoners and by them she was carried into Philadelphia.

## 1747.

s, Captain White. En-  
ins, Doty, Mayo, White,  
Gorham (November).  
, and Jos. Chase in the  
n Martha's Vineyard.

Among the whaling-fleet of this year there sailed a schooner from Boston, ———, Mayo master, and a sloop from Nantucket, Peter Bunker master. These two vessels were captured by a Spanish privateer off the Capes of Virginia. The sloop was ransomed for \$800 and a brother of the captain was detained by the Spaniard as security.

## 1748.

Sixty vessels, of from 50 to 75 tons burden each, sailed from Nantucket, returning with 11,250 barrels of oil, valued at £14 per ton, £19,684.

## 1750.

Mayo. Sailed from Mar-  
er. A whaleman on the  
s attacked by a sperm  
were rescued unharmed,  
diately gave chase, but  
or was avoided.

In August Captain Atkins entered at Boston from Davis's Straits.

## 1751.

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ight of his men were al-  
was carried away. The  
ce from Martha's Vine-

Sloop Experiment made a whaling voyage from Williamsburg, Va., along the coast, returning early in May with a valuable whale.

## 1752.

A vessel of 75 tons burden, owned by John Newman and Timothy Coffin, of Martha's Vineyard, made a whaling voyage; also one of 55 tons owned by John Norton, esq., and others of the same place, made another.

## 1753.

a voyage from Martha's  
aster, sailed from Nan-

The two vessels which sailed from Martha's Vineyard last year sailed again this. The former, which was commanded by Coffin himself, was captured off the Grand Banks by a French vessel and Coffin was killed. The latter, under the command of Christopher Beette, was lost on the coast of Carolina.

## 1754.

Two whalemen off the Capes of Virginia were struck by lightning, and two men killed on board one of them.

## 1755.

by a French privateer.  
ge from Martha's Vine-

Three sloops from Nantucket, commanded respectively by John Starbuck, Jonathan Coffin, and Peter Bunker, were lost while whaling.

the success of the Dutch in  
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e English to more vigorously  
astle, July 23.

\*The Boston News-Letter of February 26, 1746, says: Two men arrived at Martinico who were whaling near Newfoundland, and were taken by a French man-of-war and carried to Chebucta, thence sent to Canada.

## 1756.

Eighty vessels, of an average of 75 tons burden, pursued the business from Nantucket this year. Of these, three, commanded respectively by Christopher Coffin, Peleg Coffin 2d, and Nathan Daggett, were lost, and six others, under Captains Henry Coffin, Jonathan Coffin 2d, Seth Hussey, Nathaniel Coleman 2d, William Barnard, and Josiah Gorham, were captured by the French. (One of those captured was said to have had 600 barrels of oil on board.) The returning vessels brought in 12,000 barrels of oil, valued at £18 per ton, £27,600. In September, Captain Smith entered at Boston from Davis Straits.

## 1757.

Capt. Nathaniel Woodbury, in a whaling-sloop from Nantucket, was captured by the French privateer *Revenge*, about the middle of August, east of the Grand Bank. He had no oil on board at the time, and his vessel was restored to him with the warning that another privateer was cruising in that vicinity. Woodbury immediately made the best of his way to Nantucket, arriving there early in September.

## 1758.

Two whaling-sloops were captured this year by a privateer brig from Mississippi, and the sloop *Industry*, Isaiah Eldredge, master,\* was captured by a French privateer.

## 1760.

A whaling-vessel from Nantucket was captured by a French privateer sloop of 12 guns, but released after the Frenchman had put on board of her the crew of sloop ———, Luce master, which they had taken full of oil a few days before, and burned. Another privateer, mounting 14 guns, took several whalers; one of them was ransomed for \$400, and the crews of all put on board of her and landed at Newport. Sloop *Polly* (65 tons), of Martha's Vineyard, owned by John Norton, esq. and others, made a voyage from that port. The sloops *Goodluck*, *Dolphin*, and *Success*, owned by Jos. Conkling, John Foster, and others, are said to have sailed from Sag Harbor, in this pursuit, to Disco Island.

## 1761.

Ten vessels, of from 70 to 90 tons burden each, cleared from Massachusetts for the St. Lawrence fishery. Names of captains engaged in the fishery, so far as are now known, † John Clasby, Seth Folger, ——— Jenkins, ——— Dunham, ——— Allen, ——— Pease, Thomas Gibbs, John Akin, Ephraim Delano, Thomas Nye, ——— Shearman.

\* Probably from Dartmouth.

† From the log of the *Betsy*. See Ricketson's History of New Bedford.

## 1762.

Seventy-eight vessels cleared this year for the whaling-grounds. Of these 50 went to the Gulf of St. Lawrence. The produce of the fishery was 9,440 barrels of oil, valued at \$102,518.40. A schooner, ——— Bickford master, was lost on Seal Islands. The sloop Polly, from Martha's Vineyard, was lost while whaling at the southward, and her crew of thirteen men perished with her. A sloop from Nantucket was taken by a privateer while whaling near the Gulf Stream. Among the captains who sailed were, Shubael Bunker, Benjamin Paddock, Henry Folger, and Nathan Coffin.

## 1763.

More than 80 vessels sailed this year from Massachusetts for the Gulf of St. Lawrence.

## 1764.

Seventy-two vessels sailed this year, returning with 11,983 barrels of oil, valued at \$131,135.38. One of these vessels was commanded by Jonathan Negers, of Dartmouth. While fast to one whale the boat which Captain Negers headed was struck by a second, and the captain received injuries from which he died a few days after. A brig from Nantucket, Solomon Gardner, master, was lost.

## 1765.

One hundred and one vessels sailed in 1765, and the produce was 11,512 barrels of oil, valued at \$125,020.32. A new whaling-sloop from Dartmouth was run down and sunk by another whaleman from the same port. The majority of the vessels fished in the Gulf of St. Lawrence and Straits of Belleisle.

## 1766.

One hundred and eighteen vessels, of an average of 75 tons each, went whaling from Nantucket, producing 11,969 barrels of oil, valued at \$129,983.24. Captain Peter Wells arrived at Boston, August 18, and between September 25 and October 2 quite a number of whalemen arrived at the same port. From one of them the son of the captain (Clark) was lost while striking a sperm-whale off George's Banks. Several vessels also sailed from Warren, R. I., most of them going southward, and one of them from the Western Islands, bringing in over 300 barrels of oil. Newport sent some vessels too.

## 1767.

Nantucket sent 108 vessels, averaging 75 tons each, producing 16,561 barrels of oil, worth \$179,852.46. Two sloops, one commanded by Captain Coleman and the other by Captain Coffin, both of Nantucket, were lost in the Straits of Belleisle.

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of New Bedford.

## 1768.

The fleet from Nantucket consisted of 125 vessels, of an average of 75 tons returning with 15,439 barrels of oil, worth \$167,667.54.\* (In addition to these a large number of vessels sailed from Boston, Cape Cod, Dartmouth, Providence, Warren, Newport, and other ports.) One sloop sailed from New York in April. The names of the captains of vessels in the northern fishery, so far as can be ascertained, are as follows: Joseph Tripp, Benjamin Jenney, Salathiel Eldridge, Isaiah Eldridge, and Fortunatus Sherman, of Dartmouth; Phineas Fish and Nathaniel Allen, of Falmouth; ——— White, of Cape Cod; Dillingham and Peter Welding, of Boston; and Lewis Taber, Gamaliel Spooner, Thomas Paine, Jeguthan Hammond, Benjamin Young, John Howland, Daniel Hussey, ——— Nye, ——— Meader, Nathaniel Delano, Ephraim Delano, William Russell, Elisha Cushman, Christopher Hopkins, David Snow, Elijah Crocker, John Akin, Daniel Ricketson, John Howland, Seth Folger, Abishai Folger, Shubael Weeks, Alexander Gardner, ——— Butler, ——— Luce, ——— Batty, ——— Clarke, John Clasby, ——— Anthony, George Smith, Solomon Hatch, and Benjamin Barnard.

## 1769.

One hundred and nineteen vessels engaged in whaling from Nantucket, producing 19,140 barrels of oil, valued at \$462,996.60. The names of the captains commanding in the northern fleet, so far as can be ascertained, are Isaiah Eldridge, ——— Delano, Joseph Tripp, James Coffin, Melatiah Pease, Lemuel Jenkins, Benjamin Dillingham, Fortunatus Sherman, and Thomas Marshall, of Dartmouth; Joseph Coleman, Nathaniel Coleman, Seth Coleman, William Long, Benjamin Chase, Jonathan Coffin, Solomon Folger, Benjamin Jenkins, John Woodbury, Matthew Barnard, and Joseph Gardner, of Nantucket; Edmund Conkling, Joseph Conkling, and John Squires, Long Island; Richard Wheldon, Rufus Fish, Barachian Bassett, and Shubael Weeks, Falmouth; Samuel Whippey, New York; Gilbert Nash and Thomas White, Boston; Silas Snow and Joshua Harding, Cape Cod; and Benjamin Stratton, of Sandwich. In addition to the foregoing, Captains Butler, Wass, Strange, Sears, Pease, Coffin, Norton, Edmonds, Wheldon, and Daggett sailed from Providence, most of them sailing to the southward; Captain Grinnell sailed from Warren; and Capt. William Reade made a voyage in sloop Hampton, from Newport to the Western Islands grounds, obtaining 130 barrels of oil.†

## 1770.

Nantucket sent 125 vessels, of an average of 93 tons each, to both the northern and southern whaling-grounds; the produce being 14,331 barrels of oil, valued at \$358,200. Probably fully as many more sailed from

\* The Boston News-Letter, in its dispatches from New York, under date of April 20, 1768, says, "it is understood that the people of the island of Nantucket alone took oil and bone last season to the value of £70,000."

† Captain Strange took 200 barrels. Probably the total yield exclusive of Nantucket would exceed 6,000 barrels.

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s many more sailed from

York, under date of April 20,  
d of Nantucket alone took oil

total yield exclusive of Nantucke

all the other ports combined, and probably the yield was about the same. Among the captains were the following, sailing most of them to Davis Straits and the Straits of Belleisle: Isaiah Eldredge (in sloop Tryall), — Delano, Seth Hamblin, Lazarus Spooner, Fortunatus Sherman, — Dillingham, and Joseph Tripp, of Dartmouth; James Fitch, Abishai Folger, Benjamin Jenkins, George Smith, Jethro Myrick, George Russell, Samuel Long, Abraham Pease, William Worth, Richard Coffin, and Benjamin Hussey, of Nantucket; Joshua Harding, of Cape Cod; Thomas Wiccum,\* of New London; and Nailer Hatch, Cornelius Jenney, Francis Chase, Nymphas Price, Robert Gardner, and Zadock Lewis, unknown.

From 1770 to 1775 the state of the whale-fishery from Massachusetts was nearly as follows:†

Ports from which vessels sailed.	Number of vessels fitted annually for the northern fishery.	Tonnage.	Vessels fitted annually for southern fishery.	Tonnage.	Total number of seamen employed.	Barrels of sperm-oil taken annually.	Barrels of right-whale oil taken annually.
Nantucket .....	65	4,875	85	10,300	2,025	26,000	4,000
Wellfleet .....	29	1,600	10	1,000	430	2,350	1,250
Dartmouth .....	60	4,500	20	2,000	1,040	7,350	1,400
Lynn .....	1	75	1	120	28	200	100
Martha's Vineyard .....	12	750	.....	.....	150	900	300
Barnstable .....	2	150	.....	.....	26	240	.....
Boston .....	15	1,300	5	700	260	1,800	600
Falmouth, Cape Cod .....	4	300	.....	.....	52	400	.....
Swansey .....	4	300	.....	.....	52	400	.....
Total .....	183	13,820	121	14,020	4,059	39,390	7,650

To this estimate must be added for Providence, Newport, Warren, Sag Harbor, New London, New York, about 50 vessels more, and the proportion carried through would add 4,600 tons of shipping, 450 men to the number of seamen, 6,500 barrels of sperm and 1,200 of whale oil to the above total.

The names of such of the captains as are known are as follows:

For 1771: Joshua Delano (sloop Defiance of Rochester), Eldridge, Jenney, Peter Fitch, Uriah Bunker, Caleb Lombard, Richard Wheldon,

\* Wiggins.

† "No less than 19 Sail of Vessels were cleared for a Whaling Voyage from Rhode Island the week before last."—Boston News-Letter, May 21, 1770. The sloop Marquis of Granby, Pelatiah Russell, master, is reported in February, 1770, at Cape St. Nicholas Mole with 170 barrels of oil, her crew of Indians having run off with one boat and craft. The sloop Deliverance, Marchant, of Dartmouth, in two voyages this year took 360 barrels. John Claghorn, mate of a Dartmouth brig, was taken out of his boat by a foul line and drowned—the fourth brother in a family of six who had lost his life in this way. A Providence brig, a Newport schooner, and a Rhode Island sloop (these accounts all seem to make a distinction between Rhode Island vessels and those from Newport), all whalers, went ashore at Tarpanin Cove, and a Warren schooner was lost on Chatham bar.



Richard Coffin, Paul Rawson, Benjamin Church, John Squires, Tristram Gardner, Francis Barnard, Thomas Manter, Benjamin Paperdy (?), George Russell, David Swain, Cornelius Marchant, William Pease, Robert Wyer, Jonathan Barnard, David Clark, and John Winslow.

For 1772: ———, (sloop *Defiance*, of Rochester), Peter Wells, John Howland, Thomas Pain, Thatcher Rich, Elisha Doane, Jonathan Doane (Dartmouth), Thomas Ryder (Cape Cod), Jeremiah Bickford, William Moores, Benjamin Coffin (Nantucket), Joseph Smith, Elisha Cobb, S—— Swett, Thomas Groose, Jonathan Moores, David Swain, Stephen Sears, Obed Bunker, ——— Bunker (of Nantucket, in sloop *Fancy*), Paul Cook, Barnabas Atwood, ——— Jenney, Obed Nye. Two vessels from Marblehead were whaling during part of the season. Two sloops from Nantucket, with about 150 barrels of oil each, were captured by a Spanish brig and sloop off Matanzas. The sloops *Pluto*, of Acushnet, John Winslow master, and *King of Prussia*, of Nantucket, Paul Rawson master, were found in September bottom up, and it is supposed that the crews had perished. Brig *Leviathan*, Lathrop master, sailed from Rhode Island for Brazil Banks.

For 1773: John Delano (in sloop *Neptune*, of Dartmouth), Obed Nye, Matthew Price, Hugh Cathcart, Joseph Gardner, William Roberts, Francis Chase, ——— Wyatt, ——— Barlow, Paul Cook, Joseph Cartwright, Edmund Cottle, Nathaniel Coleman, Samuel Mauter, Oliver Price, Matthew Price (in sloop *Dolphin*), Ephraim Pease, Marshall Jenkins, Benjamin Starbuck, Richard Coffin, Benjamin Foswick, Obed Hussey, Jonathan Doane, George Shockley, Isaiah Eldridge, Silas Butler. In August a schooner, ——— Worth master, arrived in New York, having taken with her consort (name or port not given) 380 barrels of whale-oil and between 7,000 and 8,000 pounds of bone. Sloop *A*, of Providence, Abishai Luce master, was damaged in a gale December 4, and lost two men.

For 1774 and 1775\* (in brig *No Duty on Tea*, of Dartmouth): ——— Swain, Jonathan Mitchell, William Swain, Robert Wyer, George Allen (in command, the captain having been caught by a foul line while fast to a whale and drowned), Benjamin Jenney, Abishai Luce (see 1773), Michael Hathaway, Caleb Lombard, Benjamin Hussey, Benjamin Berry, Eleazer Hopkins, Luther Burgess, John Bassett, Francis Butler, John Squires, Benjamin Allen (Nantucket), Daniel Snow, Edward Wing, Abel Easterbrooks (Warren), Benjamin Coffin (Nantucket), William Ramsdell (ditto), ——— Meader (ditto). A whaling-sloop, owned by Gideon Almy, of Tiverton, and another, owned in Boston, were captured by a French frigate off Hispaniola, carried into Port au Prince and condemned.

\* From the "No Duty on Tea's" log of a voyage to the Western Islands. On June 10, 1774, the sloop *Rochester*, commanded by David Squires, and owned by Nathaniel Macy, and the schooner *Lowden*, commanded by Peleg Swain, and owned by John Ramsdell, sailed from Nantucket on a whaling-voyage. They struck on Great Point Rip and were lost, the crews very narrowly escaping drowning.

1775 to 1783.

Between these years the fishery produced but little. Nantucket was the only port which attempted to carry it on, and the fleet from there suffered a rapid diminution in numbers, until at the close of the war 134 vessels had fallen into the hands of the English, and 15 had been lost at sea. Many of these had cargoes varying from a few barrels to the entire capacity of the vessel. A more complete account will be gained by reference to the historical portion of this work.

It appears from the records of Massachusetts that bonds were filed with the State treasurer for the following whaling-vessels:

George Hussey, jr., and Paul Hussey, sloop Harlequin, of Nantucket; Daniel Paddack, master.

George Hussey, jr., and Paul Hussey, brigantine Warren, of Nantucket; Benjamin Whippley, master.

George Hussey, jr., and Paul Hussey, brigantine Britannia, of Nantucket; Silas Jones, master.

George Hussey, jr., and Paul Hussey, brigantine Lark, of Nantucket; Paul Hussey, master.

Reuben and Elisha Swain, brig Speedwell, of Nantucket; Elisha Swain, master.

Joseph Hussey, of Nantucket, and Shubael Cottle, of Tisbury, sloop Fame; Stephen Skinner, master. (This vessel did not sail.)

Joseph Hussey, of Nantucket, and Shubael Cottle, of Tisbury, brig Donolo (?); Nathaniel Coleman, master.

Joseph Barnard and Stephen Hussey, both of Nantucket, schooner Delight; Timothy Coleman, master.

Same parties, brigantine Britannia; Zebulon Whippley, master.

Nathaniel Maey and Richard Mitchell, jr., of Nantucket, schooner Dighton; Silas Paddack, master.

Josiah Coffin and Richard Mitchell, jr., of Nantucket, schooner Mermaid; Josiah Coffin, jr., master.

Same parties, brigantine Ann, of Dartmouth; Simeon Coffin, master.

Reuben Gardner and Paul Bunker, of Nantucket, brigantine Enterprize; Jonathan Fitch, master.

Same parties, schooner Harrison; Peter Fitch, jr., master.

Richard Coffin and Stephen Hussey, of Nantucket, brig Mayflower; George Lawrence, master.

Ebenezer Calef and Stephen Hussey, of Nantucket, sloop Nightingale; Elisha Folger, master.

Richard Mitchell, jr., and Stephen Hussey, of Nantucket, schooner Roebuck; William Chadwick, master.

Same parties, brig Sherburne; Jonathan Burnell, jr., master.

Same parties, brigantine Pembroke; Obed Bunker, master.

Same parties, brig Mercury; George Bunker, master.

Francis Brown and Richard Gardner, of Nantucket, brigantine Warwick; Peleg Gardner, master.

John Squires, Tristram Benjamin Paperdy (?), Ephant, William Pease, and John Winslow. Peter Wells, John Doane, Jonathan Doane, Nah Bickford, William Smith, Elisha Cobb, S— Swain, Stephen Sears, in sloop Fancy), Paul Nye. Two vessels from Mason. Two sloops from ere captured by a Span- into, of Acushnet, John Nantucket, Paul Rawson and it is supposed that the aster, sailed from Rhode Dartmouth), Obed Nye, iner, William Roberts, Paul Cook, Joseph Cart-Samuel Manter, Oliver Thrain Pease, Marshall Benjamin Foswick, Obed Elisha Eldridge, Silas But- er, arrived in New York, not given) 380 barrels of ls of bone. Sloop A, of d in a gale December 4, , of Dartmouth): — Bert Wyer, George Allen by a foul lue while fast bishai Luce (see 1773), Hussey, Benjamin Berry, t, Francis Butler, John Snow, Edward Wing, (Nantucket), William whaling-sloop, owned by Boston, were captured Port au Prince and con-

Western Islands. On June es, and owned by Nathaniel Swain, and owned by John They struck on Great Point ming.

Thomas Jenkins and Andrew Myrick, of Nantucket, brigantine Windsor; Stephen Kidder, master.

Thomas Jenkins and Stephen Hussey, of Nantucket, brigantine Polly; John Barnard, master.

Thomas Jenkins and Andrew Myrick, of Nantucket, sloop Mary; Barzillai Swain, master.

Josiah Coffin, esq., Richard Mitchell, jr., Thomas Jenkins, and Andrew Myrick, of Nantucket, brigantine Donahoe, brigantine Dover, sloop Nightingale, schooner Delight, brigantine Britannia, sloop Success, sloop Conway,\* brigantine Monmouth, sloop Dove, brigantine Mayflower, brigantine Polly, brigantine Bedford, schooner Dighton, schooner Harrison, and brigantine Enterprise.

Thomas Jenkins and Andrew Myrick, of Nantucket, brigantine Hawk; George Clark, master.

Same parties, schooner Raven; Seth Mayo, master.

Same parties, schooner Adventure; James Coffin, master.

Same parties, brigantine Hannah; Nathan Folger, master.

Francis Rotch and Leonard Jarvis, of Dartmouth, brigantine Falkland; William Covell, master.

Same parties, sloop Defiance; Jonathan Mitchell, master.

Same parties, brigantine Fox; Silas Butler, master.

Same parties, brigantine George; Thomas Barning, master.

Same parties, brigantine Enterprise; James Whippey, master.

Aaron Lopez, of Newport, and Leonard Jarvis, of Dartmouth, ship Africa; Joseph Ripley, master.

Same parties, brig Minerva; John Locke, master.

Joseph Russell, Isaac Howland, Barnabas Russell, and Caleb Greene, of Dartmouth, schooner Juno; George Shockley, master.

David Shepherd, Seth Russell, David Sowle, Abraham Smith, brigantine Kezia; David Sowle, master.

John Alden and Walter Spooner, of Dartmouth, schooner Grampus; Job Springer, master.

Samuel Smith, jr., and Marshall Jenkins, of Edgartown, brigantine Frederick; Edmund Cottle, master.

Shubael Cottle and John Pease, jr., of Edgartown, sloop Hannah; Jesse Luce, master.

Jonathan Allen and Thomas Cooke, of Edgartown, schooner Spermaceti; John Pease, master.

Joseph Nye, jr., and Nathaniel Freeman, of Sandwich, schooner Catharine; Jonathan Coffin, master.

Same parties, schooner Elizabeth; Henry Folger, master.

\*According to the certificates, the sloop Conway, Bartlett Coffin commander, landed 200 barrels of oil at Falmouth; the brig Donahoe, Nathaniel Coleman, 201 barrels (from coast of Brazil); brig Polly, John Barnard, 220 barrels (from Brazil); sloop Mary, Barzillai Swain, 200 barrels and 1,000 pounds bone (brought by brig Liberty, Henry Folger); brig Hawk, George Clark, 200 barrels (from Brazil); schooner Raven, Seth Mayo 200 barrels (from Brazil); Mayflower, Charles Coleman, 200 barrels; all 1776.

cket, brigantine Wind.

Nantucket, brigantine

antucket, sloop Mary;

as Jenkins, and Andrew

brigantine Dover, sloop

nia, sloop Success, sloop

brigantine Mayflower,

Dighton, schooner Har-

cket, brigantine Hawk;

master.

offin, master.

olger, master.

month, brigantine Falk-

hell, master.

master.

ening, master.

Whipsey, master.

vis, of Dartmouth, ship

aster.

assell, and Caleb Greene,

y, master.

, Abraham Smith, brig-

ath, schooner Grampus;

Edgartown, brigantine

gartown, sloop Hannah;

rtown, schooner Sperm-

of Sandwich, schooner

olger, master.

ett Coffin commander, landed

iel Coleman, 201 barrels (from

rom Brazil); sloop Mary, Bar-

by brig Liberty, Henry Fol-

; schooner Raven, Seth Mayo

200 barrels; all 1776.

David Nye, of Wareham, and Ebenezer White, of Rochester, schooner Desire; George Smith, master.

Francis Rotch and Leonard Jarvis, of Dartmouth, brigantine Ann; Simeon Coffin, master.

Same parties, brig Royal Charlotte; William Roberts, master. Lemuel Williams and William Tallman, of Dartmouth, sloop Neptune; Luther Burgess, master.

Nathaniel Curtis, of Stoughton, Caleb Davis, late of Boston, now of Bedham, schooner Betsey; Nathaniel Curtis, master.

These bonds are all filed from August, 1775, to early in January, 1776, none appearing after the latter date.

The Bedford, of Nantucket, sailed in 1776 for Brazil Banks, and arrived March 13, 1777, full.

180 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling.

NOTE.—Where the tables are incomplete it is because

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1784.</b>				
<i>District of Boston, Mass.</i>				
Chance .....	Schooner	..	— Cook .....	.....
Friendship .....	Sloop	..	— House .....	.....
Fortune .....	Brig	..	— Kendrick .....	.....
Nancy .....	do	70	John Rich .....	.....
Nancy .....	Schooner	60	Elisha Cobb .....	.....
Peace and Plenty .....	do	60	Peter Well .....	.....
			— Collins .....	.....
<p>Two or three small whaling-vessels arrived in Boston in June, 1784, clean.</p> <p style="text-align: center;"><i>Sag Harbor, N. Y.</i></p> <p>A ship and a brig sailed in 1784 for the Atlantic whale-fishery, but made poor voyages, returning the same year or early in 1785.</p> <p style="text-align: center;"><i>New London, Conn.</i></p>				
Rising Sun .....	Sloop	..	— Squires .....	.....
<i>Providence, R. I.</i>				
Industry .....	Brig	..	— Swain .....	.....
<b>1785.</b>				
<i>Sag Harbor, N. Y.</i>				
America .....	Brig	..	.....	.....
Lucy .....	do	..	.....	B. Huntting .....
<i>Port of Boston, Mass.</i>				
Betsy .....	Schooner	40	Parnal Cook .....	.....
Constance .....	Brig	90	John Witherell .....	.....
Industry .....	Schooner	55	H Ezekiah Doane .....	.....
Lucy .....	do	23	Solomon Clark .....	.....
Nancy .....	Sloop	45	David Foster .....	.....
Nancy .....	Brig	70	John Rich .....	.....
Peacock .....	do	90	Jacob Higgins .....	.....
Polly .....	Sloop	..	— Cottle .....	.....
Speedwell .....	Schooner	20	Stephen Sears .....	.....
<i>Wellsfleet, Mass.</i>				
Ranger .....	Schooner	85	Stephon King .....	.....
Sculpion .....	do	40	Daniel Covel .....	.....
<i>Hingham, Mass.</i>				
Nancy .....	do	60	Elisha Cobb .....	.....
<i>Plymouth, Mass.</i>				
Hannah .....	do	59	Winslow Lewis .....	.....
<i>Newburyport, Mass.</i>				
Chance .....	Brig	70	Barnabas Clark .....	.....
<i>Dartmouth, Mass.</i>				
Hero .....	Sloop	..	Joshua Delano .....	.....
<b>1786.</b>				
<i>Boston, Mass.</i>				
Betsy .....	Schooner	40	Solomon Cook .....	.....
Constance .....	Brig	90	John Witherell .....	.....

showing returns of whaling-  
ables are incomplete it is because

vessels sailing from American ports.  
the data cannot be obtained to fill them out.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic		Oct. 9, 1784				No report of oil.
do		Sept. 18, 1784				Do.
do		Oct. 9, 1784				Do.
do		Oct. 16, 1784				Do.
do		Oct. 16				Do.
do		Oct. 9, 1784				No further report.
do		Oct. 14				Do.
do	May 20					
do		July —, 1784	300	100		
Brazil Barks		June 4, 1785			300	Bought from Middletown, Conn., 1785.
		May 15, 1785			360	
B. Hunting		Nov. 7				No report.
		Apr. 27				Do.
		Apr. 9				Do.
		Apr. 5				Do.
		Apr. 30				Do.
		Aug. 27	May 24, 1786			Do.
		May 9	June 14, 1786			Do.
		Apr. 14	Oct. —, 1785			Do.
		Apr. 14				Do.
		Sept. 30	Apr. 15, 1786			Do.
		Oct. 26				
		Apr. 6				Do.
		Apr. 15				Do.
		Sept. 30	Apr. 15, 1786			Do.
		Apr. 27				Do.
Atlantic		July 4				
		Mar. 30				
		May 23				

## 182 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1786.</b>				
<i>Boston, Mass.—Continued.</i>				
Friendship .....	Sloop ..	60	Jonathan Snow .....	
Nancy .....	Schooner	90	Richard Reh .....	
Nancy .....	Brig .....	70	do .....	
Penelope .....	do .....	70	Hezekiah Doane .....	
<i>Hingham, Mass.</i>				
Nancy .....	Schooner	60	Elisha Cobb .....	
<i>Braintree, Mass.</i>				
Fortune .....	do .....	38	Jonathan Howes .....	
<i>Wellfleet, Mass.</i>				
Ranger .....	do .....	85	Stephen King .....	
Sculphon .....	do .....	40	Daniel Covell .....	
Wellfleet .....	do .....	40	Barnabas Atwood .....	
<i>Plymouth, Mass.</i>				
Hannah .....	do .....	50	{ Winslow Lowia .....	
			{ Shubael Sweet .....	
<i>Bristol.</i>				
Dispatch .....	Sloop ..	48	John Collins .....	
There were a few vessels belonging to Hudson, N. Y., engaged in whaling and sealing at this time.				
<b>1787.</b>				
There is no report of vessels from Nantucket or New Bedford for 1784, 1785, 1786, and 1787, though beyond a doubt several sailed each year.				
<i>Dartmouth, Mass.</i>				
Rainbow .....	Sloop ..		Joshua Delano .....	
<i>Boston, Mass.</i>				
Nancy .....	Brig .....		— Snow .....	
A Boston schooner from a South Atlantic voyage was wrecked off Cape Hatteras; lost captain, mate, and five men, and considerable oil, (had taken 180 barrels;) was towed into some Rhode Island port by a sloop.				
<b>1788.</b>				
<i>Nantucket, Mass.</i>				
Fox .....	Brig .....		Barzillai Folger .....	
Harmony .....	Ship .....		Seth Folger .....	
Industry .....	do .....	172	Gilbert Folger .....	
Sally .....	do .....	104	Joseph Chase .....	
Spy .....	do .....		William Fitch .....	
	do .....		Barzillai Coleman .....	
	do .....		Benjamin Clark .....	
<i>Gloucester, Mass.</i>				
Sea Horse .....	Brig .....		{ Elkanah Mayo .....	
			{ — Rich .....	
<i>Hudson, N. Y.</i>				
Liberty .....	do .....		— Bunker .....	

sailing from American ports—Continued.

Whaling-ground.	Date.		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
	Apr. 15					Must have arrived prior to September 2.
West Indies	June 6					
	Sept. 2					
	Apr. 15					
	Mar. 30					
	Apr. 13					
{ West Indies	Apr. 17					
	Sept. 23					
	May 13					
	Apr. 15					
West Indies	Apr. 17					
	Sept. 23					
	Apr. 20					
Atlantic						
do	Aug. 16					
		—, 1789				
		—, 1789				
{ Coast Africa		Oct. 4, 1789		600		Reported the sudden sinking of part of the shores of Woolwich Bay to a depth of 6 x fathoms.
Brazil		July —, 1789		350		



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1788.</b>				
<p>The sloop Rainbow, Capt. Joshua Delano, made a whaling voyage from Dartmouth, sailing in company with vessels commanded by El Nathan and Nathaniel Delano. On the voyage the following captains were spoken—the oil reported at the date of haling being given in brackets:—Stott (from the West Indies, 100 barrels), Cornelius Butler, Benjamin Dillingham, George Allen, Amos Kelley, Robert Neader (from the West Indies, 100 barrels), Rufus Fish (40). —Squires (30), Seth Falger (from Brazil, 500), Walter Brock (from Brazil, 500), Benjamin Hillman (40), Reuben Clark, Joseph Russell, (Nantucket), James Coffin, John Bassett (from Brazil, 600), Robert Hathaway (30), Abishai Luce, Joseph Russell (Dartmouth). The larger number of these are unquestionably from Nantucket; others from the vicinity of Dartmouth, Cape Cod, &amp;c. The Rainbow arrived July 25, and sailed again for a Gulf Stream voyage August 5. On the second cruise she spoke Thomas Allen (4), Benjamin Hillman (4), George Allen (80), Edy Coffin, Benjamin Dillingham, Robert Hathaway (15), Rufus Fish, Jonathan Cushman, Daniel Bennett (70), Prince Sherman, Prince Hatch, and Ebenezer Allen. She arrived the second time September 17.</p>				
<b>1789.</b>				
<i>Gloucester, Mass.</i>				
Polly.....	Ship.....		J. Coffin.....	
Sea Horse.....	Brig.....		Elkanah Mayo.....	
<i>Sag Harbor, N. Y.</i>				
Lucy.....	Brig.....		D. Squires.....	Benjamin Huntling.....
<i>Boston, Mass.</i>				
Sarah.....	Ship.....		C. Gardner.....	
<i>New Bedford, Mass.</i>				
	Brig.....		— Brock.....	
<i>Rhode Island.</i>				
L.....	Schooner.....	25	Solomon Lewis.....	Sylvanus Hussey.....
N.....	do.....	25	Caleb Lombard.....	do.....
<i>Hudson, N. Y.</i>				
	Brig.....			
<p>The sloop Rainbow, of Dartmouth, Joshua Delano commander, sailed from that port June 3, 1789, arriving August 7, of the same year. On her voyage she spoke Benjamin Hillman (70), Obed Cushman (1 whale), Jesse Luce, Triatram Coffin, Cornelius Butler (60), Thomas Bates, John Carver, Obed Nye, Rufus Fish, Seth Tobey, Robert Hathaway, Samuel Shockey, Thomas Cook, Thomas Snow, (in a brig, 200), Nathaniel Delano, Shubael Swain, Amos Kelley, Samuel Crosby, and Sylvanus Luce.</p>				

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date.		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
	C. Good Hope.....	Jan. —, 1791		1,600	15,000		
	.....do.....	— —, 1790		800	10,000		
Benjamin Hunting.....	Brazil.....	July —, 1790		800			
	Woolwich Bay.....	— —, 1790		900			
	Atlantic.....	Sept. 21, 1789	40	54			
Sylvanus Hussey.....	.....do.....	Sept. 21, 1789	61	90			
	Brazil.....	Oct. —					Probably the brig Liberty.

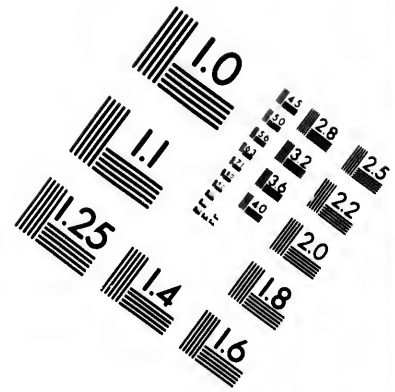
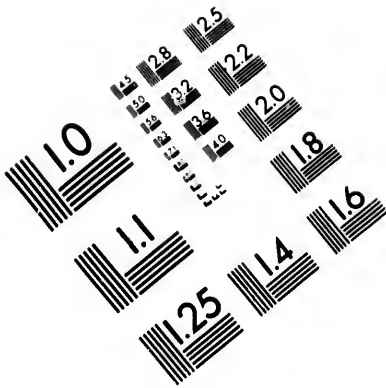
186 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

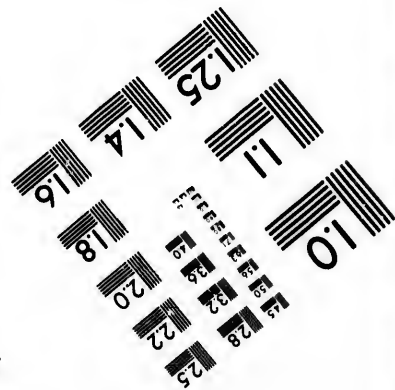
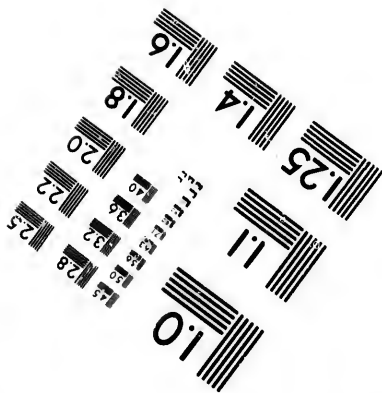
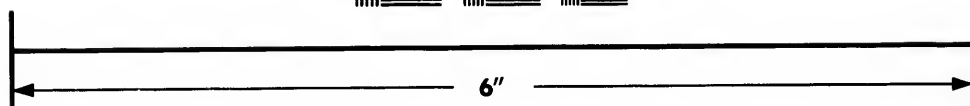
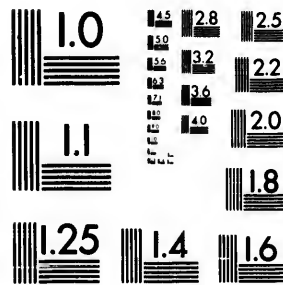
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1789.</b>				
<i>Nantucket, Mass.</i>				
Asia	Ship	.....	Elijah Coffin	.....
Africa	do	.....	William Barnard	.....
Amazon	Brig	.....	David Fillos	.....
Britannia	do	.....	Peter Fosdick	.....
Columbia	Ship	.....	Obad Barnard	.....
Fox	Brig	.....	Harzillu Folger	.....
Favourite	Ship	.....	Silas Jones	.....
Harlequin	Brig	.....	Benjamin Whippy	.....
Industry	Ship	172	Gilbert Folger	.....
Leo	Brig	217	William Clisby	.....
Minerva	Ship	200	S. Coffin	.....
Mary Ann	do	.....	T. Folger	.....
Manilla	Brig	.....	David Barnard	.....
Nantucket	Ship	.....	B. Folger	.....
Ranger	do	.....	William Swain	.....
Rebecca	do	.....	Seth Folger	.....
Trial	Brig	.....	George Chas.	.....
Venus	Brig	.....	Obad Eldridge	.....
Warren	Ship	.....	Robert Mender	.....
.....	do	.....	Baxter	.....
<i>Cape Cod, Mass.</i>				
Codfish	Schooner	.....	John Collins	.....
Endeavour	do	.....	Paul Cook	.....
Patty	do	.....	Benjamin Hopkins	.....
.....	Ship	.....	..... Cobb	.....
.....	do	.....	Pardon Cook	.....
.....	do	.....	J. Cook	.....
.....	do	.....	Ryder	.....
.....	do	.....	Alcott	.....
.....	do	.....	Solomon Cook	.....
<b>1790.</b>				
<i>Nantucket, Mass.*</i>				
The sloop Industry, Capt. Joshua Delano, sailed from New Bedford May 28, 1790, returned July 9, and sailed a second time July 20. She spoke <i>Cornelia</i> Marchant [70], — Covell [New Bedford], James Banning [Wareham], Thomas Cook [50], Joseph Kersey [130], John Carver, and Henry Fish [24].				
<b>1791.</b>				
<i>Nantucket, Mass.</i>				
Alliance	Ship	.....	Bartlett Coffin	.....
Beaver	do	.....	Paul Worth	.....
Diana	do	.....	Timothy Long	.....
Favourite	do	.....	Obad Barnard	.....
Hector	do	.....	Thomas Brock	.....
Rebecca	do	.....	Seth Folger	.....
Washington	do	.....	George Bunker	.....
Warren	do	.....	Robert Mender	.....
<i>New Bedford, Mass.</i>				
Rebecca	Ship	175	Joseph Kersey	.....
<i>Boston district, Mass.</i>				
Charlotte	Schooner	.....	John Collins	John Collins
Enoch	Ship	46	Zaccheus Higgins	Enoch Rust

\* No report of arrivals or





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HISTORY OF THE AMERICAN WHALE FISHERY. 187

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
.....	Aug. 27	.....	.....	.....	.....	
.....	Aug. 27	.....	.....	.....	.....	
.....	Aug. 27	June 16, 1790	.....	.....	.....	
Woolwich Bay	Sept. 1	.....	.....	770	.....	
.....	Sept. 11	.....	.....	.....	.....	
.....	Sept. 14	.....	.....	.....	.....	
Woolwich Bay	Sept. 11	.....	.....	750	.....	
.....do	Sept. 1	.....	.....	951	.....	
.....do	Aug. 27	June 15, 1790	.....	1,160	.....	
Woolwich Bay	.....	.....	.....	1,140	.....	
.....do	.....	.....	.....	.....	.....	
.....do	Aug. 27	.....	.....	920	.....	
.....do	.....	.....	.....	1,160	.....	
.....do	Sept. 1	.....	.....	.....	.....	
.....do	Sept. 1	.....	.....	.....	.....	
.....do	Sept. 11	May 17, 1790	.....	.....	.....	
.....do	Sept. 20	June 17, 1790	.....	.....	.....	
.....do	Sept. 3	.....	.....	.....	.....	
Brazil	Oct. —	.....	.....	.....	.....	
Straits Belleisle	.....	Oct. 6, 1789	80	125	1,300	
Africa	.....	.....	69	.....	.....	
Straits Belleisle	.....	Oct. —, 1789	80	125	1,300	About.
.....do	.....	Aug. —, 1789	50	125	1,300	About.
.....do	.....	Oct. —, 1786	50	125	1,300	Do.
.....do	.....	.....	80	125	1,300	Do.
.....do	.....	.....	50	125	1,300	Do.
.....do	.....	.....	50	125	1,300	Do.
.....do	.....	.....	50	125	1,300	Do.
.....do	.....	.....	50	125	1,300	Do.
Dalago Bay	Oct. —	Feb. 15, 1791	.....	.....	.....	Captain Coffin died; the ship made a poor voyage.
Pacific Ocean	Aug. —	Mar. 25, 1793	1,100	290	.....	Built 1791; the first American whaler in the Pacific. She was ordered out of Lima without supplies, and ordered off the coast by the Spaniards.
Brazil	.....	.....	.....	.....	.....	Heeter built 1794.
.....do	.....	.....	700	500	.....	
Pacific Ocean	Apr. 8, 1793	.....	600	240	.....	The Washington was the first vessel to hoist the American flag in a Spanish Pacific port. Built 1794.
.....do	Apr. 30, 1793	.....	800	400	.....	
.....do	Apr. 8, 1793	.....	800	400	.....	
.....do	.....	.....	.....	.....	.....	
Pacific Ocean	.....	Feb. 21, 1793	750	150	.....	The first New Bedford whaler in the Pacific.
Atlantic	.....	Sept. 15, 1791	.....	60	1,00	Probably sailed one or two voyages each year to 1794, when she surrendered her enrollment.
.....do	.....	.....	.....	.....	.....	

departures for 1790 is accessible.



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1791.</b>				
<i>Boston district, Mass.—Continued.</i>				
Mars	Schooner	.....	Matthias Rich	Matthias Rich
Rising Sun	do	.....	do	do
Union	do	161	John Rich	.....
<i>Gloucester, Mass.</i>				
Two Friends	Brig	.....	— Mayo	.....
<b>1792.</b>				
<i>Nantucket, Mass.</i>				
Amazon	Brig	.....	David Giles	.....
Fox	Ship	.....	Daniel Kelley	.....
Hero	do	.....	Obed Eldridge	.....
Harmony	do	.....	James Chase	.....
Harlequin	do	.....	Benjamin Whippey	.....
Industry	do	172	Gilbert Folger	.....
Juno	do	.....	George Clark	.....
Leo	Brig	217	William Gilsby	.....
Minerva	Ship	.....	Seth Collin	.....
Maria	do	.....	— Hillman	.....
Mary Ann	do	.....	Tristram Folger	.....
Ranger	Brig	194	William Swain	.....
Sally	Ship	.....	James Brown	.....
Sea Fox	Ship	.....	.....	.....
Venus	Brig	.....	.....	.....
<i>New Bedford district, Mass.</i>				
Betsy	Sloop	.....	— Blankenship	.....
Columbia	Ship	.....	Joseph Bennett	.....
Eliza	do	.....	B. Coleman	.....
Lively	Schooner	.....	Rowland Gibbs	.....
Polly	Brig	.....	— Cottle	.....
Polly and Betsey	Schooner	.....	T. Nye	.....
Tryall	Sloop	.....	— Gibbs	.....
Union	Brig	.....	— Hamuatt	.....
<i>Boston, Mass.</i>				
.....	Ship	.....	— Lee	.....
<i>New York, N. Y.</i>				
Josephus and tender	Ship	.....	— Youte	.....
<b>1793.</b>				
<i>Nantucket, Mass.</i>				
Amazon	Brig	.....	David Giles	.....
Beaver	Ship	.....	Paul Worth	.....
Britannia	Brig	.....	Joseph Weyer	.....
Columbia	Ship	.....	Alpheus Collin	.....
Favourite	do	.....	Obed Barnard	.....
Favorite	do	.....	David Folger	.....
Hector	do	.....	Thomas Brook	.....
Hero	do	313	Obed Aldridge	.....
Industry	do	172	William Fosdick	.....
Lydia	do	160	Zenas Collin	.....
Leo	Brig	217	William Gilsby	.....
Merla	Ship	200	— Cash	.....
Minerva	do	.....	Peter Myrick	.....
Manilla	do	.....	Andrew Barnard	.....
Mary Ann	do	.....	Tristram Folger	.....
Polly	Brig	.....	— Pinkham	.....
Ranger	Ship	.....	Starbuck	.....
Rebecca	do	.....	Gilbert Folger	.....
Ruby	do	.....	Seth Folger	.....
Swallow	Schooner	.....	Isaiah Clark	.....
.....	.....	.....	Latham Gardner	.....

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Matthias Rich	Atlantic		Sept. 8, 1791		6	900	
	do		Nov. 10				
	Brazil		June 19, 1792	100	900		
	Brazil		July 23, 1793		650		
	Woolwich		Nov. 1, 1793		800		
	do		Oct. 16, 1793		1,300		
	do		Oct. 16, 1793		800		
	do		Nov. 1, 1793		800		
	Brazil		May 3, 1793		900		
	do		Nov. —, 1793		600		
	Africa		July 23, 1793		550		
	Brazil		June 6, 1793		1,300		
	do		Mar. 27, 1794	730	90		
	Pacific Ocean		Aug. —, 1793		1,100		Built 1792.
	do		June 6, 1793		1,100		
	Woolwich		Oct. 16, 1793		700		
	Woolwich		Nov. —, 1793		500		
	Atlantic		Dec. —, 1792				
	Brazil		July 26, 1793		900		
	Woolwich		Dec. —, 1793		1,800		
	Atlantic		Nov. —				
	do		Dec. —, 1792				
	do		Dec. —				
	do		Dec. —				
	do		Dec. —				
	Falkland and Pacific.		June 1				Whaling and sealing.
	Pacific Ocean						
	Brazil	Oct. 16	June 30, 1794				
	Woolwich	Aug. 5	May 16, 1794				
	Brazil	Aug. 5	Sept. 16, 1794				
	Coast Peru	Sept. 15	June 22, 1794				
	do	July 13					
	do	Dec. 16					
	do	Aug. 17	—, 1794				
	do	Dec. 6	—, 1795				
	Brazil	Aug. 3	May 16, 1794				
	do	Oct. 10	July 6, 1794				
	do	Sept. 11	June 21, 1794				
	Atlantic		July —, 1793	100			
	Brazil	Aug. 9	July 14, 1794			900	
	do	Aug. 9	May 31, 1794				
	do	Dec. 12					
	Bahamas		—, 1793	Clean			
	Cape Good Hope	Oct. —	—, 1794				
	Brazil	Aug. 5	June 19, 1794				
	do	Aug. 17					
	Falkland	Sept. 14	May 17, 1794				Whaling and sealing.

190 REPORT OF COMMISSIONER OF FISII AND FISHERIES.

Table showing returns of whaling-vessels.

Name of vessel	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1793.</b>				
<i>Nantucket, Mass.</i>				
Swan .....	Ship	.....	Swain .....	.....
Union .....	do	.....	Gratton Gardner .....	.....
Washington .....	do	.....	Solomon Smith .....	.....
Warren .....	do	.....	Matthew Starbuck .....	.....
<i>New Bedford district, Mass.</i>				
Atlantio .....	Brig	.....	L. Stott .....	.....
Beaver .....	do	.....	Isalah Burgess .....	.....
Columbia .....	Sloop	.....	P. Fish .....	.....
Friendship .....	do	.....	Butler .....	.....
Keziah .....	Sloop	.....	Oliver Adams .....	.....
Mary .....	Brig	.....	B. Pease .....	.....
Nancy .....	do	.....	S. Cunningham .....	.....
Russell .....	do	.....	F. Butler .....	.....
Rebecca .....	Ship	175	Joseph Kersey .....	.....
Swan .....	Schooner	.....	Eldredge .....	.....
<i>Providence, R. I.</i>				
Ranger .....	Snow	.....	Bradley .....	.....
<i>Gloucester, Mass.</i>				
.....	Ship	.....	Jona. Collin .....	.....
<b>1794.</b>				
<i>Nantucket, Mass.</i>				
Boston Packet .....	Ship	.....	Easty .....	.....
Cato .....	do	.....	Swain .....	.....
Commerco .....	do	.....	A. Gardner .....	.....
Fox .....	do	.....	Joy .....	.....
Hector .....	do	.....	Thomas Brock .....	.....
Hudson .....	do	.....	Gratton Gardner .....	.....
Joanna .....	do	.....	Fosdick .....	.....
Minerva .....	do	200	William Myrick .....	.....
Ranger .....	do	.....	William Swain .....	.....
Uniba .....	do	.....	Gardner .....	.....
<i>New Bedford district, Mass.</i>				
Atlantio .....	Brig	120	J. Parker .....	John Alden .....
Beaver .....	do	.....	I. Burgess .....	.....
Eliza .....	do	.....	B. Coleman .....	.....
Hero .....	Sloop	.....	B. Summerton .....	.....
Industry .....	do	60	William Taber .....	John Alden .....
Keziah .....	do	.....	Oliver Adams .....	.....
Rebecca .....	Ship	175	Gardner .....	.....
Swan .....	Schooner	70	N. Mayhew .....	John Alden .....
Sally .....	do	150	Step. Cunningham .....	do .....
<i>Wareham, Mass.</i>				
Nabby .....	Schooner	.....	Thomas Gibbs .....	.....
<i>Sag Harbor, N. Y.</i>				
Lucy .....	Brig	.....	Rogers .....	.....
<i>Gloucester, Mass.</i>				
Polly .....	Ship	.....	E. Mayo .....	.....
<i>Boston district, Mass.</i>				
Betsy .....	Schooner	52	Joseph Hatch .....	Enoch Rust .....
Hope .....	do	55	Stephen King .....	Daniel Sargent .....
Nancy .....	do	61	John Collins .....	Joseph Russell .....

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Brazil	July 14, 1794	July 14, 1794	Bbls. 400			The Union did not anchor once on the voyage, and the only land she sighted was Cape Augustine on the way home.
	Aug. 18	June —, 1794	1,280			
Pernand Chill	July 10	May 16, 1795	700			About.
	Sept. 15					
Atlantic	Jan. —					Lost a man overboard and returned clean.
Delago Bay	Sept. 20	Nov. 3, 1795	100			
Atlantic	Jan. 5	Oct. 11, 1794	550	500		Lost a man overboard and returned clean.
Cape Good Hope	Jan. 11	Nov. 8, 1793				
Brazil	Jan. —					Had 350 barrels at last report.
	Jan. —	Apr. 26, 1794	1,000			
Brazil		—, 1794				Had 900 barrels at last report.
Woolwich		Oct. —, 1795		Full		Was built on wreck of brig Fame, burned at Fairhaven 1792.
Delago Bay		Jan. —, 1796		Full		
Woolwich		Oct. —, 1795		Full		Last reported with 16 barrels.
Pacific Ocean		Oct. 3, 1795		Full		
Delago Bay		Feb. —, 1796				Last reported with 750 barrels.
Pacific Ocean		Aug. —, 1796	1,100	400		
Woolwich		Oct. 3, 1795		Full		Put into the West Indies in November or December, 1795, in distress. Probably arrived home early in 1796.
Brazil		Oct. 3, 1795		1,200		
Woolwich		Oct. 3, 1795		Full		Surrendered her license 1795. Find no other report.
Atlantic	May 17	Sept. 17, 1794	60			
Woolwich	Jan. 11	Oct. 30, 1794	80			Find no other report.
Atlantic	June 21	Aug. 19, 1794		Clean		
West Indies	Jan. 25	Oct. 14, 1794		Clean		Do.
Brazil	July —	Aug. 22, 1794		Clean		
Atlantic	Sept. 17, 1794	Sept. 17, 1794	40			Was built on wreck of brig Fame, burned at Fairhaven 1792.
Cape Good Hope	Feb. 8	Apr. —, 1795		900		
Atlantic						Last reported with 16 barrels.
Brazil						Last reported with 750 barrels.
Woolwich				1,400		Put into the West Indies in November or December, 1795, in distress. Probably arrived home early in 1796.
Atlantic						Surrendered her license 1795. Find no other report.
do						Find no other report.
do						Do.

John Alden  
John Alden  
John Alden  
John Alden  
Enoch Rust  
Daniel Sargent  
Joseph Russell

Table showing returns of whaling-returns.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1794.</b>				
<i>Boston district, Mass.</i>				
Polly .....	Schooner	69	Pardon C. Cook .....	Solomon Cook .....
Paulina .....	do	74	Richard Atwood .....	Naaman Holbrook .....
<i>East Haddam, Conn.</i>				
Commerco .....	Ship			
<b>1795.</b>				
<i>Nantucket, Mass.</i>				
Alliance .....	Ship		V. Pense .....	
Beaver .....	do		Long .....	
.....	do		Paul Worth .....	
Cesar .....	do		S. Smith .....	
.....	do		W. Easton .....	
Harlequin .....	do		Clark .....	
Union .....	do		Barney .....	
<i>New Bedford district, Mass.</i>				
Ann .....	Ship		Coleman .....	
Berkeley .....	do			
Commerco .....	do		Handy .....	
Delaware .....	do		Tuckerman .....	
Industry .....	Sloop	60	John Carver .....	John Alden .....
James .....	Ship		Obed Folger .....	
Lydia .....	do		Obed Fitch .....	
Rebecca .....	Ship	175	Gardner .....	
Suzy .....	do		Barzillai Hussey .....	
Union .....	do		J. Barney .....	
<i>Providence, R. I.</i>				
Ranger .....	Snow		Edward Cole .....	
<i>Hudson, N. Y.</i>				
American Hero .....	Ship		Solomon Bunker .....	
<b>1796.</b>				
<i>Nantucket, Mass.</i>				
Alliance .....	Ship		Pense .....	
Brothers .....	do	256	I. Coffin .....	
Beaver .....	do		Long .....	
Cato .....	do		V. Swait .....	
.....	do		Folger .....	
.....	do		David Giles .....	
Hero .....	do	313	Aldridge .....	
Leo .....	do	217	William Cash .....	
Lion .....	do		A. Barnard .....	
Mary .....	do		D. Folger .....	
Rebecca .....	do		S. Long .....	
.....	do		Uriah Bunker .....	
<i>Providence, R. I.</i>				
Ranger .....	Snow		Edward Cole .....	
<i>Hudson, N. Y.</i>				
.....	Ship		Clark .....	

ing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
				Bbls.	Bbls.	Lbs.	
Solomon Cook	Atlantic						Find no other report. Surrendered enrollment 1795.
Naaman Holbrook	do						Find no other report. Belonged in Barnstable.
		Feb. 6					Cleared from New London.
	Woolwich	Dec. 15, 1796			1,100		Returned dismasted in October. Arrived early in 1797.
	Brazil	—, 1796			1,100		
	Pacific Ocean	Aug.	Jan. —, 1797				Put into Charleston, S. C., with loss of mainmast, cross-trees, quarter-rails and boards, and boat's stove. Took 36 whales; saved 25.
	Pacific Ocean						Last reported with 700 sperm.
	Brazil	Dec. —	May —, 1797		1,100		At Charleston, S. C., in distress in October, 1796.
	Woolwich		—, 1796		900	7,000	
	Pacific Ocean	Jan. 11, 1798		1,750			Bull at North River, 1795.
	Woolwich	June 21, 1797			1,400		
		Aug. 22				700	Clean
	Woolwich	June 21, 1797					
John Alden	Atlantic	Aug. 20, 1795		20			Lost both boats first voyage.
	Woolwich	July	Oct. 17, 1795			1,250	Last reported with 1,250 whale.
	do	Aug. 11	—, 1796				Last reported January 29, 1797, at Antigua, in distress.
		July 28					
	Woolwich	July 7					
	Brazil	July 31					
	Woolwich		—, 1796			470	
	Pacific Ocean		—, 1797				
	Woolwich Bay	Dec. 15, 1796			1,100		Last reported with 600 sperm.
	Brazil		—, 1797		1,100		Last reported with 1,000 whale.
	Woolwich Bay	Feb. 4					Captain Cash was killed by the first whale struck.
	Woolwich Bay						Last reported with 700 whale.
	Brazil	July —, 1797					Last reported with 850 whale.
	St. Helena	Dec. —, 1796				170	
	Delago Bay						

194 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1796.</b>				
<i>Boston, Mass.</i>				
Polly .....	Schooner	69	Parson C. Cook .....	Enoch Rust .....
Sarah .....	Ship		George Pollard .....	
<b>1797.</b>				
<i>Nantucket, Mass.</i>				
Alliance .....	Ship		Hezekiah Barnard .....	
Beaver .....	do		Nathan Long .....	
Commerce .....	do		Amuziah Gardner .....	
Cesar .....	do		Solomon Swain .....	
Diana .....	do		— Swain .....	
Eagle .....	do		— Clashby .....	
Fortitude .....	do		Obed Paddock .....	
.....	do		Obed Aldridge .....	
.....	do		Alpheus Coffin .....	
.....	do		David Giles .....	
Hope .....	do		Benjamin Worth .....	
Hector .....	do		D. Folger .....	
Mars .....	do	221	Andrew Myrick .....	
Ruby .....	do		.....	
Renown .....	do		Simon Starbuck .....	
Titus .....	do		.....	
<i>New Bedford district, Mass.</i>				
Barclay .....	Ship		Griffin Barney .....	
Bellford .....	do		Jonathan Barney .....	
Betsey .....	Schooner		N. Mayhew .....	John Alden .....
Commerce .....	Brig		.....	John Alden .....
Fox .....	Ship		.....	John Alden .....
Industry .....	Sloop		.....	John Alden .....
Juno .....	Ship		W. Clark .....	.....
.....	Ship		W. Easton .....	.....
Lydia .....	Ship		Obed Fitch .....	.....
Maria .....	do		— Paddock .....	Samuel Proctor .....
Nancy .....	Sloop		.....	.....
Polly .....	Brig		G. Whippley .....	.....
President .....	Ship		— Pinkham .....	John Alden .....
Swan .....	Schooner		.....	.....
Warren .....	Ship		— Talley .....	.....
Wareham .....	do		— Clark .....	.....
<i>New York, N. Y.</i>				
Maryland .....	Ship		— Liscomb .....	.....
<i>Hudson, N. Y.</i>				
American Hero .....	Ship		William Pitts .....	.....
Oswego .....	do		George Clark .....	.....
<i>Boston district, Mass.</i>				
Betsey .....	Schooner	52	Joseph Hatch .....	Enoch Rust .....
Enoch .....	do	46	Zacchens Higgins .....	do .....
<b>1798.</b>				
<i>Nantucket, Mass.</i>				
Favourite .....	Ship		Thaddens Folger .....	.....
Leo .....	do	217	Joseph Allen .....	.....
Phoebe .....	do		Edward Coffin .....	.....
Ruby .....	do	221	Andrew Myrick .....	.....

\* So many Nantucket captains commanded French and English whalers that one may occasionally be found from the marine lists of the papers of the time.

ing returns of whaling-vessels

sailing from American ports—Continued.

	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
.....	Enoch Rust.....	Atlantic.....	May 30	Dec. 9, 1797	.....	.....	.....	No report.
.....	.....	Brazil.....	.....	.....	.....	.....	.....	Last reported with 1,100 whale.
.....	.....	Pacific Ocean.....	.....	Oct. 18, 1799	.....	.....	.....	Nearly full.
.....	.....	Woolwich.....	.....	Dec. 30, 1798	.....	1,300	.....	.....
.....	.....	Pacific Ocean.....	July 5	Sept. 25, 1799	4,000	300	.....	Captain Gardner, mate, and boats' crew barbarously treated by the Spaniards at Saint Mary's, January, 1799.
.....	.....	do.....	.....	Oct. —, 1799	1,000	.....	.....	Nearly full.
.....	.....	do.....	.....	Mar. 8, 1799	.....	Full.	.....	.....
.....	.....	do.....	.....	Mar. 4, 1799	.....	Full.	.....	.....
.....	.....	do.....	.....	Mar. 18, 1799	.....	.....	.....	Nearly full.
.....	.....	do.....	.....	Dec. 29, 1799	.....	.....	.....	.....
.....	.....	do.....	.....	Nov. —, 1799	.....	Full.	.....	.....
.....	.....	do.....	.....	Dec. 25, 1798	.....	.....	.....	.....
.....	.....	Pacific Ocean.....	.....	Feb. 5, 1800	4,000	50	.....	.....
.....	.....	do.....	.....	—, —, 1799	1,250	15	.....	.....
.....	.....	do.....	.....	Nov. —, 1799	800	.....	.....	.....
.....	.....	do.....	Aug. 25	June 26, 1799	700	500	.....	Also 21,000 seal-skins.
.....	.....	do.....	July 5	Sept. 26, 1799	1,000	200	.....	.....
.....	.....	Atlantic.....	May 31	Oct. 14, 1797	.....	Clean	.....	.....
.....	John Alden.....	do.....	.....	.....	.....	.....	.....	.....
.....	John Alden.....	Atlantic.....	Jan. 9	.....	.....	.....	.....	.....
.....	.....	Pacific Ocean.....	Jan. —	Apr. 12, 1799	1,200	50	.....	From Dartmouth; out 15 days.
.....	.....	Atlantic.....	July —	July —, 1797	30	.....	.....	.....
.....	.....	Pacific Ocean.....	July 8	Feb. —, 1799	950	400	.....	.....
.....	.....	do.....	.....	Mar. 15, 1798	.....	.....	.....	.....
.....	Samuel Proctor.....	Atlantic.....	.....	—, —, 1797	.....	.....	.....	.....
.....	.....	Africa.....	.....	.....	.....	.....	.....	.....
.....	.....	Pacific Ocean.....	Apr. 20	Apr. 1, 1799	1,300	50	.....	.....
.....	John Alden.....	Grand Banks.....	.....	—, —, 1797	.....	.....	.....	.....
.....	.....	South Atlantic.....	.....	Dec. —, 1798	150	250	.....	.....
.....	.....	Pacific Ocean.....	July 5	Sept. 24, 1798	.....	Full.	.....	Built 1797.
.....	.....	Pacific Ocean.....	Aug. 25	—, —, 1799	800	.....	.....	Fitted from New Bedford. Captain Liscomb, mate, and boats' crew captured and abused by Spaniards at Saint Mary's, but released. The vessel was captured homeward bound by a French privateer, but released, after losing 2,000 seal-skins. Brought home 20,000 skins.
.....	.....	Pacific Ocean.....	.....	.....	.....	.....	.....	.....
.....	.....	do.....	.....	—, —, 1799	1,100	100	.....	.....
.....	Enoch Rust.....	.....	.....	.....	.....	.....	.....	No report.
.....	do.....	.....	.....	.....	.....	.....	.....	Do.
.....	.....	Pacific Ocean.....	.....	Aug. 20, 1800	1,200	.....	.....	.....
.....	.....	do.....	.....	Dec. 9, 1800	800	300	.....	.....
.....	.....	South Seas.....	.....	Dec. 14, 1800	.....	Full.	.....	.....
.....	.....	Pacific Ocean.....	.....	Feb. 5, 1800	1,000	50	.....	.....

Whaling whalers that one may occasionally be

found in these returns, particularly where a large part of the work is made up prior to about 1835



196 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-results

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1798.</b>				
<i>New Bedford district, Mass.</i>				
Marla .....	Ship .....	.....	Benjamin Paddock .....	.....
Nancy .....	do .....	.....	Swain .....	.....
Rebecca .....	do .....	175	Andrew Gardner .....	.....
Wareham .....	do .....	.....	Clark .....	.....
<b>1799.</b>				
<i>Nantucket, Mass.</i>				
Industry .....	Ship .....	172	William Easton .....	.....
.....	do .....	.....	Uriah Bunker .....	.....
.....	do .....	.....	Levi Starbuck .....	.....
.....	do .....	.....	Simon Long .....	.....
Phebe .....	Sloop .....	.....	Jonathan Paddock .....	.....
Prudence .....	do .....	.....	William Joy .....	.....
Ranger .....	Ship .....	.....	.....	.....
<i>New Bedford district, Mass.</i>				
Bereby .....	Ship .....	.....	Griffin Barney .....	.....
Edward .....	do .....	.....	Jonathan Perry .....	.....
Franklin .....	do .....	.....	Tuckerman .....	.....
<b>1800.</b>				
<i>Nantucket, Mass.</i>				
Alliance .....	Ship .....	.....	Amaziah Gardner .....	.....
Belsay .....	Sloop .....	.....	Clashy .....	.....
Bluebell .....	Schooner .....	.....	Long .....	.....
Cato .....	Ship .....	.....	John Brown .....	.....
Fano .....	do .....	.....	Thomas Barnard .....	.....
Hope .....	do .....	.....	David Giles .....	.....
Juliana .....	Sloop .....	.....	Marshall .....	.....
Lydia .....	Ship .....	160	William Clark .....	.....
.....	do .....	.....	Paul Worth .....	.....
.....	do .....	.....	William Clisby .....	.....
.....	do .....	.....	Simon Long .....	.....
.....	do .....	.....	David Harris .....	.....
.....	do .....	.....	Tristram Folger .....	.....
Mary Ann .....	do .....	.....	Swain .....	.....
Ruby .....	do .....	.....	William Joy .....	.....
Ranger .....	do .....	.....	Perkins .....	.....
Tryal .....	do .....	.....	Coffin .....	.....
<i>New Bedford district, Mass.</i>				
Ann .....	Ship .....	.....	Coleman .....	.....
Dolphin .....	do .....	.....	Bennett .....	.....
Edward .....	do .....	.....	Jonathan Perry .....	.....
Maria .....	do .....	.....	Paddock .....	.....
Swain .....	Schooner .....	.....	William Taber .....	.....
Uilon .....	Sloop .....	.....	Swift .....	.....
Wareham .....	Ship .....	.....	Coleman .....	.....
.....	.....	.....	Gwinn .....	.....
<i>Norwich, Conn.</i>				
Miantonomah .....	Ship .....	.....	Swain .....	.....

...ing returns of whaling-results

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage			Remarks.
	of sailing	of arrival	Sperm-oil.	Whale-oil.	Whale-bone.	
Pacific Ocean Desolation	Dec. 25 Feb. 12	Mar. 15, 1800	Full			Fourth voyage of the Maria in five years. The first American whaler at Desolation only one English vessel there before her; was captured, homeward bound, by the French privateer Bellance, and recaptured by United States brig Eagle; value of cargo, \$50,000.
Pacific Ocean		—, 1800				The Recherche was captured by a French privateer 1799; retaken by an English vessel and sent into Nova Scotia; half of the value of vessel and cargo claimed as salvage.
Brazil Pacific Ocean		—, 1800			000	Capt. — was killed by a whale. Crew badly troubled with scurvy.
do		June 28, 1801	Full			Do.
do		June 28, 1801	Full			
Brazil		July 3, 1800	60	Full		Full; 60 barrels sperm.
Patagonia Pacific Ocean	Apr. — July 17, 1802 Oct. 27, 1801					On a whaling and sealing voyage; no report.
Pacific Ocean	Oct. 27	—, 1801				Copper-bottomed.
do		Dec. 15, 1800	Full			
South Seas		Sept. 19, 1800	1,300			
Woolwich	Aug. 18	Nov. —, 1801		Full		Took one whale.
Atlantic		Aug. 18, 1800				Took two whales.
do		Nov. —, 1801		Full		
Woolwich		June 28, 1801		Full		
South Seas	Sept. 8 Aug. 27	June 28, 1801		Full		
Brazil		Aug. 17, 1800				Took one whale.
do		May 28, 1801		1,000		One of the crew a disguised female; had been two voyages undetected.
do		Apr. 21, 1801		Full		
Bahamas		May 27, 1801		64		
Brazil		June 28, 1801		Full		
do		June 28, 1801		Full		
Woolwich		Nov. 16, 1801		Full		Ruby last reported with 000 sperm.
Pacific Ocean		Oct. 27, 1801		Full		
Pacific Ocean		July —, 1802	1,500			Condemned by the Spanish at Valparaiso 1801.
do						
Pacific Ocean		Aug. —, 1801				Last reported with 1,300 sperm.
Pacific Ocean	Aug. 14	Dec. 4, 1802				Made a poor voyage.
do		June 15, 1802	Full			
South Coast		Aug. 24, 1800	40			
do		Sept. 27, 1800	40			
South Coast		Aug. 9, 1800	65			
do		Sept. 27, 1800	Clean			Last reported with 1,100 sperm.
Pacific Ocean						
Pacific Ocean	Sept. 5					Seized by the Spanish and condemned at Valparaiso 1801.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1801.</b>				
<i>Nantucket, Mass.</i>				
Brothers .....	Ship	256	— Folger .....	
Diana .....	do	..	— Barnard .....	
Fame .....	do	17	Obad Fitch .....	
Industry .....	do	215	William Clark .....	
John Jay .....	do	215	— Allen .....	
Leo .....	do	160	— Starbuck .....	
Lydia .....	do	..	— Swain .....	
Mars .....	do	..	— Coffin .....	
Reeown .....	do	..	Gratton Gardner .....	
Union .....	do	..		
Small vessels brought from 500 to 600 barrels of humpback oil into Nantucket in 1801.				
<i>New Bedford district, Mass.</i>				
Abby .....	Brig	..	— Coffin .....	
Barelay .....	Ship	..	— Randall .....	
Diana .....	do	..	— Waterman .....	
Dolphin .....	do	..	— West .....	
Exchange .....	do	..	— Wyer .....	
Herald .....	do	..	— Gibbs .....	
Hunter .....	do	..	— Butler .....	
Hannah and Eliza .....	do	..	— Pinkham .....	
Lydia .....	Schooner	..	— Taber .....	
Oxford .....	Sloop	..		
Swan .....	Schooner	..	— Padlock .....	
<i>Boston, Mass.</i>				
Jenney .....	Schooner	..	— Leatherbee .....	
<b>1802.</b>				
<i>Nantucket, Mass.</i>				
Alliance .....	Ship	24	Amaziah Gardner .....	
Atlas .....	do	187	William Easton .....	
Boston .....	do	..	David Harris .....	
Betsy .....	Schooner	..	— Coffin .....	
Belvidero .....	Ship	..	Hezekiah Barnard .....	
Commerce .....	do	..	..	
Cato .....	do	..	Solomon Folger, Jr .....	
Criterion .....	do	229	— Joy .....	
Hope .....	do	..	Obad Joy .....	
Hazard .....	Sloop	..	..	
Harriet .....	Ship	..	Phillip Fosdick .....	
Hudson .....	do	..	Uriah Bunker .....	
Industry .....	do	17	George Russell, Jr .....	
John Jay .....	do	217	William Clark .....	
Lady Adams .....	do	23	— Fitch .....	
Mary Ann .....	do	..	Tristram Folger .....	
Minerva .....	do	20	— Jones .....	
Rebecca .....	do	..	George Chaso .....	
..	do	..	— Coffin .....	
Ranger .....	do	..	William Joy .....	
Suskey .....	do	..	David Whippley .....	
Union .....	do	..		

The Eliza, Captain — Bunker, also sailed in July, on a sealing voyage.

\*Vessels sailing for the Pacific rarely filled in that ocean, preferring to round Cape Horn on the whalers brought some right-whale oil, and, per contra, some right-whalers picked up a sperm-whale returns.

sailing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or name of vessel.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
				<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic			Aug. 12, 1802				
Woolwich			Nov. 5, 1802				Full; probably about 1,500 whale.
Brazil			Aug. 12, 1802				Full; probably about 1,500 whale.
do			July 17, 1802				
Pacific Ocean		Aug. —	Feb. —, 1803	1,000	500		
Woolwich			Nov. 5, 1802				
			Aug. 12, 1802				
			Nov. 26, 1802				
Brazil			July 17, 1802		1,400		
			Aug. 7				
Delago		Oct. 3	Nov. 14, 1802				Returned in November in consequence of some accident.
Cape G'd Hope		May —	—, 1802				
		Oct. —	—, 1802				
		Nov. —	—, 1802				
Brazil			May 3, 1803				
Woolwich			Mar. —				
Pacific Ocean			May 20, 1803				
Atlantic		Mar. 15	Aug. 11, 1801	100			Sailed in August for Atlantic; no further report.
Atlantic		Dec. 10	Oct. —, 1801	60			
			July —, 1802	110			
Atlantic		Dec. 7					
Brazil			June 31, 1803				"Most full."
Pacific Ocean		Sept. 16	Mar. 30, 1805	1,800			Had, also, some whale-oil.*
Cape G'd Hope			Jan. 2, 1804	600	300		
Cape de Verde			Aug. 12, 1802				Sailed again October 19, 1802.
Pacific Ocean			Jan. 2, 1804	800			
			May 25, 1804				Nearly full.
Pacific Ocean			Nov. 12, 1804				
Brazil		Aug. 20	Mar. 15, 1804				
South Atlantic			Aug. 11, 1803	1,000			Last reported with 40 sperm.
Atlantic		Dec. —					
Woolwich			Dec. 3, 1803		1,000		
Pacific Ocean		July —			450		
Brazil			Sept. 13, 1803		900		
Woolwich			Nov. 5, 1803		900		Last reported with 32,000 skins, bound for China.
		Aug. 24					
Woolwich			Nov. 9, 1803		900		
Pacific Ocean			Aug. —, 1804				Whaling and sealing; reported with 23,030 skins.
Brazil			Apr. —, 1803				Full.
Pacific Ocean		July —					
Brazil			Sept. 13, 1803		900		
Pacific Ocean			Sept. 1, 1804	900			Bought from Boston, 1802.
			Apr. 20, 1804				

homeward trip with a well trimmed ship and fill with right-whale oil on Brazil; hence many sperm-outward or homeward bound. Probably the gross amounts would not, however, vary much from the

preferring to round Cape Horn on the right-whalers picked up a sperm-whale,

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1802.</b>				
<i>New Bedford district, Mass.</i>				
Abby	Brig	.....	Solomon Collin	.....
Diana	Ship	.....	Waterman	.....
Dolphin	do	.....	West	William Rotch
Hannah and Eliza	do	.....	.....	.....
Hunter	do	.....	Butler	.....
Herald	do	.....	Hathaway	.....
Lacy	Schooner	.....	Pinkham	.....
Maria	Ship	.....	Brightman	.....
Susan	Sloop	.....	.....	.....
Triton	Brig	.....	Lot Clashy	.....
Wareham	Ship	.....	Baxter	.....
Winslow	do	.....	Padlock	.....
.....	do	.....	Tobey	.....
<i>New London, Conn.</i>				
Dispatch	Ship	.....	.....	.....
<i>Sag Harbor, N. Y.</i>				
Abigail	Ship	.....	Barnard	.....
Minerva	do	.....	Fowler	.....
<b>1803.</b>				
<i>Nantucket, Mass.</i>				
Alligator	Ship	.....	Swain	.....
Aurora	Brig	.....	Collin	.....
Alliance	Ship	.....	Anaziah Gardner	.....
Betsy	Schooner	.....	Gardner	.....
Dove	Sloop	.....	.....	.....
Eliza	Brig	.....	Padlock	.....
Henry	Ship	.....	Peter Myrick	.....
Hope	do	.....	Obed Joy	.....
Harlequin	do	.....	Starbuck	.....
Leo	Brig	217	Uriah Banker	.....
Lydia	Ship	160	Ray	.....
Margaret	do	.....	Reuben Starbuck	.....
Neutrality	do	.....	.....	.....
Perseverance	do	.....	Alpheus Collin	.....
Renown	do	221	Tristram Barnard	.....
Ruby	do	.....	George Chase	.....
Rebecca	Brig	.....	Hunker	.....
Swallow	Ship	.....	Barzillai Hussey	.....
<p>Three Nantucket whaling-schooners (one commanded by David Folger) are reported to have been seized by the French armed schooner <i>Telegraphe</i>, off Aux Cayes, carried into Jacmel, and condemned; the crews were imprisoned in the fort, and six of them are said to have died. The ship <i>Favorite</i>, Captain Collin, sailed in 1802 or 1803, arrived May 6, 1804.</p>				
<i>New Bedford district, Mass.</i>				
Abby	Brig	.....	Taber	Joseph Tripp
Ann	Ship	.....	Gwinn	.....
Barclay	do	.....	Randall	.....
Commerce	Brig	.....	Padlock	.....
Dolphin	Ship	.....	West	.....
Diana	do	.....	Waterman	.....
Exchange	do	.....	Wyer	J. Allen
Herald	do	.....	Hathaway	.....
Hero	Bark	.....	Barzillai Hussey	.....

ing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale bones.	
Atlantic	June —	1803	Bbls.	Bbls.	Lbs.	Last reported with 100 sperm.
Woolwich	Oct. 13,	1803	Full			Probable yield.
Delagoa	Nov. —	1803	1,200			No report from Hannah and Eliza.
Brazil	Aug. 11,	1803				No report. Had, at last accounts, 900 whale.
do	June 25,	1801				No report.
do	May 2,	1801				Last reported with 100 sperm.
Atlantic	July 1,	1803		800		
Delagoa	—	1804				
Atlantic	Oct. 22,	1802	Clean			
Delagoa	Feb. 2,	1801				
Pacific Ocean	Dec. 11,	1803				Last reported with 950 sperm.
Woolwich	Sept. —,	1801				Last reported with 200 sperm, 1,200 whale.
						Withdrawn on her return.
Brazil	Aug. —	—, 1803				Last reported with 900 whale.
do	Aug. —	—, 1803				Do.
Delagoa	Mar. —,	1804		1,600		
Capet'd Hope	Apr. 14,	1804	Full			Mostly elephant oil.
Patagonia						Reported at Barbadoes, February 17, 1804, with 400 sperm.
Patagonia	June —,	1804				
Pacific Ocean	Oct. 31,	1805	1,000			
Brazil	July 20,	1804				
do	Aug. 3,	1804				
Patagonia	Feb. 24,	1804				
do	Nov. 23,	1801				
Pacific Ocean	Dec. 11,	1805	1,100			
Brazil	Apr. 20,	1804				
do	Nov. 23,	1804				
Pacific Ocean	Nov. 3,	1805	1,250			
do	Sept. —,	1804	Full			
Brazil	Oct. 15		800			
Patagonia						
Brazil	May 5,	1804	1,000			
Atlantic	July —	June 22, 1804	250			
do	Nov. 11					
Delagoa	May 13	Nov. 23, 1804				
do	Dec. —	Dec. 9, 1801	Clean			
do	Dec. 30	Feb. 16, 1804				
do	Apr. 27,	1804				Captain W'yer died on the voyage. No report of oil.
Brazil	Aug. 5	Sept. 21, 1804				Owned in Fairhaven. Last reported with 1,000 whale.
do		June 15, 1804				

Joseph Tripp

J. Allen

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1803.</b>				
<i>New Bedford district, Mass.—Cont'd.</i>				
Hannah and Eliza	Ship		Butler	
Hunter	do		{ Obed Pinkham	
Lucy	do		{ Cheeley	
Oxford	Sloop		Hillman	
Swan	Schooner		{ Smith	John Alden
Rover	Ship		{ Ray	
Sarah	do			
Triton	do			
The ship Edward sailed 1801 or 1802; arrived December 29, 1803.				
<i>Hudson, N. Y.</i>				
Juno	Ship		Hunker	
Thomas	do		Folger	
Uncle Toby	do		Swain	
Volunteer	Brig		Jenkins	
<i>Sag Harbor, N. Y.</i>				
Abigail				
Minerva				
<b>1804.</b>				
<i>Nantucket, Mass.</i>				
Alliance	Ship		Amaziah Gardner	
Alligator	do	340	David Swain	
Aurora	do	157	William Hussey	
Boston	do		William Perkins	
Belvidere	do		Richard G. Swain	
Commerce	do		Eldridge	
Criterion	Ship	228	Joy	
Dove	Sloop		White	
Essex	Ship	230	David Harris	
Eliza	Brig		Cluso	
Eagle	Brig		David Folger	
Fame	Schooner		Timothy Folger	
Fame	Ship		Obed Wyer	
Harriet	do		David Worth	
Henry	do		Peter Myrick	
Industry	do	172	George Russell, Jr.	
John Jay	do	217	William Clark	
Lima	do	166	Solomon Swain	
Lydia	do		Paul Ray	
Mars	do		Jonathan Barney	
Mantle	do		George Barrett	
Mary Ann	do		Tristram Folger	
President	Schooner			
Sally	Sloop		Simeon Starbuck	
Sterling	Ship		Folger	
Union	do			
<i>New Bedford, Mass.</i>				
Abby	Brig		Taber	
Betsy	Schooner			
Charles	Ship		Baxter	
Drucilla	Sloop		Lammond	
Exchange	Ship		Smith	
Hannah and Eliza	do		Gardner	
Hunter	do		Butler	

ing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
	Aug. 12	May 4, 1804				
	Aug. 12	June 25, 1804				
Atlantic	July	July 1, 1803	100			
		May 6, 1804	86			
South Coast	Mar.	Mar. 25, 1803	40			
		Sept. —, 1804	27			
Atlantic	Nov. 25	Sept. 6, 1803	16			
		June 7, 1804	87			
Cape G'd Hope	Nov. —	Jan. —, 1805	900			
Delagoa	Nov. —	Apr. —, 1804		1,600		
do						
Pacific Ocean		—, 1804		900		
South Seas		—, 1804				
Pacific Ocean						Last reported with 300 whale and some seal-skins.
Patagonia		—, 1804				
		—, 1804				
Patagonia	Mar. 21	Apr. —, 1805		Full		Elephant-oil.
Cape G'd Hope	Aug. —	Feb. 4, 1806	750	317		
New Holland	Aug. 24	Nov. —, 1804		Full		
Cape G'd Hope		Feb. —, 1806		Full		Elephant-oil. Captain Eldridge died on the voyage, 1804.
Pacific Ocean		Feb. 15, 1806		Full		
do						
Atlantic	Jan. —					
Cape G'd Hope	July 23	Jan. 23, 1806		Full		
Patagonia	Aug. —					
Cape de Verde	June 7	Apr. —, 1805	90			Brought also the crew and cargo (70 sperm) of schooner Fame, lost on Islo of Sol.
do	May 29					Lost on Islo of Sol, 1804; crew and cargo saved.
Pacific Ocean		Feb. 15, 1805	Full			
South Seas	June 1	—, 1806				
Pacific Ocean		—, 1804				
Cape G'd Hope		Dec. 24, 1805	450	Full		Full, 450 barrels of which were sperm.
Pacific Ocean		Feb. 28, 1806	1,400			Lima, built 1804.
Brazil		—, 1806				
Pacific Ocean		Feb. —, 1806		Full		
Patagonia		—, 1806		1,200		
South Seas	July —	—, 1806				
Patagonia						Last reported with two whales, May 8.
Cape de Verde	Jan. 8	—, 1806				
Pacific Ocean		—, 1806				
South Seas	Nov. —					
Atlantic	July —	Jan. 29, 1804	120			
Atlantic	Oct. —	Sept. —, 1804				No report.
Cape G'd Hope	July —					
do	May 1					Returned May 12, the English man-of-war Leander having taken out of her twelve English sailors; sailed again, 1804.
	Sept. —					



204 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1804.</b>				
<i>New Bedford district, Mass.</i>				
Lucy .....	Brig .....	.....	— Brock .....	.....
Maria .....	Ship .....	.....	— Brightman .....	.....
Maria .....	do .....	.....	— Coffin .....	.....
Phebe Ann .....	do .....	.....	— Barnard .....	.....
Rhoda .....	Schooner .....	.....	— Sanford .....	.....
Sally .....	Ship .....	.....	— Clasby .....	.....
Sarah .....	do .....	.....	.....	.....
Swan .....	Schooner .....	.....	— Simmons .....	John Alden .....
Triton .....	Brig .....	.....	.....	.....
Walker .....	Ship .....	.....	— Coffin .....	.....
Winslow .....	do .....	.....	— Cross .....	.....
.....	Brig .....	.....	Sylvanus Russell .....	.....
<i>Sag Harbor, N. Y.</i>				
Alknomac .....	Ship .....	.....	John Hildreth .....	Benjamin Huntington .....
A sloop commanded by — Wickham (1) was spoken July 5, 1804, six months out, with 60 barrels. Port not ascertained.				
<b>1805.</b>				
<i>Nantucket, Mass.</i>				
Commerco .....	Ship .....	.....	Jesse Bunker .....	.....
Cato .....	Ship .....	.....	Solomon Folger, Jr. .....	.....
Chili .....	do .....	233	— Bunker .....	.....
Eliza .....	Brig .....	.....	— Chase .....	.....
Edward .....	Ship .....	.....	Isiah Ray .....	.....
Fame 2 .....	do .....	.....	Richard Folger .....	.....
Hope .....	do .....	.....	Obed Joy .....	.....
Hudson .....	do .....	.....	Uriah Bunker .....	.....
Lydia .....	do .....	160	Paul Ray .....	.....
Mary .....	do .....	.....	— Barney .....	.....
Rebecca .....	do .....	.....	George Chase .....	.....
Sukey .....	do .....	.....	.....	.....
Union .....	do .....	.....	Silas Swain .....	.....
<i>New Bedford district, Mass.</i>				
Herald .....	Ship .....	.....	— Coffin .....	.....
do .....	do .....	.....	— Hathaway .....	.....
Russell .....	do .....	.....	— Allen .....	.....
<i>Sag Harbor, N. Y.</i>				
Minerva .....	Ship .....	.....	.....	.....
<i>New London, Conn.</i>				
Dauphin .....	Ship .....	240	.....	.....
<b>1806.</b>				
<i>Nantucket, Mass.</i>				
Allance .....	Ship .....	.....	— Pinkham .....	.....
Essex .....	do .....	238	David Harris .....	.....
Fame .....	do .....	.....	— Folger .....	.....
Hope .....	do .....	.....	.....	.....
Henry .....	do .....	.....	— Myrick .....	.....
John Jay .....	do .....	217	William Clark .....	.....
Mars .....	do .....	.....	.....	.....
Neutrality .....	do .....	.....	— Folger .....	.....
Range .....	do .....	.....	.....	.....
Rebecca .....	do .....	.....	.....	.....
Ruby .....	do .....	221	— Barnard .....	.....
Sukey .....	do .....	.....	— Gardner .....	.....
Union .....	do .....	.....	.....	.....



206 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1806.</b>				
<i>New Bedford district, Mass.</i>				
Acushnet .....	Ship .....	.....	Tobey .....	.....
Hera .....	do .....	.....	Tobey .....	.....
Jefferson .....	do .....	.....	Brook .....	.....
Maria .....	do .....	.....	Coffin .....	.....
Phoebe Ann .....	do .....	.....	Russell .....	.....
Sally .....	do .....	.....	Clashy .....	.....
Triton .....	do .....	.....	Clark .....	.....
Winslow .....	do .....	.....	Coleman .....	.....
<i>New London, Conn.</i>				
Dolphin .....	Ship .....	340	Sayer .....	.....
Lydia .....	do .....	.....	Douglass .....	.....
Leonidas .....	do .....	282	Barns .....	.....
<b>1807.</b>				
<i>Nantucket, Mass.</i>				
Alert .....	Brig .....	.....	Worth .....	.....
Brothers .....	Ship .....	254	Perkins .....	.....
Boston .....	do .....	185	Clashy .....	.....
Criterion .....	do .....	223	Starbuck .....	.....
Child .....	do .....	223	Bunker .....	.....
Gardner .....	do .....	.....	Briggs .....	.....
Hope .....	do .....	.....	.....	.....
Leo .....	do .....	245	Gardner .....	.....
Lydia .....	do .....	161	Allen .....	.....
Lion .....	do .....	.....	Paddock .....	.....
Olive .....	do .....	.....	Swain .....	.....
Squad .....	do .....	287	Gardner .....	.....
Union .....	Brig .....	.....	Hussey .....	.....
Union .....	Ship .....	.....	Edmund Gardner .....	.....
<i>Greenwich, R. I.</i>				
Dauphin .....	Ship .....	.....	Sayre .....	.....
<i>New Bedford district, Mass.</i>				
Atu .....	Ship .....	.....	Gwinn .....	.....
Barclay .....	do .....	.....	Gideon Randall .....	.....
Charles .....	do .....	.....	Baxter .....	.....
Diana .....	do .....	.....	Paddock .....	.....
Swan .....	Schooner .....	.....	West .....	.....
<i>New London, Conn.</i>				
Dolphin .....	Ship .....	340	Sayre .....	.....
Leonidas .....	do .....	282	Barns .....	.....
Lydia .....	do .....	.....	Douglass .....	.....
<i>Sag Harbor, N. Y.</i>				
Alknomac .....	Ship .....	.....	Jones .....	.....
Brazil .....	do .....	.....	Fowler .....	.....
<b>1808.</b>				
<i>Nantucket, Mass.</i>				
Alliance .....	Ship .....	.....	Pinkham .....	.....
Adolphus .....	Sloop .....	.....	.....	.....
Atlas .....	Ship .....	.....	Joy .....	.....
Alligator .....	do .....	.....	.....	.....
Belvidere .....	do .....	.....	Niehols .....	.....
Brothers .....	do .....	.....	Worth .....	.....
Criterion .....	do .....	.....	Starbuck .....	.....
Edza .....	Brig .....	.....	Chase .....	.....

ing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-cel.	Whale-oil.	Whalebone.	
Cape G'd Hope		Mar. 11, 1808				OF Westport. Jefferson carried her oil to Milford Haven.
Delagoa		Dec. 5, 1805			1,500	
Pacific Ocean		Nov. 27, 1808				
do		June 22, 1808	1,300			
East Coast		Jan. 14, 1808		800		
Cape G'd Hope		Oct. 17, 1807		Full.		
Pacific Ocean						
Patagonia		—, 1807				Built 1806.
do		June 24, 1807				
do						
do		Nov. —				
East Cape		Dec. 12		Full.		
Pacific Ocean		Sept. 18, 1808				
do		Aug. 27				
do		Dec. 12			1,500	
Cape G'd Hope		Oct. 31, 1808				Bearded and badly damaged by a water-spout, 1808.
do		Sept. 19				
Pacific Ocean		May 17, 1809		Full.		
do		Aug. 27				
do		July 6				
Pacific Ocean		May 5, 1809		1,700		Brought oil and seal-skins. Struck on a whale and sunk October 1. The crew landed at Flores October 8, after a voyage of 600 miles in open boats.
Patagonia		Mar. 2, 1808				
do		Sept. 19				
do						
do		Oct. —		1,700		Last reported with 1,300 sperm. Carried her cargo to England.
Pacific Ocean		May 13, 1800				
do		Oct. —		Full.		
Pacific Ocean		Aug. —				
Atlantic		Sept. 9		Full.		
do		Sept. 24, 1807				
Patagonia						Crew of Leonidas sick with scurvy; sent boat ashore at Trinidad for supplies, and were unable to return for her. The men were rescued by schooner Experiment, sent by the United States Government for that purpose.
do		—, 1808				
do						
Brazil		May — 1808				
do						
do						
Cape G'd Hope		Apr. 12, 1810			700	
Atlantic		Apr. 27				
do						
Pacific Ocean		Apr. —				
do		—, 1810				
Brazil		Apr. —				

Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1808.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Hope	Ship	.....	Clark	.....
Harlequin	do	.....	Starbuck	.....
John and James	do	.....	Clark	.....
John Jay	Brig	.....	Owen Swain	.....
Leo	do	.....	Folger	.....
Lady Adams	Ship	.....	Swain	.....
Lydia	do	.....	Swain	.....
Mars	do	.....	Joy	.....
Ranger	do	.....	Pickham	.....
Reliance	do	.....	Luco	.....
Union	Brig	.....	Luco	.....
<i>New Bedford district, Mass.</i>				
Cornelia	Schooner	.....	Hathaway	.....
Doune	Ship	.....	Mosher	.....
Edward	do	.....	Ray	.....
Erwald	do	.....	Coffin	.....
Hero	do	.....	Paddack	.....
Lucy	Brig	.....	Lewis	.....
Maria	Ship	208	Coffin	.....
Martha	do	.....	Tobey	.....
Phoebe Ann	do	.....	Russell	.....
Sally	do	.....	Clark	William Rotch, Jr.
Thacher	Schooner	.....	Mosher	.....
Triton	Ship	.....	Swain	.....
Walker	do	.....	West	.....
Winslow	do	.....	Coleman	.....
<i>New London, Conn.</i>				
Dolphin	Ship	240	Sayre	.....
Lydia	do	.....	Douglass	.....
Leonidas	do	288	.....	.....
<i>Sag Harbor, N. Y.</i>				
Alknonne	Ship	.....	Jones	.....
Brazil	do	.....	Fowler	.....
Warren	do	.....	Post	.....
Washington	do	.....	Fowler	.....
<i>Greenwich, R. I.</i>				
Dauphin	Ship	.....	Sawyer	.....
Schooner Thacher sailed from Dartmouth on a whaling cruise in 1808, but there is no further report.				
<b>1809.</b>				
<i>Nantucket, Mass.</i>				
Atlas	Ship	349	Reuben Joy	.....
Brothers	do	356	Benjamin Worth	.....
Criterion	do	229	William Clasby	.....
Chili	do	290	James Bunker	.....
Delight	Schooner	.....	Coffin	.....
Eliza	Ship	.....	Daniel Russell	.....
Essex	do	238	Job Coffin	.....
Fame	do	.....	Isiah Ray	.....
Gardner	do	200	George Swain, 2d	.....
Golden Farmer	do	.....	Clark	.....
Hope	do	.....	Isaac Gardner	.....
Henry	do	.....	Luco	.....
Hunter	Sloop	.....	G. Russell	.....
Industry	Ship	172	Perkins	.....
John and James	do	.....	Silas Swain	.....
Lydia	do	168	Solomon Swain	.....
Lima	do	.....	Peter Paddack	.....
Lion	do	.....	Robert Gardner, Jr.	.....
Leo	do	217	.....	.....
Mount Hope	Schooner	.....	Barzillai Coffin	.....
Monticello	Ship	.....	.....	.....

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			May 17, 1809	Full			Last reported with 1,200 whale. Condemned at Payta, 1809.
	Pacific Ocean		June 27, 1809				
	Brazil		June 3, 1810	1,400			Brought some whale-oil.
	Pacific Ocean		Aug. —, 1810	500			
	do						
	Brazil	Apr. —	Apr. —, 1809				
	Pacific Ocean		May 1, 1810				
	do		June 3, 1810	1,864			
	do		Apr. 11, 1810				
	Cape G'd Hope		Mar. 5, 1810				
	do						
	Atlantic	May —					No report.
	Pacific Ocean	Sept. —	June 12, 1810				Last reported with 1,200 sperm.
	Cape G'd Hope	Sept. —	Apr. 13, 1810		40		
	do	Oct. —	—, 1810		85		Belonged to Westport.
	do	May —					
	Pacific Ocean	July —	May 8, 1810	1,120	500		
	do						
	Pacific Ocean	Sept. —	July 22, 1810	1,200			
	do		Aug. 16, 1810				
William Rotch, Jr.	do	Apr. —	—, 1809				Belonged to Dartmouth.
	Atlantic	July —	—, 1809		750		
	Cape G'd Hope	July —	Jan. 7, 1810				
	Pacific Ocean	July —	June 13, 1810	1,700			
	do	Oct. —	June —, 1810				
	do						
	Brazil		—, 1809				
	do		—, 1809				Sold, 1809.
	do		—, 1809				
	do						
	Brazil		—, 1809		1,600		Last reported with 1,000 whale. Probably obtained about 1,600 barrels.
	do						
	do		May 13, 1809		1,700		
	do						
	do						
	Pacific Ocean	June 27	Nov. 18, 1810				
	do		July 2, 1811	Full			Some whale.
	do	Nov. 5	Nov. —, 1811	Full			
	Atlantic	Dec. —					
	do	June 20					
	Pacific Ocean						Full, lacking 100 barrels.
	East Shore	Apr. 26, 1811					
	Pacific Ocean	Oct. —	July 16, 1811	Full			
	do		June 22, 1811	Full			
	Brazil		Nov. —, 1810	200	1,000		
	Pacific Ocean		Feb. 9, 1811	1,200			Last reported 30 days out, clean.
	Atlantic	May 7			900		
	Brazil		Nov. —, 1810		1,200		Captain Swain was killed by a whale.
	do		Nov. —, 1810				
	do		July 1, 1810				
	Pacific Ocean	July 11	July 1, 1811	1,500			
	do		Jan. 13, 1811	1,500			Mostly sperm.
	do		Aug. 2				Last reported June 10, 90 barrels.
	do		Nov. —, 1811	Full			
	Atlantic	Feb. —					
	Pacific Ocean		Jan. 13, 1811	1,350			

Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1899.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Perseveranda .....	Ship .....	...	Absalom Collin .....	.....
Rebecca .....	do .....	...	George Chaso .....	.....
Ruby .....	do .....	23	Christopher Wyer .....	.....
Ranger .....	do .....	...	— Jay .....	.....
Sterling .....	do .....	...	Richard Folger .....	.....
Sukey .....	do .....	...	George W. Gardner .....	.....
Samuel .....	do .....	267	Jonathan Swain .....	.....
Thomas .....	do .....	46	David Whippley .....	.....
<i>New Bedford district, Mass.</i>				
Barelay .....	Ship .....	...	Gideon Randall .....	.....
Charles .....	do .....	...	— Baxter .....	.....
Diana .....	do .....	...	— Patchack .....	Wm. Rotch, Jr., & Sons.
Herald .....	do .....	...	— Collin .....	.....
Martha .....	do .....	...	— Tobey .....	.....
Swan .....	Schooner .....	...	— Tobey .....	J. Alden .....
Thacher .....	do .....	...	— Tobey .....	.....
<i>Sag Harbor, N. Y.</i>				
Abigail .....	Ship .....	...	— Bunker .....	.....
Alknonne .....	do .....	...	— Jones .....	.....
Jefferson .....	do .....	...	— Post .....	.....
Lavinia .....	do .....	...	— Fowler .....	.....
Warren .....	do .....	...	— Sayre .....	.....
Washington .....	do .....	...	— Fowler .....	.....
<i>Greenwich, R. I.</i>				
Dauphin .....	Ship .....	...	— Sawyer .....	.....
<b>1810.</b>				
<i>Nantucket, Mass.</i>				
Alligator .....	Ship .....	...	Owen Swain .....	.....
Alliance .....	do .....	...	Hezekiah Pinkham .....	.....
Boston .....	do .....	187	— Wood .....	.....
Dove .....	Sloop .....	...	William B. Collin .....	.....
John Jay .....	Ship .....	24	.....	.....
Lady Adams .....	do .....	23	Elisha Folger, Jr. .....	.....
Lydla .....	do .....	16	David Swain, 2d .....	.....
Leo .....	Brig .....	247	Obed Lane .....	.....
Mars .....	Ship .....	312	John Fitch .....	.....
Minerva .....	do .....	30	Brown Chase .....	.....
Mary Ann .....	do .....	...	— Folger .....	.....
Renown .....	do .....	...	— Collin .....	.....
Rebecca .....	do .....	...	— Collin .....	.....
Ranger .....	do .....	...	William Joy .....	.....
Sukey .....	do .....	...	.....	.....
Union .....	Brig .....	...	— Bunker .....	.....
<i>New Bedford, Mass.</i>				
Diana .....	Ship .....	...	— Hathaway .....	Samuel Rodman .....
Maria .....	do .....	...	— Collin .....	do .....
Martha .....	do .....	...	— Dillingham .....	Seth Russell & Sons .....
Phoebe Ann .....	do .....	...	— Russell .....	Samuel Rodman .....
Sally .....	do .....	...	Obed Clark .....	Rotch & Hazard .....
Walker .....	Ship .....	...	— West .....	.....
Winslow .....	do .....	...	— Gardner .....	Samuel Rodman .....
<i>Greenwich, R. I.</i>				
Dauphin .....	Ship .....	...	— Collin .....	.....
<i>Sag Harbor, N. Y.</i>				
Abigail .....	Ship .....	...	— Bunker .....	.....

giving the returns of whaling-vessels

sailing from American ports—Continued.

	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
do				Nov. 18, 1810	Full.			
Wyer		Brazil		Aug. 4, 1810	Full.			
do		Pacific Ocean	Aug. 2	Oct. 17, 1811	Full.			
do		Wedwich		June 23, 1811	Full.			
do		Pacific Ocean	July 11	June 6, 1811	Full.			
do		do	July 20	June 23, 1811	Full.			Built 1809.
do		do	Oct. —	Sept. 27, 1811	Full.			
do		Pacific Ocean		May 9, 1811	2,000			
do		do	Nov. —					
do	Wm. Bateh, Jr., & Sons	Pacific Ocean	Aug. —	June 13, 1811				
do		Cape of Good Hope				1,000		
do	J. Alden	Brazil	Aug. —	June 12, 1810				
do		Atlantic	May 5					
do		Brazil						
do		do						
do		do		June 7, 1810				
do		Patagonia		June 16, 1810		700		
do		Brazil						
do		Brazil						
do		Pacific Ocean						Captured by the English, 1812, full of sperm-oil and sent into St. Thomas.
do		do	July 8	Dec. 9, 1812				Arrived at Newport.
do		do		July 16, 1812				No report.
do		West Indies		1811				Arrived at Newport.
do		Pacific Ocean	Sept. 16	Sept. 4, 1812	Full.			Arrived at New Bedford.
do		do		Dec. 4, 1812				
do		do		Jan. 29, 1813	1,350			Captain Swain was killed by a whale.
do		do		July 21, 1812	Full.			Also 63 barrels on deck.
do		do		Apr. 8, 1811	Full.			Arrived at Norfolk, Va.
do		do	Aug. 21	Oct. 26, 1812	1,400			
do		do		Dec. 7, 1812	1,400			
do		Coast Africa		Mar. 16, 1811	Full.			
do		South Seas		Mar. —, 1811				Last reported with 600 whale.
do		Wedwich						Captured with 1,300 sperm and sent into
do		Pacific Ocean						Bermudas, 1812.
do		do						
do		South Coast		Jan. 11, 1811				
do		do						
do	Samuel Rodman	Pacific Ocean	Apr. 13	July 3, 1812				
do	do	do		May 8, 1812				
do	Seth Russell & Sons	Brazil		July 15, 1811				
do	Samuel Rodman	Pacific Ocean	Nov. —	June 2, 1812				
do	Rotch & Hazard	do						Captured July 20, 1812, by the English sloop-of-war Beccut, and sent into Bermudas; had 1,250 sperm; value of vessel and cargo, \$40,000.
do		do						Captured by the English with a cargo of sperm-oil.
do		do						
do	Samuel Rodman	do	Aug. —	Feb. 5, 1812	1,200			
do		do						
do		Patagonia	Sept. 20	Oct. 8, 1811				
do		do						
do		Brazil		Aug. 12, 1811		800		



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1810.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Alliance .....	Ship .....	185	Hezekiah Pinkham .....	
Boston .....	do .....	185	— Wood .....	
Dove .....	Sloop .....	217	— Wood .....	
John Jay .....	Ship .....	217	William B. Coffin .....	
Lady Adams .....	do .....	217	Elisha Folger, Jr .....	
Leo .....	Brig .....	217	Obed Luce .....	
Lydia .....	Ship .....	160	David Swain, 2d .....	
Mars .....	do .....	200	John Fitch .....	
Minerva .....	do .....	200	Brown Chase .....	
Rebecca .....	do .....	200	— Coffin .....	
Ranger .....	do .....	200	William Joy .....	
Sutey .....	do .....	200	—	
<i>New Bedford, Mass.</i>				
Diana .....	Ship .....	200	— Hathaway .....	Samuel Redman .....
Sally .....	do .....	200	Obed Clark .....	Rotch & Hazard .....
Walker .....	do .....	200	— West .....	
<i>Greenwich, R. I.</i>				
Dauphin .....	Ship .....	200	— Coffin .....	
<b>1811.</b>				
<i>Nantucket, Mass.</i>				
Atlas .....	Ship .....	217	Obed Joy .....	
Brothers .....	do .....	250	Benjamin Whippey, Jr .....	
Hetsy .....	Schooner .....	320	— Gardner .....	
Criterion .....	Ship .....	320	William Clark .....	
Chili .....	do .....	293	Robert Gardner, Jr .....	
Dove .....	Sloop .....	250	— Luce .....	
Essex .....	Ship .....	250	— Russell .....	
Famo .....	do .....	250	Job Coffin .....	
Golden Farmer .....	do .....	297	George Swain, 2d .....	
Gardner .....	do .....	297	Isaiah Ray .....	
Georgo .....	do .....	297	Benjamin Worth .....	
Hopo .....	do .....	297	Reuben Weeks .....	
Hunter .....	Sloop .....	170	— Luce .....	
Industry .....	Ship .....	170	— Russell .....	
Lion .....	do .....	217	— Paddock .....	
Leo .....	do .....	217	Tristram Folger .....	
Ima .....	do .....	280	— Swain .....	
Monticello .....	do .....	280	Barzillai Coffin .....	
Mary Ann .....	do .....	280	George Russell, Jr .....	
Manilla .....	do .....	280	Joseph McCleave .....	
Mount Hopo .....	Schooner .....	280	—	
Ocean .....	Brig .....	280	Absalom Coffin .....	
Orange .....	Sloop .....	280	William Perkins .....	
Perseveranda .....	Ship .....	280	Thomas Paddock .....	
Renown .....	do .....	280	Zaccheus Barnard .....	
Rebecca .....	do .....	280	Jethro Coffin .....	
Sterling .....	do .....	280	Jonathan Swain .....	

Showing returns of whaling-vessels

sailing from American ports—Continued.

Name of vessel	Managing owner or agent	Date—		Result of voyage.			Remarks.
		Of sailing	Of arrival	Sperm-oil	Whale-oil	Whale bone	
				<i>Ibbls.</i>	<i>Ibbls.</i>	<i>Lbs.</i>	
Pacific Ocean		July 8	Dec. 8, 1812	.....	.....	.....	Arrived at Newport.
do		.....	Dec. 16, 1812	.....	.....	.....	No report.
West Indies		.....	.....	.....	.....	.....	Arrived at New Bedford.
Pacific Ocean		Sept. 16	Dec. 4, 1812	.....	.....	.....	Arrived at Newport.
do		.....	Sept. 4, 1812	Full.	.....	.....	Also 60 barrels on deck.
Pacific Ocean		.....	Jan. 29, 1812	1, 15	.....	.....	.....
do		.....	Apr. 8, 1813	Full.	.....	.....	.....
do		.....	July 11, 1812	Full.	.....	.....	Arrived at Norfolk, Va.
do		.....	Nov. 27, 1812	Full.	.....	.....	.....
do		.....	Dec. 7, 1812	1, 460	.....	.....	Last reported with 600 whale.
Woolwich		.....	.....	.....	.....	.....	Captured with 1,300 sperm, and sent into
Pacific Ocean		.....	.....	.....	.....	.....	Bermudas 1812.
do		.....	.....	.....	.....	.....	.....
do	Samuel Redman	Apr. 13	July 3, 1812	.....	.....	.....	Captured July 20, 1812, by English sloop-
Pacific Ocean	Rotch & Hazard	.....	.....	.....	.....	.....	of-war <i>Recruit</i> ; sent into Bermudas;
do		.....	.....	.....	.....	.....	had 1,200 sperm. Value of vessel and
do		.....	.....	.....	.....	.....	cargo, \$10,000.
do		.....	.....	.....	.....	.....	Captured by the English with a cargo of
do		.....	.....	.....	.....	.....	sperm-oil.
Patagonia		Sept. 20	Oct. 8, 1811	.....	.....	.....	.....
Pacific Ocean		Nov. —	Dec. —, 1813	850	.....	.....	.....
do		.....	Dec. 7, 1812	1, 800	.....	.....	.....
Atlantic		Jan. —	.....	50	.....	.....	Arrived in Rhode Island.
Pacific Ocean		.....	Dec. —, 1813	Full.	.....	.....	.....
Atlantic		July 20	.....	60	.....	.....	.....
Pacific Ocean		Aug. —	.....	.....	.....	.....	Captured in 1813 with 1,300 sperm; sent
do		.....	.....	.....	.....	.....	to England.
do		Oct. 3	Dec. —, 1812	1, 800	.....	.....	Arrived at New Bedford.
do		.....	.....	.....	.....	.....	Captured by the <i>Loire</i> December 4, 1813;
do		.....	.....	.....	.....	.....	had 400 sperm.
do		.....	.....	.....	.....	.....	Captured in 1811 with 1,300 sperm, and sent
do		.....	.....	.....	.....	.....	into Halifax.
Woolwich		Aug. 4	.....	.....	.....	.....	Captured with a cargo of oil, by the <i>Tri-</i>
Atlantic		May 7	.....	.....	.....	.....	umne, September 27, 1812; sent into Bar-
Patagonia		June 4	.....	.....	.....	.....	badocoe.
Pacific Ocean		.....	May —, 1813	.....	Full.	.....	No report.
Coast Africa		.....	.....	.....	.....	.....	.....
Pacific Ocean		Sept. 28	.....	.....	.....	.....	Captured by the <i>Albion</i> December 7, 1813;
do		.....	.....	.....	.....	.....	sent into Bermudas.
do		Oct. 3	.....	.....	.....	.....	Captured by the English brig <i>Sophie</i> , off
Patagonia		.....	.....	.....	.....	.....	Delaware; had 500 sperm.
Atlantic		Feb. —	.....	.....	.....	.....	Captured within five days' sail of Nan-
South Seas		.....	.....	.....	.....	.....	tucket, by English letter-of-marque
do		.....	.....	.....	.....	.....	<i>Tiger</i> , in 1812; full of elephant-oil.
do		.....	.....	.....	.....	.....	No report.
do		.....	.....	.....	.....	.....	Sent home 83 sperm; captured and sent
do		.....	.....	.....	.....	.....	into Cape of Good Hope 1812.
Atlantic		.....	Aug. 17, 1811	Full.	.....	.....	.....
Pacific Ocean		July 21	.....	.....	.....	.....	Captured on <i>Tuekannek Shoals</i> , 1814, by an
do		.....	.....	.....	.....	.....	English 74; had 350 sperm.
do		Aug. 4	.....	.....	.....	.....	Sent home 37 casks sperm; captured by an
do		.....	.....	.....	.....	.....	English armed whaler; had 1,600 sperm.
do		.....	.....	.....	.....	.....	Captured by an English brig; sent into
do		.....	.....	.....	.....	.....	Rio Janeiro.
do		.....	.....	.....	.....	.....	Captured and sent into Barbadoes, 1813.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1811.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Sukey.....	Ship	15	John Macy.....	.....
Stanhope.....	Schooner	17	— Gamble.....	.....
Samuel.....	Ship	15	Prince Coleman.....	.....
William Penn.....	do	15	George W. Gardner.....	.....
<i>Sag Harbor, N. Y.</i>				
Abby.....	Ship	.....	.....	.....
<i>New Bedford, Mass.</i>				
Ann.....	Ship	.....	James Gwinn.....	.....
Berelay.....	do	.....	Gideon Ramball.....	.....
Diana.....	do	.....	— Paddock.....	.....
Maria.....	do	.....	— Coffin.....	.....
<i>Westport, Mass.</i>				
Horo.....	Bark	.....	— Barns.....	.....
<b>1813.</b>				
<i>Nantucket, Mass.</i>				
Brothers.....	Ship	25	— Worth.....	.....
Charles.....	do	27	Grafton Gardner.....	.....
Diana.....	Brig	7	Calvin Bunker.....	.....
Dove.....	Ship	.....	David Swain.....	.....
Lima.....	Ship	28	— Swain.....	.....
Mount Hope.....	Schooner	.....	David Cottle.....	.....
Nancy.....	Sloop	.....	Marshall Crosby.....	.....
President.....	Schooner	.....	William Brown.....	.....
President.....	Ship	29	Solomon Folger.....	.....
Thetis.....	Schooner	.....	William Perkins.....	.....

Two Nantucket schooners, with from 50 to 60 barrels of oil each, put into Boston, October 19, 1842; names not ascertained.

The brig *Nautica*, of Hudson, Capt. Valentine Barnard, sailed from New York April 3, 1842, for the Falkland Islands, whaling and sealing. Arrived there, the English brig *Isabella*, with a number of passengers was found wrecked. The English officers offered Captain Barnard all of the *Isabella's* cargo which could be saved, if he would rescue them to which he replied that his sense of duty commanded him to relieve them without reference to compensation; nevertheless, if they so desired, he would take the remnant of the wrecked cargo as some repayment for a spoiled voyage. Captain Barnard received the officers, crew and passengers of the *Isabella* on board his vessel, and to reward him for his exertions and loss, his vessel and crew were infamously betrayed into the hands of English authorities, and he and his crew brutally treated. Tidings of the affair coming to the ears of the English naval commander in those waters, he dispatched a vessel to release the American captives. Captain Barnard's protest appears in the *Hudson Bee* in 1844.

...ing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean	Oct. 9	.....	Bbls.	Bbls.	Lbs.	Returned October 12, having sprung fore-mast; sailed again 1st.
Atlantic	July 11	.....	.....	.....	.....	No report.
Pacific Ocean	Oct. —	—, 1813	1,100	.....	.....	Arrived at New Bedford.
do	Nov. 9	.....	.....	.....	.....	Captured December 4, 1812, and sent into Cape of Good Hope; had 1,300 sperm.
Brazil	Sept. —	July —, 1812	.....	1,100	.....	
Pacific Ocean	.....	.....	.....	.....	.....	
do	Nov. 23	Mar. —, 1811	1,800	.....	.....	
do	Nov. 7	.....	.....	.....	.....	
do	.....	May 15, 1812	.....	.....	.....	
Pacific Ocean	June 28	.....	.....	.....	.....	
do	.....	Feb. 28, 1811	1,770	.....	.....	Heard of the war and came home.
Atlantic	.....	July —, 1812	170	.....	.....	Came home, hearing of the war.
do	.....	July —, 1812	130	.....	.....	
Pacific Ocean	Mar. —	.....	.....	.....	.....	The first whaler to fall a victim to the English; captured and burned with 170 barrels sperm on board, July 9, 1812.
Atlantic	Mar. 7	.....	.....	.....	.....	
do	.....	Aug. 2, 1812	.....	50	.....	Heard of the war and came home.
do	.....	July —, 1812	.....	.....	.....	Built at Rochester, 1811.
Pacific Ocean	.....	Dec. 8, 1813	1,000	.....	.....	
Atlantic	.....	Aug. —, 1812	.....	90	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1813.</b>				
<i>Nantucket, Mass.</i>				
Juno .....	Ship .....	.....	Obed Ray .....	.....
Nancy .....	Sloop .....	.....	.....	.....
There were about 10 small vessels from Nantucket, humpback-whaling on the shoals in 1813.				
<b>1814.</b>				
Several small vessels from Nantucket were whaling on the shoals in 1814.				
<b>1815.</b>				
<i>Nantucket, Mass.</i>				
Atlas .....	Ship .....	24	William Easton .....	.....
Alert .....	Brig .....	15	Seth Folger .....	.....
Boston .....	Ship .....	15	Reuben Clasby .....	.....
Brothers .....	do .....	25	Benjamin Whippley .....	.....
Batvidero .....	Brig .....	.....	Reuben Baxter .....	.....
Charles .....	Ship .....	27	Benjamin Worth .....	.....
Charles .....	Schooner .....	.....	— Cottle .....	.....
Criterion .....	Ship .....	32	Shubael Brown .....	.....
Diana .....	Brig .....	.....	— Banker .....	.....
Dauphin .....	Ship .....	21	Seth Pinkham .....	.....
Dovo .....	Sloop .....	.....	— Swain .....	.....
Essex .....	Ship .....	22	Daniel Russell .....	.....
Experiment .....	Sloop .....	.....	— Randall .....	.....
Edward .....	Brig .....	.....	Charles Coleman .....	.....
Golden Farmer .....	Ship .....	204	George Swain, 2d .....	.....
Ganges .....	do .....	29	Isalah Bay .....	.....
Globe .....	do .....	29	George W. Gardner .....	.....
Gen. Jackson .....	Brig .....	174	Stephen Skinner .....	.....
Hannah .....	Sloop .....	.....	— Coffin .....	.....
Industry .....	Ship .....	17	George Russell, jr .....	.....
John Adams .....	do .....	20	El sha Folger .....	.....
John .....	Sloop .....	.....	— Brown .....	.....
John Jay .....	Ship .....	217	David Swain .....	.....
Lydia .....	do .....	16	Joseph McCleavy .....	.....
Emma .....	do .....	22	Christopher Wyer .....	.....
Leo .....	do .....	21	William Joy .....	.....
Lady Adams .....	do .....	20	Peter Paddock .....	.....
Martha .....	do .....	27	Reuben Weeks .....	.....
Marla .....	Schooner .....	.....	— Worth .....	.....
Minerva .....	Ship .....	20	George B. Chase .....	.....
Mason's Daughter .....	Sloop .....	.....	William Perkins .....	.....
Nancy .....	do .....	.....	— Swain .....	.....
New Packet .....	do .....	.....	— Paddock .....	.....
Olive .....	do .....	.....	.....	.....
President .....	Ship .....	293	Jonathan Swain, 2d .....	.....
President .....	Schooner .....	.....	— Luce .....	.....
Parnel .....	do .....	.....	— Chadwick .....	.....

ing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	of sailing.	of arrival.	Sperm oil.	Whale-oil.	Whale-bone.	
Shoals			<i>Ebls.</i>	<i>Ebls.</i>	<i>Lbs.</i>	Captured by an English brig; never heard of afterward. Captured by an English brig, July 8, 1813.
do	July 7					
Pacific Ocean	June 29	June 6, 1817	1,372			Captain Folger died on the voyage.
Cape Good Hope	Nov. 16	Dec. 29, 1816	13	48		
Pacific Ocean	May 16	Aug. 25, 1816	971			Elephant oil. Detained 45 days in Valparaiso, then sent to Lima for adjudication for having no "sea-letter."
do	June 29	Mar. 19, 1817	1,553			
Patagonia	May 18	Mar. 1, 1816	1,222			Last report, July, 1815, with 25 barrels sperm.
Pacific Ocean	June 4	Nov. 4, 1817	1,875			
{ Atlantic	May —	Sept. —, 1815	0			Alexander Cook, first mate, killed by fall- ing from aloft. Built at Haverhill, 1809. Built 1815; the first ship bringing over 2,000 barrels.
{ Coast Africa	Nov. —					
Pacific Ocean	July 20	Apr. 10, 1817	1,410			Last reported with 34 barrels on board and a 39-barrel whale alongside. Last both boats. Last reported with 60 barrels.
Atlantic	May —	Aug. 25, 1815	0			
Pacific Ocean	Sept. —	Oct. —, 1815	Clean			Elephant oil.
Atlantic	July 28	Jan. 17, 1817	1,020	60		
Pacific Ocean	July 13	Nov. 19, 1816	1,473			Built at Pembroke, 1810; detained 30 days in Valparaiso, and part of her crew pressed on a patriot armed vessel for a short cruise. Elephant-oil.
Atlantic	Sept. —	Sept. —, 1815	E			
Pacific Ocean	Dec. 30	Jan. 26, 1817	17			The first whaler to arrive after the war. Took three whales.
do	June 29	Dec. 29, 1816	1,11	42		
do	Aug. 17	Oct. 17, 1817	1,782	13		Elephant oil.
do	Oct. 21	Jan. 1, 1818	1,800	12		
Cape Good Hope	Dec. 30	Dec. 23, 1816	17	570		Built at Rochester, 1812.
Atlantic		Sept. —, 1815		Clean		
Cape de Verdi	Oct. 31			714		Elephant oil.
Brazil	July 2	Oct. 6, 1816		714		
Pacific Ocean	July 31	Nov. 7, 1817	1,473	34		Elephant oil.
Atlantic		Aug. 23, 1815	150			
Pacific Ocean	Sept. 6	June 7, 1817	1,410			Built at Pembroke, 1810; detained 30 days in Valparaiso, and part of her crew pressed on a patriot armed vessel for a short cruise. Elephant-oil.
Patagonia	May 16	Mar. 19, 1816		1,01		
Pacific Ocean	June 25	Dec. 21, 1817	1,628			The first whaler to arrive after the war. Took three whales.
Brazil	July 2	Oct. 21, 1816	3	4,311		
Pacific Ocean	Aug. 11	May 11, 1817	1,162			Elephant oil.
do	July 2	Oct. 20, 1817	1,654			
Patagonia		Apr. 2, 1816		700		The first whaler to arrive after the war. Took three whales.
Pacific Ocean	July 17	Sept. 18, 1817	1,433			
Atlantic	May —	July 9, 1815	100			Elephant oil.
do	July —	Sept. 3, 1815	128			
do		Sept. 3, 1815	70			Lost one boat.
do		July 27, 1815				
do		Sept. —, 1815	1			Lost one boat.
do		Sept. —, 1815	0			
Pacific Ocean	June 25	July 1, 1817	1,772	111		Lost one boat.
Atlantic	May —	Sept. —, 1815	250			
do		Sept. —, 1815	Clean			

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1845.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Rover .....	Sloop .....	.....	.....	.....
Ruby .....	Ship .....	221	Albert Clark .....	.....
Starra .....	Brig .....	.....	Barney .....	.....
Samuel .....	Ship .....	287	Ariel Coffin .....	.....
Success .....	Sloop .....	.....	.....	.....
Tarquin* .....	Ship .....	301	James Bunker .....	.....
Thomas .....	do .....	270	John Macy .....	.....
Three Sons .....	Brig .....	.....	Obed Joy .....	.....
Union .....	do .....	.....	.....	Bunker .....
Weymouth .....	Ship .....	323	David Harris .....	.....
William Penn .....	Brig .....	.....	Matthew Norton .....	.....
.....	Sloop .....	.....	Randall .....	.....
.....	Ship .....	.....	Sedgewick .....	.....
<i>New Bedford, Mass.</i>				
Barclay .....	Ship .....	.....	Coffin .....	William Rotch, jr., & Sons
Diana .....	do .....	.....	Paddock .....	Thomas Hazard .....
Elizabeth .....	Sloop .....	.....	Clark .....	Samuel Rodman .....
Maria .....	Ship .....	.....	Swain .....	do .....
Mary .....	Brig .....	.....	Howland .....	William Rotch, jr., & Sons
Martha .....	Ship .....	.....	West .....	.....
Phebe Ann .....	do .....	.....	Coffin .....	Samuel Rodman .....
Sally .....	Brig .....	.....	Coleman .....	.....
Winslow .....	Ship .....	.....	Gardner .....	Samuel Rodman .....
William Thacher .....	Schooner .....	.....	Howland .....	William Rotch, jr., & Sons
<i>Fairhaven, Mass.</i>				
Herald .....	Ship .....	.....	Bunker .....	.....
Liberty .....	Schooner .....	.....	Hathaway .....	John Alden .....
.....	.....	.....	Butler .....	.....
<i>Hudson, N. Y.</i>				
Gen. Scott .....	Ship .....	.....	Robert Jenkins .....	.....
.....	do .....	.....	David Paddock .....	.....
<i>Westport, Mass.</i>				
Industry .....	Brig .....	.....	Clark .....	.....
<i>Sag Harbor, N. Y.</i>				
Argonaut .....	Ship .....	.....	Halsey .....	.....
Martha .....	do .....	.....	.....	.....
Warren .....	do .....	.....	Powder .....	.....
<b>1846.</b>				
<i>Nantucket, Mass.</i>				
Amphibious .....	Schooner .....	.....	Ray .....	.....
Antoinette .....	Ship .....	.....	Folger .....	.....
Boston .....	Ship .....	187	Reuben Clasby .....	.....
Betsy .....	Brig .....	.....	William Brown .....	.....
Belvidere .....	do .....	.....	Reuben Baxter .....	.....
Bonif .....	do .....	.....	John H. Pease .....	.....
Charles .....	do .....	.....	Meador (I) .....	.....
Diana .....	do .....	.....	Bunker .....	.....
Dispatch .....	do .....	.....	William Brown .....	.....
Dove .....	Sloop .....	.....	Swain .....	.....

\* On the voyage the Tarquin fell in with a disabled Portuguese frigate and towed her into port. As a re-  
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owing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	Sept. 27	Sept. 29, 1815				Got two humpbacks, in company with sloop Success.
Brazil	June 4	Oct. 4, 1816		1,512		Sold at Pernambuco 1815.
Pacific Ocean	July 17	May 9, 1817	1,600			} Got two humpbacks in company with sloop Rover.
Atlantic	July 26	July 18, 1815	60			
do	Sept. 27	Sept. 29, 1815				} Sailed June 23; returned in August, in distress, with 30 sperm.
Brazil	Aug. 19	June 5, 1817	80	1,390		
Pacific Ocean	Oct. 9	May 11, 1817	1,000			Heard that the country was at war, and returned.
Patagonia	May 24					Lost on the coast of Patagonia August 30, 1815.
Atlantic		Oct. 20, 1815		Clean		Was thrown on her beam-ends and damaged in a gale.
Pacific Ocean	Nov. 22	Apr. 17, 1818	1,900			} Built 1815.
Capetown Hope	Dec. 30	Jan. 11, 1817	185	485		
Atlantic	Aug. 12					Reported August 22; 30 sperm.
do	July —					Reported September 12; clean.
Pacific Ocean	July —	Nov. 8, 1817	1,950			} Full
do	Aug. —	Mar. 7, 1817				
Cape de Verdes	June —	Feb. 3, 1815	450			} No report of cargo.
Pacific Ocean	May —	May 11, 1817	1,200			
Patagonia	May —	Mar. 19, 1817		1,300		} No report of cargo.
Brazil	June 20	May 8, 1816				
Pacific Ocean	July —	Mar. 19, 1817	1,400			} No report of cargo.
Atlantic	May 26	Oct. —, 1815				
Pacific Ocean	July —	June 6, 1817	1,350			} 950
Patagonia		Mar. 7, 1817				
Patagonia	July 18	June 22, 1816		1,400		} Lost boats and received other damage in a gale.
Atlantic	July 1	Sept. 7, 1815	100			
Atlantic	Sept. 1	Oct. —, 1815		Clean		
Atlantic	Nov. —	May 6, 1816	35			} Went sealing and whaling; made a poor voyage because of inexperience.
Pacific Ocean		Aug. 16, 1817	450			
do		Mar. —, 1817	Full			} Returned, leaking badly.
Brazil		June 2, 1816		1,500		
do		July —, 1816		900		
do		July 16, 1816	60			} The Amphibion sailed again; arrived September 26 with 10 whale.
Patagonia						
Pacific Ocean	Nov. 10	May 12, 1818	989			} Last reported at Rio Janeiro May 6; 9,000 skins, and full of oil.
do	Nov. 19	July 1, 1817	170			
Patagonia	May 7	June 5, 1817		777		} Lost at St. Michael's Sept. 4, 1817
Patagonia	May 21	June 7, 1817		450		
Africa		Oct. 13, 1817	150			} Lost at St. Michael's Sept. 4, 1817
Atlantic		Aug. 12, 1816	8			
Atlantic	Aug. 15	Nov. 19, 1817	75	420		} Lost at St. Michael's Sept. 4, 1817
Atlantic		Aug. 6, 1815	60			

ompense sho was allowed 900 barrels of oil and permission to whale in Portuguese waters for three years



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1816.</b>				
<i>Nantucket, Mass. —Continued.</i>				
Experiment .....	Sloop .....	.....	— Randall .....	.....
Francis .....	Ship .....	291	Barzillai Coffin .....	.....
Fanny .....	Brig .....	.....	.....	.....
Franklin .....	Ship .....	309	Grafton Gardner .....	.....
George .....	do .....	359	John Fitch .....	Obed Mitchell .....
Hop .....	Sloop .....	.....	.....	.....
Hera .....	Ship .....	314	James Russell .....	.....
Hannah .....	Sloop .....	.....	— Coffin .....	.....
Hycso .....	Ship .....	230	William H. Coffin .....	.....
Hazard .....	Sloop .....	.....	— West .....	.....
Indus .....	Brig .....	262	Obed Joy .....	.....
Juno .....	Schooner .....	.....	— Paddock .....	.....
John .....	Sloop .....	.....	— Coffin .....	.....
Liberty .....	Brig .....	.....	— Gardner .....	.....
Lydia .....	Ship .....	160	Shubael Mussey .....	.....
Morning Star .....	Schooner .....	.....	.....	.....
Mason's Daughter .....	Sloop .....	.....	William Perkins .....	.....
Maro .....	Ship .....	315	Joseph Allen .....	.....
New Packet .....	Sloop .....	.....	— Coffin .....	.....
North America .....	Ship .....	351	Absalom Coffin .....	.....
President .....	Schooner .....	.....	Obed Luce .....	.....
Phoenix .....	do .....	.....	— Paddock .....	.....
Ruby .....	Ship .....	321	Albert Clark .....	.....
Success .....	Sloop .....	.....	— Davis .....	.....
South America .....	Ship .....	307	George Clark .....	.....
Sally .....	Sloop .....	.....	George Luce .....	.....
William and Nancy .....	Brig .....	.....	Coffin Whippey .....	.....
Vulture .....	Ship .....	299	Jesse Coffin .....	.....
A galliot, Captain ——— Coleman, made an unsuccessful cruise. Schooner Charles, Cattle, arrived November 19 from the Cape de Verdes with 230 sperm; probably sailed early in 1816.				
<i>New Bedford, Mass.</i>				
Caroline .....	Schooner .....	.....	— Chaso .....	.....
Experiment .....	Sloop .....	.....	— Bourne .....	.....
Elizabeth .....	do .....	.....	— Chaso .....	.....
Industry .....	Brig .....	.....	— Clark .....	.....
Martha .....	Ship .....	.....	— West .....	Sett Russell & Sons .....
Orion .....	Brig .....	.....	— Randall .....	.....
Ocean .....	do .....	.....	— Hathaway .....	Thaddeus Swain .....
Ospray .....	do .....	.....	— Clark .....	.....
President .....	Schooner .....	.....	— Delano .....	Samuel Rodman .....
Russell .....	Ship .....	.....	— Earle .....	.....
Richmond .....	do .....	.....	— Arthur .....	T. Swain & Son .....
Sally .....	Brig .....	.....	— Price .....	Humphrey Hathaway .....
Swift .....	Ship .....	.....	.....	.....
<i>Rochester, Mass.</i>				
Sally .....	Schooner .....	.....	— Smith .....	.....
<i>Holmes's Hole, Mass.</i>				
Harmony .....	Schooner .....	.....	— Chaso .....	.....
<i>Newport, R. I.</i>				
Liberty .....	Brig .....	.....	Amaziah Gardner .....	.....

owing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Atlantic.....		June 19, 1816	Bbls. 6	Bbls. 15	Lbs.	The Experiment (Brown) sailed again; arrived September 26 with 100 sperm. Built 1816.
Pacific Ocean ..	July 15	Sept. 1, 1816	1,807			
Pacific Ocean ..	Jan. 1	Nov. 22, 1816	1,831	21		Do.
do .....	Oct. 6	Nov. 22, 1816	1,831	21		Built 1815 at Rochester.
do .....	Feb. 25	July 21, 1818	2,100	5		
Pacific Ocean ..	Oct. 18	Feb. 27, 1819	2,927	31		Built 1816 at Rochester.
Atlantic .....	Nov. 7	July 16, 1816	54			Built 1816.
Pacific Ocean ..	Nov. 7	Sept. 8, 1818	1,547	55		
Capo de Verdes ..	June 1	Dec. 25, 1816	12			Elephant-oil.
Patagonia .....	May 19	July 1, 1817		1,400		
South Coast ..	Oct. —	Oct. —, 1816	70			
West Indies ..	July 16	Oct. 4, 1816	60			The John sailed once before in 1816, returning June 19 with 120 sperm.
Guinea .....	Oct. 11	Oct. 16, 1817	200			
Brazil .....	July 27	July 21, 1817	700			
Atlantic .....	Apr. 19	June 21, 1816	250			The Mason's Daughter sailed again; arrived September 16 with 60 sperm. Built 1816.
do .....		June 21, 1816				
Pacific Ocean ..	Nov. 10	July 9, 1819	2,360			The New Packet sailed again; arrived September 21 with one small whale.
Atlantic .....	May —	Aug. 11, 1816	2			
Pacific Ocean ..	Nov. 30	Nov. 8, 1818	271	642		
Atlantic .....	Aug. 21	Sept. 5, 1816	70			
Capo de Verdes ..	Nov. 21	Sept. 22, 1816	70			
Brazil .....	Nov. 21	Apr. 17, 1818	8	1,335		
Atlantic .....	May 2	May 2, 1816	0			The Success sailed again, and arrived August 15 with 30 sperm.
Brazil .....	June 19	May 26, 1818		1,955		
Atlantic .....	Apr. 2	Aug. 2, 1816	160			The sloop Sally sailed again August 8; arrived September 2, clean.
Guinea .....	Oct. 9	Oct. 13, 1817	170			The William and Nancy is reported as having arrived September 6, 1816, with 120 sperm; probably sailed late in 1815 or early in 1816.
Pacific Ocean ..	Aug. 19	June 3, 1819	1,532	172		
Atlantic .....	Apr. 18	June —, 1817	90			
do .....	Dec. —	June —, 1817				
do .....	June —	June —, 1817				
Capo de Verdes ..	Feb. —	Nov. 12, 1816	300	1,600		
Brazil .....		June 18, 1817	500			
Capo de Verdes ..		Nov. 4, 1816	500			Last reported with 400 sperm.
Woodwich .....		Jan. 1, 1818		1,000		
Africa .....	Oct. —	Dec. 29, 1816	450			
Capo de Verdes ..	June 14	Nov. 5, 1817		Full		
South Seas .....	July 18	May 26, 1817		1,700		
Brazil .....	Sept. —	June 13, 1817		250		
Africa .....		Nov. 8, 1818	1,800			
Pacific Ocean ..						Last reported in July with 50 sperm.
Capo de Verdes ..	Apr. 23	Dec. 31, 1816	250			
Africa .....		July 17, 1817				

222 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1816.</b>				
<i>Wareham, Mass.</i>				
Enterprise	Ship			
<i>Fairhaven, Mass.</i>				
Liberty	Schooner		— Brock	
Resident	do		— Burtch	N. Stoddard
<i>Edgartown, Mass.</i>				
Apollo	Ship		— Daggett	
<i>Boston, Mass.</i>				
John	Brig		— Randall	
Potomack	Ship		— Alley	
<b>1817.</b>				
<i>Nantucket, Mass.</i>				
Atlas	Ship	245	Robert M. Joy	
Alert	Brig		David Cottle	
Brothers	Ship	256	Alexander D. Bunker	
Botsey	Brig		William Brown	
Critolon	Ship	220	Shubael Brown	
Charles	Brig		Obadiah Luce	
Dauphin	Ship	216	Seth Plinkham	
Dove	Sloop		— Swain	
Diana	Brig		Calvin Bunker	
Essex	Ship	238	Daniel Russell	
Experiment	Sloop		— Randall	
Edward	Brig		William Paddock	
Factor	Ship	299	Reuben Swain	
Golden Farmer	do	291	Matthew Norton	
Gov. Strong	do	270	Obed Fitch	
Gen. Jackson	Brig	171	Stephen Skinner	
Gen. Lincoln	Ship	285	Shubael Chase	
Industry	do	172	Jethro Coffin	
Independence	do	311	George Swain, 2d	
Improvement	Ship	256	Obadiah Coffin	
Indus	Brig		Obed Joy	
Leo	Ship	215	William Joy	
Lydia	do	160	Elias Creely	
Lady Adams	do	240	Shubael Hossey	
Mason's Daughter	Sloop		William Perkins	
President	Ship	233	Jonathan Swain, 2d	
Success	Sloop		— Crosby	
Samuel	Ship	287	Ariel Coffin	
Tarquin	do	201	George Barrett	
Thomas	do	27	John Brown	
William	Sloop		—	
William	Ship	208	Thomas Paddock	
William Penn	Brig		Benjamin Folger	
<i>New Bedford, Mass.</i>				
Elizabeth	Sloop		— Whippley	
George and Susan	Ship	320	— Randall	G. & J. J. Howland
Mary	Brig		— Howland	Wm. Burtch, jr., & Sons
Martha	Ship		— West	Seth Russell & Sons
Milwood	do		— Wilcox	do
Maria	do		— Swain	Samuel Rodman
Orion	Brig		— Tobey	do
President	do		— Clark	Samuel Rodman, jr.
Phoebe Ann	Ship		— Corvill	do
Richmond	do		— Earl	I. Howland, jr., & Co.
William and Eliza	do		— Randall	do

taking from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
						Last reported Aug. 29 with 70 sperm.
Africa	Aug. —	July —, 1817	34			
Pacific Ocean	June 19					Last reported with 1,100 sperm.
Brazil						Captain Randall either died or left the ship Last reported with 800 whale.
Patagonia	June —					Stopped off Nantucket June 17, 1816; crew (11 blacks) mutinied; the mutiny was quelled by men from Nantucket; blacks stole a boat soon after and part of them ran away.
Pacific Ocean	Nov. 19	Nov. 11, 1819	1,22	331		
do	Apr. 19	Nov. 9, 1818	33	313		
do	Aug. 8	Nov. 5, 1819	1,50	110		
Pacific Ocean	July 20	Oct. 19, 1817				Clean
Cape de Verdes	Aug. 18	Dec. 10, 1819	1,30			
Pacific Ocean	Mar. 13					Condemned at Bonavista, 1817. Captain Luce chartered schooner June Marsh, and finished his voyage.
Pacific Ocean	May 31	Nov. 16, 1819	1,01	148		
Atlantic		July 7, 1817	6			Sixty barrels at last report. The Dove sailed again September 3.
Iceland	May 11	Sept. 25, 1817		100		
Pacific Ocean	June 11	Apr. 14, 1819	1,284	151		
West Indies	June 19	July 6, 1817				Sailed again July 7 under Captain Brown.
Iceland	May 11	Jan. 1, 1818		3		
Pacific Ocean	Oct. 8	July 8, 1819	43	1,184		
Braz 1	June 1	Apr. 20, 1817		1,317		
Pacific Ocean	July 12	Apr. 30, 1819	73	1,375		Built 1817.
do	Apr. 5	Jan. 27, 1819	31	97		
Brazil	Sept. 20	Aug. 12, 1818		665		
do	May 31	July 25, 1818		893		
Pacific Ocean	July 23	Nov. 12, 1819	1,338	568		Built 1817. Captain Swain said no ship would till again with sperm oil.
do	Sept. 7	Dec. 8, 1819	1,525	50		
Brazil	Aug. 15	Sept. 17, 1818		1,132		
do	June 41	Sept. 8, 1818		801		
do	Sept. 5	Aug. 15, 1818		665		Broken up at Nantucket 1813.
Pacific Ocean	Oct. 25	Oct. 2, 1819	1,240	21		
Atlantic						Last reported with 60 barrels sperm.
Pacific Ocean	Nov. 19	May 7, 1820	1,374	374		
Newfoundland		Aug. 28, 1817	170			
Brazil	Aug. 4	July 22, 1818	6	1,595		
do	Aug. 10	Apr. 5, 1819		1,910		
Pacific Ocean	Aug. 11	Jan. 12, 1820	1,068	500		
Atlantic	Sept. 3					
Brazil	July 3	Sept. 14, 1818	21	695		
South Atlantic	Mar. 6	Mar. 11, 1818	15	324		
Cape de Verdes	May —		1			
Patagonia	May —	June 1, 1818		1,950		
do	May —	Feb. 7, 1818		1,330		Elephant oil.
Brazil	Aug. —	June 7, 1818		1,670		
South Atlantic	Aug. —	July 19, 1818		1,260		
Pacific Ocean	Sept. —	May 18, 1819	1,25			
Delagoa	Jan. —	Jan. 29, 1818		Full		
Cape de Verdes	May —	May 11, 1819	450			Arrived at Newport.
Pacific Ocean	June —	Feb. 6, 1820	1,030			
Patagonia	July —	May 21, 1818	100	1,900	14,600	
Pacific Ocean	July 18	Feb. 4, 1820	2,500			Returned July 31 with loss of bowsprit; sailed again August 5.

G. & J. J. Howland  
Wm. Borch, jr. & Sons  
Seth Russell & Sons  
do  
Samuel Rodman  
do  
Samuel Rodman, jr.  
do  
I. Howland, jr. & Co.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1817.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Winslow	Ship		Chase	Samuel Robman
Wm. Thacher	do		Tucker	Wm. Rotch, Jr., & Sons
<i>Fairhaven, Mass.</i>				
Agenor	B-12		Burtch	Delano, Tripp & Terry
Herald	Ship		Bunker	S. Botten
<i>Westport, Mass.</i>				
Industry	Brig		Maylew	
<i>Sag Harbor, N. Y.</i>				
Abigail	Ship		Post	
Andrew	do		Samner	
Charlotte	do			
Fair Helen	do			
Gov.	do		Fowler	
Octavia	do		Post	
<i>Hudson, N. Y.</i>				
Diana	Ship		Coffin	
Edza Barker	do		Paddock	
<i>Horton, Mass.</i>				
John	Brig			
<b>1818.</b>				
<i>Nantucket, Mass.</i>				
Boston	Ship	187	Frederick Barnard	
Helsey	Brig		William Brown	
Charles	Ship	274	Abraham Swain	
Cordella	Sloop		Cook	
Diana	Brig		Calvin Bunker	
Dispatch	do		William Brown	
Dove	Sloop			
Eagle	Ship	335	William H. Coffin	
Equator	do	265	Elisha Folger	
Eagle	Brig		Joseph McCleav	
Edward	do		Latham Paddock	
Francis	Ship	291	Tim. Fitzgerald	
Fortunate Farmer	do	293	George W. Gardner	
Globe	do	265	Isiah Ray	
Golden Farmer	do	294	Peter Coffin	
Gen. Lincoln	do	285	Shubael Chase	
George	do	350	John Fitch	
Hannah	Sloop		Alley	
Hycso	Ship	290	Amiel Coffin	
Industry	do	173	Samuel Gardner	
John Adams	do	296	Peter Paddock	
Juno	Schooner		Abraham Pollard	
John Jay	Ship	217	William H. Coffin	
Lima	do	286	John Bunker Albert Clark	

wing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Samuel Bodman Wm. Hatch, Jr., & Sons	Pacific Ocean Patagonia	Oct. — May —	Jan. 12, 1820 Feb. 7, 1818	1,400 Full			Elephant-oil.
Delano, Tripp & Terry, S. Burden	Brazil do	Aug. 5 Jan. —	June 8, 1818 May 20, 1818	130 700	1,200 700		Withdrawn for merchant service, and sunk off Hernandez 1818.
	Atlantic	June 1	May —, 1818	250			
	Brazil do do do						Last reported with 500 whale. Last reported with 900 whale. No report. Last reported with 500 whale. Last reported with 700 whale. Last reported with 1,300 whale.
	Pacific Ocean do	Aug. 20	Nov. 27, 1810	1,950	130		Last reported with 700 sperm, 140 whale. Boarded by a privateer, and the officers and crew robbed of all their clothing, 1818. Last reported with about 800 whale.
	Brazil						
	Brazil	Aug. 12	Nov. 25, 1819		812		
	do	Jan. 18	Sept. 10, 1818		70	12	
	Pacific Ocean	Jan. 15	Aug. 13, 1840	1,782			No report.
	Atlantic	May 2	Oct. 6, 1818		40		
	do	Oct. 31	May 27, 1819	72	138		
	Atlantic	July 8	Aug. 20, 1819		371		Boarded twice in Gulf of Mexico, and robbed of provisions and boats. Came home leaky.
	Gulf of Mexico	Jan. —	—, 1818				
	Pacific Ocean	Oct. 17	June 12, 1821	2,142			The Equator and the Jataena of New Bedford were the first whalers to visit the Sandwich Islands, arriving there September 17, 1819. Equator built 1818.
	do	Oct. 31	Dec. 1, 1820	709	611		
	Patagonia	June 4	May 18, 1819		806		
	Atlantic	Apr. 26	June 3, 1819		420		
	Pacific Ocean	Nov. 10	Nov. 28, 1821	784	611		
	do	July 13					
	Pacific Ocean	Mar. 3	May 29, 1830	3,000			
	do	June 23	June 2, 1821	1,016			
	Brazil	July 19	June 20, 1819	40	1,380		Dismasted in a gale September 27, 1818; abandoned October 29; one man lost.
	do	Sept. 21					
	Pacific Ocean	Nov. 10	May 19, 1821	2,135	25		The Hannah was captured by an English cruiser, a prize crew put on board, and her own crew taken away. Was recaptured by Captain Alley and one of his mates two days after.
	Banks		Sept. 12, 1818	170			
	Pacific Ocean	Dec. 13	June 11, 1821	1,560			
	do	Oct. 6	Aug. 21, 1819	69	574		
	Pacific Ocean	Jan. 15	Dec. 5, 1820	788	862		Was taken by an English cruiser and carried into Saint John's, where she was released. Brought rest of Hannah's crew.
	Banks	Oct. 6	Oct. 6, 1818		100		Got ashore at Bonavista and returned leaking.
	Pacific Ocean	Feb. 6	May 6, 1818		369	100	
	do	Aug. 29	May 16, 1821		369	100	
	do	July 13	Sept. 10, 1820	1,763	177		

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1818.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Leo .....	Ship	217	William Joy .....	.....
Minerva .....	do	200	Sylvanus Coffin .....	.....
Martha .....	do	253	Reuben Weeks .....	.....
Pern .....	do	257	David Harris .....	.....
Pacelle .....	do	311	Benjamin Whipple .....	.....
Peruvian .....	do	334	Christopher Wyer .....	.....
Planter .....	do	340	George B. Chase .....	.....
Ruby .....	do	221	Obed Ray .....	.....
Rambler .....	do	318	Benjamin Worth .....	.....
States .....	do	320	David Swain, 2d .....	.....
Samuel .....	do	257	Hezekiah Pinkham .....	.....
Success .....	Ship	.....	.....	.....
South America .....	Ship	397	Joseph Earle .....	.....
Two Brothers .....	do	217	George B. Worth .....	.....
Weymouth .....	do	329	William Chadwick .....	.....
William .....	do	208	Obed Luce .....	.....
William and Nancy .....	Brig	.....	Colin Whipple .....	.....
William Penn .....	Ship	.....	Benjamin Folger .....	.....
<i>New Bedford, Mass.</i>				
Augustus .....	Ship	380	Butler .....	.....
Barclay .....	do	.....	Coffin .....	.....
Balaena .....	do	.....	Edmund Gardner .....	.....
Commodore Decatur .....	Brig	.....	Traker .....	J. & J. Howland .....
Charles .....	Ship	.....	Coffin .....	Samuel Rodman, jr .....
George and Susan .....	do	320	Randall .....	George Howland .....
Gleaner .....	Brig	.....	David Leslie .....	J. A. Parker .....
Goleonda .....	Ship	.....	Bennett .....	George Howland .....
Independence .....	do	.....	Perry .....	.....
Juno .....	Brig	.....	Spooner .....	.....
Martha .....	Ship	.....	Whitfield .....	Seth Russell & Sons .....
Minerva .....	do	.....	Williams .....	J. & J. Howland .....
Midas .....	do	326	Tobey .....	John Coggeshall & Wil- liam R. Rotch .....
Milwood .....	Ship	.....	Wilcox .....	.....
Mary .....	Brig	.....	Howland .....	William Rotch, jr. & Sons .....
Mercator .....	Ship	.....	Swain .....	.....
Ospray .....	Brig	.....	James Drew .....	.....
Persia .....	Ship	.....	Cross .....	.....
Pindus .....	do	.....	Barrett .....	.....
President .....	Brig	.....	Clark .....	.....
Richmond .....	Ship	.....	Dillingham .....	.....
Russell .....	do	.....	Arthur .....	.....
Triton .....	do	.....	Zephaniah Wood .....	.....
Victory .....	do	.....	Bunker .....	.....
William Thacher .....	do	.....	Howland .....	William Rotch, jr. & Sons .....
<i>Fairhaven, Mass.</i>				
Herald .....	Ship	.....	Burtch .....	.....
Stanton .....	do	.....	Burtch .....	.....
<i>Westport, Mass.</i>				
Industry .....	Brig	.....	Mayhow .....	.....
<i>Salem, Mass.</i>				
Britanna .....	Ship	.....	.....	.....
<i>Sag Harbor, N. Y.</i>				
Argonaut .....	Ship	.....	Halsey .....	.....
Martha .....	do	.....	.....	.....
Octavia .....	do	.....	Poe .....	.....
Thomas Nelson .....	do	.....	Gardner .....	.....

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Brazil	Dec. 13	July 15, 1820	.....	600	.....	Broken up at Nantucket 1819.
Pacific Ocean	Feb. 6	July 25, 1819	.....	704	.....	
do	June 28	July 29, 1821	1,620	.....	.....	Built 1818 at Hanover.
do	Aug. 29	Dec. 5, 1820	1,136	463	.....	Built 1818.
do	Aug. 29	Oct. 8, 1820	1,761	549	.....	Built 1818 at Seltmate.
do	Sept. 25	Nov. 3, 1821	1,960	60	.....	Built 1818 at Middletown, Conn.
do	Sept. 25	Sept. 15, 1820	1,890	391	.....	
do	Aug. 22	Feb. 24, 1820	.....	1,300	.....	Built 1818 at Kingston.
Pacific Ocean	Nov. 21	Oct. 31, 1821	2,040	.....	.....	Built 1818.
do	July 8	June 27, 1820	1,628	.....	.....	
Brazil	Sept. 16	May 1, 1820	.....	1,700	.....	Last reported August 1 with two whales.
Simons	July 25	.....	.....	.....	.....	
Pacific Ocean	Sept. 25	Oct. 20, 1820	378	1,826	.....	
do	Nov. 21	Aug. 5, 1821	1,231	158	.....	
do	July 20	Dec. 27, 1820	1,597	433	.....	
Brazil	Oct. 30	Feb. 28, 1820	.....	113	.....	
do	May 4	Sept. 25, 1818	.....	.....	.....	
Cape G'd Hope	May 29	Feb. 13, 1819	38	619	.....	
Patagonia	June 7	June 4, 1819	.....	1,800	.....	Bought 1816.
Pacific Ocean	Jan. —	Oct. 12, 1820	.....	.....	.....	Last reported with 1,600 sperm.
do	Nov. —	June 10, 1821	.....	.....	.....	Last reported with 1,500 sperm. See Equator, Nantucket.
Patagonia	May —	Feb. 25, 1819	.....	Full.	.....	
Pacific Ocean	Jan. 25	July 21, 1820	1,900	.....	.....	George and Susan built at Dartmouth 1816.
Brazil	July —	June 24, 1819	.....	2,000	.....	Capt. on Randall came home sick 1819.
Patagonia	May —	Jan. 10, 1819	.....	1,030	.....	Elephant-oil.
do	.....	July 14, 1819	.....	1,700	.....	
Pacific Ocean	Jan. 9	Feb. 18, 1821	1,900	100	.....	
Brazil	May —	June 3, 1819	.....	400	.....	
do	July 23	June 30, 1819	.....	1,700	.....	
Patagonia	May —	Feb. 3, 1819	.....	900	.....	Midas built at New Bedford 1810.
Brazil	May 26	June 18, 1819	.....	1,750	.....	
Patagonia	Sept. —	Feb. 14, 1820	.....	1,600	.....	Lost May 28 on Cape Blanco. Robbed by the Arabs; one man killed, one wounded, and one captured; driven from the shore and wreck. The survivors reached the Isle of Sal in their boats June 5.
do	May —	.....	.....	.....	.....	
Pacific Ocean	Jan. —	.....	.....	.....	.....	
do	Feb. —	July 25, 1820	.....	800	.....	
do	Jan. —	May 1, 1820	.....	1,800	.....	
Africa	Jan. —	.....	.....	.....	.....	
Cape de Verde	July —	.....	.....	1,800	.....	
Brazil	July —	June 3, 1819	.....	1,100	700	
Pacific Ocean	Nov. 12	May 30, 1820	.....	50	.....	
do	Nov. 12	June 7, 1821	.....	1,900	.....	Last reported with 1,600 whale.
Patagonia	July —	.....	.....	.....	.....	
do	May —	Jan. 10, 1819	.....	900	.....	
do	July —	.....	.....	.....	.....	
Pacific Ocean	July —	Nov. 11, 1821	.....	2,100	.....	
Cape de Verde	July —	May —, 1819	.....	300	.....	
do	Dec. 5	.....	.....	.....	.....	Wrecked on Pickard's rocks going out. No further report.
Brazil	.....	July 2, 1819	.....	.....	.....	
do	.....	June —, 1819	.....	1,800	.....	
do	.....	July —, 1819	.....	1,300	.....	



Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1818.</b>				
<i>Boston, Mass.</i>				
John .....	Brig .....	.....	Alley .....	W. Lewis & Co .....
<i>N. Y.</i>				
Harriot .....	Brig .....	.....	Nathan Hildreth .....	.....
<i>Edgartown, Mass.</i>				
Apollo .....	Ship .....	.....	McKenzie .....	.....
Loan .....	do .....	.....	Norton .....	.....
<i>Philadelphia, Pa.</i>				
Governor Hawkins .....	do .....	.....	T. Coffin .....	.....
<b>1819.</b>				
<i>Nantucket, Mass.</i>				
Anora .....	Ship .....	346	Daniel Russell .....	Gideon Folger & Co .....
Ark .....	do .....	372	Reuben Clasby .....	Jethro Mitchell .....
Atlantic .....	do .....	321	Barzillai Coffin .....	Gardner Macy & Co .....
Barolay .....	do .....	301	Peter Coffin .....	J. J. Barney & Co .....
Child .....	do .....	291	Absalom Coffin .....	Jethro Mitchell .....
Diana .....	Brig .....	233	Calvin Bunker .....	.....
Eagle, 2d .....	Ship .....	233	Tristram C. Swain .....	Baxter & Ewer .....
Essex .....	do .....	238	George Pollard, jr. ....	Gideon Folger & Co .....
Franklin .....	do .....	309	Elihu Coffin .....	Uriah Folger & Co .....
Foster .....	do .....	317	Shubael Chaso .....	P. Mitchell & Sons .....
Gideon .....	Bark .....	294	John R. Caswell .....	J. & B. Burnell .....
George Porter .....	Ship .....	285	David Cottle .....	David Pease & Co .....
General Jackson .....	Brig .....	174	Henry Cottle .....	F. G. Macy & Co .....
Hero .....	Ship .....	313	James Russell .....	J. Starbuck & Co .....
Huntress .....	Schooner .....	.....	.....	.....
Indus .....	Ship .....	262	Obed Joy .....	T. Starbuck & Co .....
Independence, 2d .....	do .....	352	George Barrett .....	Aaron Mitchell .....
Industry .....	do .....	172	Amaziah Gardner .....	Valentino Swain .....
John Adams, 3d .....	do .....	268	David Easton .....	G. Easton & Co .....
Juno .....	Schooner .....	.....	.....	.....
Leader .....	Ship .....	313	Ariel Coffin .....	Gardner, Macy & Co .....
Maro .....	do .....	315	Joseph Allen .....	E. Mitchell & Co .....
Paragon .....	do .....	309	William Perkins .....	J. Jenkins & Co .....
Prince George .....	Brig .....	155	George Luce .....	Mitchell & Cary .....
Roxana .....	Ship .....	237	Francis Coffin, 2d .....	Peter Myrick & Co .....
Reaper .....	do .....	338	Jedediah Fitch .....	P. Gardner & Sons .....
Sally .....	do .....	195	Thomas Paddock .....	B. & P. Gardner .....
Sea Lion .....	do .....	307	Benjamin Folger .....	John Jenkins & Co .....
Thomas, 2d .....	do .....	306	Laban Cottle .....	P. Chase & Co .....
Tarquin .....	do .....	301	Micajah Gardner .....	R. Mitchell & Co .....
Vulture .....	do .....	299	Jesse Coffin .....	M. Barney & Co .....
Washington .....	do .....	308	Reuben Swain, 2d .....	Z. Coffin .....

NOTE.—A sloop sailed from Nantucket, whaling, in December, 1819.

\* Probably

owing returns of whaling vessels

sailing from American ports—Continued.

No.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
	W. Lewis & Co.	Patagonia		July 28, 1819	Bbls.	Bbls.	Lbs.	
		Brazil				1,150		Lost on coast of Brazil May 23, 1819, with 600 whale.
		Pacific Ocean		Aug. —, 1820	1,250			Last reported with 1,350 sperm.
								Last reported with 350 elephant-oil and 4,000 skins. Captain Colby died in 1819.
	Gideon Folger & Co.	Pacific Ocean	Dec. 26	Dec. —, 1822	1,630	130		Built at Haddam, Conn., 1819.
	Jethro Mitchell		Feb. 12	Mar. 27, 1822	612	1,200		Broken up at Nantucket 1822.
	Gardner Macy & Co.		July 4	Jan. 18, 1822	1,530	120		Built at Haddam 1819.
	J. J. Barney & Co.		Oct. 15	Nov. 22, 1821	1,940			Built at Rochester, Mass., 1815.
	Jethro Mitchell		Aug. 12	Nov. 12, 1822	500	370		Built 1819.
	Baxter & Ewer	Brazil	July 17					Condemned at St. Domingo after obtaining some oil.
	Gideon Folger & Co.	Cape G'd Hope	July 18					Stove by a whale November, 1820; captain, mate, and three men saved in the boats; three men left on Disco Island.
	Uriah Folger & Co.	Pacific Ocean	Aug. 12					
	P. Mitchell & Sons		Jan. 25	Nov. 23, 1821	1,254	17		The bottom of the Foster was pierced by a horn-fish and the horn left there. On sawing it off in the hold the water rushed through the opening 1,000 strokes per hour. Built 1819.
			July 22	Apr. 12, 1822	1,624			
	J. & B. Burnell	Brazil	May 21	July 25, 1820	50	98		
	David Pease & Co.		June 17	Mar. 28, 1821		62		
	F. G. Macy & Co.	South Atlantic	May 14	May 15, 1820	25	534		The General Jackson took her oil on the afterward celebrated "Triton" ground. Taken off St. Mary's by the pirate Benezeder, carried to Aranco, where Captain Russell and a boy were shot. The mate, Obed Starbuck, brought the ship home.
	J. Starbuck & Co.	Pacific Ocean	July 17	Aug. 5, 1821	1,070	6		Last reported with 30 sperm.
	T. Starbuck & Co.	Pacific Ocean	Jan. 25	Oct. 29, 1821	735	56		Altered from s brig, 1815.
	Aaron Mitchell	New Zealand	July 23	June 16, 1822	2,150	1		Captain Barrett died on the voyage.
	Valentine Swain	Brazil	Dec. 20					Condemned at St. Domingo, 1820; had 339 barrels of oil.
	G. Easton & Co.		June 23	Feb. 1, 1821	51	1,260		
	Gardner, Macy & Co.	Gulf Mexico		June 15, 1820	90			Built 1819.
	E. Mitchell & Co.	Pacific Ocean	July 20	Oct. —, 1822	1,370	200		Took his oil off the Japan coast.
	J. Jenkins & Co.		Oct. 26	Mar. 10, 1822	2,425			
	Mitchell & Cary		Jan. 7	Dec. 26, 1821	1,690			Filled once and sold her oil at San Salvador, 1820. Captured from the English in the war of 1812.
	Peter Myrleck & Co.	Brazil	June 5	Feb. 10, 1821	19	1,190		Captain Fitch died on the voyage. Built 1819.
	P. Gardner & Sons	Pacific Ocean	Nov. 30		1,250	300		
	B. & P. Gardner	Brazil	Mar. 22	Aug. 26, 1820	25	485		
	John Jenkins & Co.	Cape G'd Hope	July 8	Mar. 26, 1821		1,085		
	P. Chase & Co.	Pacific Ocean	July 9	Mar. 2, 1821		1,005		Reported at Charleston, S. C., November 21, 1820, with 500 whale, 40 hogheads sperm, and 1,600 pounds bone.
	R. Mitchell & Co.	Brazil	July 20	Apr. 4, 1821		500		
	M. Barney & Co.	Pacific Ocean	Sept. 14	Dec. —, 1822	1,354	120		Washington built at Hanover, 1819.
	Z. Colby		Dec. 26	Feb. 11, 1822	1,920			

\* Probably

Hudson.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1819.</b>				
<i>New Bedford, Mass.</i>				
Augustus .....	Ship .....	..	Butler .....	.....
Alliance .....	Brig .....	..	Ashley .....	.....
Cornelia .....	do .....	..	Gardner .....	.....
Commodore Decatur .....	do .....	..	Tucker .....	.....
Dragon .....	do .....	..	Cludwick .....	.....
Frauch .....	Ship .....	..	Howland .....	.....
George and Susan .....	do .....	33	Whittens .....	.....
Goldonda .....	do .....	..	Bennett .....	.....
Gleaner .....	Brig .....	..	Leslie .....	.....
Iris .....	Ship .....	..	Hathaway .....	.....
Mercator .....	do .....	..	Swain .....	.....
Minerva .....	do .....	..	Pease .....	.....
Martha .....	do .....	..	Whitfield .....	S. & C. Russell .....
Maria .....	do .....	..	Chase .....	.....
Minerva .....	Brig .....	..	Williams .....	.....
Midas .....	Ship .....	32	Smith .....	.....
Pacilio .....	do .....	..	West .....	.....
Richmond .....	do .....	..	Timothy Daggett .....	F. Howland, Jr., & Co. ....
Swift .....	do .....	..	Price .....	.....
Timoleon .....	do .....	34	George Randall .....	F. Howland, Jr., & Co. ....
<i>Westport, Mass.</i>				
Industry .....	Brig .....	..	Emery .....	.....
<i>Sag Harbor, N. Y.</i>				
Abigail .....	Ship .....	..	.....	.....
Argonaut .....	do .....	25	.....	.....
Fair Helen .....	do .....	..	.....	.....
Hannibal .....	do .....	30	.....	.....
Octavia .....	do .....	..	Collin .....	.....
Thomas Nelson .....	do .....	..	Osborne .....	.....
Union .....	do .....	26	.....	.....
<i>New York, N. Y.</i>				
Diana .....	Ship .....	..	Collin .....	.....
H.....	Brig .....	..	.....	.....
<i>New London, Conn.</i>				
Carrier .....	Ship .....	..	.....	.....
<i>Fairhaven, Mass.</i>				
Herald .....	Ship .....	..	Spooner .....	.....
Pinus .....	do .....	..	Barrett .....	.....
Stantou .....	do .....	..	Burtch .....	.....
<i>Boston, Mass.</i>				
John .....	Ship .....	17	Prince B. Mooers .....	.....
<i>Dartmouth, Mass.</i>				
William Thacher .....	Brig .....	..	Chase .....	.....
<b>1820.</b>				
<i>Nantucket, Mass.</i>				
Atlas .....	Ship .....	24	Robert M. Joy .....	F. Joy & Son .....
Alert .....	Brig .....	..	Peleg Brock .....	.....
Boston .....	Ship .....	18	Frederick Barnard .....	Jethro Mitchell .....
Brothers .....	do .....	25	David Brayton .....	Sammel Mitchell & Bros .....
Criterion .....	do .....	22	Seth Collin, Jr. ....	John Cartwright & Son .....
Crown Prince .....	Schooner .....	..	.....	.....
Charles .....	Ship .....	27	Abraham Swain .....	John Cartwright & Son .....
Columbus .....	do .....	34	Daniel Folger .....	Uriah Folger & Co. ....
Dauphin .....	do .....	27	Zimri Collin .....	Gilbert Collin & Sons .....
Dispatch .....	Sloop .....	..	Bunker .....	.....
Diaba .....	Brig .....	..	Calvin Bunker .....	.....

owing returns of whaling-vessels

sailing from American ports—Continued.

No.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			of sailing.	of arrival.	sperm-oil.	Whale-oil.	Whalebone.	
		Patagonia	July 25, 1820		Bbls	Bbls	Lbs	
		Brazil	July 17	June 21, 1820	1,300	1,300		Crew sick with scurvy.
		Patagonia	May	June 20, 1820	90			Last reported with 580 whale.
		do	May	Apr. 21, 1820				
		do	May	June 7, 1820	590			
		do	May	June 21, 1820	4,000			
		Brazil	May	May 24, 1820	1,500			
		Pacific Ocean	Oct. 15					Returned with a cargo of elephant-oil and sugar.
		Patagonia	May	Mar. 19, 1820				Last reported with 1,600 sperm. Last reported with 1,500 barrels.
		Pacific Ocean		July 19, 1821				
		Pacific Ocean	Jan.	June 7, 1822	1,200			
	S. & C. Russell	Patagonia		July 23, 1820	1,500			
		Pacific Ocean	Sept.					Last reported with 550 whale.
		Patagonia	May	May 3, 1820				
		Brazil		June 17, 1820	2,300			
		Patagonia	June 18	Mar. 25, 1820				
		do	Aug.	July 25, 1820	14	1,300	6,940	
	I. Howland, Jr., & Co.	Pacific Ocean	May	June 5, 1822	2,150			Arrived at Newport; bought for New Bedford 1819.
	I. Howland, Jr., & Co.	Brazil	July	Feb. 13, 1820	2,000	10,100		
		Atlantic	Aug.	May 10, 1820	12			
		Brazil	July					Last reported with 600 whale. Last reported with 1,350 whale. Last reported with 800 whale.
		Brazil	July 5					
		do	July	June	1,600			Last reported with 1,400 whale.
		do	July	June	2,500			Last reported with 900 whale.
		do	July	June				
		Patagonia		Apr. 12, 1820		1,100		
		do	July					
		do	Aug. 1					
		Patagonia		June 5, 1820		1,200		
		do		July 25, 1820		900		Last reported with 1,300 sperm.
		Pacific Ocean						
		Patagonia	Oct. 30	June —, 1820				Last reported with 850 whale.
		do						Last reported with 109 sperm.
		Patagonia						
		Pacific Ocean	July 16	Apr. 4, 1823	1,600			Sold 1823.
	F. Joy & Son	Atlantic		Mar. 24, 1822	255	10		
		Pacific Ocean	Jan. 20	Mar. 17, 1822	1,100			
	Jethro Mitchell	do	June 14	June 5, 1823	1,400			
	Samuel Mitchell & Bros	do	May 14	Apr. 13, 1823	1,400			
	John Cartwright & Son	Atlantic						Last reported in August with 60 sperm. Lost at Valparaiso. Had 1,600 sperm. Saved 775 sperm and shipped it home. Built 1820; sold 1823.
	John Cartwright & Son	Pacific Ocean	Dec. 20					
		do	July 21	Apr. 1, 1823	1,900			
	Ulah Folger & Co.	do	Sept. 4	July —, 1821	1,272			Last reported with 25 sperm.
	Gilbert Coffin & Sons	Atlantic						Skinning voyage.
		South Atlantic						

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1820.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Factor .....	Ship	291	John Maxcy	Baxter, Ewer & Co
Falcon .....	do	297	Shubael Brown	E. Mitchell & Co
Golden Farmer .....	do	294	Alfred Alley	John Jenkins & Co
Gov. Strong .....	do	275	Moses Sully	P. Chase & Co
Globe .....	do	230	George W. Gardner	P. & C. Mitchell
Gen. Jackson .....	do	174	John Fisher	P. G. Macy
Galen .....	do	365	Seth Pinkham	Gilbert Collin & Sons
Hesper .....	do	245	Rouben Joy, jr.	G. & J. J. Barney
Huntress .....	Schooner	279	Chris. Burdick	—
Improvement .....	Ship	314	Obadiah Collin	G. Collin & Sons
Independence .....	do	314	Jona. Swain, 2d.	Zenas Collin
Lacy .....	Brig	240	Shubael Hussey	O. Mitchell & Sons
Lady Adams .....	Schooner	217	— Collin	—
Liberty .....	Ship	217	Henry Cottle	F. Joy
Leo .....	Schooner	217	— Collin	—
Lively .....	Schooner	217	— Collin	—
Lima .....	Ship	280	Nathaniel Gorham	Chris. Mitchell & Co
Mason's Daughter .....	do	354	Obad Wyr	T. Hussey & Sons
North America .....	do	354	Alexander D. Bunker	Samuel Mitchell & Bros
Ontario .....	do	354	— Collin	—
Oliver H. Perry .....	Schooner	233	Shubael Cottle	J. Starbuck & Co
President .....	Schooner	314	Franklin Chase	Paul Mitchell & Sons
Phoenix .....	Ship	240	Job Collin	Jared Collin
Pacific .....	do	240	Obad Ray	Jedro Mitchell
Phaeton .....	do	224	James Bunker	A. Mitchell
Ruby .....	do	220	Isaac Chase	Zenas Collin
Spermo .....	do	227	Robert Inott	—
States .....	do	194	Samuel Barrett	James Parker
Sannel .....	do	270	John Brown	S. & O. Macy
Sally .....	Brig	—	— Holmes	—
Thomas .....	Schooner	—	Tristram Folger	—
Urebin .....	Brig	—	—	—
Vesta .....	Brig	—	—	—
William and Nancy .....	Brig	—	—	—
<i>New Bedford, Mass.</i>				
Alliance .....	Brig	—	— Ashley	—
Ann Alexander .....	Ship	—	— Cowell	—
Com. Decatur .....	Brig	—	— Handy	—
Charles .....	Ship	—	— Collin	Samuel Rodman, jr.
Cornelia .....	Brig	—	— Gardner	—
Dragon .....	do	—	— Wood	—
Eliza Barker .....	Schooner	—	— Howland	—
Elizabeth .....	do	—	— Rotch	—
Francis .....	Ship	—	— Swain	—
George and Susan .....	do	32	— Whitteys	—
Independence .....	do	—	— Hammond	—
Juno .....	Brig	—	— Long	—
Laura .....	Schooner	—	— Davis	—
Lorenzo .....	Ship	—	— Collin	—
Maria .....	do	—	— Chase	—
Minerva .....	Brig	—	— Daniel	—
Milwood .....	Ship	—	— Wood	—
Midas .....	do	—	— Smith	—
Martha .....	do	—	— Whitfield	—
Minerva Smyth .....	do	—	— Daniel	—
Osgway .....	Brig	—	— Howland	—
President .....	do	—	— Covell	Samuel Rodman, jr.
Phoebe Ann .....	Ship	—	— Chase	—
Persia .....	do	—	— Cross	—
Pacific .....	do	—	— West	—
Parnassa .....	do	—	— Covell	—
Russell .....	do	—	— Arthur	—
Sophia .....	do	—	— Cathcart	—
Tinoleon .....	do	346	Charles Starbuck	I. Howland, jr., & Co
Traveler .....	Brig	—	— Howland	—
Victory .....	Ship	—	— Bunker	—
Winslow .....	do	—	— Clark	—

owing returns of whaling-vessels

sailing from American ports—Continued.

Name	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Baxter, Ewer & Co.		Pacific Ocean	Aug. 9	Aug. 16, 1821	1,707			Built 1820. Captain Brown was accidentally killed on the voyage.
E. Mitchell & Co.		do	Oct. 8	Nov. 8, 1821	1,600			Benjamin Swain, mate, died on the voyage. Sold out 1822.
John Jenkins & Co.		do	Feb. 5	Jan. 12, 1822	200	800		
P. Chase & Co.		do	Feb. 21	Jan. 12, 1822	917	350		
P. & C. Mitchell.		do	Aug. 9	May 3, 1822	2,025			Altered from a brig 1820; sold 1823.
F. G. May		do	Oct. 8	July 6, 1821	860			Built 1820; sold out 1823.
Gilbert Collin & Sons.		do	Dec. 31	Sept. 13, 1821	2,210	70		
G. & J. J. Barney.		do	June 5	Sept. 13, 1821	900			Skinning voyage.
G. Collin & Sons.		South Atlantic	June 20	Apr. 2, 1821	805	467		
Zenas Collin		Pacific Ocean	July 20	Apr. 2, 1823	2,021			Last reported with 109 sperm.
O. Mitchell & Sons.		Pacific Ocean	Feb. 28	Oct. 17, 1821	1,136	80		Last reported with 200 sperm.
F. Joy		Atlantic	Oct. 20	Nov. 27, 1820	1,108			Broken up at Nantucket 1821.
Christ. Mitchell & Co.		Pacific Ocean	Dec. 6	July 6, 1823	1,225			
T. Hussey & Sons.		Atlantic	Dec. 1	July 19, 1821	170			Boarded and plundered by pirates. Captain Wier died on the voyage.
Samuel Mitchell & Bros.		Pacific Ocean	May 17	July 8, 1821	660			Built 1820 at Rochester.
J. Starbuck & Co.		Atlantic	Nov. 29	Nov. 14, 1823	1,948			
Paul Mitchell & Sons		Pacific Ocean	Aug. 0	Nov. 17, 1821	1,383	490		
Jared Collin		Atlantic	July 1	Aug. —, 1821	1,639			
Jeharo Mitchell.		Pacific Ocean	Dec. 16	Nov. 17, 1821	1,465	201		Condemned at Oahu, 1822; oil shipped home. Built 1820; sold 1823.
A. Mitchell		do	Dec. 20	Mar. 24, 1823	1,920			
Zenas Collin		do	Aug. 27	Apr. 8, 1823	1,100			Condemned at Rio Janeiro 1822; oil (1,800 sperm) shipped home; sold 130 sperm. Broken up at Nantucket 1823.
James Barker.		do	Oct. 25	July 9, 1823	970			
S. & O. May		do	Nov. 22	Sept. —, 1822	1,515			
The William and Nancy		Atlantic	Aug. 4	Oct. 19, 1821	90			The William and Nancy returned from a whaling voyage November 27, 1820, clean. Skinning voyage.
Patagonia		South Atlantic	July 20, 1821					
Samuel Rodman, jr.		Patagonia	June —	July 20, 1821				
do		South Seas	June —	Aug. 7, 1821	900			
do		Pacific Ocean	May 27	Aug. 5, 1821	Full.			
do		Patagonia	Sept. 19	Aug. 5, 1821	Full.			
do		Atlantic	July 7, 1821	July 7, 1821				
do		do	July 1, 1821	July 1, 1821				
do		do	July 25	Sept. 18, 1820	Clean			
do		Pacific Ocean	Dec. 9	Dec. 12, 1821	1,800			
do		Patagonia	June 12, 1821	June 12, 1821				
do		Pacific Ocean	Dec. 6, 1821	Dec. 6, 1821	2,060			
do		Brazil	May —	Jan. 19, 1821	400			Latra last reported with 130 sperm. Lorenzo was lost on the coast of Peru.
do		West'n Islands	June —	Aug. 7, 1821	300	54	466	Last reported with 1,200 sperm.
do		Pacific Ocean	June —	July 25				
do		Brazil	July 25	Aug. —, 1821				
do		South Seas	Aug. —	Apr. 9, 1821			1,400	
do		Pacific Ocean	Dec. —	Nov. 13, 1823			1,625	
do		do	Aug. —	Apr. 12, 1821			470	
do		do	May —	May 4, 1823	Full.			Captain Chase died on the voyage.
do		Japan	Feb. 20, 1821	Feb. 20, 1821	Full.			
do		Brazil	Mar. 10, 1821	Mar. 10, 1821	250	1,920		
do		Pacific Ocean	Dec. 8	July 5, 1821	Full.			
do		do	Aug. —	Oct. 7, 1821	1,900			
do		do	July 25	Dec. 8, 1821	1,500			
I. Howland, jr. & Co.		Brazil	May —	Apr. 5, 1822	300	2,200	9,943	
do		Cape de Verde	May —	May 28, 1821		2,000		
do		Patagonia	May —	May 28, 1821		2,000		
do		Brazil	May —	May 28, 1821		2,000		

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	Whaling ground.
<b>1840.</b>					
<i>New Bedford, Mass.—Continued.</i>					
Wilmington and Liverpool Packet	Ship	.....	Richmond	.....	Pacific
William and Eliza	do	.....	Paddock	.....	do
William Thacher	Brig	.....	Chase	.....	do
William Ketch	Ship	.....	do	.....	do
<i>Fairhaven, Mass.</i>					
Leonidas	Ship	.....	Potter	.....	Pacific
Pindus	do	.....	Bennett	.....	Brazil
<i>Westport, Mass.</i>					
Almy	Brig	.....	Allen	.....	St. Bell
Industry	do	.....	Cory	.....	West'n
Polly and Eliza	do	.....	Mayhew	.....	do
Swain	Ship	.....	Wattner	.....	Atlantic
Traveler	Brig	.....	Howland	.....	do
<i>Rochester, Mass.</i>					
Orion	Brig	.....	Luco	.....	Cape de
<i>Falmouth, Mass.</i>					
Sarah Herrick	Brig	150	.....	Elijah Swift	Atlantic
<i>New York, N. Y.</i>					
Caroline Ann	Ship	.....	.....	.....	Pacific
Comline	Schooner	.....	Jenkins	.....	West'n
Diana	Ship	.....	Paddock	.....	Pacific
Eliza Barker	do	.....	Alley	.....	Japan
Neptuno	do	.....	Collin	.....	Pacific
Trident	do	.....	Reuben Collin	.....	do
<i>Salem, Mass.</i>					
Gen. Knox	Ship	.....	Orno	.....	Falkla
Polly	Brig	.....	.....	.....	.....
<i>Newport, R. I.</i>					
Courier	Ship	.....	William Fitzgerald	S. and J. Whitehorn	Pacific
Robinson Potter	do	.....	Reuben Swain	Robinson Potter	do
<i>New London, Conn.</i>					
Mary	Brig	.....	Davis	.....	.....
Mary Ann	do	.....	Collin	.....	.....
Pizarro	do	.....	Colt	.....	.....
<i>Say Harbor, N. Y.</i>					
Abigail	Ship	.....	.....	.....	.....
Argonaut	do	254	Sayre	.....	Pacific
Fair Helen	do	.....	.....	.....	Brazil
Julius Caesar	Ship	.....	Oliver Fowler	.....	Pacific
Marcus	do	280	.....	.....	Brazil
Ontario	do	.....	Smith	.....	Prinag
.....	do	.....	Post	.....	Brazil
Union	do	262	Osburn	.....	.....
<i>Boston, Mass.</i>					
Beverly	Ship	40	Ellas Cooley	Israel Thorndike	Pacific
George	do	.....	Cary	.....	Brazil
<i>Edgartown, Mass.</i>					
Apollo	Ship	.....	Daggett	.....	Pacific
John	do	.....	Norton	.....	do

owing returns of whaling-vessels

sailing from American ports—Continued.

Name of vessel	Managing owner or agent	Whaling-ground	Date		Result of voyage			Remarks
			of sailing	of arrival	Sperm-oil	Whale-bark	Whale-bone	
Patagonia		Pacific Ocean	June	Dec. 27, 1821	2,600			The largest quantity to date. Last reported December, 1821, with 1,500 sperm.
Brazil		Pacific Ocean	June	June 11				Reported June, 1821, with 1,250 sperm.
Brazil		Pacific Ocean	Aug. 9	Feb. 26, 1821				Full of sperm. Crew sick with scurvy.
Brazil		Pacific Ocean	Aug. —	July 3, 1821		800		
Sta. Belleisle		West'n Islands	Sept. 1, 1820		40			Went cod-fishing and whaling; brought 91,000 cod-fish.
West'n Islands		Atlantic	June —	Oct. 17, 1820	120			Last reported with 200 sperm.
Atlantic		do	June —	May —, 1821				Last reported with 150 sperm.
Cape de Verdes		Atlantic	June 25					Last reported with 150 sperm.
Elijah Swift		Atlantic	June 17	—, 1822	300			Withdrawn.
Pacific Ocean		West'n Islands	June —	Sept. 24, 1820				Last reported with 130 sperm.
Pacific Ocean		Japan	Aug. 22	June 6, 1821	1,550			
Pacific Ocean		do	Sept. 7	Mar. —, 1822		1,300		
Pacific Ocean		do	Aug. 13, 1823		2,000			
Falkland		do	June 6, 1821			600		On a sealing-voyage principally. Brought home 5,900 skins.
Falkland		do	Aug. —					
Pacific Ocean	S. and J. Whitehorn	do	Nov. 3	July 9, 1821	1,900	300		Second mate killed by a whale.
do	Robinson Potter	do	July —	Dec. 31, 1822	2,100			
do		do	July 22	Apr. 9, 1821		827		
do		do	Aug. 1	June 1, 1821	105	1,145	2,375	
Patagonia		Brazil	Aug. 22					Last reported with 1,200 whale. Returned in September with a sprung mainmast; sailed again in 1820.
Pacific Ocean		Brazil	July —	Mar. —, 1821		2,000		
Pacific Ocean		Brazil	Dec. 13	Mar. —, 1824	2,400			Reported nine months out with 1,400 whale. Not on the custom-house clearances.
Pacific Ocean		do	June 13, 1823		1,250			Last reported with 1,800 sperm.
do		do	Oct. 13, 1823					



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1820.</b>				
<i>Provincetown, Mass.</i>				
Laurel .....	Brig .....	.....	— Cook .....	.....
Margaret .....	Schooner .....	.....	— A wood .....	.....
Minerva .....	do .....	.....	— Soper .....	.....
Nero .....	do .....	.....	— Smalley .....	.....
Neptune .....	do .....	.....	— Cook .....	.....
Sophonra .....	do .....	.....	— Smith .....	.....
<i>New Haven, Conn.</i>				
Henry .....	Ship .....	.....	Uriah Coffin .....	Forbes & Goodrich .....
<i>—, N. Y.</i>				
Caroline Ann .....	Ship .....	.....	— Coffin .....	.....
Eliza Barker .....	do .....	.....	— Alley .....	.....
<b>1821.</b>				
<i>Nantucket, Mass.</i>				
Ann .....	Schooner .....	.....	— Perry .....	.....
Alexander .....	Ship .....	421	George B. Chase .....	Gardner & Swilley .....
Constitution .....	do .....	318	David Swain, 2d .....	Zenas Coffin .....
Cyrus .....	do .....	347	Elisha Folger, Jr .....	.....
Equator .....	Sloop .....	.....	.....	.....
Eagle .....	Ship .....	262	Joseph Barney .....	Myrick, Folger & Co .....
Francis .....	do .....	335	George Kelley .....	J. & L. Starbuck .....
Frances .....	Schooner .....	.....	.....	.....
Ganges .....	Ship .....	265	Joshua Coffin .....	Gibson Gardner .....
Gideon .....	do .....	301	Obed Clark .....	J. & H. Burnell .....
George .....	do .....	359	John Fitch .....	.....
George Porter .....	do .....	285	Prince H. Moore .....	Robert Coggeshall .....
Harmony .....	Schooner .....	.....	— Hodges .....	.....
Ilveso .....	Ship .....	290	Amiel Coffin .....	Zenas Coffin .....
Industry .....	Schooner .....	.....	— Macy .....	.....
Iris .....	Sloop .....	.....	— Luce .....	.....
John Adams .....	Ship .....	296	George Bunker, 2d .....	Barnard & Macy .....
John Adams .....	do .....	268	Amiel Joy .....	Peleg Macy, Jr .....
Lion .....	do .....	320	Albert Clark .....	.....
Loper .....	do .....	316	William Henry Coffin .....	.....
Mason's Daughter .....	Sloop .....	.....	— Brown .....	.....
Martha .....	Ship .....	273	John H. Pease .....	.....
Oeno .....	do .....	329	George H. Worth .....	Aaron Mitchell .....
Oliver H. Ferry .....	Schooner .....	.....	.....	.....
Pern .....	Ship .....	257	Peter Veeder .....	.....
Ploughboy .....	do .....	301	William Chadwick .....	.....
Pheenix .....	do .....	323	David Harris .....	.....
Roxana .....	do .....	237	Alexander Ray .....	Reuben Starbuck .....
Spartan .....	do .....	333	George Swain, 2d .....	.....
Sea Lion .....	do .....	307	Alexander Russell .....	.....
Thomas .....	do .....	209	Lahan Cottle .....	K. Starbuck .....
Two Brothers .....	do .....	217	George Pollard, Jr .....	.....
Urchin .....	Brig .....	.....	— Chadwick .....	.....
Weymouth .....	Ship .....	329	Moses Harris .....	.....
<i>Salem, Mass.</i>				
Nancy .....	Brig .....	.....	— Upton .....	S. White .....
<i>New Bedford, Mass.</i>				
Ann Alexander .....	Ship .....	.....	— Corvell .....	.....

AND FISHERIES.

Showing returns of whaling-vessels

sailing from American ports—Continued.

Name of vessel	Managing owner or agent	Whaling-ground	Date—		Result of voyage			Remarks
			Of sailing	Of arrival	Sperm-oil	Whale-oil	Whalebone	
Western Isl'ds				Nov. 1, 1821		210		
do				Oct. 17, 1821		168		
do				Oct. 1, 1821		228		
do				Oct. 1, 1821		266		
do				Oct. 1, 1821		266		
do				Oct. 1, 1821		80		
Pacific Ocean	Forbes & Goodrich		Dec. 10	Nov. 18, 1823	1,800	200		Made a losing voyage. Sold 1824.
Pacific Ocean			Dec. 21		1,650			
Atlantic			Oct. 3					
Pacific Ocean			Aug. 18	May 2, 1821	2,836			Built 1821 at Hanover.
do			June 21	July 1, 1821	2,011			
do	Zenas Collin		Nov. 8	Mar. 10, 1825	2,111			Last reported with 103 sperm.
Pacific Ocean			Feb. 28	July 6, 1823	1,445			
do	Myrick, Folger & Co.		Nov. 13	Aug. 4, 1824	1,564			Last reported Aug. 26 with 60 sperm.
do	J. & L. Starbuck		July 10					
Atlantic			Aug. 15	Mar. 31, 1821	1,825			Condemned at Saint Bartholomew's; had 444 sperm, 214 whale.
do	Gibson Gardner		Aug. 21					
do	J. & B. Barnell		Oct. 3	Dec. 10, 1824	1,412	287		Sold to New Bedford 1824.
do				Dec. 10, 1824	1,531			Brought also 1,000 seal-skins.
N.S. Shetland	Robert Coggeshall			June 10, 1822		250		
Pacific Ocean			Aug. 18	May 6, 1821	1,528			
Brazil	Zenas Collin			Dec. 30, 1821		250		
South			Apr. 29					
Pacific Ocean	Barnard & Macy		June 23	Aug. 23, 1823	1,108			Captain Bunker died; the mate and boat's crew were lost. Sold to New Bedford 1824.
do			Dec. 12	Feb. 28, 1825	1,170			
do	Peleg Macy, Jr.		June 24					Built 1821. Lost on rocks going into Fanning's Island. Had 1,400 sperm; saved 250.
do			Aug. 20	May 6, 1824	1,071			Condemned at Port Royal March, 1822.
Pacific Ocean			Dec. 3	Apr. 27, 1825	1,588			
do			Dec. 19	July 24, 1824	1,855	60		Reported August 13, 1821, homeward bound, with "80 or 180 sperm."
Mexico	Aaron Mitchell							
Pacific Ocean			Mar. 4	Apr. 26, 1824	1,525	238		Built 1821.
do			July 31	May 11, 1824	2,439			Built 1821 at Rochester. Temporarily withdrawn 1824.
do			Sept. 10	Apr. 30, 1824	1,933			Sold out 1824. Condemned at Saint Bartholomew's subsequently.
do			July 25	June 4, 1824	1,177	31		Built 1821 at Rochester. Second mate, Ensign Rogers, drowned by a foul line. Sold out 1825.
do	Reuben Starbuck		Aug. 18	Nov. 5, 1823	2,098			
do			Aug. 29	Apr. 30, 1824	1,565			
do			June 13	Feb. 12, 1824	710	529		Lost on a coral reef, lat. 21° N, long. 168° W. Crew saved by the Martha, Captain Pease.
do	K. Starbuck							Last of 1821 reported on Brazil, with 500 whale.
Atlantic			Apr. —					
Pacific Ocean			June 21	Mar. 25, 1824	1,070			
Falkland and N.S. Shet'ld.	S. White			May 27, 1822		100		Brought also 1,800 seal-skins.
South Seas			May —	Apr. 25, 1822		1,500		

Table showing returns of whaling-returns.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1821.</b>				
<i>New Bedford, Mass.</i>				
Allarco .....	Brig .....	.....	Ashley .....	.....
Abigail .....	Ship .....	.....	Covell .....	.....
Berley .....	do .....	.....	Glover .....	.....
Baleena .....	do .....	.....	Gardner .....	.....
Camillus .....	do .....	.....	Gardner .....	.....
Com. Decatur .....	do .....	.....	Tilton .....	.....
Elizabeth .....	Brig .....	.....	Burkner .....	.....
Florida .....	Schooner .....	.....	Howland .....	.....
Good Return .....	Ship .....	.....	Rice .....	.....
George and Susan .....	do .....	.....	Terry .....	.....
George and Martha .....	do .....	.....	Upham .....	George Howland .....
Indian Chief .....	Brig .....	.....	Randall .....	.....
Independence .....	Ship .....	.....	Nye .....	.....
John .....	do .....	.....	Hammond .....	.....
Laura .....	Schooner .....	.....	Hathway .....	.....
Loring .....	Ship .....	.....	Long .....	.....
Midas .....	do .....	.....	Long .....	.....
.....	do .....	.....	Coffin .....	.....
.....	do .....	.....	Spooner .....	.....
Mherva .....	do .....	.....	Swain .....	.....
Martha .....	do .....	.....	Perry .....	.....
Maria Theresa .....	do .....	.....	Wilcox .....	.....
Merator .....	do .....	.....	Wood .....	.....
Milwood .....	do .....	.....	Burgess .....	.....
Maryland .....	do .....	.....	Folger .....	Samuel Rodman .....
Pacific .....	do .....	.....	Whitfield .....	.....
President .....	Brig .....	.....	Howland .....	.....
Planter .....	do .....	.....	Long .....	.....
Protection .....	do .....	.....	Wainer .....	.....
Portia .....	Ship .....	.....	Ray .....	.....
Richmond .....	do .....	.....	Richard Williams .....	.....
Roseco .....	do .....	.....	Swain .....	.....
Swift .....	do .....	.....	John Pinkham .....	.....
Timoleon .....	do .....	.....	Charles Marbleck .....	E. S. & N. Hathway .....
Tilton .....	do .....	.....	Zeplandah Wood .....	.....
Victory .....	do .....	.....	Bunker .....	.....
Window .....	do .....	.....	Clark .....	.....
Wilmington and Liverpool Packet .....	do .....	.....	Briggs .....	.....
<i>Fairhaven, Mass.</i>				
Arab .....	Ship .....	.....	Gibbs .....	.....
Amazon .....	do .....	.....	.....	.....
Columbus .....	do .....	.....	Beck .....	.....
Herald .....	do .....	.....	Shearman .....	.....
Pindus .....	do .....	.....	Eldridge .....	.....
Tolamaehus .....	Schooner .....	.....	Hitch .....	.....
<i>Westport, Mass.</i>				
Almy .....	Brig .....	.....	Mayhew .....	.....
Amstead .....	do .....	.....	Seabury .....	.....
Industry .....	do .....	.....	Cory .....	.....
Polly and Eliza .....	do .....	.....	Webber .....	.....
Traveller .....	do .....	.....	Nyor .....	.....
<i>Edgartown, Mass.</i>				
Hope .....	Schooner .....	.....	.....	.....
Loam .....	Ship .....	.....	Tilton .....	.....
Planter .....	Brig .....	.....	Pease .....	.....
Palmer .....	Schooner .....	.....	Osborn .....	.....
<i>Boston, Mass.</i>				
Hope .....	Ship .....	30	Jethro Coffin .....	.....
John .....	Ship .....	174	Charles Coleman .....	.....
Palladium .....	do .....	.....	Macy .....	Israel Thorndike .....

...ing returns of whaling-returns

...ailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			<i>bls.</i>	<i>bls.</i>	<i>lbs.</i>	
Pacific Ocean	June 1	Sept. Full	.....	.....	.....	
Japan	July 11	Sept. 14, 1824	1,600	.....	.....	Balena last reported with 1,500 sperm.
Pacific Ocean	.....	June —, 1822	.....	1,200	.....	
Brazil	.....	Apr. 25, 1821	1,600	.....	.....	
Pacific Ocean	Oct. —	.....	.....	.....	.....	
Cape de Verdes	June —	....., 1821	.....	.....	.....	
Pacific Ocean	Dec. —	.....	.....	.....	.....	
South Seas	May —	May 4, 1824	.....	2,000	.....	
Pacific Ocean	Sept 21	Apr. 23, 1821	1,900	.....	.....	
South Seas	Apr. 12	Mar. 24, 1822	100	2,200	.....	
Cape de Verdes	Apr. —	Mar. 13, 1822	.....	500	.....	
Pacific Ocean	May —	.....	.....	.....	.....	
do	.....	Feb. 2, 1824	2,600	.....	.....	
Brazil	May —	Apr. 24, 1822	.....	800	.....	
West Indies	Apr. —	.....	.....	.....	.....	Lost on Peru.
Pacific Ocean	.....	.....	.....	.....	.....	Reported November 2, 1821, with 1,100 whale.
South Seas	June 3	.....	.....	.....	.....	
Pacific Ocean	Sept. 8	Aug. 20, 1821	1,100	.....	.....	
South Seas	July —	Mar. 30, 1822	.....	1,750	.....	
do	.....	June 2, 1824	.....	2,000	.....	
do	Dec. 31	.....	.....	.....	.....	
Brazil	May —	Apr. 26, 1822	.....	1,700	.....	Belonged to Havre, probably.
Pacific Ocean	.....	Nov. 11, 1821	2,300	.....	.....	Last reported with 1,400 whale.
Brazil	May —	.....	.....	.....	.....	
do	May —	May 5, 1822	220	13	.....	
Cape de Verdes	.....	Aug. —, 1822	154	.....	.....	
Brazil	May —	Apr. 29, 1822	.....	500	.....	
Pacific Ocean	Dec. —	.....	.....	.....	.....	
do	June 3	Mar. 3, 1821	140	1,811	.....	
do	.....	June 28, 1824	1,400	.....	.....	
do	Oct. —	May 20, 1824	.....	.....	.....	
Brazil	May —	Apr. 13, 1824	.....	2,482	3,231	Captain Wood died at sea.
do	Aug. 5	May 3, 1821	1,600	.....	.....	
Pacific Ocean	.....	.....	.....	1,700	.....	Second mate, Prince Look, killed by a whale.
Brazil	.....	Apr. 26, 1822	.....	1,000	.....	
South Atlantic	.....	Sept. —, 1822	.....	1,000	.....	
Pacific Ocean	Apr. 12	Dec. 27, 1823	2,600	.....	.....	
New Zealand	.....	.....	.....	1,100	.....	Arab last reported with 350 barrels.
Brazil	.....	May 20, 1822	.....	.....	.....	
Pacific Ocean	June —	June 5, 1821	1,600	.....	.....	
Brazil	.....	May 17, 1822	.....	1,500	.....	Reported Feb., 1822, with 600 whale.
do	.....	Aug. —, 1820	.....	600	.....	Last reported with 80 sperm.
West Indies	Apr. —	May 20, 1821	.....	.....	.....	
Mexico	.....	July 26, 1822	.....	.....	.....	
C. de Verdes	.....	Mar. 24, 1822	.....	.....	.....	Last reported with 70 sperm.
do	.....	Apr. —, 1822	.....	.....	.....	
C. de Verdes	June 3	Dec. 24, 1821	70	.....	.....	
Pacific Ocean	.....	Aug. 7, 1823	1,700	.....	.....	
Atlantic	July 1	.....	.....	.....	.....	Last reported with 33 barrels.
Pacific Ocean	Jan. 6	Nov. 4, 1823	1,100	30	.....	The Hope was condemned at Fayal, in 18—1 sailed whaling from there several years under the name of Perseverance; finally lost at sea.
Brazil	May 10	Sept. 6, 1822	30	220	.....	
Pacific Ocean	.....	Oct. 18, 1824	2,000	.....	.....	
man	Israel Thorndike	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1821.</b>				
<i>Provincetown, Mass.</i>				
Cora	Brig	.....	.....	.....
Charles	Schooner	.....	..... Grozier	.....
Laurel	Ship	.....	..... Cook	.....
Minerva	Schooner	.....	..... Soper	.....
Margaret	Ship	.....	..... Atwood	.....
Neptune	Schooner	.....	..... Cook	.....
Nero	do	.....	..... Smalley	.....
President	do	.....	..... Soper	.....
Sophronia	do	.....	..... Smith	.....
Vintaro	do	.....	.....	.....
Vesta	do	.....	..... Holmes	.....
<i>New York, N. Y.</i>				
Charity	Brig	.....	..... Barnard	.....
Dawn	Ship	.....	..... Gardner	.....
Diana	do	.....	..... Aaron Paddock	.....
Hesper	do	.....	.....	.....
Neptune	do	.....	..... Brown	.....
<i>Newport, R. I.</i>				
Frederick Augustus	Ship	.....	..... Joseph Earl	Whitton & Ruggles
George and Mary	do	.....	..... James Townsend	Bowen & Ennis
James Monroe	Sloop	.....	..... Palmer	.....
<i>Stonington, Conn.</i>				
Esex	Sloop	.....	..... Chester	.....
<i>New Haven, Conn.</i>				
Huron	Ship	.....	..... Davis	.....
<i>Dartmouth, Mass.</i>				
William Thacher	Brig	.....	..... Chaso	.....
<i>....., R. I.</i>				
Emily	Brig	.....	..... Mayhew	.....
<i>New London, Conn.</i>				
Carrier	Ship	.....	..... Swain	.....
Com. Perry	do	.....	..... Davis	.....
Gen. Scott	Brig	.....	.....	.....
Mary Ann	do	.....	..... Collin	.....
Mary	do	.....	..... Smith	.....
Pizarro	do	.....	..... Coit	.....
Stonington	Ship	.....	..... Ray	.....
Thames	do	.....	..... Collin	.....
<i>Sag Harbor, N. Y.</i>				
Andes	Ship	.....	.....	.....
Abigail	do	.....	..... Green	.....
Fair Helen	do	.....	.....	.....
Humbal	do	.....	.....	.....
Julius Cesar	do	.....	.....	.....
Octavia	do	.....	..... Green	.....
Thorn	do	.....	..... Gardner	.....
<i>Warren, R. I.</i>				
Rosalie	Ship	.....	.....	.....
<i>Plymouth, Mass.</i>				
Mayflower	Sulp	750	..... Harris	.....
<i>Falmouth, Mass.</i>				
Pocahontas	Ship	350	Frederick Chase	Elijah Swift

\* Some of these vessels

owing returns of whaling-vessels

ailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	perm-oil. %	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic	Apr. 10	Nov. 16, 1821	250			
do	Apr. 23	Nov. 16, 1821	250			Last reported, Aug. 12, with 120 sperm.
do						Neptune last reported with 70 sperm.
do						Nero last reported with 60 sperm.
do						President last reported with 120 sperm.
do						Sophronia last reported with 35 sperm.
do	May —	Sept. —, 1821	200			
do	May 1	Oct. 18, 1821	90			
X. S. Shetland		May —, 1822				Brought 8,000 seal-skins and some oil.
Pacific Ocean		Apr. 13, 1824	2,300			
do		June 8, 1823	1,250			
Brazil		—, 1822				Last reported 1,300 whale.
Pacific Ocean		Feb. 28, 1824	2,000			
Brazil		May 21, 1822		1,000		Full of oil and furs.
X. S. Shetland		Apr. 20, 1822				
X. S. Shetland		Apr. —, 1822		200		Brought also furs.
Brazil						Last reported at "Yankee Harbor" with 12,000 skins and 700 barrels oil.
Pacific Ocean	Feb. 28	July 12, 1821	2,074			
Brazil	July 22	Mar. 26, 1822	81	1,514	2,260	Also 1,300 fur-skins.
X. S. Shetland		May —, 1822		300		
Brazil	July —	Mar. —, 1822	50	381		
do	June 6	Apr. 7, 1822		777		
do	July 15	Mar. 24, 1822	43	1,288		Built 1821.
Pacific Ocean	Nov. 18	May 8, 1821	1,820			
Brazil		Apr. —, 1822		538		
Brazil	Oct. 29	—, 1822				Reported Feb., 1822, with 1,700 whale.
do		—, 1822				
do		Mar. —, 1822		1,700		
do						Last reported with 1,350 sperm.
Pacific Ocean						Last reported with 1,400 whale.
Brazil	July					
Patagonia		Apr. —, 1822		1,850		
Pacific Ocean	July —	Dec. 7, 1824				
Pacific Ocean	Sept. —	June 3, 1824	2,000			Built 1821.
Pacific Ocean	Dec. —	Oct. —, 1824	2,000			Built at Wareham, 1821.

\* Some of these vessels

also hail from Boston.

242 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1822.</b>				
<i>Nantucket, Mass.</i>				
Atlantic	Ship	321	Sylvanus Russell	John B. Macy
Alert	Brig	301	Charles Ray	Griffin Barney
Barclay	Ship	301	Peter Collin	Griffin Barney
Belvidero	Schooner	157	— Collin	—
Boston	Ship	157	George Joy	—
Dove	Brig	—	William Collins	Joseph Winslow
Diana	do	—	— Bunker	—
Dolphin	do	—	Charles Macy	—
Dispatch	Sloop	—	— Bunker	—
Enterprise	Ship	413	Reuben Weeks	—
Franklin	do	309	Elihu Collin	John Cartwright
Foster	do	317	Shubael Hussey	Paul Mitchell & Sons
Francis	do	291	Josiah B. Whippley	Daniel Jones
Franklin	Schooner	—	— Collin	—
Friendship	do	—	—	—
Golden Farmer	Ship	294	Alfred Adey	—
Globe	do	293	Thomas Werth	—
Hero	Ship	313	Obed Starbuck	S. L. and J. Starbuck
India	do	293	Obed. Fitch	Val. Hussey & Bros.
Industry	do	—	— Boston	—
Independence	do	252	William Flasket	Aaron Mitchell
John Jay	do	215	Alexander Drew	Z. and G. Collin
Japan	do	333	Shubael Hussey	—
Kingston	do	312	Alexander Perry	—
Lady Adams	do	230	Charles Tobey	—
Lydia	do	327	Joseph Allen	Zenas Collin
Maria	do	315	Richard Macy	—
Maria	do	365	George W. Gardner	—
Nancy	Sloop	—	— Luce	—
Ocean	Ship	349	Tim. Fitzgerald	—
O. H. Perry	Schooner	—	—	—
Pernvian	Ship	334	Edward Clark	C. Mitchell & Co.
Paragon	do	369	Henry Bunker	—
Rambler	do	318	William Worth, 2d	Aaron Mitchell
South America	do	395	Stephen West	—
Syon	Sloop	—	— Gardner	—
Thetis	Schooner	—	— Brown	—
Tarquin	Ship	361	Daniel Bunker	—
Thomas	do	270	Benjamin F. Collin	K. Starbuck
Washington	do	308	Reuben Swain, 2d	Zenas Collin
<i>New Bedford, Mass.</i>				
Ann Alexander	Ship	—	— Bates	—
Alliance	do	—	— Collin	—
Bourbon	Ship	—	— Paddock	—
Commodore Rodgers	do	—	— Smith	William C. Nyo
Dragon	Brig	—	— Alkin	—
Elizabeth	do	—	— Bekmer	—
Eliza Barker	Schooner	—	— Howland	—
Elizabeth	Ship	—	Eber Clark	—
Florida	Ship	—	— Price	—
Golconda	do	—	— Brock	George Howland
George and Martha	do	—	— Randall	—
Indian Chief	Brig	—	—	—
Juno	do	—	— Lawrence	—
Martha	Ship	—	— Reed	—
Marla	do	—	— Sprague	—

owing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Spermaceti.	Whale-oil.	Whale-bone.	
Pacific Ocean	June 23	Mar. 19, 1825	Bbls. 1,900	Bbls. 211	Lbs. ....	The Boston was probably transferred to New York and arrived there May 9, 1825. Returned September 15, 1822, with 290 sperm, and sailed again November 12.
do	June 23	Dec. 23, 1821	414	211	.....	
do	Jan. 16	Dec. —, 1821	1,816	.....	.....	No report.
Mexico	Jan. 16	Aug. 2, 1822	150	.....	.....	
Pacific Ocean	Dec. 18	.....	1,143	.....	.....	Sold 650 barrels at River Francisco, at 75c per gallon, and retitled. Samuel Perry, second mate lost overboard, 1824.
Bay of Mexico	Jan. 24	—, 1823	190	.....	.....	Built 1822 at Haddam, Conn.
C. de Verdes	Oct. 31	.....	.....	.....	.....	
Brazil	June 3	Dec. 23, 1824	414	214	.....	Sold out 1825.
C. de Verdes	May 28	July 1, 1823	.....	.....	.....	
Pacific Ocean	Sept. 3	Jan. 27, 1826	2,427	95	.....	On this voyage and on this ship occurred the most horrible mutiny that is recorded in the annals of the whale-fishery from any port or nation. (See History.)
do	June 11	.....	1,967	.....	.....	
do	June 21	Dec. 27, 1824	2,165	.....	.....	Barzillai Luce, first mate, drowned 1822.
do	Aug. 17	Nov. 15, 1822	1,131	.....	.....	
Bay of Mexico	May 7	.....	1,56	.....	.....	Manned wholly by blacks.
Pacific Ocean	June 3	.....	372	.....	.....	
do	Dec. 20	Nov. 14, 1824	.....	.....	.....	Built 1822 at Scituate.
do	Jan. 4	Feb. 9, 1824	2,177	.....	.....	
do	June 23	May 4, 1823	1,057	.....	.....	A missing ship, supposed to have been burned at sea off Japan; all on board lost.
C. de Verdes	.....	Nov. —, 1822	70	.....	.....	
Pacific Ocean	Sept. 3	July 21, 1825	1,951	.....	.....	Built 1822. Sent home 70 sperm.
do	Jan. 4	.....	1,357	.....	.....	
do	July 18	Oct. 20, 1825	1,911	127	.....	Built 1822 at Haddam, Conn.
do	July 14	Dec. 8, 1821	1,895	.....	.....	
do	Mar. 11	.....	.....	.....	.....	Returns? leaking 300 strokes an hour. Abandoned at sea off Barbadoes. Condemned at Oahu 1825.
do	Aug. 22	July 3, 1825	2,318	.....	.....	
do	Aug. 2	Apr. 17, 1825	2,357	.....	.....	Condemned at Buenos Ayres December 15, 1825.
do	Nov. 17	Apr. 27, 1825	2,54	.....	.....	
Atlantic	Aug. 9	Oct. 16, 1822	.....	.....	.....	Belonged to Havre, France.
Pacific Ocean	Aug. 17	Apr. 16, 1825	1,99	.....	.....	
Pacific Ocean	Jan. 9	Apr. 2, 1821	2,16	.....	.....	Brought a cargo of elephant-oil.
do	June 11	Jan. 18, 1825	1,85	.....	.....	
do	Jan. 9	Mar. 22, 1821	1,85	.....	.....	Captain Clark died on the voyage. Returned full. Probably owned in West-port.
Brazil	May 13	July 5, 1823	129	1,734	.....	
Atlantic	.....	Sept. 13, 1822	10	.....	.....	Condemned at Oahu 1825.
Pacific Ocean	Jan. 9	.....	.....	.....	.....	
do	Dec. 18	.....	.....	.....	.....	Condemned at Buenos Ayres December 15, 1825.
Pacific Ocean	June 23	Feb. 26, 1827	2,051	.....	.....	
South Seas	May —	Apr. —, 1823	.....	1,540	.....	Brought a cargo of elephant-oil.
Pacific Ocean	May —	.....	.....	.....	.....	
Brazil	Dec. —	.....	.....	.....	.....	Captain Clark died on the voyage. Returned full. Probably owned in West-port.
South Seas	May —	Feb. 22, 1823	.....	1,800	.....	
Patagonia	May —	May 30, 1823	.....	.....	.....	Probably belonged in Fairhaven.
Cape de Verde	Jan. 16	June 14, 1823	.....	12	.....	
Mexico	Jan. 16	.....	.....	.....	.....	First mate killed by a whale. At Newport December 19.
Pacific Ocean	Apr. 30	Apr. —, 1824	.....	.....	.....	
South Seas	.....	Nov. 26, 1823	.....	2,000	.....	Probably belonged in Fairhaven.
Pacific Ocean	Sept. 3	Dec. 8, 1824	2,000	.....	.....	
South Seas	June —	Apr. 27, 1823	.....	2,050	9,000	Probably belonged in Fairhaven.
Pacific Ocean	.....	Dec. —, 1825	1,000	.....	.....	
Brazil	.....	June 23, 1823	550	150	.....	Probably belonged in Fairhaven.
do	May —	.....	.....	.....	.....	
Pacific Ocean	May 9	Apr. 21, 1825	Full	.....	.....	



Table showing returns of whaling-vessels

Name of vessel.	Class	Tonnage	Captain.	Managing owner or agent.
<b>1822.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Mercury .....	Ship .....	.....	William Austin .....	I. Howland, Jr., & Co.....
Midas .....	do .....	.....	— Spooner .....	.....
Minerva .....	Brig .....	.....	Daniel Wood .....	.....
Mercator .....	Ship .....	.....	— Wood .....	.....
Massachusetts .....	do .....	.....	— Cathcart .....	.....
Milwood .....	do .....	.....	— Burgess .....	.....
Nauticus .....	Brig .....	.....	— Covill .....	.....
Platner .....	do .....	.....	— Hussey .....	.....
Phoenix .....	Ship .....	.....	— Werth .....	.....
Packet .....	do .....	.....	— Delano .....	.....
Paetle .....	do .....	.....	— Whitfield .....	.....
Portia .....	do .....	.....	— Ery .....	.....
Roscoe .....	do .....	.....	— Swain .....	Andrew Robeson .....
Russell .....	do .....	.....	— Coleman .....	.....
Telmachus .....	Schooner .....	.....	— Long .....	.....
Timoleon .....	Ship .....	.....	Charles Starbuck .....	.....
Victory .....	do .....	.....	— Adams .....	.....
William Rotch .....	do .....	.....	— Tobey .....	.....
<i>Fairhaven, Mass.</i>				
Amazon .....	Ship .....	.....	— Eldredge .....	.....
Herald .....	do .....	.....	— Neil .....	.....
Hindus .....	do .....	.....	— Townsend .....	.....
Stanton .....	do .....	.....	— Burtch .....	.....
<i>Westport, Mass.</i>				
Abey .....	Brig .....	.....	— Mayhew .....	.....
Columbus .....	do .....	.....	— Seabury .....	.....
Industry .....	do .....	.....	— Parker .....	.....
Polly and Eliza .....	do .....	.....	— Wilbur .....	.....
Traveller .....	do .....	.....	— Phelps .....	.....
<i>Boston, Mass.</i>				
Ardent* .....	Brig .....	.....	Samuel Soper .....	.....
<i>Edgartown, Mass.</i>				
Cadmus .....	Ship .....	.....	— Cary .....	.....
Charles .....	do .....	.....	B. Collin .....	Bridge & Brown .....
Fair Lady* .....	Schooner .....	.....	.....	.....
Hannah and Eliza .....	Ship .....	.....	— Crozier .....	.....
Laury* .....	Brig .....	.....	— Cook .....	.....
President* .....	Schooner .....	.....	— Paine .....	J. Russell .....
<i>Plymouth, Mass.</i>				
Almira .....	Ship .....	.....	— Daggott .....	.....
<i>Marblehead, Mass.</i>				
Fortune .....	Ship .....	250	Peter C. Myrick .....	.....
<i>New Haven, Conn.</i>				
Thames .....	Brig .....	.....	Reuben Clasby .....	N. H. Whaling Co.....
<i>New London, Conn.</i>				
Ann Maria .....	Ship .....	.....	— Smith .....	.....
Commodore Perry .....	do .....	.....	— Davis .....	.....
Connecticut .....	do .....	.....	— Barker .....	.....
Jones .....	do .....	.....	— Coff .....	.....
Pizarro .....	Brig .....	.....	— Rice .....	.....
Thames .....	do .....	.....	— Miller .....	.....

\* Many small vessels clearing from Boston

Showing returns of whaling-vessels

sailing from American ports—Continued.

Name	Managing owner or agent	Whaling-ground	Date—		Result of voyage.			Remarks.
			Or sailing	Of arrival	Sperm-whale	Whale-oil	Whale-bone	
					<i>Lbs.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean	I. Howland, Jr. & Co.		Mar. 11, 1825	May 4, 1825	2,205	71	572	
Pacific Ocean			Mar. 3, 1823	May 4, 1823	2,100	31		
Pacific Ocean			Jan. —	Aug. 7, 1824	1,500			Belonged to Havre.
South Seas			Jan. 25	May 5, 1823		1,800		
do			May 16	June 14, 1823	320			
do			May —	Nov. 4, 1823	500			
Pacific Ocean			May —	Sept. 13, 1824	2,300			
Atlantic			June —	June 17, 1823	160			
South Seas			May —	Apr. —, 1823		2,000		
Pacific Ocean			June —	June 7, 1824	1,100			
do	Andrew Robeson		Dec. 5	Mar. 19, 1825	Full			
do			June 15, 1823	June 15, 1823	280			Bought for New Bedford 1810.
South Seas			Apr. 9, 1824	Apr. 9, 1824	245	3,265	5,065	
Brazil			June —	June 8, 1823		1,700		
Pacific Ocean			May —	June 2, 1821	1,700			
Brazil			June 16, 1823	June 16, 1823		1,650		Crew badly troubled with scurvy.
do			May 21, 1823	May 21, 1823		1,300		
Pacific Ocean			Mar. 19, 1825	Mar. 19, 1825	1,200			
do			Jan. 31	Apr. 25, 1824	1,550			
West Indies			July 13, 1823	July 13, 1823	280			
do			Aug. 21, 1823	Aug. 21, 1823	320			
W. Islands			May —	July 9, 1823	460			Lost; her crew were taken off by an English brig.
W. Islands			Aug. 5	—, 1822	70			Manned by blacks.
Atlantic			Mar. 4	Oct. —, 1822	200			On the next voyage of the Arjont she was wrecked at sea, and nine of the crew lost. The captain and four men were rescued by a New York packet.
Pacific Ocean			Dec. 7, 1825	Dec. 7, 1825	Full			
Brazil	Bridge & Brown		July 6	Dec. 27, 1823		1,600		Last reported with 170 sperm.
Atlantic			Mar. —, 1823	Mar. —, 1823	150			
do			Oct. 9, 1822	Oct. 9, 1822	50			
West Indies			Mar. —, 1821	Mar. —, 1821	100			
do	J. Russell		Mar. 6	Oct. —, 1822				
Pacific Ocean			Feb. 6	May 8, 1824	2,300			
Pacific Ocean			Sept. 10	Sept. 20, 1825	2,000			Built 1822.
Atlantic	Benjamin Knight		Apr. 7	Apr. 7				
Pacific Ocean	N. H. Whaling Co.		Oct. 10	Oct. 29, 1825				
Brazil			July 1	Mar. 23, 1823	145	1,919	7,000	
do			June 16	May 19, 1823		1,145	6,300	Built 1822.
Pacific Ocean			Oct. 17	Apr. 29, 1825	2,154			
Brazil			June 16	Mar. 23, 1823		1,761	6,000	
do			June 9	May 20, 1823	99	779		
do			June 16, 1823	June 16, 1823		808	3,393	

belonging, undoubtedly, to Provincetown.

many small vessels clearing from Boston

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1822.</b>				
<i>Sag Harbor, N. Y.</i>				
Andes.....	Ship.....	.....	Griffing.....	.....
Argonaut.....	do.....	.....	Isaac Sayre.....	.....
Fair Helen.....	do.....	.....	Sayre.....	.....
Gen. Scott.....	Brig.....	.....	.....	.....
Hannibal.....	Ship.....	.....	G. Post.....	.....
Ocean.....	Ship.....	.....	.....	.....
Octavia.....	Ship.....	.....	H. Green.....	.....
Thorn.....	do.....	.....	Gardner.....	.....
Eight ships sailed from Sag Harbor in 1822, returning in 1823 with 1,842 sperm, 9,731 whale, 45,800 pounds bone.				
<i>Stonington, Conn.</i>				
Hydaspe.....	Ship.....	318	Peter Paddock.....	B. Pendleton.....
Hersilia.....	do.....	.....	.....	.....
<i>Falmouth, Mass.</i>				
Salome.....	Schooner.....	.....	.....	.....
<i>New York, N. Y.</i>				
Dawn.....	Ship.....	.....	Gardner.....	.....
Neptune.....	do.....	.....	Brown.....	.....
<i>Provincetown, Mass.</i>				
Several Provincetown vessels are placed under the head of Boston.				
Four Brothers.....	Schooner.....	.....	.....	.....
Gen. Jackson.....	do.....	.....	Atkins.....	.....
Hannah & Eliza.....	do.....	.....	.....	.....
Mary.....	do.....	.....	Cook.....	.....
Neptune.....	do.....	.....	do.....	.....
Olive Branch.....	do.....	.....	Cook.....	.....
Seventh Son.....	do.....	.....	Rider.....	.....
Sophonra.....	do.....	.....	Holmes.....	.....
Vesta.....	do.....	.....	.....	.....
<i>Twerton, R. I.</i>				
Amstel.....	Brig.....	116	Abby.....	.....
<i>Rochester, Mass.</i>				
Pocahontas.....	Brig.....	.....	Johnson.....	.....
<i>Newport, R. I.</i>				
Alliance.....	Ship.....	.....	James C. Swain.....	Clark & Fowler.....
George and Mary.....	do.....	.....	Frederick Winslow.....	Howen & Ennis.....
<i>Boston, Mass.</i>				
Charles.....	Ship.....	216	Barna Coffin.....	.....
<b>1823.</b>				
<i>Nantucket, Mass.</i>				
Aurora.....	Ship.....	340	Seth Coffin, Jr.....	Paul Macy.....
Brothers.....	do.....	250	James Britton.....	Samuel Mitchell & Bros.....
Chili.....	do.....	291	Frederick Barnard.....	.....
Dove.....	Sloop.....	.....	Coffin.....	J. Winslow.....
Dauphin.....	Ship.....	270	Obed Swain.....	Gilbert Coffin & Sons.....
Diana.....	Brig.....	.....	Dunker.....	.....
Equator.....	Ship.....	262	Joseph Barney.....	.....
Falcon.....	do.....	297	Benjamin C. Chase.....	.....

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrivals.	Spermeal.	Whaleoil.	Whalebone.	
Brazil	Mar. 5, 1823			1,400		
do	Jan. 29, 1824		100	1,500	11,000	
do	June 1, 1824			1,450		
Brazil						
Brazil						
do	May 31, 1823			1,600		
Pacific Ocean	Sept. —		1,600	200	1,400	Built 1822.
do						
Pacific Ocean	Apr. 13, 1821		2,300			
Patagonia	Aug. 21, 1821		70	750		
Atlantic	Jan. —	Oct. —, 1822	50			
do	May —	Oct. —, 1822	200			
do	Jan. —	Oct. —, 1822	180			
do	Jan. —	Oct. —, 1822	100			
do	Jan. —	Oct. —, 1822	100			
Atlantic	Oct. —	Oct. —, 1822	90			
do	Oct. —	Oct. —, 1822	60			
do	Oct. —	Oct. —, 1822	90			
West Indies	June 19, 1823		75			
Atlantic	Oct. —					Last reported with 35 sperm.
Pacific Ocean	May 21, 1821		2,200			
Brazil	Mar. 13, 1822			1,600		
do	July 6					
Pacific Ocean	Oct. 2	Dec. 22, 1826	1,550			Condemned at Rio Janeiro 1823 or 1824.
Brazil	Aug. 21					Sold to New Bedford 1826.
Pacific Ocean	Apr. 15	May 15, 1826	1,720			The Dace sailed again in 1829; arrived at Philadelphia August 27, 1824, with 130 sperm and 2 live sea-elephants.
Mexico	Sept. 9, 1821		200			Thomas Clark, 2d mate, killed by a whale May, 1824.
Pacific Ocean	Dec. 6	Jan. 28, 1826	1,560			
Atlantic	Oct. 7, 1821			Clean		Sold to New Bedford 1826.
Pacific Ocean	Oct. 2	Feb. 5, 1826	1,424			Lost on the island of Obiteroa.
do	Feb. 21					

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1823.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Factor .....	Ship	29	John Maxcy .....	
Hesper .....	do	245	William Chaso .....	J. J. Barney .....
Indus .....	do	26	Samuel Joy .....	V. Hussey & Bros. ....
Independence .....	do	311	William Whipsey .....	Amos Mitchell .....
Improvement .....	do	256	Reuben Kelley .....	Paul Mitchell & Sons ..
Pacific .....	do	314	Albert Clark .....	L. & J. Starbuck .....
Rose .....	do	33	Shubael Cottle .....	
Swifter .....	do	34	Alexander Ramsdell .....	
Swift .....	do	159	Frederick Arthur .....	Gardner & Swift .....
South America .....	do	325	Edmund Gardner .....	
Urelin .....	Brig		Chadwick .....	
<i>New Bedford, Mass.</i>				
Ann Alexander .....	Ship		Howen .....	
Bourbon .....	do			
Benezet .....	Brig		Coxell .....	
Charles .....	do		Joy .....	
Com. Rodgers .....	do		Smith .....	
Dragon .....	Brig		Bates .....	
Elizabeth .....	do		Blackmer .....	
Enterprise .....	Ship		Gardner .....	
George and Martha .....	do		Chase .....	
Good Return .....	do		Joy .....	J. A. J. Howland .....
Lyra .....	Brig		Mayhew .....	
Mary .....	Ship		Peel .....	
Martha .....	do		Burgess .....	
Milwood .....	do		Hillman .....	
Marin Thersa .....	do		Spooner .....	
Midus .....	do		Whitfield .....	
Pacific .....	do		Covell .....	
Paragon .....	do		Rawson .....	
Phebe Ann .....	do		Tilton .....	
President .....	Brig		Delano .....	
Packet .....	Schooner			I. Howland, jr., & Co. ..
Richmond .....	Ship		Cocell .....	Joseph Rotch .....
Sophia .....	do		Charles Starbuck .....	
Thaleson .....	do		Adams .....	
Victory .....	do		Sprague .....	
Willson and Eliza .....	do			
<i>Westport, Mass.</i>				
Columbus .....	Brig		Seabury .....	
Industry .....	do		Bennett .....	
<i>Fairhaven, Mass.</i>				
Amazon .....	Ship		Adams .....	
Columbus .....	do		Block .....	
Herald .....	do		Ned .....	
<i>Sag Harbor, N. Y.</i>				
Andes .....	Ship			
Argonaut .....	do		Sayre .....	
Pair Helen .....	do			
Gen. Scott .....	Brig			
Hannibal .....	Ship		Green .....	
Marcus .....	do		Sayre .....	
Octavia .....	do		Griffin .....	
Ocean .....	Sloop		Smith .....	
Thorn .....	Ship		Gardner .....	
Union .....	do		Griffin .....	
<i>New London, Conn.</i>				
Com. Perry .....	Ship		Davis .....	

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		of sailing.	of arrivals.	Sperm-oil.	Whale-oil.	Whale-bone.	
				<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean		Dec. 30					Took a full cargo (1-16 sperm); sprung a leak off Cape Horn and threw overboard 800 barrels. Put into Rio Janeiro and was recombed; balance of oil shipped June.
do		Feb. 21	Apr. 11, 1825	1,087			Sold to New Bedford 1825.
do		June 21	May 21, 1821		1,500		Broken up 1821.
Pacific Ocean		Aug. 5	Aug. 7, 1823	1,875			Lost on Eel Point, Nantucket, 1825.
Brazil		Aug. 5	Mar. 17, 1825		1,100		
Pacific Ocean		Nov. 25	July 24, 1826	1,760	450		Built 1823, at Rochester.
do		Aug. 12	Nov. 9, 1825	2,160	110		
do		Oct. 2	Mar. 10, 1826	1,874			Built 1823.
do		June 5	Oct. 28, 1825	3,123			
Brazil		Aug. 21	May 14, 1824	51	1,425		
do		June 2					
do		June 10	Apr. 19, 1824		1,600		Of Havre.
do			July 28, 1824		1,600		
Pacific Ocean		Dec. 30					
Brazil		Aug. 27	Apr. 11, 1821		1,900		
do		July —	May 29, 1824		Full		
do		Aug. 27					
Cape de Verdes		Dec. 14					
Brazil		June —	June 6, 1824		1,000		
do			Apr. 25, 1824		2,500		Last reported with 2,000 whale.
do		Apr. —					
South Seas							
Brazil		May 29	Apr. 23, 1824		1,900		
do			Apr. 25, 1824		1,700		
do		July 26	July 25, 1824		2,200		
do		Aug. 1	June 4, 1824		2,000		
do		May —	May 21, 1824		1,500		
do		June 23	Aug. 27, 1824				
do			Dec. 14, 1823	280			
Cape de Verdes		Sept. 3					
Africa		June —	Mar. 22, 1824		2,200		
South Seas		Dec. 14	Apr. 10, 1825	128	1,381		
Brazil		June —	May 10, 1824		2,519	9,314	
do		July —	June 6, 1824		1,150		
Pacific Ocean		Jan. 8	Aug. 6, 1825	2,200			
Mexico		Oct. 20					
Africa			Nov. 11, 1824	230			
Brazil			May 2, 1824		2,000		
do		July 29	May 11, 1821		Full		
Patagonia			May 22, 1824		1,300		
Brazil		June 3	Apr. 30, 1821	150	1,450		
do		May 31					
do		May 31	May 31, 1824	50	359		Sold a large part of her cargo, and returned with coffee, sugar, and specie. Brought home some bone.
Pacific Ocean		Jan. 29, 1825		1,800			Lost her mast off Sandy Hook; was towed into New York.
Patagonia		June 5, 1825			1,700		
Atlantic							
Brazil			May 31, 1824		1,400		
do		May 31					
		July 9	Apr. 25, 1824	41	1,504	12,000	

250 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1823.</b>				
<i>New London, Conn.—Continued.</i>				
Jones .....	Ship .....	.....	R. Smith .....	.....
Vizarro .....	Brig .....	.....	— Rice .....	.....
Thames .....	do .....	.....	— Young .....	.....
<i>Provincetown, Mass.</i>				
Ardent .....	Brig .....	.....	— Soper .....	.....
Four Brothers .....	Schooner .....	.....	.....	.....
Sophonra .....	do .....	.....	.....	.....
<i>Boston, Mass.</i>				
Onslow .....	Brig .....	.....	— Holmes .....	.....
<i>Newport, R. I.</i>				
Atlas .....	Ship .....	.....	Abraham Gardner .....	Caleb Greene .....
<i>Providence, R. I.</i>				
Hampton .....	Stoop .....	.....	— Smith .....	.....
Neptune .....	Brig .....	.....	.....	.....
<i>New York, N. Y.</i>				
Diana .....	Ship .....	.....	Aaron Paddock .....	.....
<i>Edgartown, Mass.</i>				
Apollo .....	Ship .....	.....	.....	.....
Lou .....	do .....	.....	— Tilton .....	.....
<b>1824.</b>				
<i>Nantucket, Mass.</i>				
Alexander .....	Ship .....	421	Samuel Banker .....	.....
Barelay .....	do .....	391	Peter Coffin .....	Griffin Barney .....
Criterion .....	do .....	329	Alvan Ewer .....	.....
Constitution .....	do .....	318	Isaac Chase .....	.....
Hycso .....	do .....	290	Reuben Coffin .....	.....
Hero .....	do .....	313	Nathaniel Fitzgerald .....	.....
John Adams .....	do .....	296	Daniel Folger .....	Chris. Mitchell & Co. .....
Lima .....	do .....	326	Abraham Swain .....	J. & L. Starbuck .....
Loper .....	do .....	316	Obed Starbuck .....	Val. Hussey & Bro. .....
North America .....	do .....	351	Franklin Chase .....	.....
Oeno .....	do .....	328	Samuel Riddell .....	.....
Ontario .....	do .....	354	Alex. D. Banker .....	S. Mitchell & Bro. .....
Ploughboy .....	do .....	391	William Chadwick .....	.....
Pern .....	do .....	257	Samuel Joy .....	.....
Planter .....	do .....	340	Clement Norfon .....	.....
Sea Lion .....	do .....	307	Alexander Russell .....	John B. Macy .....
Spartan .....	do .....	333	Prince B. Morais .....	.....
South America .....	do .....	397	Job Coffin .....	.....
Thomas 2d .....	do .....	205	Fredrick Swain .....	.....
<i>New Bedford, Mass.</i>				
Ann Alexander .....	Ship .....	.....	— Brown .....	.....
Barelay .....	do .....	.....	— Coffin .....	Wm. R. Rotch & Co. .....
Balsara .....	do .....	.....	— Russel .....	J. & J. Howland .....
Com. Rodgers .....	do .....	.....	— Wilcox .....	.....

ing returns of whaling-vessels

ailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whalebones.	
	June 13	Apr. 11, 1824	1,828	4,658	2,470	
	July 14	June 25, 1824	1,011	4,658	2,470	
		— 1, 1824				
Africa						Wrecked at sea; Captain Soper and four men survived.
Africa	Jan. —	Feb. 8, 1824	169			
Brazil	Jan. 16	May 31, 1824		1,450		
Atlantic						Fell in with sloop Ocean, of Sag Harbor, dismasted, and towed her into New York.
Pacific Ocean		— 1, 1824				Captain Paddock was drowned in March, 1824.
Pacific Ocean						Last reported with 1,250 sperm.
do		Dec. 26, 1825	Full			Last reported with 1,650 sperm.
Pacific Ocean	July 21	June 17, 1827	2,24			
Brazil	June 11	Apr. 29, 1825	164	1,600		Captain Ewer was killed while cutting in the last whale.
Pacific Ocean	July 4	Aug. 8, 1826	1,42			
do	July 21	May 15, 1826	2,01			Last on Huakine Island, 1825 or 1826.
do	Nov. 15					
do	Nov. 22	Apr. 16, 1827	2,23			
do	June 30	May 25, 1827	1,64			
do	July 14	Apr. 26, 1827	1,47			
do	Dec. 7	Oct. 19, 1826	2,00			
do	Sept. 3	Nov. —, 1827	2,08	26		Captain Chase died, outward bound. Sold 1828.
do	Nov. 4					Lost on Pender Islands, 1827; crew all murdered by the natives, except William S. Cary, who escaped after several years' imprisonment among them.
do	Sept. 1	Mar. 12, 1827	2,25			
do	Sept. 17	Mar. 3, 1827	2,61	84		
do	Sept. 17	Dec. 11, 1827	1,33			
Brazil	Nov. 22	— 1825		1,491		Ensign Rogers, second mate, taken out of boat by a Boe. Sold to Buenos Ayres, 1825.
do	Aug. 8	Aug. 12, 1825		1,081		
Pacific Ocean	Nov. 22	Jan. 11, 1827	2,116			Sold her oil at Pernambuco; took freight to New York; was lost on Long Island Sound on her way thence to Nantucket, 1825.
Brazil	Nov. 22					
do	June 25	Aug. 8, 1825		1,006		Sold, 1825.
Brazil	June 6	June 21, 1825	106	1,530		
Pacific Ocean		Apr. 19, 1827	2,00			
do		Dec. 3, 1827	2,080			
Brazil	July —	— 1825		1,706		

Managing owner or agent.

Calob Greene

Griffin Barney

Chris. Mitchell & Co.

J. & L. Starbuck

Val. Hussey & Bro.

S. Mitchell & Bro.

John B. Macy

Wm. R. Botch & Co.

J. & J. Howland



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1824.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Charles	Ship	—	Brayton	—
Dragon	Belg	—	Shurtman	J. A. Parker
Elizabeth	do	—	Blackmer	—
Francis	Ship	—	Paddock	—
George and Martha	do	—	Bushell	—
Good Return	do	—	Upham	G. Howland
Independence	do	—	Terry	—
Indian Chief	do	—	Ray	T. S. & N. Hathaway
Martha	Belg	—	Hathaway	—
Minerva	do	—	Reed	Seth Russell & Sons
Milwood	Belg	—	Gifford	—
Minerva Smyth	Ship	—	Burgess	Cornelius Gifford
Midas	do	—	Daniel McKenzie	S. Russell & Sons
Pacific	do	—	Sponser	I. Howland, Jr., & Co.
Phoenix	do	—	Potter	S. Russell & Sons
Patnasco	do	—	Stetson	—
President	do	—	Covell	—
Roscoe	Belg	—	Tilton	—
Richmond	Ship	—	Worth	Andrew Roberson
Russell	do	—	Charles Cavell	I. Howland, Jr., & Co.
Swift	do	—	Coleman	—
			Allen	T. S. & N. Hathaway
Telton	Ship	—	James Swain	I. Howland, Jr., & Co.
Timoleon	do	—	Charles Starbuck	I. Howland, Jr., & Co.
Victory	do	—	Taber	—
William Rotch	do	—	Adams	W. R. Rotch & Co.
Winslow	do	—	Clark	Charles W. Morgan
Wilmington and Liverpool Packet	do	—	Higgs	John A. Parker
<i>Edgartown, Mass.</i>				
Apollo	Ship	—	Duggett	—
Almira	do	—	Osborne	—
<i>Fairhaven, Mass.</i>				
Amazon	Ship	—	Adams	—
Columbus	do	—	Brock	—
<i>Plymouth, Mass.</i>				
Mayflower	Ship	—	Harris	—
<i>New London, Conn.</i>				
Com. Percy	Ship	270	I. Smith	—
Jones	do	238	R. Smith	—
Neptune	do	255	Colt	—
Stonington	do	351	Gardiner	—
<i>Sag Harbor, N. Y.</i>				
Argonaut	Ship	—	—	—
Fair Helen	do	—	Howland	—
Hambal	do	—	—	—
Octavia	do	—	—	—
Thorn	do	—	Sayre	—
Union	do	—	—	—
<i>New York, N. Y.</i>				
Dawn	Ship	—	Gardner	Thomas Hazard
Diana	do	—	George Drew	—
<i>Perth Amboy, N. Y.</i>				
Sasquehannah	Ship	—	Joy	Commercial Bank

\* It will be observed that it is only occasionally that the "take" of bone is given; generally in these agents. For several years the price of this article was so low that many masters would not enumerate

...ing returns of whaling-vessels

...ailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-cel.	Whale-oil.	Whale-bone.	
				<i>Hbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
J. A. Parker	Pacific Ocean		July 2, 1827	1,900			
	Brazil		May 19, 1826	350	650		
	Cape Verde		Apr. 3, 1825				Reported June, 1825, with 1,600 sperm.
	Pacific Ocean	May 4		150	2,150	13,000	
G. Howland	Brazil		June 2, 1825	2,200			
	Pacific Ocean		Feb. 8, 1827	2,200	2,400		
T. S. & N. Hathaway	Brazil		June 27, 1825				Last reported 370 sperm.
	Pacific Ocean		Dec. 2, 1827	2,280			
Seth Russell & Sons	Coast of Africa		May 27, 1825			1,900	
Cornelius Gibbrell	Brazil		Sept. 4, 1825	800			Last reported 1,500 whale.
S. Russell & Sons	Cape Verde	June 20	May 9, 1825		Full		
I. Howland, Jr. & Co.	Brazil		Apr. 3, 1827	2,070			
	Pacific Ocean		Apr. 25, 1825		2,300		Returned in October, damaged by a gale.
S. Russell & Sons	Brazil	July 30	Mar. 9, 1827	2,400			
	Pacific Ocean	Aug. —	Mar. 9, 1827	3,000			
	Pacific Ocean		Aug. 6, 1827			1,650	
	Brazil	June 25	Apr. 5, 1825		Full		
	Africa	May 7	Feb. 10, 1827	2,200		10,475	
Andrew Robinson	Pacific Ocean		Apr. 11, 1825	330	1,750		Last reported with 2,150 sperm.
I. Howland, Jr. & Co.	Brazil	June 6	Dec. —, 1827	2,000			The ship sailed under command of Capt. John Pinkham, who, with two of this crew, was killed by a whale in August, 1821. The voyage was continued under Mr. Allen.
T. S. & N. Hathaway	Pacific Ocean		Feb. 13, 1827	2,000			
	Brazil		June 27, 1825	222	1,465	5,412	Captain Starbuck died on the voyage.
	do	July —	June 27, 1825	72	1,862	8,228	Last reported May 23, 1824, 1,500 whale.
	do	July 30	Feb. —, 1825				
W. R. Roteb & Co.	Pacific Ocean	Dec. 1	Feb. —, 1827	1,950			
Charles W. Morgan	do		Apr. 12, 1825	1,350			
John A. Parker	do	Dec. 1	Mar. 8, 1827	2,700			
	Pacific Ocean	Dec. 7	Mar. 31, 1827		Full		
	do	Sept. 13	Dec. 14, 1826	2,300			
	Brazil		June 27				Last reported 1,600 whale.
	do		May 8, 1825		Full		
	Pacific Ocean	Dec. 10	May 27, 1827	2,300			
	South Seas	July 1	May 11, 1825	53	1,767		
	do	June 27	May 1, 1825	69	2,131		
	do	June 7	June 23, 1825		1,575		
	Pacific Ocean	Sept. 9	Feb. 15, 1827	2,023			
							Last reported 1,100 whale.
	Brazil		June —, 1825		1,700		
	do		June 22, 1825		2,000		Last reported 1,800 whale.
	do		June 6, 1825		2,000		Last reported 1,400 whale
Thomas Hazard	Pacific Ocean		Aug. 31, 1827	2,300			Lost on Peru, December 1, 1827. Captain Drew died at sea July 2, 1825.
	do	Nov. —					
Commercial Bank		Mar. 13	Sept. —, 1825				

...of bone is given; generally in these many masters would not number

early times no report of bone occurs in the papers, and the record is obtained through the courtesy of their ships with it.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1824.</b>				
<i>Philadelphia, Pa.</i>				
George and Albert .....	Ship .....			
<i>Newport, R. I.</i>				
Atlas .....	Ship .....		— Gardner .....	Caleb Greene .....
Frederick Augustus .....	do .....		Joseph Earl .....	Whitton & Ruggles .....
<i>Westport, Mass.</i>				
Almy .....	Brig .....		— Mahew .....	
<b>1825.</b>				
<i>Nantucket, Mass.</i>				
Atlantic .....	Ship .....	321	John J. Gardner .....	
Barclay .....	do .....	301	Peter Collin .....	
Cyrus .....	do .....	328	David Harris .....	
Eagle .....	do .....	333	Benj. A. Colman .....	Simon Starbuck .....
Foster .....	do .....	317	Ede Collin .....	Paul Mitchell & Sons .....
Franklin .....	do .....	349	Thaddeus Collin .....	
George .....	do .....	359	Charles Lawrence .....	
Ganges .....	do .....	263	Joshua Collin .....	Gideon Gardner .....
Globe .....	do .....	293	Reuben Swain, 2d .....	
Golden Farmer .....	do .....	294	George Jay .....	
Harvest .....	do .....	367	Richard Mary .....	V. Hussey & P. H. Fols .....
Independence .....	do .....	332	William Plasket .....	
John Jay .....	do .....	217	Alexander Drew .....	
Japan .....	do .....	332	Shubael Chase .....	Paul Mitchell & Sons .....
Kingston .....	do .....	312	Alexander Perry .....	
Lydia .....	do .....	325	David Swain, 2d .....	Zenas Collin .....
Maria .....	do .....	363	George W. Gardner .....	
Maria .....	do .....	315	Barzilai Swain .....	
Ocean .....	do .....	349	Timothy Fitzgerald .....	
Peruvian .....	do .....	344	Alexander Macy .....	
President .....	do .....	293	Henry Winslow .....	
Planter .....	do .....	349	Henry Banker .....	
Paragon .....	do .....	369	David S. Edwards .....	
Rambler .....	do .....	318	William Worth, 2d .....	Aaron Mitchell .....
Sarah Porter .....	Sloop .....		— Cathcart .....	
Weymouth .....	Ship .....	399	— McCleave .....	
Washington .....	do .....	308	Mose Harris .....	
Washington .....	do .....	308	George Kelley .....	
<i>Falmouth, Mass.</i>				
Pocahontas .....	Ship .....	356	Frederick Chaso .....	Elijah Swift .....
<i>New Bedford, Mass.</i>				
Ann Alexander .....	Ship .....	241	— Blum .....	
Amazon .....	Brig .....		— T. Hon .....	
America .....	do .....		— do .....	
Abigail .....	Ship .....		— Potter .....	Benjamin Rodman .....
Balena .....	do .....		— Russell .....	J. & J. Howland .....
Com. Deatur .....	do .....	247	— Wood .....	— do .....
Com. Rodgers .....	do .....		— Nye .....	William C. Nye .....
Canton .....	do .....	408	— do .....	
Goleonda .....	do .....		— Brock .....	George Howland .....
George and Martha .....	do .....	275	— Covell .....	
Hesper .....	do .....	347	— Smith .....	Peter Barney .....
Iris .....	do .....		— Weeks .....	
Independence .....	do .....		— Perry .....	T. S. & N. Hathaway .....
LYRA .....	do .....		— Joy .....	J. & J. Howland .....
Maria Theresa .....	do .....		— Tobey .....	S. & C. Russell .....
Mercury .....	do .....	271	Sheffield Reed .....	S. Russell & Sons .....
Mercury .....	do .....		William Austin .....	L. Howland, Jr., & Co. .....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Brazil	July		Bbls.	Lbs.	Lbs.	Probably a Havre ship. Reported, 1825, as of Philadelphia, with 1,400 barrels whale.
Brazil	May 17, 1825			Full.		Last reported with 1,500 whale.
Pacific Ocean	Dec. 11, 1826		2,000			Second Mate Robert Collins and boat's crew lost while fast to a whale, January 15, 1825.
Mexico	July 17, 1825		200			
Pacific Ocean	June 27	Mar. 21, 1828	2,165			
Brazil	July 2	June 15, 1826		1,046		
Pacific Ocean	July 9	June 2, 1828	2,037			
do	Dec. 5	May 14, 1828	2,269			Partly sheathed with leather.
do	July 7	Oct. 16, 1827	2,311	39		Built at Duxbury, 1825.
do	June 17	Nov. 17, 1827	2,037	12		
do	June 10	Dec. 13, 1825	1,562	69		Partly sheathed with leather.
do	June 16	Nov. 20, 1827	1,065			Sold out and went to Buenos Ayres, 1828; broken up there.
do	June 13	May —, 1828	2,105			
do	Aug. 14	Apr. 4, 1828	1,685			Built, 1825, at Middletown, Conn.
do	Oct. 7	May 8, 1828	2,158			
do	Oct. 20	Aug. 8, 1828	1,850			Lost mate; second mate died of injuries received from the captain.
do	Dec. 3	Mar. 21, 1828	910			
do	Dec. 20	Mar. 13, 1829	2,134			Partly sheathed with leather.
do	June 7	Mar. 11, 1828	2,117			
do	Sept. 28	Aug. 13, 1828	2,281	88		
do	July 17	June 2, 1828	2,269			John Haekleron, second mate, killed by a whale, 1826.
do	Aug. 1	Feb. 22, 1828	2,437			
do	Aug. 2	May 12, 1828	1,807			Lost first mate, Paul Bunker.
do	June 8	Dec. 11, 1827	2,255			
do	June 27	Apr. 22, 1828	1,597			
do	Sept. 30	Mar. 21, 1828	2,322			Sunk at sea a few days after leaving Oahu, 1828; crew taken off by the Rosalie, of Newport; had 2,100 sperm.
do	Nov. 16					
do	July 18	Nov. 20, 1828	1,875			
do	Sept. 6	Aug. 19, 1825		25		
do	Sept. 10	Sept. 10, 1825	2,044			Lost first mate, David Starbuck.
do	July 17	July 6, 1825	2,044			
do	July 17	Apr. 5, 1825	2,045			
do	May —	—, 1827	2,100			
Brazil	Aug. —	—, 1826				
Africa	June 19			700		Dismasted in a gale, Sept. 7, 1826.
Atlantic	July 27	Sept. —, 1826				
Pacific Ocean	Dec. 19	Dec. 13, 1828	Full.			
do	Oct. 30	Dec. 3, 1827	2,000			
do	June 22	Feb. 12, 1829	1,300			
do	Sept. —	Mar. 21, 1828	2,000			Last reported with 2,100 sperm.
do	May —	—, 1829				
do	Apr. 26	Apr. 26, 1827	2,000			
Brazil	July —	July —, 1826		200		
Pacific Ocean	Sept. —	Jan. 9, 1828	350			
do	July —	July 17, 1828	2,000			
do	June —	Nov. 30, 1827	2,200			
do	July —	Apr. 16, 1828	2,200			Captain Taber died April, 1825; Tobey took command.
do	Jan. 3	May 5, 1828	1,700			
Brazil	June 2, 1826			1,000		
Pacific Ocean	May —	Dec. 30, 1827	2,450			

Managing owner or agent.

Calob Greene

Whitton & Ruggies

Simon Starbuck

Paul Mitchell & Sons

Gilson Gardner

V. Hussey & P. H. Folz

Paul Mitchell & Sons

Simon Collin

General

Ards

Aaron Mitchell

Sheals

Pacific Ocean

Elijah Swift

Benjamin Rodman

J. & J. Howland

William C. Nye

George Howland

Peter Barney

T. S. & N. Hathaway

J. & J. Howland

S. & C. Russell

S. Russell & Sons

I. Howland, Jr., & Co.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1825.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Milwood .....	Ship .....	253	— Sampson .....	S. Russell & Sons .....
Missouri .....	do .....	—	— Whitefield .....	— do .....
Minerva .....	Brig .....	—	— Gifford .....	Cornelius Grinnell .....
Maria .....	Ship .....	202	— Day .....	Samuel Rodman .....
Midas .....	Ship .....	320	—	—
Mercator .....	do .....	—	— Lawrence .....	John A. Parker .....
Parusso .....	do .....	236	— Covell .....	— do .....
Persia .....	do .....	—	— Barnard .....	G. Grinnell, Jr. ....
Phoenix .....	do .....	—	— Stetson .....	J. A. Hawes .....
Pocahontas .....	Brig .....	—	— Johnson .....	— do .....
Pocahontas .....	Ship .....	—	— Chase .....	— do .....
Richmond .....	do .....	—	— Abraham Gardner .....	I. Howland, Jr., & Co. ....
Triton .....	do .....	—	— Ivory C. Albert .....	— do .....
Victory .....	do .....	238	— Taber .....	— do .....
Winslow .....	do .....	—	— Chase .....	— do .....
Wilmington and Liverpool Packet .....	do .....	—	—	— do .....
<i>Fairhaven, Mass.</i>				
Amazon .....	Ship .....	—	— Whittiers .....	— do .....
Charleston Packet .....	Brig .....	—	— Jabez Delano .....	W. Delano .....
Herald .....	Ship .....	—	— Bartch .....	— do .....
Indus .....	do .....	—	— Neal .....	— do .....
Stanton .....	do .....	—	—	— do .....
<i>Edgartown, Mass.</i>				
John .....	Ship .....	—	— Daggett .....	— do .....
Loan .....	do .....	—	— Daggett .....	— do .....
President .....	Brig .....	—	— Pease .....	— do .....
<i>Warren, R. I.</i>				
Rosalie .....	Ship .....	—	— Gardner .....	— do .....
<i>Sag Harbor, N. Y.</i>				
Fair Helen .....	Ship .....	—	— Howell .....	— do .....
Manubal .....	do .....	—	— Green .....	— do .....
Marcus .....	do .....	—	— Sayre .....	— do .....
Octavia .....	do .....	—	— Griffin .....	— do .....
Union .....	do .....	—	— Griffin .....	— do .....
<i>New London, Conn.</i>				
Connecticut .....	Ship .....	—	— Chester .....	— do .....
Com Perry .....	do .....	—	— I. Smith .....	— do .....
Jones .....	do .....	—	— R. Smith .....	— do .....
Neptune .....	do .....	—	— G. Holmes .....	— do .....
<i>Dartmouth, Mass.</i>				
By Chance .....	Brig .....	—	— Chase .....	— do .....
<i>Westport, Mass.</i>				
Industry .....	Brig .....	—	— Parker .....	B. Rodman .....
President .....	Brig .....	—	— Tilton .....	D. Collin .....
<i>Boston, Mass.</i>				
Hop .....	Ship .....	—	—	— do .....
<i>Newport, R. I.</i>				
Alliance .....	Ship .....	—	— James C. Swain .....	Clarke & Bush .....
<i>Plymouth, Mass.</i>				
Fortune .....	Ship .....	—	— Swain .....	— do .....

ing returns of whaling-vessels

sailing from American ports--Continued.

Whaling-ground.	Date--		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Ebls.</i>	<i>lbbls.</i>	<i>Lbs.</i>	
Brazil	July	June 7, 1826		1,500		This is the "old" Maria which has already performed (1828) four voyages to London, three to Brazil Banks, one to Indian Ocean, one to Falkland Islands, and fifteen to the Pacific since 1783.
do	Aug	Apr. 14, 1827	800			
Africa	Sept.	Mar. 21, 1828	1,300			
Pacific Ocean						
Pacific Ocean	Nov. 17	Mar. 21, 1828	1,700			Captain Barzard was left at Oahu sick. Last reported with 1,200 sperm.
Brazil	Aug	Mar. 7, 1828	1,900			
South Seas	Jan. 6	Aug. 21, 1826	670			Reported in 1826 with 1,350 sperm.
Pacific Ocean	Jan. 6	Aug. 21, 1826	670			
Capede Verdes	Jan. 22	Aug. 21, 1826	1,870	11,309		
Pacific Ocean	July	Aug. 23, 1827	2,060			
Brazil	Sept. 1	Aug. 23, 1827	2,060			Last reported with 1,400 sperm.
Pacific Ocean	Aug	July 20, 1827	1,400			
do	Aug	July 20, 1827	1,400			
Pacific Ocean	Aug	July 20, 1827	1,400			
South Seas	Aug	Aug. 25, 1826	450			Last reported with 1,400 sperm.
Guinea	May 19	Aug. 25, 1826	450			
Brazil	June 6	Aug. 25, 1826	450			
do	June	Aug. 25, 1826	450			
do	Sept.	Oct. 6, 1828	2,100			Last reported with 1,400 sperm.
do	May 26	June 1, 1826	400			
Pacific Ocean		Apr. 22, 1828	2,211			Last reported with 1,400 sperm.
Brazil	Aug	June 25, 1826	1,585	9,000		
do	Aug	June 25, 1826	1,585	9,000		Last reported with 1,400 sperm.
South Seas	Aug	June 25, 1826	1,585	9,000		
Brazil	Aug	May 1, 1826	400			Last reported with 1,400 sperm.
do	Aug	May 1, 1826	600			
Pacific Ocean	June 29	May 26, 1827	2,110	54		Last reported with 1,400 sperm.
do	July 21	June 30, 1827	1,731			
Brazil	June 29	May 14, 1826	60	2,107		
do	July 24	May 28, 1826	28	697		
Africa		Sept. 16, 1826	350			Last reported with 1,400 sperm.
C. de Verdes	Aug 29	Oct. 19, 1826	340			
Africa		May 1, 1826	500			Last reported with 1,400 sperm.
do		May 1, 1826	500			
Pacific Ocean	Jan.	June 11, 1828	2,300			Six of the crew died on the voyage.
do	Dec. 31	Mar. 12, 1829	Full			

258 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1826.</b>				
<i>Nantucket, Mass.</i>				
Barclay .....	Ship	301	Joseph Barney	.....
Constitution .....	do	31	Isaac Chase	.....
Clarkson .....	do	380	Joseph Allen	.....
Congress .....	do	321	Benjamin Worth, 2d	Philip H. Folger
Dauphin .....	do	273	Benjamin F. Hussey	Gilbert Coffin & Sons
Enterprise .....	do	413	Obed Swain	do
Independence .....	do	311	William Whipple	.....
John Adams .....	do	258	Seth Cathcart	.....
Martha .....	do	271	Benj. Gardner	.....
Orter .....	Brig	167	Robt S. Cathcart	T. Hussey & Sons
Orion .....	do	363	Allen Tilton	.....
Onesca .....	do	372	Micajah Swain	Charles W. Bell & Co
Pacific .....	do	313	David Baker	Paul Mitchell & Sons
Phoenix .....	do	323	William Fitzgerald	.....
Rose .....	do	356	Shubael Cottle	Paul Gardner & Sons
Reaper .....	do	333	Benjamin F. Coffin	.....
Swift .....	do	474	Jona. Swain, 2d	Aaron Mitchell
Susan .....	do	343	Frederick Swain	.....
Statira .....	do	346	Peter Coffin	.....
<i>New Bedford, Mass.</i>				
Ann Alexander .....	Ship	211	Walter Hillman	George Howland
America .....	Brig	149	Ebenezer Hathaway	T. S. & N. Hathaway
Cant .....	Ship	407	Isaiah Burgess	.....
Columbus .....	do	265	Brock	Samuel Rodman
Equator .....	do	265	Stephen Howland, jr.	I. Howland, jr. & Co
Emily .....	Brig	87	Leonard West	Coombs & Crocker
Elizabeth .....	Brig	83	Lloyd C. H.	David Coffin
George and Martha .....	Ship	277	Caleb Keapton	.....
Hector .....	do	384	Clement Norton	John C. Haskell
Hydaspe .....	do	312	George Ramsdell	George Howland
Hope .....	do	312	Ezra Smith, jr.	Charles W. Morgan
Hesper .....	do	217	Henry Pease	J. A. Parker
Juno .....	Brig	167	William Hussey	.....
Logan .....	Ship	302	Reuben F. Coffin	.....
Milwood .....	do	257	Ellis C. Eldridge	Seth Russell & Sons
Martha .....	do	271	Sheffield Read	do
Midas .....	do	321	Joseph Spooner	J. Coggeshall, jr.
Missouri .....	do	370	Moses Samson	.....
Parasso .....	do	230	Hiram Covell	.....
Phebe Ann .....	do	210	Joseph Barnard	.....
Richmond .....	do	291	Abraham Gardner	I. Howland, jr. & Co.
Sophia .....	do	235	Reuben Crousy	Joseph Rotch
Sally Anne .....	do	311	Clement P. Covell	D. R. Greene
Timoleon .....	do	344	Latham Cross	I. Howland, jr. & Co.
Victory .....	do	268	Obed Cathcart	J. A. Parker
William and Eliza .....	do	321	George Crocker	Joseph Rotch
Young Phoenix .....	do	370	Simon Price	John A. Parker
<i>Fairhaven, Mass.</i>				
Amazon .....	Ship	318	Martin Bowen	Warren Delano
Charleston Packet .....	Brig	141	Jabez Delano, jr.	.....
Herald .....	Ship	268	James Wood	.....
Leonidas .....	do	243	Barzillai S. Adams	Asa Swift
Oregon .....	do	193	Banker	.....
Pindus .....	do	193	Peter M. Coffin	.....
Quito .....	Brig	138	Bartelt	.....
<i>Dartmouth, Mass.</i>				
By Chance .....	Brig	107	John E. Coggeshall	P. Gray
William Thacher .....	do	147	David Collins	William T. Hawes
<i>New London, Conn.</i>				
Ann Maria .....	Ship	268	R. Smith	.....
Jones .....	do	138	Davis	.....
Neptune .....	do	253	C. Holme	.....

sailing from American ports—Continued.

Name	Managing owner or agent	Whaling-ground	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
		Pacific Ocean	Sept. 29	Nov. 19, 1829	1,600	115		Captain Chase would not go around Cape Horn. Went to the "Hanks" and returned, accusing his crew of mutiny.
		do	Aug. 1	Apr. 13, 1827		601		
		do	Sept. 29	June 14, 1830	2,800			Built at Mattapoisett, 1823.
	Phillip H. Folger	do	Sept. 29	May 2, 1829	2,505			
	Gilbert Coffin & Sons	do	July 10	Mar. 11, 1829	1,545			Built 1826, at Rochester.
	do	do	Aug. 1	Mar. 7, 1829	2,905			
		do	Nov. 8	May 19, 1829	2,043			Built 1826.
		do	Sept. 30	Oct. 15, 1828	1,350			
		do	Jan. 14	Apr. 22, 1828	1,843			Built 1826.
		do	June 27	Aug. 20, 1827	400			
	T. Hussey & Sons	Pacific Ocean	Aug. 24	June 15, 1829	2,625	40		Built 1826.
		do	Aug. 28	Dec. 26, 1829	2,138			
	Chris. M. Bell & Co	do	Sept. 6	Feb. 4, 1830	2,505			An excellent voyage.
	Paul Mitchell & Sons	do	Nov. 4	Mar. 8, 1829	2,182			
		do	Dec. 27	June 22, 1829	2,233			Built 1826. Third mate died 1827.
		do	June 4	Mar. 30, 1828	2,261			
	Paul Gardner & Sons	do	Nov. 8	June 23, 1829	1,985			Built 1826. Third mate died 1827.
		do	Jan. 6	Apr. 21, 1828	3,231			
	Aaron Mitchell	do	Aug. 21	Oct. 27, 1829	2,788	121		Built 1826.
		do	Sept. 6	June 9, 1829	2,529			
	George Howland	Brazil	July 25	June 21, 1827		1,650		Bought from Nantucket 1826.
	T. S. & N. Hathaway	Atlantic	Nov. 18	May 4, 1828	400			
	Samuel Rodman	Brazil	May 12	June 29, 1827		2,500	20,000	Bought from Nantucket 1826.
	I. Howland, Jr. & Co	Pacific Ocean	Jan. 7	Jan. 7, 1829	Full			
	Coombs & Crocker	Atlantic	June 12	Apr. 22, 1828	338	768	5,142	Bought from Nantucket 1825.
	David Coffin	do	Aug. 9	Dec. 24, 1827	121			
		Africa	Aug. 23	Aug. 4, 1827	254			Bought from Nantucket 1825.
		Brazil	July 12	—, 1827				
	John C. Haskell	Pacific Ocean	Aug. 18	Apr. 13, 1829	2,515			Cleared first for Rotterdam, thence for whaling.
	George Howland	Brazil	June 3	Apr. 25, 1827	120	1,850	13,000	
	Charles W. Morgan	Pacific Ocean	June 20	May 11, 1829	Full			Cleared first for Rotterdam, thence for whaling.
	J. A. Parker	do	Aug. 19	July 7, 1828	1,100			
		Atlantic	June 10	Oct. 29, 1827	150			Cleared first for Rotterdam, thence for whaling.
		do	Dec. 7	—, 1827				
	Seth Russell & Sons	Brazil	July 6	May 26, 1827	170	1,630		Cleared first for Rotterdam, thence for whaling.
	do	do	July 19	May 27, 1827		1,900		
	J. Coggeshall, Jr.	do	July 27	June 21, 1827		2,100		Cleared first for Rotterdam, thence for whaling.
		Pacific Ocean	Sept. 16	—, 1827				
		Brazil	July 24	June 2, 1828	350	1,200		Cleared first for Rotterdam, thence for whaling.
		Pacific Ocean	Oct. 9	June 15, 1829	1,400			
	I. Howland, Jr. & Co	Patagonia	June 23	June 25, 1827		1,736	14,785	Cleared first for Rotterdam, thence for whaling.
	Joseph Ketch	Pacific Ocean	Feb. 4	Apr. 18, 1829	1,900			
	D. R. Greene	Brazil	May 6	June 18, 1827		1,600		Cleared first for Rotterdam, thence for whaling.
	I. Howland, Jr. & Co	do	May 20	June 19, 1828	23			
	J. A. Parker	Pacific Ocean	Sept. 22	July 9, 1829	1,950			Cleared first for Rotterdam, thence for whaling.
	Joseph Rely	do	May 12	Nov. 16, 1828	2,100			
	John A. Parker	do	Nov. 14	Dec. 26, 1829	3,000			Cleared first for Rotterdam, thence for whaling.
		do	—, 1827	—, 1827				
	Warren Delano	Brazil	July 29	July 1, 1827		2,250		Cleared first for Rotterdam, thence for whaling.
	do	do	Dec. 30	June 20, 1828	500			
	do	Brazil	July 31	—, 1827				Cleared first for Rotterdam, thence for whaling.
	do	do	June 21	Aug. 4, 1827		1,650		
	Asa Swift	Pacific Ocean	Sept. 15	May 31, 1829	1,900			Cleared first for Rotterdam, thence for whaling.
		do	Sept. 15	Nov. 20, 1829	1,150	50		
		Atlantic	Sept. —	Sept. 14, 1827	270			Cleared first for Rotterdam, thence for whaling.
		do	—, 1827	—, 1827				
	P. Gray	Africa	Oct. 14	Mar. 30, 1828	160			Cleared first for Rotterdam, thence for whaling.
	William T. Hawes	South Seas	July 27	May 22, 1827	450			
		Brazil	Dec. 11	Apr. 22, 1828	67	2,250		Cleared first for Rotterdam, thence for whaling.
		South America	June 29	May 27, 1827	140	1,687		
		do	July 2	Apr. 28, 1827	82	1,634		



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1826.</b>				
<i>Sag Harbor, N. Y.</i>				
Argonaut .....	Ship	.....	Griffin .....	.....
Fair Helen .....	do	.....	.....	.....
Hannibal .....	do	.....	Green .....	.....
Marcus .....	do	.....	Sayre .....	.....
Thorus .....	do	.....	Cooper .....	.....
Union .....	do	.....	Howell .....	.....
.....	do	.....	Griffin .....	.....
<i>New York, N. Y.</i>				
Atlas .....	Ship	260	Townsend .....	.....
Diana .....	do	.....	Russell .....	.....
<i>Westport, Mass.</i>				
Almy .....	Brig	91	Jonathan Mayhew .....	.....
President .....	do	132	Samuel Tilton, Jr. ....	.....
Polly and Eliza .....	do	111	Job Davis .....	.....
<i>Rochester, Mass.</i>				
Magnolia .....	Schooner	98	Randall .....	.....
<i>Boston, Mass.</i>				
Beverly .....	Ship	498	Moore .....	.....
Telemachus .....	do	.....	Atkins .....	.....
<i>Edgartown, Mass.</i>				
Resident .....	Brig	.....	.....	.....
Rising Sun .....	Schooner	.....	.....	.....
<b>1827.</b>				
<i>Nantucket, Mass.</i>				
Alexander .....	Ship	421	Samuel Banker .....	.....
Aurora .....	do	340	Frederick B. Chase .....	.....
Ann .....	do	364	Prince B. Mooers .....	.....
Ann .....	do	318	Alexander Collin .....	.....
Constitution .....	Brig	.....	.....	.....
Diana .....	do	.....	Coleman .....	.....
Edward .....	Ship	313	George Alley .....	L. & J. Starbuck .....
Helo .....	do	.....	Lucas .....	.....
Iris .....	Sloop	296	George Clark .....	Sylvanus Ewer .....
John Adams .....	Ship	310	Obad Starbuck .....	L. & J. Starbuck .....
Loper .....	do	324	Charles G. Andrews .....	.....
Lima .....	do	325	Peter F. Chase .....	.....
Lydia .....	do	354	Timothy Upham .....	Aaron Mitchell .....
Mary Mitchell .....	do	354	Robert S. Catheart .....	.....
Otter .....	Brig	165	.....	.....
Ontario .....	Ship	359	John G. Coffin .....	.....
Ploughboy .....	do	391	Nathan Chase .....	.....
Rapid .....	Sloop	.....	Myrick .....	.....
Sarah .....	Ship	495	Frederick Arthur .....	.....
Spartan .....	do	333	William Pirman .....	P. & B. Gardner .....
William .....	Schooner	.....	Whitteus .....	.....
Zone .....	do	365	Alex. D. Banker .....	S. & J. Mitchell .....
<i>New Bedford, Mass.</i>				
Ann Alexander .....	Ship	211	Walter Hill Jan .....	George Howland .....
Ann .....	do	361	Prince B. Mooers .....	.....
Ann .....	do	241	Samuel Barrett .....	P. Gray .....
Barclay .....	do	152	Nehemiah West .....	.....
Columbus .....	do	191	George Almy .....	.....
Clitus .....	do	191	Daniel Wood .....	J. & J. Howland .....
Com. Decatur .....	do	247	.....	.....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				Bbls.	Bbls.	Lbs.	
	Pacific Ocean	June 27, 1827	1,270				
	Patagonia	July 22, 1827	1,150				
	do	June 26, 1827	1,450				
	Brazil	June 25, 1827	1,400				Reported February 5, 1827, with 1650 whale.
	do	July 22, 1827	1,300				
	Patagonia	July 22, 1827	1,250				
	Brazil	Sept. 10					Sheathed with leather.
	Pacific Ocean						Reported lost at Timbez, 1823.
	Cape de Verdes	Sept. 22	July 14, 1827	270			
	Atlantic	June 8					Wrecked and abandoned at sea September 26, 1826. Crew rescued by an English brig.
	Cape de Verdes	Sept. 9					
	Atlantic		Aug. 24, 1827	15	15		
	Atlantic	Oct. —					Burned on Brazil, 1826. Lost at sea September 26, 1826. Crew rescued by an English brig.
	Belleisle	Aug. 21					Sold part of her oil and took freight home.
	May 21						
	Pacific Ocean	Sept. 13	Mar. 12, 1831	2,225			Built 1827, at Mattapoisett.
	do	Dec. 6	Dec. 22, 1829	2,623			
	do	Dec. 13	Mar. 26, 1830	2,663			
	do	June 19	Oct. 13, 1830	1,915			
	do		May 27, 1828	400			
	do		June 3, 1828		50		
	Pacific Ocean	Sept. 18	May 1, 1830	2,353			
	Atlantic		Sept. 1, 1827	40			
	Brazil	Sept. 18	Mar. 13, 1829		1,517		
	Pacific Ocean	June 22	Jan. 10, 1829	2,171			
	do	Aug. 8	Nov. 3, 1830	1,420			
	do	Oct. 13	Sept. 3, 1830	2,367			
	do	Dec. 13	May 1, 1831	2,432			Do. Took some oil. Went into St. Catharines and was sold.
	Africa	Sept. —					
	Brazil	July 23	June 19, 1828		1,160		
	Pacific Ocean	June 23	July 15, 1830	2,522			Between these dates of departure and arrival the Rapid made 7 trips on Nantucket Shoals, taking in all 40 to 50 barrels whale.
	Atlantic	June 30	Oct. 21, 1827				Built 1827. An excellent voyage; the largest quantity of sperm oil ever brought into Nantucket on one voyage.
Arthur	Pacific Ocean	May 26	Apr. 19, 1827	3,49			
man	P & B. Gardner	May 30	July 1, 1829	2,324			Run into by another vessel and lost boats.
stons	Atlantic	June 3	Sept. 14, 1827		Clean		Built at Rochester 1827; lost first mate, Nicholas Easton.
cker	S. & J. Mitchell	Dec. 13	Feb. 12, 1830	2,614			
llan	George Howland	July 17	May 4, 1828		1,600		
Moores	Pacific Ocean	Dec. 15	Oct. 21, 1830		1,558		
errett	do	Aug. 18	Aug. 21, 1828		250		Cleared for "Bremen and whaling."
West	P. Gray	Apr. 23	Aug. 21, 1828				
ny	Western Islda	Apr. 23	Aug. 21, 1828				
od	J. & J. Howland	June 15	Feb. 12, 1829	Full			

262 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1827.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Canton	Ship	468	Shubael Hawes	
Charles	do	250	David Brayton	
Dwight	Brig	139	Abner P. Norton	
Empire	do	125	Joseph Bates, Jr.	
Euphrates	Ship	361	Henry B. Gifford	C. Grinnell, jr.
Eagle	do	346	Isaiah Burgess	William R. Rotch & Co.
Frances	do	344	Obad Alley	George Howland
George and Susan	do	287	Edward Gardner	
George Porter	do	385	Seah Sampson	
Galatea	do	310	Abraham Russell	S. Russell & Sons
Good Return	do	376	Job Terry, jr.	J. Tripp
George and Martha	do	275	Caleb Kempton	John C. Haskell
Golconda	do	330	Gustavus A. Barthes	George Howland
Grand Turk	do	323	Robert Taber	
Hydaspe	Ship	312	Charles Covell	
Horreus	do	334	Moses Sampson	S. Russell & Sons
India	do	360	Isaac S. Maxfield	William T. Russell
Juno	Brig	165	William Hussey	
Martha	Ship	271	Richard Woodin	
Millwood	do	335	Ellis C. Eldridge	I. Howland, jr., & Co.
Minerva Smyth	do	326	Daniel McKenzie	John Coggeshall, jr.
Midas	do	326	Joseph Spooner	
Minerva	Brig	195	Cornelius Howland, jr.	
Mary Mitchell	Ship	351	Timothy Upham	
Pocahontas	Brig	141	Benjamin Ellis	
Pacific	Ship	384	Stephen N. Potter	S. Russell & Sons
Pocahontas	do	311	Charles D. Swift	
Parthian	Brig	119	John J. Parker	Abraham Barker
Roscoe	do	362	George B. Worth	
Richmond	Ship	371	Abr. Gardner	I. Howland, jr., & Co.
Rodman	do	371	Robert M. Joy	Charles W. Morgan
Swift	do	320	John M. Russell	
Sally Anno	do	342	Clement T. Covell	David H. Greene
Triton	do	300	William Swain	I. Howland, jr., & Co.
William Rotch	do	289	Robert Tuckerman	William R. Rotch & Co.
Winslow	do	222	Owen Chase	
William Thacher	Brig	147	David Collins	
Wilmington and Liverpool Packet	Ship	384	John Briggs	
<i>Fairhaven, Mass.</i>				
Amazon	Ship	318	Marlin Bowen	Nathan Church
Herald	do	264	J. Wood	Samuel Borden & Co.
Leonidas	do	243	Barz. S. Adams	
Mentor	Brig	89	Charles Dyer	L. Wilson & Son
Quito	Brig	138	Stanton Burtch	
<i>Westport, Mass.</i>				
Industry	Brig	94	Owen Wilber	
Mexico	do	130	Job Davis	
Regulator	Schooner			
<i>Boston, Mass.</i>				
John	Brig		Alley	
Washington	Schooner	84	John Dickenson	
<i>Rochester, Mass.</i>				
Magnolia	Schooner		Randall	
Sophonra	do			
<i>Plymouth, Mass.</i>				
Mayflower	Ship		Harris	

...ing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage			Remarks.
		of sailing.	of arrival.	Sperm oil.	Ale oil.	Whalebone.	
	Brazil	July 28	June 19, 1828	.....	1,700	.....	
	do	July 28	June 20, 1828	.....	1,000	.....	
	Pacific Ocean	Sept. 29	May 2, 1829	750	.....	.....	
	Brazil	Aug. 9	.....	.....	.....	.....	
C. Grinnell, jr.	Pacific Ocean	Oct. 10	June 5, 1830	2,840	.....	1,700	22,000
William R. Rotch & Co.	Brazil	Jan. 6	Apr. 21, 1829	2,700	.....	.....	Built at Mattapoisett 1826.
George Howland	Pacific Ocean	Apr. 16	Sept. 17, 1829	Full	.....	.....	
	do	Apr. 21	June 20, 1828	.....	1,600	.....	
S. Russell & Sons	do	June 2	July 6, 1828	260	.....	1,310	
J. Tripp	do	June 29	June 8, 1828	100	2,160	.....	
John C. Haskell	do	July 11	July 13, 1829	2,300	.....	.....	Phillip Russell, first mate, and one man killed by a whale January 9, 1828; bought from Boston, 1827.
George Howland	Pacific Ocean	July 17	July 13, 1829	2,300	.....	800	
	Brazil	Aug. 4	June 20, 1828	.....	.....	.....	
	do	June 15	June 16, 1828	.....	1,300	.....	
S. Russell & Sons	do	Aug. 10	July 4, 1828	300	1,300	.....	
William T. Russell	Pacific Ocean	Dec. 21	July 17, 1830	2,561	.....	.....	
	do	Dec. 4	.....	.....	1,500	.....	
	Brazil	July 20	June 18, 1828	.....	120	1,880	
	do	June 29	June 20, 1828	.....	.....	.....	
I. Howland, Jr., & Co.	Pacific Ocean	Sept. 25	Mar. 12, 1830	2,453	.....	.....	
John Coggeshall, jr.	Brazil	Oct. 3	Apr. 18, 1829	120	2,500	.....	
I. Howland, Jr.	Pacific Ocean	Nov. 21	June 9, 1830	1,118	.....	.....	
	do	Dec. 1	.....	.....	.....	.....	
	Western Isl-lands.	May 7	....., 1828	.....	345	.....	
S. Russell & Sons	Pacific Ocean	May 25	Aug. 4, 1829	.....	2,800	.....	
Abraham Barker	do	Aug. 15	.....	.....	.....	.....	
	Western Isl-lands.	Apr. 21	June 8, 1828	.....	408	.....	
	Pacific Ocean	June 19	May 5, 1830	2,714	.....	.....	
I. Howland, Jr., & Co.	Brazil	July 21	June 19, 1828	10	1,800	12,290	Built at New Bedford 1827.
Charles W. Morgan	Pacific Ocean	Nov. 20	June 8, 1830	2,875	.....	.....	
	do	May 19	Nov. 20, 1829	2,100	.....	.....	
David H. Greene	Brazil	July 28	June 7, 1828	30	1,770	.....	
I. Howland, Jr., & Co.	do	Sept. 5	June 7, 1828	.....	.....	.....	
William R. Rotch & Co.	Pacific Ocean	May 10	Apr. 23, 1830	1,871	.....	14,751	Returned October 19 damaged by a gale; sailed again 1827.
	Brazil	Aug. 15	July 7, 1830	1,906	.....	.....	
	Africa	June 12	Apr. 22, 1828	250	.....	.....	
	Pacific Ocean	Aug. 25	June 23, 1830	2,830	.....	.....	
	Brazil	Aug. 21	June 8, 1828	130	1,450	.....	
Samuel Borden & Co.	do	Aug. 8	June 18, 1828	.....	1,600	.....	
L. Wilson & Son	do	Aug. 20	June 21, 1828	.....	600	.....	Captain Dyer was taken out of his boat by a foul in e August 29, 1828.
	Western Isl-lands.	May 9	Oct. 9, 1828	200	.....	.....	
	South Seas	Oct. 17	Oct. 31, 1828	450	.....	.....	
	West Indies	Jan. 16	Sept. 13, 1827	.....	.....	.....	Last reported with 300 sperm.
	Guinea	July 21	Aug. —, 1828	320	.....	.....	Last reported with 155 sperm.
	Brazil	.....	.....	.....	.....	.....	Reported early in 1828 with 700 whales.
	South Seas	Nov. 10	.....	.....	.....	.....	Went sealing and whaling; no report of arrival.
	Atlantic	Oct. —	June 2, 1828	.....	.....	.....	Last reported with 300 sperm.
	do	.....	.....	.....	.....	.....	Last reported with 120 sperm.
	Pacific Ocean	Oct. 8	June 5, 1830	2,350	.....	.....	

## 264 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1827</b>				
<i>Edgartown, Mass.</i>				
Almira .....	Ship .....	.....	— Fisher .....	.....
Planter .....	Brig .....	.....	.....	.....
<i>New York, N. Y.</i>				
Atlas .....	Ship .....	.....	— Townsend .....	.....
Chili .....	do .....	.....	.....	.....
<i>Portsmouth, R. I.</i>				
Sarah Atkins .....	Ship .....	44	— Kenney .....	.....
<i>Bristol, Mass.</i>				
Frances .....	Brig .....	.....	— Doty .....	.....
Leonidas .....	Ship .....	.....	— Lawton .....	.....
<i>Falmouth, Mass.</i>				
Pocahontas .....	Ship .....	350	Charles Swift .....	Elijah Swift .....
<i>New London, Conn.</i>				
Chelsea .....	Ship .....	396	— Davis .....	.....
Caledonia .....	do .....	445	— Young .....	.....
Com. Perry .....	do .....	270	L. Allyn .....	.....
Connecticut .....	do .....	390	— Smith .....	.....
Friends .....	do .....	403	— Chester .....	.....
Jones .....	do .....	338	— Davis .....	.....
Neptune .....	do .....	285	C. Holmes .....	.....
Phenix .....	do .....	404	J. Smith .....	.....
Stoullington .....	do .....	354	— Gardiner .....	.....
Superior .....	do .....	465	— Rice .....	.....
<i>Newport, R. I.</i>				
Frederick Augustus .....	Ship .....	.....	Joseph Earl .....	Whitthorn & Ruggles .....
Francis .....	Brig .....	.....	.....	.....
<i>Sag Harbor, N. Y.</i>				
Andes .....	Ship .....	.....	— Tupper .....	.....
Arabella .....	do .....	368	Matthew Sayre .....	S. & L. Howell .....
American .....	do .....	292	— Post .....	.....
Argonaut .....	do .....	251	— Sayre .....	.....
Cadmus .....	do .....	310	.....	.....
Fair Helen .....	do .....	.....	— Harris .....	.....
Hannibal .....	do .....	300	— Green .....	.....
Marens .....	do .....	283	— Halsey .....	.....
Neptune .....	do .....	.....	.....	.....
Thorn .....	do .....	313	— Hand .....	.....
Thames .....	do .....	350	.....	.....
Union .....	do .....	.....	— Sayre .....	.....
<b>1828.</b>				
<i>Nantucket, Mass.</i>				
American .....	Ship .....	340	David Paddock .....	.....
Atlantic .....	do .....	321	John J. Gardner .....	.....
Baltic .....	do .....	410	William Chadwick .....	.....
Criterion .....	do .....	229	Ambrose Whiteous .....	.....
Cyrus .....	do .....	325	Benjamin R. Hussey .....	.....
Eagle .....	do .....	335	Benjamin A. Coleman .....	.....
Foster .....	do .....	317	Job C. Clark .....	Paul Mitchell & Sons .....
Fame .....	do .....	374	John Ramsdell .....	.....

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean	July 1	Feb. 27, 1830	2,350	.....	.....	
do	June 28	Mar. 23, 1829	Full	.....	.....	
Brazil	.....	.....	.....	.....	.....	Last reported at Rio Janeiro March 5, 1828, with 1,160 whale.
do	.....	.....	.....	.....	.....	Last reported at Pernambuco, March 3, 1828, with 1,200 whale.
Falkland	.....	June — 1828	.....	.....	.....	Arrived at Stonington, Portsmouth's first whaler; had 4,000 seal and some other skins, and some oil.
Pacific Ocean	Dec. 10	July 3, 1830	2,292	.....	.....	Last reported November 30, 1827, clean.
Pacific Ocean	.....	Oct. —, 1830	1,700	.....	.....	
Elijah Swift	.....	.....	.....	.....	.....	
Pacific Ocean	Aug. 23	Apr. 21, 1831	2,471	.....	.....	Captain Robert Smith who went out in command was killed by a whale February, 1829.
do	Aug. 2	Apr. 27, 1831	1,497	140	.....	
Brazil	Dec. 1	June 10, 1829	.....	1,775	.....	
Pacific Ocean	Sept. 9	Mar. 22, 1830	2,131	.....	.....	
do	Oct. 31	May 19, 1830	2,388	.....	.....	
South Atlantic	July 21	May 23, 1828	26	1,477	.....	
Brazil	June 15	May 23, 1828	73	1,700	.....	
Pacific Ocean	Oct. 7	May 1, 1830	2,653	.....	.....	
do	May 2	June 25, 1829	1,753	.....	.....	
do	.....	June 18	May 1, 1830	2,451	.....	
Whitthorn & Ruggles	Aug. 3	Aug. 30, 1830	2,800	.....	.....	
Africa	Aug. 3	.....	.....	.....	.....	
Brazil	.....	—, 1828	.....	.....	.....	Reported with 1,600 whale.
Pacific Ocean	Aug. 24	July 3, 1830	2,881	.....	.....	The Argonaut is reported in another place as having 1,750 whale.
Patagonia	.....	June 9, 1828	.....	1,600	.....	
Brazil	.....	May —, 1828	.....	1,400	.....	
Brazil	July 28	.....	.....	Full	.....	
do	.....	May —, 1828	.....	1,200	8,000	
do	.....	June 12, 1828	.....	.....	.....	
do	.....	.....	150	1,500	1,000	
Patagonia	.....	June 7, 1828	.....	.....	.....	Last reported March, 1828, with 1,000 whale.
do	Sept. —	May 24, 1828	.....	2,000	.....	
do	.....	.....	.....	.....	.....	
Pacific Ocean	Apr. 19	July 18, 1830	2,189	88	.....	Formerly a merchantman; added 1822 from New York; built at New York 1822.
Pacific Ocean	Jan. 14	May 12, 1831	3,173	.....	.....	Formerly a merchantman; added 1828.
Brazil	Apr. 19	Apr. 29, 1828	.....	49	.....	Out ten days; returned leaking 1,200 strikes an hour.
Brazil	June 22	July 4, 1829	.....	.....	.....	Captain Hussey came home sick, but rejoined the ship again; Mr. Clahy, first mate, drowned.
Pacific Ocean	Sept. 6	May 12, 1832	2,035	.....	.....	
do	Oct. 5	May 10, 1831	1,964	.....	.....	
Brazil	Apr. 19	June 30, 1829	.....	935	.....	Formerly a merchantman; added 1828.
Pacific Ocean	June 13	May 9, 1831	1,995	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tons.	Captain.	Managing owner or agent.
<b>1828.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Franklin	Ship	309	Joseph M. Chase	
George	do	359	Edwin Barnard	S. & J. Mitchell
Ganges	do	365	Joshua Collin	
Howard	do	304	Peleg Brock	
Harvest	do	360	David N. Edwards	
John Jay	do	247	Abraham Swain	
Kingston	do	312	William E. Sherman	
Muro	do	315	Elisha Fisher	
McDonough	Sloop	271	Timbert	
Martha	Ship	273	Sylvanus Swain	
Martha	do	365	Benjamin Ray	
Ontario	do	354	John G. Collin	
Ocean	do	349	Edwin Collin	
Perivlan	do	311	Alexander Macy	
Phaner	do	257	Joseph Pense	
President	do	310	Isaac Drayton	
Rose	do	293	Charles Robbins	
Richard Mitchell	do	350	George Russell	
	do	380	Ely Collin	
Swift	do	456	Barzillai Collin	
Washington	do	308	Barzillai Swain	
Weymouth	do	329	Moses Harris	
Zenas Collin	do	336	George Jay	
<i>New Bedford, Mass.</i>				
Almy	Brig	91	Benjamin Seabury } Samuel Lake }	
America	do	119	Avery F. Parker	
Ann Alexander	Ship	214	Josiah Howland	George Howland
Averick	do	384	George Lawrence	
Balaoni	do	300	Thomas Russell	J. & J. Howland
Cortez	do	382	Ebenezer Coleman	George Howland
Com. Rodgers	do	298	Nathaniel H. Nye	
Courier	do	321	Seth Wood	
Canton	do	408	Abram Gardner	William C. Nye
Columbus	Brig	152	Edwin Russell	
Charles	Ship	290	David Brayton	Samuel Rodman, Jr.
Ceres	do	328	William P. Haskins	Seth Russell
Emily	Brig	87	Leonard West	
Equator	Ship	292	John Smith	T. Howland, Jr., & Co.
Enterprise	do	291	Samuel Tibbo	Alfred Gibbs
Envoite	do	293	Isaac Hathaway	
Fanny	Brig	—	West	
George and Martha	Ship	275	Austin Cox	John C. Haskell
Grand Turk	do	324	Robert Taber	Abraham Barker
Good Return	do	376	Job Terry, Jr.	
George Porter	do	285	Seth Sanson	Thomas Eddell
Galatea	do	310	Abram Russell 2d	Seth Russell
Hydaspe	do	312	Shubael Hawes	John C. Haskell
Hercules	do	331	Moses Sanson	Seth Russell
Hesper	Bark	261	George F. Brown	
Iris	Ship	311	Constant Norton, Jr.	
Independence	do	318	Reuben Joy, Jr.	
Isaac Howland	do	339	William Austin	T. Howland, Jr., & Co.
Lyra	do	394	Edward Howland	J. & J. Howland
Lancaster	do	322	Hiram Weeks	
Mercury	do	330	L. C. Albert	T. Howland, Jr., & Co.
Mercator	do	346	Richard Holley	
Martha	do	271	Richard Weston	Charles Russell
Maria	do	371	Ellis G. Eldredge	Seth Russell & Sons
Milwood	do	302	Amiel H. Joy	
Maria Theresa	do	336	Cranston Wilcox	
Phenix	do	423	Elisha Coffin	
Persia	do	240	Elisha Luce	
Parthian	Brig	119	Daniel Flanders	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Spermac. oil.	Whale-oil.	Whale-bone.	
Pacific Ocean	June 20	June 28, 1830	2,000	1,337	.....	
Braz 1	July 10	June 17, 1829	.....	.....	.....	Built 1828.
Pacific Ocean	Aug 5	May 8, 1832	1,600	.....	.....	
do	Nov. 17	May 8, 1832	1,850	.....	.....	
do	July 29	Nov. 13, 1831	2,685	.....	472	Broken up at Nantucket 1830.
Pacific Ocean	July 31	July 5, 1829	329	.....	.....	First mate died.
Brazil	July 31	May 24, 1832	1,515	.....	.....	Ran into by French ship Archimedes; put into Rio Janeiro December 20, and was abandoned.
Brazil	June 10	.....	.....	.....	.....	Damaged by collision with a Salem brig.
Brazil	July 13	Dec. 28, 1830	.....	331	.....	
Pacific Ocean	Sept. 6	June 10, 1832	1,960	.....	.....	Captain Collin died June 15, 1831.
do	Dec. 5	Apr. 21, 1832	2,400	.....	.....	
do	Dec. 15	Nov. 11, 1831	2,270	.....	.....	
do	June 8	Oct. 21, 1831	4,000	.....	718	
Brazil	June 14	June 14, 1829	.....	.....	718	
do	June 22	Oct. 21, 1830	99	.....	1,709	
Pacific Ocean	Oct. 5	July 10, 1831	1,500	.....	.....	Built 1828; lost at Fayal September 3, 1828.
do	June 22	June 17, 1829	2,070	.....	.....	
do	Aug. 16	.....	.....	.....	.....	
do	July 13	June 17, 1829	2,828	.....	.....	
do	July 24	May 21, 1832	1,771	.....	.....	Built, 1828, at Hanover.
do	Dec. 23	June 12, 1831	2,228	.....	.....	
do	Sept. 1	Nov. 15, 1831	2,731	.....	.....	
West Indies	Mar. 20	.....	.....	.....	.....	
Atlantic	Nov. 14	.....	.....	.....	.....	
Pacific Ocean	July 21	May 14, 1832	1,900	.....	.....	
do	Oct. 16	Sept. 2, 1831	3,150	.....	.....	
do	Nov. 26	Aug. 16, 1830	2,100	.....	.....	
do	Jan. 12	Nov. 6, 1830	2,750	.....	.....	Second mate, Jeremiah Borden, and boats crew taken down by a whale and lost.
do	Apr. 3	May 28, 1829	.....	.....	900	
Patagonia	May 26	.....	.....	1,600	.....	
Brazil	June 18	June 8, 1829	.....	.....	.....	
Pacific Ocean	Aug. 23	May 26, 1831	2,800	.....	.....	
do	Oct. 13	June 6, 1830	440	.....	.....	
do	Oct. 31	Aug. 24, 1830	2,650	.....	9,000	
Brazil	June 7	Mar. 18, 1830	62	1,250	.....	
Capo de Verdes	Feb. 9	.....	1,400	.....	.....	
Pacific Ocean	June 17	May 20, 1831	.....	.....	1,270	
Brazil	July 14	June 10, 1829	.....	.....	.....	Lost first mate.
do	Aug. 5	.....	.....	.....	.....	
Mexico	Feb. 11	.....	.....	1,600	.....	
Brazil	July 19	June 20, 1829	.....	160	.....	
do	July 29	June 20, 1829	.....	.....	.....	
do	July 26	July 7, 1829	.....	1,350	11,000	
do	July 26	July 7, 1829	400	1,500	.....	
do	Aug. 4	Apr. 20, 1829	.....	1,350	20,000	
do	July 12	May 16, 1829	.....	1,730	16,500	Sold some oil at Rio Janeiro.
do	Aug. 16	Mar. 10, 1830	.....	.....	.....	
Pacific Ocean	Dec. 27	Dec. 28, 1830	1,700	.....	.....	
do	Apr. 24	Aug. 26, 1831	.....	.....	.....	
do	June 25	July 6, 1831	.....	.....	.....	
do	Nov. 21	Oct. 6, 1831	3,174	.....	.....	Ship and cargo totally lost on a reef near Oahu, August, 1830; valued \$60,000.
do	July 1	.....	.....	.....	.....	
do	July 19	Apr. 22, 1831	.....	.....	.....	
do	Apr. 16	June 16, 1831	2,325	.....	.....	
Brazil	June 26	June 5, 1829	300	750	.....	
do	July 15	Jan. 21, 1830	.....	1,900	7,000	
do	July 28	July 7, 1829	60	940	.....	
do	Sept. 24	Apr. 19, 1831	.....	.....	.....	
Pacific Ocean	Oct. 15	July 17, 1831	2,600	.....	.....	
do	Jan. 7	Dec. 27, 1830	2,800	.....	.....	
do	June 9	May 6, 1831	2,800	.....	.....	
Atlantic	June 19	July 14, 1829	395	.....	.....	



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1828.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Pocahontas.....	Brig	141	Benjamin Ellis.....	.....
Russell.....	Ship	301	Shubael Worth.....	Benjamin Rodman.....
Richmond.....	do	291	William Swath.....	.....
Rebecca Sims.....	do	400	Barna Coffin.....	.....
Stephania.....	do	315	David Collins.....	John Coggeshall.....
Sally Anne.....	do	312	C. T. Covell.....	.....
Trident.....	do	447	Peleg H. Stetson.....	.....
Triton.....	do	300	Ruben Chase 2d.....	I. Howland, jr., & Co.....
Timoleon.....	do	346	Eben Clark.....	do.....
Winslow.....	do	263	Owen Chase.....	Samuel Rodman, jr.....
<i>Fairhaven, Mass.</i>				
Amazon.....	Ship	317	Benjamin Manter.....	Nathan Church.....
Albion.....	do	326	Sheffield Read.....	.....
Charleston Packet.....	Brig	.....	George Tobey.....	.....
Herald.....	Ship	.....	Stephen Grinnell.....	.....
Java.....	do	291	Baz. Adams.....	.....
Leonidas.....	do	.....	Hawes Norris.....	Ansel Gibbs.....
Mentor.....	Brig	89	{ Charles Dyer..... } { Francis Neil..... }	{.....}
Stanton.....	Ship	304	Isaac Daggett.....	.....
<i>Rochester, Mass.</i>				
Magnolia.....	Schooner	98	George Lewis.....	.....
Sophronia.....	do	.....	— Daggett.....	.....
<i>Westport, Mass.</i>				
Industry.....	Brig	94	Matthew Mayhew.....	.....
Mexico.....	do	.....	Job Davis.....	.....
President.....	Bark	166	Charles Lawrence.....	.....
Regulator.....	Schooner	74	{ William Austin..... } { Beriah Tilton, jr..... }	{.....}
Thos. Winslow.....	Brig	135	Benjamin Seabury.....	.....
<i>Dartmouth, Mass.</i>				
By Chance.....	Brig	107	— Howland.....	.....
<i>Falmouth, Mass.</i>				
Uncas.....	Ship	400	Henry C. Bunker.....	Elijah Swift.....
<i>Say Harbor, N. Y.</i>				
American.....	Ship	282	George Post.....	.....
Argonaut.....	do	254	Uriah Sayre.....	.....
Chaudie.....	Brig	136	A. K. Griffin.....	.....
Cadmus.....	Ship	310	George Howell.....	.....
Henry.....	do	.....	.....	.....
Hannibal.....	do	309	Henry Green.....	.....
Marcus.....	do	223	Andrew Halsey.....	.....
Thames.....	do	350	Hunting Cooper.....	.....
Thorn.....	do	333	Sylv. Griffin.....	.....
Union.....	do	.....	Edward Halsey.....	.....
<i>Edgartown, Mass.</i>				
Gleaner Packet.....	Schooner	.....	— Bunting.....	.....
Loan.....	Ship	.....	— Marchant.....	.....
Meridian.....	do	.....	— Osborn.....	.....
<i>New York, N. Y.</i>				
Atlas.....	Ship	.....	— Gardner.....	.....
Louisa.....	do	.....	— Townsend.....	.....
Logan.....	do	.....	— Coffin.....	F. Gebhard.....



## 270 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1828.</b>				
<i>Bristol, R. I.</i>				
Ann .....	Ship	.....	..... Wilcox .....	.....
Essex .....	Bark	.....	.....	.....
Ganges .....	Ship	.....	..... Gardner .....	.....
<i>Stonington, Conn.</i>				
Acasta .....	Ship	.....	.....	.....
<i>Newport, R. I.</i>				
Alliance .....	Ship	.....	Hiram Covell .....	Bush & Gibbs .....
<i>Warren, R. I.</i>				
Magnet .....	Ship	.....	..... Gardner .....	.....
Rosalie .....	do	.....	..... Brown .....	.....
<i>New London, Conn.</i>				
Ann Maria .....	Ship	368	C. Holmes .....	.....
Flora .....	do	338	..... Coit .....	.....
James .....	do	338	I. Sayre .....	.....
John and Edward .....	do	318	..... Pearson .....	.....
M. Packet .....	do	170	M. Grilling .....	.....
Neptune .....	do	285	..... Starks .....	.....
Wabash .....	do	250	I. Butler .....	.....
<b>1829.</b>				
<i>Nantucket, Mass.</i>				
Atlantic .....	Ship	321	Elihu Fisher .....	.....
Congress .....	do	339	Thomas Brock .....	.....
Criterion .....	do	222	Barzillai Folger .....	.....
Dauphin .....	do	273	Benjamin F. Hussey .....	.....
Enterprise .....	do	413	John Stetson .....	.....
Fabius .....	do	433	Thaddeus Coffin .....	.....
Poster .....	do	311	Job C. Clark .....	.....
George .....	do	356	Edw. Barnard .....	L. & J. Mitchell .....
Independence .....	do	311	William Whipple .....	.....
John Adams, 2d .....	do	268	Seth Cathcart .....	.....
Japan .....	do	333	John Lincoln .....	.....
John Adams .....	do	276	George Clark .....	.....
Loper .....	do	316	Obed Starbuck .....	.....
Montano .....	do	386	Benjamin Worth .....	.....
Martha .....	do	273	Alexander Whipple .....	.....
Orion .....	do	354	Shadrack Freeman .....	.....
Pacific .....	do	314	William Plaskett .....	Paul Mitchell & Sons .....
Peru .....	do	357	Joseph Pease .....	David Joy, Jr. .....
Planter .....	do	316	Charles Fisher .....	Gilbert Coffin .....
Phoenix .....	do	323	John J. Gardner .....	.....
Rambler .....	do	318	William Worth, 2d .....	.....
Richard Mitchell .....	do	380	David Baker .....	.....
Reaper .....	do	338	Benjamin F. Coffin .....	.....
Spartan .....	do	313	William Pitman .....	.....
Susan .....	do	319	Frederick Swain .....	.....
<i>Westport, Mass.</i>				
Almy .....	Ship	.....	Jonathan Mayhew .....	.....
Industry .....	Brig	.....	Thomas C. Hammond } John A. Cornell }	.....
Mexico .....	do	.....	Job Davis .....	.....
Thos. Winslow .....	do	.....	Benjamin Seabury .....	.....
<i>New Bedford, Mass.</i>				
Abigail .....	Ship	309	Benjamin Clark .....	George Lyson .....
Aurora .....	Brig	.....	Leonard West .....	William C. Nye .....
Com. Rodgers .....	Ship	298	Joshua Grinnell .....	.....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date.		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				Bbls.	Bbls.	Lbs.	
	Brazil		July 8, 1829	1,100			A grand complimentary banquet was given by the owners to the officers and crews of these two vessels, on account of the success of Bristol's first real venture in this pursuit.
	do		June 20, 1829	1,000	730		
	Pacific Ocean	Oct. 10	Oct. —, 1831	2,700			
	Brazil						Reported in December, 1828, with 12 whales.
Bush & Gibbs	Pacific Ocean	Oct. 25	Sept. 10, 1832	2,700			
	Pacific Ocean	Nov. —	May 28, 1831	2,900			
	do	June —	Feb. 20, 1831	Full			
		July 2	June —, 1829	60	1,848		
		May 16	June 8, 1829		1,061		
		July 2	June —, 1829	53	1,617		
		July 9	June 20, 1829	133	1,077		
		May 21	June —, 1829		1,343		
		July 26	June —, 1829		1,204		
			June 2, 1829	206	1,403		
	Pacific Ocean	Dec. 28	Jan. 26, 1832	2,155			
	do	June 26	June 1, 1830		1,299		Formerly a merchantman; added 1829.
	Brazil	July 26	Aug. 13				Condemned at Halifax, 1829.
	do						Lost in Saldanha Bay, Cape of Good Hope, 1830.
	Inssey						Sent home 79 sperm.
	Pacific Ocean	June 30	Aug. 4, 1832	2,957			Formerly a merchantman; added 1829.
	do	Aug. 14	Mar. 23, 1833	2,163			
	do	Nov. 15	Jan. 27, 1833	2,266			
	Brazil	July 22	June 9, 1830	153	1,217		
L. & J. Mitchell	Pacific Ocean	Oct. 29	June 6, 1833	1,500	21		
	do	June 26	Feb. 28, 1831	624			
	Brazil	June 21	Mar. 29, 1832	7	1,299		
	do	Aug. 1	June 7, 1830		198		An excellent voyage—gone 14 months 14 days.
	Pacific Ocean	June 21	Sept. 7, 1830	2,280			Formerly a merchantman; added 1829; built at New York, 1822.
	do	July 24	Dec. 18, 1832	2,210			
	do	Nov. 27	July 15, 1833	1,680			
	do	Sept. 20	Oct. 10, 1832	2,620			
	Brazil	June 12	June 8, 1830	80	1,607		
	do	July 13	June 2, 1830	64	1,132		
	do	Aug. 1	June 9, 1830	130	1,469		
	Pacific Ocean	Oct. 7	Aug. 10, 1831	2,340			
	do	June 26	Feb. 28, 1832	2,240			Built at Mattapoisett, 1829.
	do	July 21	Sept. 3, 1831	3,012			Captain Collin died on the voyage.
	do	Oct. 23	Apr. 21, 1832	1,808			
	do	Aug. 31	Sept. 2, 1831	2,301			
	do	Dec. 10	Aug. 9, 1833	2,180			
	Cape de Verdes	Oct. 9	Aug. 23, 1830	170			
	Espirito Santo	Aug. 17					
	Cape de Verdes	Oct. 5	July 26, 1830	240			
	do	Oct. 9	Aug. —, 1830	310	24		
	do	Oct. 5	Aug. 19, 1830	350			
	Pacific Ocean	May 23	June 16, 1831	2,500			
	Atlantic	May 30	Aug. 28, 1830	430			
	Brazil	June 19	June 28, 1830	123	1,042	2,125	

A grand complimentary banquet was given by the owners to the officers and crews of these two vessels, on account of the success of Bristol's first real venture in this pursuit.

Reported in December, 1828, with 12 whales.

Formerly a merchantman; added 1829. Condemned at Halifax, 1829. Lost in Saldanha Bay, Cape of Good Hope, 1830. Sent home 79 sperm.

Formerly a merchantman; added 1829.

An excellent voyage—gone 14 months 14 days. Formerly a merchantman; added 1829; built at New York, 1822.

Built at Mattapoisett, 1829. Captain Collin died on the voyage.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1829.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Com. Decatur .....	Ship	247	Warren Howland	J. & J. Howland
Chili .....	do	291	Grafton Luce	.....
Condor .....	do	318	Edward Merrill	.....
Courier .....	do	381	Joseph Barnard	.....
Eagle .....	do	336	Shubael Hayes	William C. Nye
Emerald .....	do	359	Clement Norton	Thomas Riddell
Enterprise .....	do	291	Samuel Tilton	Alfred Gibbs
Frances Henrietta .....	do	407	Abm. Russell	.....
Galatea .....	do	319	Elihu Russell	.....
Grand Turk .....	do	323	Robert Taber	.....
Good Return .....	do	376	Job Terry, Jr.	James Tripp
George and Martha .....	do	275	Arthur Cox	John C. Haskell
George Porter .....	do	285	Charles Weeks	Thomas Riddell
Goleonda .....	do	330	J. D. Sanson	George Howland
Hector .....	do	.....	John C. Morse	Charles W. Morgan
Hydaspur .....	do	312	Joseph Spooner	.....
Herald .....	do	262	Ezra Smith	.....
Ilope .....	do	316	Joseph Padlock, Jr.	George Howland
Java .....	do	295	Walter Hillman	.....
Junio .....	Brig	165	John J. Parker	John A. Parker
Midas .....	Ship	326	Richard G. Luce	John Coggeshall
Mercator .....	do	246	Jonathan Fisher	John A. Parker & Son
Milwood .....	do	.....	Ellis C. Eldredge	.....
Ospray .....	Bark	169	H. N. Howland	.....
Parthian .....	Brig	119	Granville Manter	.....
Pocahontas .....	do	141	George Lewis	.....
Pacific .....	Ship	384	Paul Chase	J. Perry
Sophia .....	do	295	Charles Rawson	Joseph Rotch
Sally Anne .....	do	312	Andrew Almy	.....
Stephania .....	do	315	David Collins	John Coggeshall, Jr.
Victory .....	do	267	A. P. Norton	.....
William & Eliza .....	do	321	George Crocker	J. Rotch & Co.
<i>Fairhaven, Mass.</i>				
Albion .....	Ship	.....	Sheffell Read	E. Sawin
Columbus .....	do	313	David Osburn	Gibbs & Jenney
Favorite .....	Bark	337	Bradford Hathaway	F. T. Whitwell
Heroine .....	Ship	274	Charles Smith	Nathan Church
Herald .....	do	.....	Caleb Kempton	Alexander Gibbs
Leonidas .....	do	.....	Howes Norris	.....
Monter .....	Brig	.....	Neil	Luther Wilson
Maine .....	Ship	294	Benjamin Manter	E. Sawin
Oregon .....	do	307	Jabez Delano, Jr.	Lemuel Tripp
Quito .....	Brig	.....	Stanton Butch	Alfred Gibbs
<i>Dartmouth, Mass.</i>				
By Chance .....	Brig	.....	Stephen Howland, jr.	.....
<i>New London, Conn.</i>				
Ann Maria .....	Ship	265	C. Holme	.....
Gov. Perry .....	do	270	— Sayre	.....
Electra .....	do	348	— Griffing	W. Williams & Co
Flora .....	do	338	L. Allyn	.....
John and Edward .....	do	318	— Pearson	.....
Jones .....	do	338	— Carvly	.....
Manchester Packet .....	do	170	— Fordham	.....
Neptune .....	do	235	— Starks	.....
Stonington .....	do	351	— Blydenburg	.....
Wabash .....	do	250	C Butler	.....
<i>Edgartown, Mass.</i>				
John .....	Ship	.....	— Pease	Jethro Daggett
Mary Ann .....	do	240	— Worth	.....
Planter .....	Brig	.....	— Pease	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-seal.	Whale-bone.	
Brazil.....	May 21	Mar. 15, 1830	140	1,357	9,630	Returned leaking badly.
do .....	May 22	June 8, 1830	164	227	750	
do .....	July 18	June 22, 1830	267	1,876	11,000	Captain Hawes and his mate, with their boats' crews, were accidentally left at Novowha. The ship was navigated home by the mate of the Euphrates. Captain Hawes and his men started for Pernambuco in open boats, but were picked up by the Rodman.
Pacific Ocean.....	Aug. 19	Feb. 11, 1832	2,758	.....	.....	
Brazil.....	June 6	June 2, 1830	.....	1,821	17,500	
Atlantic.....	June 23	Mar. 8, 1830	.....	2,500	28,900	
South Atlantic.....	July 17	May 21, 1831	240	1,270	.....	
Pacific Ocean.....	Nov. 9	Feb. 23, 1833	2,300	.....	.....	
Brazil.....	May 21	May 6, 1830	56	1,229	1,800	
do .....	July 17	July 17, 1830	101	2,100	19,600	
do .....	July 18	June 9, 1830	39	1,475	16,000	
do .....	July 29	May 31, 1830	90	.....	.....	
Pacific Ocean.....	Oct. 7	Sept. 24, 1832	2,300	.....	.....	
do .....	June 20	Oct. 13, 1831	2,600	.....	.....	
do .....	June 20	June 8, 1830	.....	1,567	12,500	
Brazil.....	July 24	June 19, 1830	55	500	2,500	
do .....	July 28	May 24, 1832	Full.	.....	.....	
Pacific Ocean.....	June 8	Mar. 19, 1830	50	2,100	19,000	
Brazil.....	May 11	May 20, 1830	68	1,963	14,410	
Cape Good Hope.....	June 13	Mar. 19, 1830	70	1,220	10,300	
Brazil.....	June 26	June 3, 1830	.....	.....	.....	
do .....	Oct. 5	June 1, 1831	1,070	.....	.....	
Pacific Ocean.....	July 29	Feb. 25, 1832	1,070	.....	.....	
Cape Verde.....	Aug. 6	.....	.....	.....	.....	Reported arrived September 12, 1830, 1 sperm.
Atlantic.....	Oct. 5	May 7, 1830	91	.....	.....	
Pacific Ocean.....	Nov. 16	Oct. 4, 1832	Full.	.....	.....	
Patagonia.....	June 2	June 2, 1830	1,367	11,000	.....	
Atlantic.....	July 10	June 16, 1830	25	1,800	16,320	
Brazil.....	July 30	June 2, 1830	1,900	18,000	.....	Captain Norton killed by a whale.
Pacific Ocean.....	Sept. 11	Apr. 7, 1832	1,750	.....	.....	
do .....	Apr. 28	Aug. 22, 1831	2,100	.....	.....	
Brazil.....	July 18	Apr. 3, 1830	2,000	16,600	.....	
Pacific Ocean.....	May 13	Jan. 28, 1832	Full.	.....	.....	
Brazil.....	July 18	June 19, 1830	.....	.....	.....	
do .....	June 23	June 6, 1830	300	1,600	12,000	Belongs to Fairhaven or Westport.
do .....	July 18	July 6, 1830	.....	.....	.....	
do .....	Aug. 8	Dec. 30, 1829	.....	.....	.....	
Atlantic.....	June 10	May 31, 1830	2,300	600	.....	
Brazil.....	July 29	Oct. 3, 1831	2,300	.....	.....	
Pacific Ocean.....	Jan. 22	Apr. 23, 1830	300	.....	.....	
Atlantic.....	Sept. 30	Aug. 23, 1830	250	.....	.....	
Guinea.....	June 18	Mar. 22, 1830	65	2,000	.....	
South Atlantic.....	June 12	June 1, 1830	.....	1,500	.....	Full 1830.
do .....	June 27	May 31, 1830	.....	1,800	.....	
do .....	July 5	Apr. 15, 1830	62	1,000	.....	
do .....	July 22	May 31, 1830	.....	1,400	.....	
do .....	July 2	Mar. 22, 1830	.....	1,104	.....	
do .....	June 20	June 6, 1830	.....	1,590	.....	
do .....	June 10	Apr. 30, 1830	42	1,975	.....	
do .....	July 30	May 31, 1830	.....	1,358	.....	
do .....	July 23	May 31, 1830	.....	.....	.....	
Brazil.....	July --	July --, 1830	160	1,640	12,000	Sold 1830.
do .....	June 1	June 1, 1830	100	600	.....	
do .....	May 24	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1829.</b>				
<i>Stonington, Conn.</i>				
Acasta .....	Ship .....	.....	Wood .....	.....
<i>Sag Harbor, N. Y.</i>				
Argonaut .....	Ship .....	254	Uriah Sayre .....	S. & L. Howell .....
American .....	do .....	282	William A. Jones .....	S. & B. Hunting & Co. ....
Cadmus .....	do .....	330	George Howell .....	Milford & Sleigh .....
Columbia .....	do .....	285	Robert F. Hand .....	Luther M. Cook .....
Henry .....	do .....	323	Sylvester Griffing .....	Charles T. Dering .....
Hannibal .....	do .....	359	Henry Green .....	S. & B. Hunting & Co. ....
Marcus .....	do .....	283	Barney Green .....	S. & N. Howell .....
Thames .....	do .....	350	Hunting Cooper .....	Milford & Sleigh .....
Thorn .....	do .....	299	Hervey Harris .....	do .....
<i>New York, N. Y.</i>				
Cincinnatus .....	Ship .....	.....	Howland .....	Barker & Co .....
William Tell .....	do .....	362	Nathaniel Gardner .....	Jacob Barker .....
<i>Plymouth, Mass.</i>				
Fortune .....	Ship .....	.....	Swain .....	.....
<i>Bristol, R. I.</i>				
Ann .....	Ship .....	.....	.....	.....
Balance .....	do .....	321	Daggett .....	.....
Essex .....	Bark .....	.....	Mayhew .....	.....
<i>Warren, R. I.</i>				
Magnet .....	Ship .....	.....	Gardner .....	.....
North America .....	do .....	.....	Pickens .....	.....
<i>Bristol, R. I.</i>				
Ann .....	Ship .....	.....	Wood .....	.....
<i>Rochester, Mass.</i>				
Magnolia .....	Schooner .....	.....	Lewis .....	.....
Sophonra .....	do .....	.....	Daggett .....	.....
<i>Newport, R. I.</i>				
Erie .....	Ship .....	.....	Adams .....	Eags & Bush .....
<p>The Potosi was fitted from Greeceport, N. Y., in 1828 or 1829; sailed under Captain Charles Griffin; John Brown, managing owner. She made a good voyage; sailed again in 1829 or 1830, and was lost on the Fatklands.</p>				
<b>1830.</b>				
<i>New Bedford, Mass.</i>				
Angusta .....	Ship .....	344	Charles Lawrence .....	William R. Rodman .....
Amada .....	Bark .....	217	John E. Coggeshall .....	Phillips, Russell & Co. ....
Braganza .....	Ship .....	470	Daniel Wood .....	William T. Russell .....
Brauel .....	do .....	330	Warren Howland .....	N. Leonard .....
Balsena .....	do .....	309	Obed Postick .....	J. & J. Howland .....
Com. Decatur .....	do .....	247	J. H. Howland .....	do .....
Ceres .....	do .....	328	Timothy Russell .....	.....
Chili .....	do .....	291	David Collins .....	.....
Condor .....	do .....	349	Edward Merrill .....	Charles W. Morgan .....
Com. Rodgers .....	do .....	298	Joshua Grinnell .....	Jireh Perry .....
China .....	do .....	370	Russell Maxfield .....	.....
Charles .....	do .....	290	George Cannon, jr. ....	.....
Cortes .....	do .....	382	Daniel Holway .....	George Howland .....

ing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Brazil.....		May 29, 1830	Bbls.	Bbls.	Lbs.	
			.....	1,600	.....	
Brazil.....	June 24	June 12, 1830	110	590	4,250	
do.....	June 24	June 5, 1830	163	1,339	13,455	
do.....	June 23	May 27, 1830	107	1,408	12,632	Added 1829.
do.....	July 27	June 5, 1830	65	1,533	11,585	
do.....	July 30	May 27, 1830	65	1,890	17,050	
do.....	June 30	Apr. 20, 1830	.....	1,877	14,656	
do.....	June 30	June 5, 1830	104	1,218	9,896	
do.....	July 23	May 27, 1830	62	1,660	13,730	
do.....	June 22	June 3, 1830	.....	1,594	12,875	
Brazil.....	Oct. 11	.....	.....	.....	.....	Reported at Rio Janeiro, September, 1831 with 800 sperm, 1,500 whale.
Pacific Ocean ..	Nov. 23	Feb. —, 1833	1,700	.....	.....	
Pacific Ocean ..	Aug. 3	Dec. 15, 1832	Full.	.....	.....	
.....	Aug. —	.....	.....	.....	.....	
Brazil.....	Dec. 16	.....	.....	1,200	.....	
Pacific Ocean ..	May 11	.....	.....	.....	.....	
Brazil.....	.....	June 9, 1830	.....	1,000	.....	
Brazil.....	.....	June 10, 1830	.....	600	.....	
Atlantic ..	Jan. —	.....	.....	.....	.....	Reported in May with 40 sperm.
do.....	Apr. 30	Aug. —, 1829	50	.....	.....	Reported with 90 sperm.
do.....	Sept. 3	Sept. 17, 1829	.....	.....	.....	
Pacific Ocean ..	Nov. 26	Apr. 24, 1832	2,200	.....	.....	Built at Newport, 1828.
Pacific Ocean ..	Dec. 8	Jan. 15, 1834	2,536	.....	.....	
Brazl Banks ..	June 28	Mar. 26, 1831	.....	950	.....	
Pacific Ocean ..	June 26	Nov. 29, 1833	3,985	.....	.....	
South Atlantic	June 11	Feb. 25, 1831	.....	Full.	.....	
Pacific Ocean ..	Oct. 14	Jan. 15, 1834	1,800	.....	.....	
South Atlantic	May 11	Mar. 10, 1831	140	960	.....	
Indian Ocean ..	May 12	—, 1831	.....	.....	.....	
Atlantic ..	July 17	June 13, 1831	.....	2,630	.....	
do.....	Aug. 2	May 9, 1831	.....	.....	.....	
Pacific Ocean ..	Oct. 19	Mar. 14, 1832	750	2,300	23,000	
Indian Ocean ..	Oct. 20	Feb. 29, 1832	.....	.....	.....	
Pacific Ocean ..	Dec. 14	Sept. 29, 1833	.....	.....	.....	
do.....	Dec. 25	Apr. 11, 1834	2,470	.....	.....	

Added 1829.

Reported at Rio Janeiro, September, 1831  
with 800 sperm, 1,500 whale.

Reported in May with 40 sperm.  
Reported with 90 sperm.

Built at Newport, 1828.

Managing owner or agent.

S. & L. Howell

S. & B. Hunting & Co.

Mulford & Sleight

Luther J. Cook

Charles T. Dering

S. & B. Hunting & Co.

S. & N. Howell

Mulford & Sleight

Barker & Co.

Jacob Barker

Engs & Bush

William R. Rodman

Phillips, Russell & Co.

William T. Russell

N. Leonard

J. & J. Howland

Charles W. Morgan

Jereh Perry

George Howland



276 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1830.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Dwight.....	Brig...	140	James Wood, 2d.....	
Endeavour.....	Ship...	234	Joseph H. Leonard.....	
Emerald.....	do .....	353	Clement Norton.....	
Euphrates.....	do .....	264	Cornelius Howland, jr....	J. Grinnell.....
Engle.....	do .....	334	Silabaei Hawes.....	
Frances.....	do .....	318	Obad Alley.....	
Franklin.....	do .....	33	James Davis.....	C. Russell.....
Falcon.....	do .....	273	Joseph Barker.....	
George and Susan.....	do .....	35	Edward Gardner.....	George Howland.....
Grand Turk.....	do .....	324	Stanton Burtch.....	
George Porter.....	do .....	255	Jared Fisher.....	
George and Martha.....	do .....	275	Thomas Barnard.....	
Good Return.....	do .....	370	Job Terry, jr.....	Job Eddy.....
Heracles.....	do .....	290	Clement P. Covell.....	
Hope.....	do .....	250	Peter F. Chase.....	
Heracles.....	do .....	345	David Flanders.....	
Hycaspe.....	do .....	343	Moses Sampson.....	Seth Russell.....
Herald.....	do .....	313	Joseph Spooner.....	
Hibernia.....	do .....	262	Isaiah West.....	
Revald.....	do .....	327	Henry Pease, 2d.....	
India.....	do .....	303	N. H. Nye.....	
Jasper.....	do .....	366	Grafton Luce.....	William T. Russell.....
Java.....	do .....	360	Martha Bowen.....	Atkins Adams.....
John.....	do .....	295	Walter Hillman.....	
John.....	Brig...	166	John J. Parker.....	
John Howland.....	Ship...	308	Andrew Almy.....	
Leader.....	do .....	377	Henry B. Gifford.....	
Martha.....	do .....	302	Stanton C. Fisher.....	I. Howland, jr., & Co.....
Midas.....	Bark...	170	David F. Case.....	
Minerva Smyth.....	Ship...	274	Richard Weedon.....	
Mentor.....	do .....	326	Richard G. Luce.....	John Coggeshall, jr.....
Mercator.....	do .....	335	Gideon H. Smith.....	I. Howland, jr., & Co.....
Minerva.....	do .....	213	E. C. Barnard.....	
Martha.....	do .....	246	Jonathan Fisher.....	
Mary Ann.....	Bark...	185	Simeon Price.....	J. & J. Howland.....
Milo.....	Ship...	349	Edwin Russell.....	
New England.....	do .....	240	Abraham Swain.....	
Nautilus.....	do .....	398	Leonard West.....	
Oetavia.....	do .....	375	A. F. Parker.....	
Pacific.....	do .....	340	Isaiah Burgess.....	William C. Nye.....
Partisan.....	Bark...	257	Granville Manter.....	
Roscoe.....	Ship...	322	D. McKenzie.....	
Rodman.....	Brig...	419	James Maxfield.....	Alexander Gibbs.....
Sally Anne.....	Ship...	362	George G. Chase.....	Charles W. Morgan.....
Stephania.....	do .....	371	Robert M. Joy.....	do .....
William Hotell.....	do .....	321	Lewia Tohey.....	T. S. & N. Hathaway.....
Wilmington and Liverpool Packet.....	do .....	296	Robert Tuckerman.....	
Winslow.....	do .....	315	Elisba Dexter.....	
William Thompson.....	do .....	312	A. T. Eddy.....	
Young Pheix.....	do .....	290	Eliza Russell.....	John Coggeshall, jr.....
		384	Alexander Russell.....	Samuel Rodman.....
		263	Edward G. Coffin.....	
		495	Stephen N. Potter.....	
		377	Obad Cutchart.....	John A. Parker & Son.....
<i>Fairhaven, Mass.</i>				
Albion.....	Ship...	226	Sheffield Reade.....	
Amazon.....	do .....	319	Arthur Cox.....	
Herald.....	do .....	274	Caleb Kempton.....	Alexander Gibbs.....
Java.....	do .....	292	Barz. S. Adams.....	
Marena.....	do .....	286	N. S. Bassett.....	Levenel Tripp.....
Maine.....	do .....	294	Benjamin Manter.....	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Ibbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Cape G'd Hope	Nov. 9	.....	.....	.....	.....	Probably returned in 1831, and was with-drawn.
South Atlantic	June 10	Mar. 2, 1831	.....	.....	.....	
do	July 16	Mar. 1, 1831	.....	2,420	.....	
Pacific Ocean	Sept. 3	July 13, 1833	2,950	.....	.....	
Brazil Banks	Sept. 25	Jan. 25, 1832	.....	Full	.....	
Pacific Ocean	Jan. 8	June 10, 1832	2,600	.....	.....	
South Seas	Jan. 9	Mar. 14, 1833	800	1,400	.....	
Brazil Banks	Aug. 17	Apr. 24, 1832	.....	.....	.....	
Pacific Ocean	Jan. 23	July 15, 1833	2,150	.....	.....	
South Atlantic	May 28	Mar. 4, 1831	200	1,700	.....	
do	July 3	Feb. 26, 1831	30	1,200	.....	
Patagonia	Aug. 4	Mar. 22, 1832	.....	.....	.....	Mate lost, 1831. Detained at Talechuanu 5 months on a frivolous charge. Chilian government paid \$20,000 in 1875 as in-demnification.
Pacific Ocean	Sept. 4	Mar. 10, 1833	450	2,500	20,000	
South Seas	Jan. 5	Nov. 27, 1830	450	1,450	.....	
Indian Ocean	Dec. 28	Jan. 31, 1832	.....	Full	.....	
Brazil	Jan. 30	Feb. 19, 1831	.....	.....	2,000	20,000
do	June 29	Mar. 26, 1831	150	1,450	.....	
Patagonia	July 21	June 17, 1831	.....	1,200	.....	
Braz l.	Aug. 13	June 14, 1831	200	1,000	.....	
South Atlantic	Aug. 16	June 14, 1831	.....	.....	.....	
Pacific Ocean	Nov. 20	May 11, 1834	2,000	.....	.....	Owened in Marblehead. Returned to Boston in July, 1830. Damaged by running on a reef at Bonavista.
do	Sept. 20	Jan. 2, 1834	.....	.....	.....	
South Atlantic	May 4	.....	.....	.....	.....	
do	June 7	Mar. —, 1831	.....	2,000	.....	Probably returned late in 1830.
Atlantic	June 16	.....	.....	.....	.....	
Brazil	Aug. 10	Jan. 20, 1832	.....	.....	.....	Reported with 2,300 barrels.
Pacific Ocean	Dec. 30	.....	.....	.....	.....	
do	Oct. 21	Nov. 29, 1833	.....	.....	.....	
do	Dec. 18	Sept. 11, 1833	950	.....	.....	Probably of Fairhaven.
South Atlantic	Apr. 14	Feb. 13, 1831	.....	2,300	.....	
Pacific Ocean	May 22	May 26, 1831	.....	.....	.....	
do	May 25	Apr. 22, 1833	.....	.....	.....	
South Atlantic	June 4	.....	.....	.....	.....	
Pacific Ocean	July 12	May 7, 1831	.....	1,450	.....	
Brazil	July 23	Jan. 7, 1833	.....	.....	.....	Lost at Delago Bay, June, 1831.
Pacific Ocean	Aug. 16	.....	.....	.....	.....	Belonged to Rochester. Wrecked on Gay Head, homeward bound.
South Atlantic	Sept. 17	June —, 1831	.....	1,000	.....	
Brazil	.....	.....	.....	.....	.....	
Pacific Ocean	Nov. 8	May 9, 1834	1,400	400	.....	
do	Dec. 23	Mar. 10, 1834	.....	.....	1,900	
South Atlantic	Mar. 13	Mar. 8, 1831	.....	100	800	
do	July 16	July 5, 1831	.....	.....	.....	
South Seas	May 12	Nov. 21, 1831	.....	.....	.....	
do	May 17	May 24, 1831	240	100	1,200	
Guinea	Aug. 23	Jan. 4, 1833	2,500	.....	.....	
Pacific Ocean	Sept. 29	Apr. 16, 1831	3,000	.....	.....	
do	Jan. 7	Oct. 1, 1833	2,100	.....	.....	
Brazil	June 28	May 9, 1831	.....	100	2,100	
do	July 20	Feb. 24, 1832	.....	.....	.....	
Indian Ocean	Nov. 18	Feb. 27, 1832	.....	.....	.....	
Brazil	July 17	June 17, 1831	.....	100	1,600	
Pacific Ocean	Aug. 27	Apr. 30, 1833	3,000	.....	.....	George Adlington, second mate, killed by a whale March 6, 1833.
do	Sept. 2	Aug. 27, 1831	1,300	.....	.....	
do	Oct. 13	Aug. 12, 1834	.....	2,600	.....	
do	Feb. 5	May 14, 1830	.....	.....	Full	
do	.....	.....	.....	.....	.....	
do	.....	.....	.....	.....	.....	
South Atlantic	June 14	Feb. 17, 1831	.....	2,300	.....	
Brazil	July 22	Jan. 20, 1832	.....	.....	1,600	
South Seas	July 4	May 30, 1834	.....	70	.....	
South Atlantic	June 17	.....	.....	.....	.....	
Pacific Ocean	Aug. 5	Aug. 7, 1833	.....	1,600	.....	Pardon Devol, first mate, died Decem-ber, 1830.
South Atlantic	July 28	Feb. 14, 1832	.....	1,550	1,300	

## 278 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1840.</b>				
<i>Fa. Haven, Mass.—Continued.</i>				
Pindus .....	Bark .....	19	John Bunker .....	.....
Quito .....	Brig .....	13	George H. Richmond .....	.....
Stanton .....	Ship .....	30	Isaac Daggett .....	Lemuel Tripp .....
<i>Westport, Mass.</i>				
Mentor .....	Brig .....	81	Samuel Lake .....	.....
President .....	Bark .....	167	Charles Downis .....	.....
Thomas Winslow .....	Brig .....	13	John A. Cornell .....	.....
<i>Falmouth, Mass.</i>				
Awashonks .....	Ship .....	35	Obed Swain .....	Elijah Swift .....
<i>Rochester, Mass.</i>				
Franklin .....	Bark .....	253	Nathanial C. Cary .....	Gideon Barstow & Son .....
Lexington .....	Schooner .....	.....	..... Daggett .....	.....
Soprnia .....	do .....	.....	.....	.....
<i>Nantucket, Mass.</i>				
Aurora .....	Ship .....	34	John Hussey .....	.....
Ann .....	do .....	36	Isaac Brayton .....	.....
American .....	do .....	34	William Wyer .....	.....
Barclay .....	do .....	30	William Barney, jr. .....	.....
Columbus .....	do .....	34	Peter Collin .....	.....
Congress .....	do .....	33	Thomas Brock .....	.....
Clarkson .....	do .....	38	Alexander D. Bunker .....	.....
George .....	do .....	35	Edwin Barnard .....	.....
Hero .....	do .....	31	George Alley .....	.....
John Adams .....	do .....	29	Shubael Clark .....	.....
Lover .....	do .....	31	John Cotton .....	.....
Lydia .....	do .....	32	David Swain, 2d .....	.....
Omega .....	do .....	36	Frederick H. Chase .....	.....
Planter .....	do .....	34	Charles Fisher .....	.....
Phebe .....	do .....	33	William C. Briggs .....	.....
Pacific .....	do .....	31	William Plaskett .....	.....
Peter .....	do .....	27	Joseph Pease .....	.....
Ploughboy .....	do .....	39	Nathan Chase .....	.....
Statira .....	do .....	34	Primer Collin, 2d .....	.....
Sarah .....	do .....	41	Benjamin Barney .....	.....
Zone .....	do .....	36	John M. Russell .....	.....
<i>Lynn, Mass.</i>				
Atlas .....	Ship .....	36	S. H. Gardner .....	.....
<i>Plymouth, Mass.</i>				
Arabella .....	Ship .....	.....	— Harris .....	.....
<i>Newport, R. I.</i>				
Frederick Augustus .....	Ship .....	.....	William Kurn .....	Ruggles & Bush .....
George Champlin .....	do .....	.....	Fordin Haskell .....	H. Ruggles & Son .....
<i>Warren, R. I.</i>				
Miles .....	Ship .....	.....	— Tobey .....	.....
North America .....	do .....	.....	— Pickets .....	.....
<i>Providence, R. I.</i>				
C. Hurdick .....	Brig .....	.....	— Kelley .....	.....
<i>Hudson, N. Y.</i>				
America .....	Ship .....	.....	— Cottle .....	S. G. Macey .....
Alexander Mansfield .....	do .....	.....	— Bennett .....	do .....
Meteor .....	do .....	.....	— Clusby .....	.....
<i>Sag Harbor, N. Y.</i>				
Argonaut .....	Ship .....	.....	.....	.....
American .....	do .....	282	— Jones .....	.....

sailing from American ports—Continued.

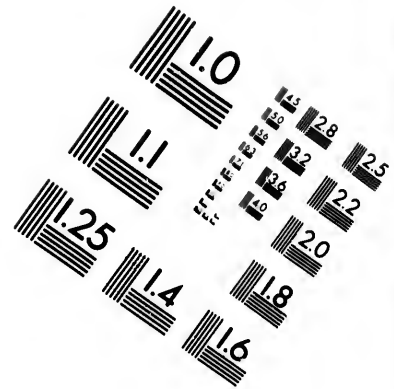
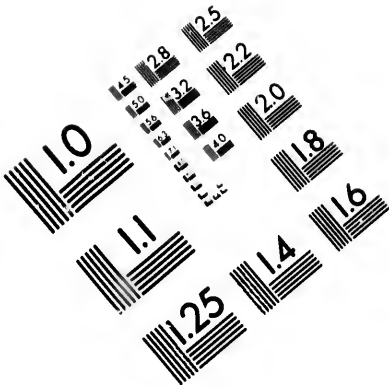
Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bones.	
Santa Atlantic	June 5	May 1, 1830	.....	.....	.....	Probably returned late in 1830.
..... do .....	May 22	Nov. 20, 1832	.....	.....	.....	
..... do .....	May 15	.....	.....	.....	.....	
Cape de Verdes	May 13	Nov. 5, 1830	.....	.....	.....	Built in Falmouth 1830.
Pacific Ocean	Apr. 22	May 7, 1832	.....	.....	.....	
Cape de Verdes	Oct. 21	June 29, 1831	.....	.....	.....	
Pacific Ocean	Nov. 6	Nov. 1, 1831	2,000	.....	.....	Sailed 1830; was lost at sea Aug. 17.
Brazil	July 3	May 21, 1830	.....	1,750	.....	
Atlantic	.....	Sept. 24, 1830	.....	70	.....	
Pacific Ocean	May 7	Apr. 25, 1831	2,137	.....	.....	Built at New York.
..... do .....	June 13	Apr. 28, 1833	2,223	.....	.....	
..... do .....	Sept. 15	Oct. 29, 1834	1,474	223	.....	
Brazil	May 27	May 9, 1831	41	1,100	.....	Captain Briggs died on the voyage.
..... do .....	Apr. 19	Apr. 18, 1831	220	1,550	.....	
..... do .....	June 22	Oct. 5, 1831	541	1,360	.....	
Pacific Ocean	Aug. 23	Apr. 13, 1834	2,903	.....	.....	Bought from New York, 1830.
..... do .....	July 29	Mar. 1, 1832	.....	2,140	.....	
Brazil	Oct. 27	Apr. 26, 1833	2,240	.....	.....	
Pacific Ocean	July 18	Mar. —, 1834	87	1,180	.....	Probably sold 1830. Captain Clasby killed by a whale 1832.
Brazil	Dec. 30	Aug. 19, 1832	2,150	100	.....	
Pacific Ocean	Dec. 5	Jan. 29, 1833	2,150	.....	.....	
..... do .....	June 5	Jan. 6, 1833	2,575	.....	.....	Returned in August leaky and condemned.
..... do .....	Nov. 1	Feb. 8, 1832	.....	2,600	14,000	
Brazil	May 29	Nov. 5, 1833	2,131	.....	.....	
Pacific Ocean	July 11	May 27, 1831	2	4,750	.....	Probably sold 1830. Captain Clasby killed by a whale 1832.
Brazil	July 18	Apr. 2, 1834	134	1,442	.....	
Pacific Ocean	Oct. 16	Mar. 5, 1834	1,741	.....	.....	
..... do .....	May 7	Oct. 27, 1833	1,104	.....	.....	Returned in August leaky and condemned.
..... do .....	Aug. 11	Jan. 14, 1834	2,093	.....	.....	
..... do .....	June 27	Sept. 29, 1833	2,430	.....	.....	
Brazil	June 26	'30 or early '31	.....	.....	.....	Returned in August leaky and condemned.
Pacific Ocean	Sept. 3	Apr. —, 1834	200	2,100	.....	
Pacific Ocean	.....	Oct. 13, 1833	1,606	.....	.....	
..... do .....	Aug. —	July 24, 1833	1,804	.....	.....	Returned in August leaky and condemned.
South Atlantic	.....	Mar. 24, 1831	.....	1,200	.....	
South Seas	July 16	Feb. 7, 1832	.....	Full.	.....	
Pacific Ocean	Dec. 2	.....	.....	.....	.....	Probably sold 1830. Captain Clasby killed by a whale 1832.
Pacific Ocean	Aug. 3	Apr. 23, 1833	3,200	.....	.....	
South Atlantic	June —	Mar. 31, 1831	123	2,200	1,600	
Patagonia	July 24	June 16, 1831	.....	1,800	.....	.....

Table showing returns of whaling-vessels

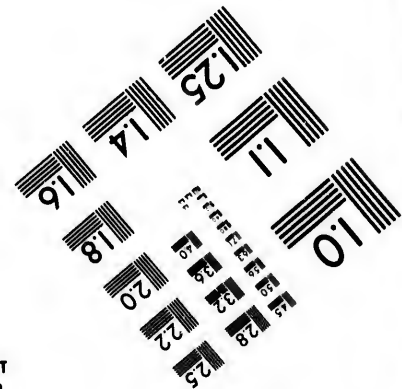
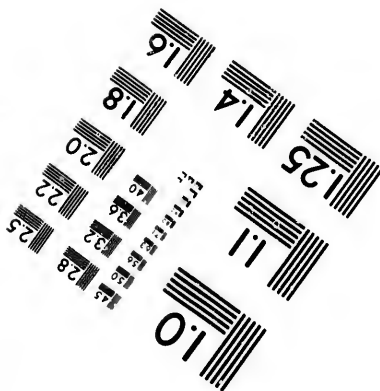
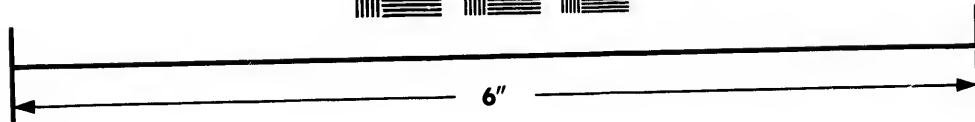
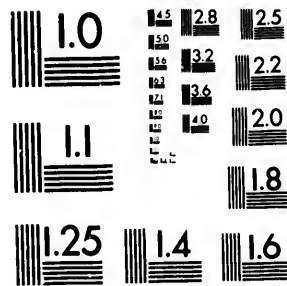
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1830.</b>				
<i>Sag Harbor, N. Y.—Continued.</i>				
Henty .....	Ship	33	— Parker	.....
Hannibal .....	do	30	— Halsey	.....
Nimrod .....	do	..	— Post	.....
Neptune .....	do	..	.....	.....
Phenix .....	do	..	.....	.....
Thames .....	do	35	— Cooper	.....
Thorn .....	do	29	— Howell	.....
<i>Stonington, Conn.</i>				
Francis .....	Ship	23	— Burdick	.....
<i>New London, Conn.</i>				
Ann Maria .....	Ship	40	— Chester	.....
Connecticut .....	do	39	— Smith	.....
Com. Perry .....	do	27	C. Holman	.....
Electra .....	do	34	— Griffing	.....
Flora .....	do	33	E. Smith	.....
Friends .....	do	40	— Glydenburg	.....
Jones .....	do	33	— Corbly	.....
John & Edward .....	do	31	— Allen	.....
Mentor .....	do	34	— Butler	.....
Manchester Packet .....	do	47	— Fordham	.....
Neptune .....	do	25	— Richards	.....
Phenix .....	do	40	J. Smith	.....
Superior .....	do	40	— Fitch	.....
Stonington .....	do	35	— Pearson	N. & W. W. Billings
Wabush .....	do	33	C. Butler	.....
<i>Bristol, R. I.</i>				
America .....	Ship	..	— Grinnell	.....
Ann .....	do	..	— Wilcox	.....
Essex .....	do	20	— Mayhew	.....
Leonidas .....	do	..	— Cleaveland	.....
<i>Edgartown, Mass.</i>				
Albion .....	Ship	..	— Eldredge	.....
Planter .....	Brig	..	— Pease	.....
<b>1831.</b>				
<i>New Bedford, Mass.</i>				
Amanda .....	Ship	..	Benjamin Clark	C. W. Morgan
Abigail .....	do	30	Edward Swain	.....
Averick .....	do	..	.....	.....
Barelay .....	do	24	Alex. Coffin, 2d	William R. Rotch & Co
Branth .....	Bark	24	W. P. Haskins	.....
Brighton .....	Ship	35	Robert Tuckerman	W. T. Russell & Co.
Brandt .....	do	31	Warren Howland	.....
Courier .....	do	27	Thomas Severance	.....
Com. Decatur .....	do	24	Seth D. Fisher	.....
Condor .....	do	34	Richard G. Lane	.....
Cleora .....	do	25	William Hussey	.....
Chill .....	do	24	David Collins	.....
Canton .....	do	30	Abram Gardner	Jacob Perry
Ceres .....	do	35	Moses Sautson	Phillips & Russell
Corinthian .....	do	40	Timothy Upham	George Howland
Dragon .....	do	..	Isaac Thacher	.....
Emerald .....	do	34	Clement Norton	.....
Equator .....	Bark	26	Benjamin F. Riddell	L. Standish & Son
Endeavour .....	Ship	23	Richard Planters	.....
Enterprise .....	do	20	Samuel Tilton, Jr.	Alfred Gibbs
Forrester .....	Bark	..	Charles B. Ray	.....
Frances .....	Ship	36	John Briggs	.....

\* Vessels from Dartmouth, Westport, Rochester, Fairhaven, and





**IMAGE EVALUATION  
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sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Brazil.....	.....	May 14, 1831	300	1,800	.....	
South Atlantic.....	.....	Feb. 25, 1831	.....	1,000	.....	
Tristan.....	.....	Mar. 24, 1831	30	1,000	.....	
Brazil.....	.....	May 14, 1831	300	1,200	.....	
do.....	.....	.....	.....	2,400	.....	
do.....	.....	May 14, 1831	.....	1,500	.....	
do.....	.....	Apr. 16, 1831	.....	1,700	.....	
Patagonia.....	.....	May 20, 1831	.....	1,450	.....	
Brazil.....	.....	May —, 1831	2	187	1,200	
South Seas.....	June 28	Nov. 9, 1831	291	1,985	.....	
do.....	June 9	May 10, 1831	255	1,485	.....	
do.....	July 9	May 21, 1831	180	331	2,000	
do.....	July 15	May 9, 1831	.....	322	.....	
Tristan.....	June 21	Feb. 16, 1831	65	2	22,000	
Pacific Ocean.....	Aug. 25	Jan. 17, 1831	1,320	21	.....	
South Seas.....	June 5	Mar. 24, 1831	.....	1,700	.....	
do.....	July 1	Aug. 20, 1831	12	2,000	15,000	
do.....	June —	Feb. 27, 1831	24	2,600	.....	
do.....	July 1	June 12, 1831	2	345	.....	
do.....	June 9	Feb. 25, 1831	2	1,820	.....	
Pacific Ocean.....	Aug. 8	Nov. 25, 1831	2,077	.....	.....	
do.....	Aug. 12	July 25, 1831	2,050	.....	.....	
South Seas.....	July 6	June 29, 1831	23	1,27	11,000	
do.....	July 15	Apr. 25, 1831	.....	1,48	.....	
Tristan.....	.....	Mar. 25, 1831	.....	1,50	.....	Anson Grinnell, first mate, lost overboard March 1830.
Brazil.....	.....	May —, 1831	100	80	.....	
Patagonia.....	.....	June 20, 1831	.....	1,400	.....	
Pacific Ocean.....	.....	Aug. 8, 1831	2,500	.....	.....	
Pacific Ocean.....	.....	Aug. 8, 1833	1,600	.....	.....	Captain Eldredge was left at Oahu, sick. Captured by Don Miguel's squadron, carried into Lisbon and condemned.
Atlantic.....	.....	.....	.....	.....	.....	
Pacific Ocean.....	Nov. 19	Feb. 26, 1832	.....	.....	.....	
do.....	Nov. 23	June 12, 1835	2,25	.....	.....	Captain Swain died at Payta June 21, 1833. Ship chartered as a freighter from Valparaiso to New York. Mate taken out of boat by a foul line, 1832.
do.....	Apr. 26	June 22, 1834	1,20	.....	.....	Bought from New York, 1831.
Cape Good Hope.....	Jan. 7	.....	.....	.....	.....	
Pacific Ocean.....	Nov. 25	Mar. 20, 1831	2,500	.....	.....	
South Atlantic.....	July 16	Feb. 25, 1831	.....	.....	.....	
do.....	Apr. 15	Mar. 8, 1832	10	1,500	.....	
do.....	May 2	Mar. 13, 1831	.....	.....	.....	
Brazil.....	July 1	Apr. 22, 1833	130	2,550	.....	
South Atlantic.....	Aug. 15	Jan. 7, 1833	.....	.....	.....	
do.....	Aug. 1	Mar. 25, 1832	.....	1,700	1,200	
Pacific Ocean.....	Aug. 19	May 31, 1834	2,800	.....	.....	Bought from New York, 1831.
South Atlantic.....	Oct. 4	Feb. 25, 1832	.....	1,400	.....	Captain Upham and his boat's crew were seized by the natives of the Friendly Islands; only released by giving up ship's cannon.
Pacific Ocean.....	Nov. 7	Apr. 29, 1835	1,100	.....	.....	
Atlantic.....	Feb. 5	.....	.....	.....	.....	
South Atlantic.....	June 25	Feb. 27, 1832	.....	.....	.....	
Pacific Ocean.....	July 10	Apr. 24, 1833	1,500	.....	.....	
Tristan.....	Jul 30	Mar. 31, 1832	.....	1,200	.....	
Pacific Ocean.....	Aug. 2	July 17, 1831	2,300	.....	.....	Probably of Dartmouth. * See Dartmouth
do.....	Mar. 5	Apr. 2, 1833	1,850	.....	.....	
South Atlantic.....	July 30	Apr. 21, 1832	.....	1,400	.....	

New Bedford all cleared at the New Bedford custom-house.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1831.</b>				
<i>New Bedford, Mass.—Continued.</i>				
George Porter	Ship	287	Clement Hammond	
Grand Turk	do	323	Stanton Burtch	
General Pike	do	311	William Adams	
Gratitudo	do	336	Fisher	
Gideon Howland	do	371	Arch Shearman, Jr.	
Hercules	do	334	Albert G. Goodwin	
Hesper	Bark	261	George F. Brown	Charles W. Morgan
Herald	Ship	303	Frederick Ricketson	
Hibernia	do	327	Henry Pease, 2d	
Hope	do	252	Benjamin Price	
Honqua	do	332	Valentine Pease, Jr.	
Isabella	do	417	Joseph Taber, Jr.	
Independence	do	417	Frederick A. Chase	
Isaac Howland	do	297	William Austin	J. & J. Howland
Iris	do	311	Edward W. Collin	
Java	do	297	Henry Colt	
John Adams	do	256	Thomas B. Swain	
Lancaster	do	382	Obad N. Swift	Titoh Perry
Liverpool	do	365	Elihu Russell	John C. Haskell
Mayflower	do	246	Isaac Swain	
Mercator	do	330	Jonathan Fisher	
Magnolia	do	330	George B. Worth	Andrew Robeson
Mentor	Brig	29	Peleg Curuell	
Minerva	Ship	333	Joseph B. Leonard	
Maria Theresa	do	329	Fisher	
Midas	do	32	Alexander Waggoner	William R. Rodman
Mentor	do	213	Edward C. Barnard	
Mercury	do	322	William Swain	L. Howland, Jr., & Co.
Maria	do	205	Isaac G. Dodge	S. Rodman, Jr.
Nautilus	do	340	Hiram Weeks	
Nye	do	255	Isiah Burgess	
Octavia	Bark	255	Grauville Mantler	
Phenix	Ship	322	Charles Stetson	J. A. Parker & Son
Partisan	Brig	113	Charles B. Hammond	A. & N. B. Gibbs
Pioneer	Bark	333	Benjamin Ellis	Coggeshall & Russell
Phœnix	Ship	457	James C. Swain	
Persia	do	246	William Handy, Jr.	
Parker	do	301	Charles F. Brown	John A. Parker & Son
Poehonfus	Brig	141	Step. Howland, Jr.	
Richmond	Ship	291	John Tucker	I. Howland, Jr., & Co.
Russell	Bark	301	Shubael Worth	Benjamin Rodman
Robert Edwards	Ship	355	Edward Howland	
Rajah	Bark	249	Joseph Bennett, Jr.	
South Carolina	Ship	225	James Maxfield	
Two Brothers	do	309	Clement P. Covell	
Triton	do	276	Benben Chase, 2d.	
Tobacco Plant	do	448	Henry Tracy	
Trident	do	344	Peleg H. Stetson	J. A. Parker & Sons.
Timoleon	do	283	John Barker	William T. Russell
William Rotch	do	321	Charles E. Waterman	
William & Eliza	do	361	Frederick H. Barnard	
Zephyr	do	361	David L. Adams	
<i>Fairhaven, Mass.</i>				
Albion	Ship	321	John E. Coggeshall	Alden D. Stoddard
Arab	Bark	271	Samuel Bunker	Lemuel Tripp
Charles Drew	Ship	344	Robert F. Fosdick	
Columbus	do	351	Gustavus A. Baylies	
Cadmus	do	323	Frederick C. Taber	Atkins Adams
Friendship	do	364	George R. Merchant	Gilbs & Jomey
Favorite	Bark	295	Bradford Hathaway	
Heroine	Ship	225	Benjamin K. C. Wilson	
Herald	do	262	Isiah West	
Isabella	do	242	Ivory C. Albert	E. Sawin
Java	do	291	William Ritchie	

ing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
.....	South Atlantic	Apr. 6	Feb. 24, 1832	80	1,800	.....	
.....	do	Apr. 8	Mar. 13, 1832	.....	.....	.....	
.....	Tristan	Mar. 11	Mar. 7, 1832	.....	.....	.....	
.....	Pacific Ocean	Aug. 30	May 24, 1835	3,100	.....	.....	
.....	do	Nov. 9	Dec. 4, 1834	.....	2,500	.....	
.....	do	May 2	Feb. 25, 1832	.....	.....	.....	
.....	South Atlantic	May 9	Sept. 5, 1834	1,400	.....	.....	
.....	Pacific Ocean	May 9	Sept. 5, 1834	.....	1,000	.....	
.....	South Atlantic	July 5	Mar. 3, 1832	.....	1,800	.....	
.....	do	July 9	Mar. 8, 1832	.....	.....	.....	Lost a man overboard, and in saving him lost second and third mates, two boat-steerers, and two men.
.....	do	July 12	May 17, 1832	.....	.....	.....	
.....	Pacific Ocean	Dec. 13	May 11, 1835	.....	.....	.....	
.....	do	Apr. 13	Apr. 29, 1835	1,300	.....	.....	
.....	do	Aug. 29	Apr. 27, 1835	100	1,750	.....	
.....	do	Nov. 24	Jan. 25, 1835	.....	.....	.....	
.....	do	Dec. 17	May 11, 1835	.....	1,500	.....	
.....	do	Dec. 17	Mar. 14, 1832	.....	1,900	.....	
.....	South Atlantic	June 10	Apr. 6, 1835	900	.....	.....	
.....	Pacific Ocean	Aug. 19	Apr. 6, 1835	900	.....	.....	
.....	do	June 18	May 27, 1834	2,200	.....	.....	
.....	do	Aug. 26	Feb. 10, 1834	.....	.....	.....	
.....	South Atlantic	Aug. 26	Feb. 10, 1834	.....	2,000	.....	
.....	Pacific Ocean	May 2	July 13, 1834	.....	100	1,300	
.....	Tristan	May 31	Feb. 26, 1832	.....	.....	.....	Capsized in a squall in 1831; two men lost. The crew took to the boats and were picked up by a Kennebec vessel.
.....	Pacific Ocean	Jan. 1	June 15, 1834	.....	3,400	.....	
.....	Bahamas	Mar. 28	.....	.....	.....	.....	
.....	Tristan	July 4	Mar. 26, 1832	90	2,510	.....	
.....	Pacific Ocean	Oct. 27	Apr. 5, 1835	1,400	.....	.....	
.....	South Atlantic	July 8	Mar. 8, 1832	.....	.....	.....	Lost on Pelew Islands May 21, 1832; first mate and ten men lost.
.....	do	July 20	.....	.....	.....	.....	
.....	Pacific Ocean	Aug. 28	Sept. 25, 1833	2,600	.....	.....	
.....	do	Aug. 25	May 11, 1834	.....	800	.....	
.....	do	July 29	July 28, 1834	.....	2,600	.....	
.....	do	Nov. 12	.....	.....	1,600	.....	
.....	Pacific Ocean	Aug. 14	Mar. 24, 1835	.....	2,000	.....	
.....	do	June 17	June 19, 1834	.....	2,000	.....	
.....	Guinea	June 28	July 27, 1832	150	.....	.....	
.....	Atlantic	Jan. 20	Mar. 15, 1832	20	1,500	.....	Captain Swain died January 3, 1832.
.....	do	Mar. 1	May 14, 1832	160	2,100	.....	
.....	Brazil	July 29	Oct. 8, 1834	1,700	.....	.....	Built, 1831, at Fairhaven.
.....	Pacific Ocean	Oct. 6	Feb. 24, 1835	3,150	.....	.....	
.....	do	Oct. 12	Aug. 3, 1832	.....	.....	.....	
.....	Africa	Oct. 13	Jan. 21, 1835	.....	2,000	.....	
.....	Pacific Ocean	Aug. 13	Jan. 21, 1835	.....	2,300	.....	
.....	do	Nov. 9	July 20, 1834	.....	2,200	.....	
.....	do	Nov. 25	May 7, 1835	.....	2,200	.....	
.....	do	Dec. 19	May 1, 1834	.....	2,000	.....	
.....	do	July 12	Feb. 2, 1832	.....	65	2,035	
.....	South Atlantic	July 12	Feb. 2, 1832	.....	.....	.....	
.....	do	June 15	Feb. 7, 1832	.....	2,000	.....	
.....	Pacific Ocean	June 17	Aug. 11, 1834	.....	.....	Full	
.....	do	Feb. 5	Mar. 9, 1832	.....	.....	.....	
.....	South Atlantic	July 23	June 12, 1834	.....	2,400	.....	
.....	Pacific Ocean	Dec. 17	July 5, 1835	.....	1,700	.....	
.....	do	Aug. 10	May 11, 1835	.....	1,500	150	
.....	do	Nov. 22	Feb. 25, 1835	.....	.....	.....	
.....	South Atlantic	Mar. 3	Mar. 14, 1832	150	1,750	.....	
.....	do	.....	.....	.....	.....	.....	
.....	East Cape	July 18	Feb. 12, 1832	.....	2,000	.....	
.....	Pacific Ocean	Oct. 14	Dec. 17, 1834	.....	1,343	.....	
.....	do	Apr. 30	Aug. 21, 1834	.....	2,044	.....	
.....	do	Apr. 30	Aug. 21, 1834	.....	2,000	.....	
.....	South Atlantic	June 1	Mar. 8, 1832	.....	.....	.....	
.....	Pacific Ocean	May 23	Apr. 1, 1834	.....	2,313	.....	Bought from Salem, 1831.
.....	do	Dec. 8	Apr. 29, 1835	.....	1,800	.....	
.....	do	Dec. 8	Apr. 29, 1835	.....	150	1,600	
.....	South Atlantic	July 30	Sept. 20, 1832	.....	.....	Full	
.....	do	June 9	Feb. 27, 1832	.....	.....	.....	
.....	do	June 29	Feb. 22, 1832	.....	.....	.....	
.....	do	July 29	Feb. 22, 1832	.....	.....	.....	
.....	Pacific Ocean	Dec. 2	July 15, 1834	.....	2,000	.....	
.....	do	.....	.....	.....	.....	.....	
.....	East Cape	June 10	.....	.....	.....	.....	

284 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1831.</b>				
<i>Fairhaven, Mass.—Continued.</i>				
Leonidas	Ship	307	John H. Pease	.....
Oregon	do	193	Nathan F. Delano	L. Tripp
Pindus	Bark	.....	John C. Daggett	.....
South Boston	Ship	.....	Shekel Reed	.....
<i>Nantucket, Mass.</i>				
Alexander	Ship	421	Jonathan Swain, 2d	.....
Barelay	do	301	William Barney, jr	Griffin Barney
Battle	do	410	William Chadwick	P. L. Folger
Columbus	do	344	Peter Collin	Richard Mitchell
Constitution	do	318	Frederick Arthur	C. G. & H. Collin
Catharine	do	.....	Joseph M. Chase	Jared Collin
Eagle	do	333	Joseph Pease	David Joy
Franklin	do	309	George Prince	.....
Fame	do	374	Seth Worth	.....
John Adams	do	296	Shubal Clark	Griffin Barney
Lima	do	286	Oliver P. Winslow	.....
Mary	do	.....	David Paddack	.....
Mary Mitchell	do	354	Elihu Collin	David Joy, jr
Peru	do	257	William Brooks, jr	Paul Mitchell
Pacific	do	314	William Plasket	T. & P. Macy
Phoenix	do	323	Samford Wilber	Joseph Starbuck
President	do	293	Seth Cathcart	do
Rose	do	350	Obed Starbuck	.....
Richard Mitchell	do	386	James Gahin	P. Mitchell & Sons
Spartan	do	353	David U. Collin	Daniel Jones
Swift	do	436	Barzillai Collin	.....
Weymouth	do	329	Moses Harris	.....
<i>Stonington, Conn.</i>				
Charles Adams	Ship	.....	Palmer	.....
Courier	Schooner	.....	Barnard	.....
Francis	Ship	.....	Brewster	.....
<i>Edenton, N. C.</i>				
Robert	Sloop	.....	.....	.....
<i>Provincetown, Mass.</i>				
Fair Play	Schooner	.....	.....	.....
<i>Dartmouth, Mass.</i>				
Farrester	Bark	.....	Charles B. Ray	Sears & Howland
<i>Westport, Mass.</i>				
Elizabeth	Bark	.....	Peter Hussey, 3d	.....
Industry	Brig	.....	..... Soule	.....
Mexico	do	130	Job Davis	.....
Thomas Winslow	do	135	Samuel Lake	.....
<i>Rochester, Mass.</i>				
Dryade	Bark	.....	Nathaniel C. Carey	.....
Franklin	do	251	Priam P. Brock	.....
Lexington	Schooner	.....	Daggett	.....
Laurel	do	.....	Taber	Gideon Barstow
<i>Providence, R. I.</i>				
Olive Branch	Ship	.....	Cook	.....
<i>Lynn, Mass.</i>				
Atlas	Ship	242	S. H. Gardner	Hezekiah Chase
Louisa	do	382	I. Townsend	do

Following returns of whaling vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic	July 6	Feb. 27, 1832	.....	1,700	.....	
Pacific Ocean	Dec. 20	July 10, 1834	.....	2,000	.....	
South Atlantic	June 15	Mar. 25, 1832	.....	1,200	.....	
do	July 16	Feb. 12, 1832	.....	2,000	.....	
Pacific Ocean	Oct. 20	Sept. —, 1834	1,416	.....	.....	Sold to New Bedford.
South Atlantic	July 1	May 8, 1832	.....	1,300	.....	
Pacific Ocean	Sept. 20	Apr. 29, 1835	2,325	.....	.....	
Atlantic	May 26	Mar. 26, 1832	15	1,800	.....	
do	June 9	Apr. 11, 1832	131	1,402	.....	Built at Mattapoisett 1832.
Pacific Ocean	July 21	Jan. 17, 1835	2,691	.....	.....	
Atlantic	July 20	Mar. 30, 1832	90	1,510	.....	
Pacific Ocean	June 27	.....	.....	.....	.....	Captain Prince, the mate, and five men died of scurvy; Matthew Clark, a boat-steerer, took command. Lost on the coast of Brazil. Saved 400 barrels sperm.
Atlantic	July 21	Apr. 22, 1832	74	1,731	.....	Third mate, F. W. Ramsdell, drowned by a foal line, 1831.
Pacific Ocean	June 9	Apr. 22, 1832	105	1,148	.....	
do	May 21	May 11, 1834	1,637	.....	.....	Built, 1831, at Rochester.
do	July 20	Mar. 21, 1835	2,612	.....	.....	Third mate died of scurvy, 1834.
do	July 25	Jan. 22, 1835	1,897	.....	.....	
Atlantic	May 26	Mar. 27, 1832	169	1,407	.....	
do	Aug. 17	May 8, 1832	167	1,588	.....	
Pacific Ocean	Oct. 10	Jan. —, 1834	2,205	.....	.....	
do	Nov. 20	Apr. 14, 1834	1,630	.....	.....	Stranded on the bar going out; got off and taken into the harbor July 31, 1832; refitted and sailed 1833.
do	Nov. 12	Nov. 16, 1834	1,950	.....	.....	
do	Dec. 4	Dec. 31, 1834	2,140	.....	.....	
do	Aug. 3	Oct. 23, 1834	1,865	.....	.....	Broken up at Nantucket, 1835.
do	Sept. 30	Feb. 15, 1835	1,552	.....	.....	
South Atlantic	Sept. 1	.....	.....	.....	.....	Tender to C. Adams.
do	Sept. 1	.....	.....	.....	.....	
Brazil	July 6	.....	.....	.....	.....	
Atlantic	Apr. 19	—, 1831	.....	.....	.....	Took one large whale.
do	.....	.....	.....	.....	.....	Reported with 130 sperm.
Pacific Ocean	Mar. 5	Aug. 2, 1833	1,850	.....	.....	
Brazil	July 2	Apr. 24, 1832	.....	1,200	.....	
Cape de Verdes	Dec. 4	Nov. 4, 1831	.....	220	.....	
do	Apr. 5	Nov. 1, 1831	.....	.....	.....	
Cape Good Hope	Aug. 30	.....	.....	.....	.....	
South Atlantic	July 13	Mar. 28, 1832	.....	1,550	.....	
do	July 20	Apr. 23, 1832	.....	1,400	.....	
Atlantic	.....	July 15, 1831	.....	20	.....	
do	.....	Aug. 4, 1831	.....	90	40	
Cape de Verdes	.....	Nov. 3, 1831	140	.....	.....	Credited to Providence, R. I., but probably belongs to Provincetown, Mass.
South Atlantic	May 25	1831 or 1832	.....	.....	.....	
do	June 23	Feb. 25, 1832	.....	1,200	.....	

## 286 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1831.</b>				
<i>Falmouth, Mass.</i>				
Brunette .....	Bark .....	200	— Cottle .....	Elijah Swift .....
Pocahontas .....	Ship .....	350	Joseph Swift .....	do .....
Uncas .....	do .....	400	Henry C. Bunker .....	do .....
<i>Newport, R. I.</i>				
John Coggeshall .....	Ship .....	.....	S. W. Macy .....	Rush & Clarke .....
<i>Boston, Mass.</i>				
Jasper .....	Ship .....	350	B. S. Adams .....	Atkins Adams .....
<i>Bristol, R. I.</i>				
America .....	Ship .....	.....	— Grinnell .....	.....
Ann .....	do .....	.....	— Lambert .....	.....
Essex .....	do .....	.....	— Mayhew .....	.....
Gov. Fenner .....	do .....	.....	— Swain .....	W. E. Norris .....
<i>New London, Conn.</i>				
Com. Perry .....	Ship .....	270	— Hobron .....	.....
Chelsea .....	do .....	.....	— Davis .....	.....
Caledonia .....	do .....	.....	— Smith .....	.....
Connecticut .....	do .....	390	Paul Burgess .....	.....
Electra .....	do .....	348	— Caverly .....	.....
Flora .....	do .....	338	— Allen .....	.....
Julius Caesar .....	do .....	338	— Smith .....	.....
Jones .....	do .....	338	— Fish .....	.....
Meutor .....	do .....	285	— Flanders .....	.....
Neptune .....	do .....	285	— do .....	.....
Do .....	Schooner .....	.....	Richards .....	.....
Stonington .....	Ship .....	351	.....	.....
Wabash .....	do .....	250	— Sayer .....	.....
The Jason, Captain Colt, (E. M. Frink & Co.) arrived May 31, 1835, from Pacific Ocean, full. Probably sailed 1831-'32.				
<i>Sag Harbor, N. Y.</i>				
Acasta .....	Ship .....	.....	— Allen .....	.....
Arabella .....	do .....	366	— Pearson .....	.....
Argonaut .....	do .....	.....	.....	.....
Columbia .....	do .....	285	— Hand .....	.....
Cadmus .....	do .....	316	— Howell .....	.....
Hannibal .....	do .....	309	.....	.....
Hercules .....	do .....	333	.....	.....
Henry .....	do .....	283	— Greene .....	.....
Marcus .....	do .....	.....	.....	.....
Neptune .....	do .....	.....	.....	.....
Nimrod .....	do .....	.....	— Griffin .....	.....
Potasi .....	do .....	.....	.....	.....
Phoenix .....	do .....	.....	— Greene .....	.....
Thames .....	do .....	.....	— Hand .....	.....
Thorn .....	do .....	.....	— Howell .....	.....
Telegraph .....	do .....	.....	— Sayer .....	.....
Triad .....	do .....	.....	N. Case .....	H. & N. Corwin .....
Xenophon .....	do .....	.....	— Griffin .....	.....
<i>Warren, R. I.</i>				
Benjamin Rush .....	Ship .....	384	.....	Child & Driscoll .....
Magnet .....	do .....	.....	— Brown .....	Joseph Smith .....
Miles .....	do .....	.....	— Champlin .....	.....
Rosalie .....	do .....	.....	— Stillwell .....	.....
Warren .....	do .....	.....	— Mayhew .....	J. Smith, Jr .....
<i>Salem, Mass.</i>				
Izetta .....	Bark .....	.....	— Holt .....	.....

oving returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean	Jan. —	Mar. 30, 1834	800	.....	.....	
do	July 10	Apr. 24, 1835	1,700	.....	.....	
do	Nov. 9	—, 1835	2,900	.....	.....	
do		Mar. 29, 1835	1,500	.....	.....	Built 1834.
South Atlantic	June 29	.....	.....	.....	.....	
South Atlantic	.....	Mar. 23, 1832	.....	1,300	15,800	
Tristan	Aug. 19	June 8, 1832	.....	1,050	.....	
do	Aug. 7	.....	.....	.....	.....	
Pacific Ocean	Jan. —	Apr. 3, 1834	1,800	.....	.....	
Pacific Ocean	June 20	.....	.....	.....	.....	
do	June 20	Sept. 5, 1834	2,150	.....	.....	
do	May —	June 16, 1835	2,800	.....	.....	Captain Burgess killed whale fast to a whale, September, 1831.
East Cape	June 20	.....	.....	.....	.....	
do	Apr. —	Feb. 21, 1832	50	2,300	20,000	
South Atlantic	.....	Feb. 6, 1832	300	2,000	.....	
South Atlantic	May 23	.....	.....	.....	.....	
do	.....	Mar. 13, 1832	100	1,200	.....	
do	.....	Dec. —, 1832	.....	Full	.....	
Brazil	Apr. —	.....	.....	.....	.....	
do	May 25	.....	.....	.....	.....	
do	.....	Apr. 8, 1832	.....	2,000	.....	
do	June 23	.....	.....	1,800	.....	
do	.....	Mar. 26, 1832	.....	.....	.....	
South Atlantic	July 24	.....	.....	.....	.....	
Pacific Ocean	.....	Apr. 28, 1833	2,800	.....	.....	
South Atlantic	.....	Mar. 21, 1832	.....	2,000	.....	
Brazil	July 30	.....	.....	.....	.....	
South Atlantic	.....	Mar. 3, 1832	.....	Full	.....	
do	May 23	.....	.....	1,950	.....	
Brazil	July 30	.....	.....	2,300	.....	
do	.....	Apr. 1, 1832	.....	1,800	16,000	
do	.....	Feb. 24, 1832	.....	.....	.....	
Africa	.....	Apr. 1, 1832	.....	2,450	.....	
South Atlantic	.....	Feb. 24, 1832	.....	.....	.....	Belonged to Greenport; lost at Falklands, March, 1832. Had 1,400 whale; saved 800.
Brazil	Aug. 13	.....	.....	.....	.....	
do	July 30	.....	.....	2,500	.....	
South Atlantic	.....	Apr. 1, 1832	.....	2,000	.....	
Brazil	July 9	.....	.....	1,950	.....	
Pacific Ocean	.....	Mar. 27, 1832	.....	.....	.....	
Brazil	July 30	.....	2,900	.....	.....	Belonged to Greenport.
Pacific Ocean	.....	June 19, 1834	.....	.....	.....	
Brazil	July 30	.....	.....	3,000	.....	
Pacific Ocean	.....	June 8, 1832	.....	.....	.....	
do	.....	Oct. 17, 1834	.....	.....	.....	
Tristan	.....	Jan. 3, 1833	400	2,000	.....	Formerly in Canton trade; built at Philadelphia, 314.
Pacific Ocean	Sept. 3	.....	1,700	.....	.....	
Tristan	June 2	.....	150	1,200	.....	
Pacific Ocean	June 2	.....	1,750	.....	.....	
do	.....	Sept. 6, 1834	.....	.....	.....	
do	.....	June 12, 1834	2,300	.....	.....	
South Atlantic	Mar. 13	.....	100	1,500	.....	Built at Newmarket, N. H.
do	.....	Mar. 24, 1832	.....	.....	.....	



288 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1831.</b>				
<i>Hudson, N. Y.</i>				
Alexander Mansfield.....	Ship.....	.....	— Nells.....	.....
Henry Astor.....	do.....	.....	— Rawson.....	.....
Martha.....	do.....	.....	.....	.....
Washington.....	do.....	.....	— Barrett.....	.....
<i>Edgartown, Mass.</i>				
George and Martha.....	Ship.....	.....	— Lawrence.....	.....
Leah.....	do.....	.....	— Luce.....	.....
Meridian.....	do.....	.....	— Fisher.....	.....
Robert.....	Sloop.....	.....	— Osborn.....	.....
<b>1832.</b>				
<i>New Bedford, Mass.</i>				
Amanda.....	Bark.....	217	Latham Cross, jr.....	George Howland.....
Ann Alexander.....	Ship.....	25	James Shepherd.....	John A. Parker & Son.....
Amethyst.....	do.....	359	Jonathan Fisher.....	Gideon Allen.....
Bramin.....	Bark.....	214	Herman N. Stuart.....	.....
Brandt.....	Ship.....	247	Francis Noll.....	N. Leonard & Co.....
Com Decatur.....	do.....	247	Seth D. Fisher.....	Gideon Allen.....
Coral.....	do.....	371	William Whitten, jr.....	.....
China.....	do.....	371	Russell Maxfield.....	.....
Cambria.....	do.....	36	George Crocker.....	William R. Rodman.....
Columbia.....	do.....	317	Tristram D. Pease.....	do.....
Cetes.....	do.....	328	Elihu Clifford.....	A. & N. B. Gibbs.....
Courier.....	do.....	291	Thomas Severance.....	.....
Do.....	do.....	284	William B. Cash.....	.....
Chili.....	do.....	291	David Collins.....	Charles W. Morgan.....
Condor.....	do.....	349	Richard G. Luce.....	.....
Endavour.....	do.....	270	Edward Soule.....	T. & A. R. Nye.....
Engle.....	do.....	339	Jonathan Nye.....	T. Riddell.....
Emerald.....	do.....	339	Clement Norton.....	.....
Francis.....	do.....	377	John Briggs.....	.....
Falcon.....	do.....	27	Joseph Barker.....	William R. Rotch & Co.....
Frances.....	do.....	348	Obed Alley.....	.....
George and Martha.....	Bark.....	275	Francis Sayer.....	.....
Grand Turk.....	Ship.....	324	Abraham T. Eddy.....	Oliver Crocker.....
Gen. Pike.....	do.....	315	William Adams.....	T. Riddell.....
Georgia Porter.....	do.....	287	Clement Hammond.....	George Howland.....
Goleonda.....	do.....	330	Joseph Covell.....	.....
George.....	do.....	..	Nehemiah West.....	.....
Hercules.....	do.....	290	Peter F. Chase.....	D. R. Greene.....
Hylaspo.....	do.....	31	Owen Hillman.....	.....
Hector.....	do.....	384	John C. Morse.....	.....
Hope.....	do.....	288	Benjamin Price.....	.....
Herald.....	do.....	274	Frederick Ricketson.....	.....
Hercules.....	do.....	314	Albert G. Goodwin.....	Alfred Gibbs & Co.....
Huntress.....	do.....	391	Francis Post.....	.....
Hibernia.....	do.....	325	Henry Pease, 2d.....	George Howland.....
Hope.....	do.....	316	Charles G. Smith.....	do.....
Java.....	do.....	295	Henry Colt.....	.....
John.....	do.....	30	Andrew Almy.....	.....
John Howland.....	do.....	371	Jonathan. Haffards.....	.....
London Packet.....	do.....	28	Howes Norris.....	.....
Milton.....	do.....	387	John A. Howland.....	.....
Milwood.....	do.....	253	Charles H. Taber.....	Gideon Allen.....
Mercator.....	do.....	246	Amson Churchill.....	J. A. Parker & Son.....
Midas.....	do.....	229	Alexander Waggoner.....	.....
Messenger.....	do.....	277	Peter Hussey.....	William P. Grinnell.....
Mary Ann.....	Brig.....	171	Joseph Crocker.....	.....
Mercury.....	Ship.....	339	Joseph B. Leonard.....	.....
Mary.....	do.....	339	Richard Weeden.....	J. A. Parker & Son.....
Norfolk.....	do.....	277	John H. Pease.....	T. & A. R. Nye.....
Nye.....	do.....	211	Ezra Smith.....	.....
Ospray.....	do.....	168	William Calder.....	.....
Orozimbo.....	do.....	58	Caleb Kempton.....	.....
Pioneer.....	do.....	231	Benjamin Ellis.....	.....

ing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
	South Atlantic	June 20	Feb. 26, 1832	.....	2,000	.....	Built at New York, 1820.
	Pacific Ocean	.....	Jan. 18, 1835	2,300	.....	.....	
	Pacific Ocean	May 10	Jan. 7, 1834	.....	.....	.....	
	do	.....	Apr. 28, 1835	3,100	.....	.....	.....
	do	Apr. 23	May 25, 1834	Full	.....	.....	
	do	.....	June 15, 1834	2,800	.....	.....	
	Atlantic	.....	June 16, 1834	35	.....	.....	
	South Atlantic	Apr. 25	.....	.....	.....	.....	Condemned at Make, 1834; had 600 sperm.
George Howland	Pacific Ocean	Aug. 2	Dec. 21, 1835	1,880	15	.....	Captain Fisher died 1834.
John A. Parker & Son	do	Sept. 6	Dec. 21, 1835	1,835	.....	.....	
Gileon Allen	South Atlantic	Apr. 10	Feb. 4, 1834	.....	2,000	.....	Second mate lost overboard, 1832.
do	do	May 26	Apr. 14, 1833	.....	1,430	.....	
N. Leonard & Co.	do	May 16	Mar. 7, 1833	2,455	1,350	.....	
Gileon Allen	Pacific Ocean	May 26	May 31, 1833	.....	.....	.....	
do	South Atlantic	May 7	Apr. 29, 1833	.....	.....	.....	
William F. Russell	Pacific Ocean	June 9	Oct. 3, 1835	1,694	.....	.....	
William R. Rodman	South Atlantic	Apr. 18	Sept. 21, 1835	1,625	.....	.....	
do	do	Aug. 3	Jan. 27, 1833	800	2,200	29,000	
A. & N. B. Gibbs	do	June 17	Apr. 7, 1834	70	1,830	.....	
do	Pacific Ocean	June 30	.....	.....	.....	.....	
Charles W. Morgan	South Atlantic	July 3	May 6, 1833	.....	.....	.....	
do	do	July 14	May 27, 1833	70	2,100	.....	
do	do	May 23	Mar. 22, 1833	.....	1,200	.....	
T. & A. R. Nye	do	June 18	Feb. 10, 1833	.....	2,200	.....	
T. Riddell	do	July 5	Mar. 12, 1831	.....	1,200	.....	
do	do	June 23	Apr. 24, 1831	.....	2,000	.....	
do	do	July 18	Apr. 22, 1833	.....	1,800	.....	
William R. Rotch & Co.	Pacific Ocean	Dec. 2	Oct. 19, 1835	2,500	.....	.....	
do	South Atlantic	May 19	.....	.....	.....	.....	
do	do	June 2	Jan. 19, 1834	.....	.....	.....	
Eddy	do	June 17	Mar. 14, 1834	.....	.....	.....	
do	do	July 25	Mar. 13, 1833	.....	.....	.....	
do	Pacific Ocean	Dec. 1	Nov. 5, 1835	.....	.....	.....	
do	do	Dec. 17	Dec. 28, 1835	2,300	.....	.....	
D. R. Greene	South Atlantic	Apr. 26	May 6, 1833	.....	.....	.....	
do	Tristan	June 12	Apr. 14, 1833	.....	.....	.....	
do	Pacific Ocean	June 24	Oct. 2, 1834	2,500	.....	.....	
Prien	South Atlantic	July 2	Apr. 29, 1833	.....	1,700	.....	
Ricketson	do	July 9	May 10, 1833	170	1,000	.....	
do	do	July 14	May 7, 1833	.....	.....	.....	
do	Pacific Ocean	Aug. 13	Mar. 13, 1836	1,918	.....	.....	
do	South Atlantic	Aug. 14	June 17, 1833	.....	.....	.....	
do	Pacific Ocean	Sept. 16	July 21, 1835	2,715	.....	.....	
do	do	do	do	.....	.....	.....	
do	South Atlantic	June 21	Apr. 28, 1833	90	2,000	.....	
do	do	do	do	.....	.....	.....	
do	Pacific Ocean	Dec. 2	July 3, 1836	1,400	.....	.....	
do	do	Nov. 24	Aug. 31, 1835	.....	.....	.....	
do	do	May 2	July 21, 1835	1,330	100	.....	
do	South Atlantic	May 3	Apr. 2, 1833	20	1,100	.....	
do	do	May 16	Mar. 18, 1833	.....	850	.....	
do	do	May 26	Mar. 29, 1833	.....	2,100	.....	
do	Pacific Ocean	June 23	July 17, 1835	1,200	.....	.....	
do	South Atlantic	July 2	Aug. 6, 1833	50	.....	.....	
do	do	July 16	.....	.....	.....	.....	
do	Pacific Ocean	Dec. 1	.....	.....	.....	.....	
do	South Atlantic	July 13	May 13, 1833	.....	1,400	.....	
do	Pacific Ocean	Nov. 21	Mar. 7, 1836	1,250	.....	.....	
do	do	May 3	Apr. 22, 1835	.....	.....	.....	
do	South Atlantic	July 17	Jan. 2, 1833	400	700	.....	
do	do	May 22	May 12, 1833	150	1,050	.....	

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1832.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Phocion .....	Ship .....	265	Joseph Spooner .....	.....
Parthian .....	Brlg .....	111	Lennel Drew .....	.....
Pocahontas .....	do .....	111	Peter M. Collin .....	.....
Quito .....	do .....	138	James Maxfield .....	.....
Roussou .....	Ship .....	305	Walter Hillman .....	.....
Rebecca Sims .....	do .....	400	Barns Collins .....	William R. Rodman .....
Sally Anne .....	do .....	312	William H. Cox .....	.....
Stephania .....	do .....	315	Elisha Dexter .....	.....
South Carolina .....	do .....	302	Edmund Maxfield .....	.....
Tobacco Plant .....	do .....	375	Henry Tracy .....	.....
Two Brothers .....	do .....	288	Clement P. Cayell .....	.....
Victory .....	do .....	208	Matthew Mayhew .....	.....
Zephyr .....	do .....	301	James B. Wood .....	.....
<i>Fairhaven, Mass.</i>				
Amazon .....	Ship .....	..	Arthur Cox .....	Sawin & Church .....
Albion .....	do .....	..	John E. Coggeshall .....	E. Sawin .....
Charles Drew .....	do .....	..	— Fossilick .....	.....
Columbus .....	do .....	..	David Osborn .....	Gilbs & Jenney .....
Herald .....	do .....	..	Basil West .....	.....
Hercules .....	do .....	..	Benj. H. C. Wilson .....	S. Church .....
Java .....	do .....	291	William Ritchie .....	Atkins Adams .....
Jasper .....	do .....	..	Barz T. Adams .....	.....
Leonidas .....	do .....	..	Charles Fisher .....	Jenney & Tripp .....
Maine .....	do .....	..	Jared Worth .....	E. Sawin .....
Marcia .....	do .....	..	Peter Butler, Jr .....	.....
Oscar .....	do .....	..	Charles Howes .....	E. Sawin .....
Pindus .....	Bark .....	..	Prince Russell .....	.....
Pactolus .....	Ship .....	..	— Grinnell .....	I. F. & J. Terry .....
South Boston .....	do .....	..	— Read .....	E. Sawin .....
<i>Nantucket, Mass.</i>				
Alexander Collin .....	Ship .....	321	David Baker .....	P. & B. Gardner .....
Atlantic .....	do .....	321	Eldin Fisher .....	Griffin Barney .....
Barchy .....	do .....	301	William Barney, Jr .....	.....
Congress .....	do .....	319	Charles Abraham .....	.....
Constitution .....	do .....	318	James G. Collin .....	C. G. & H. Collin .....
Columbus .....	do .....	311	Reuben Russell, 3d .....	Paul Mitchell & Sons .....
Charles Carroll .....	do .....	370	Owen Chase .....	.....
Charles and Henry .....	do .....	336	George Joy .....	C. G. & H. Collin .....
Cyrus .....	do .....	328	Benj. H. Hussey .....	.....
Eagle .....	do .....	341	Charles Smith .....	David Joy .....
Enterprise .....	do .....	415	John Stetson .....	.....
Franklin .....	do .....	246	Joshua Collin, 2d .....	.....
Factor .....	Schooner .....	..	— Macy .....	.....
Fame .....	Ship .....	374	Seth Worth .....	Phillip H. Folger .....
Ganges .....	do .....	265	Russell S. Bodlish .....	W. H. & G. L. Gardner .....
George .....	do .....	350	John C. Congdon .....	S. & J. Mitchell .....
Hazard .....	Sloop .....	..	— Swain .....	.....
Harvest .....	Ship .....	300	Alex'r Pollard .....	Samuel H. Folger .....
Howard .....	do .....	304	William Worth, 3d .....	T. Hussey & Son .....
John Adams .....	do .....	290	Shubael Clark .....	Griffin Barney .....
Japan .....	do .....	332	William Plaskett .....	James Athearn .....
Kingston .....	do .....	312	William E. Sherman .....	Frederick Hussey & Co .....
Lexington .....	Schooner .....	..	— Cash .....	.....
Loper .....	Ship .....	316	John Cotton .....	.....
Mariner .....	do .....	319	Eben Colman .....	.....
Mount Vernon .....	do .....	354	Edwin Collin .....	.....
Maria .....	do .....	365	Alexander Macy .....	.....
Ocean .....	do .....	343	Elijah Parker .....	T. & P. Macy .....
Orbit .....	do .....	351	John A. Gardner .....	.....
Ontario .....	do .....	351	Edw. Barnard .....	.....
Peruvian .....	do .....	334	Benj. Coggeshall .....	C. Mitchell & Co .....
Planter .....	do .....	340	Reuben Mauter .....	Gilbert Collin .....

ing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
	South Atlantic	June 25	Mar. 22, 1833	.....	1,400	.....	
	do	Aug. 26	Aug. 7, 1834	.....	.....	.....	
	do	Sept. 8	May 23, 1833	.....	180	.....	
	Cape de Verdes	Aug. 13	.....	.....	.....	.....	Sold part of her cargo at St. Michaels.
William R. Hobman	South Atlantic	July 3	Jan. 26, 1831	.....	.....	.....	
	Pacific Ocean	Aug. 26	Dec. 9, 1835	4,300	.....	.....	
	do	May 21	May 22, 1833	.....	1,650	.....	
	do	June 28	July 18, 1835	1,500	.....	.....	
	South Atlantic	July 23	Mar. 24, 1834	.....	.....	.....	
	do	June 10	Apr. 11, 1834	.....	700	1,000	
	do	June 30	Mar. 22, 1832	.....	.....	1,900	
	do	June 17	Aug. 3, 1835	1,800	.....	.....	
	South Atlantic	June 17	Sept. 19, 1833	.....	.....	.....	Full; 350 sperm.
Sawin & Church	South Atlantic	July 12	Mar. 20, 1833	200	2,100	.....	
E. Sawin	do	June 20	Mar. 17, 1834	.....	1,000	.....	
	Pacific Ocean	Apr. —	Aug. 22, 1834	2,300	.....	.....	
Gibbs & Jenney	South Atlantic	Aug. 5	Mar. 7, 1833	360	2,000	20,000	
	do	June 4	Apr. 11, 1833	.....	1,300	.....	
N. Church	do	July 24	Mar. 11, 1833	100	900	.....	
Atkins Adams	Atlantic	June 15	Apr. 22, 1833	350	1,550	.....	
do	South Atlantic	July 1	.....	.....	.....	.....	
do	do	June 5	Mar. 12, 1833	40	2,000	.....	
do	do	May 13	Jan. 19, 1834	.....	1,650	.....	
do	do	July 3	Apr. 23, 1833	77	2,000	.....	
E. Sawin	Pacific Ocean	Nov. 21	Mar. 7, 1836	2,250	.....	.....	
do	South Atlantic	June 20	.....	.....	.....	.....	
I. F. & J. Torry	Pacific Ocean	.....	Dec. 29, 1835	1,030	.....	.....	
E. Sawin	South Atlantic	.....	Feb. 14, 1833	408	2,400	.....	
P. & B. Gardner	Pacific Ocean	Dec. 25	May 19, 1836	1,010	.....	.....	Built 1832.
do	do	Oct. 9	Sept. 14, 1835	1,845	.....	.....	
Griffin Barney	do	Sept. 3	July 21, 1835	1,000	.....	.....	
do	do	Jan. 13	Apr. 29, 1835	988	.....	.....	
C. G. & H. Coffin	Indian Ocean	June 29	Apr. 21, 1833	.....	1,230	.....	
Paul Mitchell & Sons	Atlantic	July 7	May 21, 1834	.....	900	.....	
do	Pacific Ocean	Oct. 10	Mar. 2, 1836	2,610	.....	.....	Built 1832 at Nantucket.
C. G. & H. Coffin	do	Nov. 25	July 2, 1836	2,540	.....	.....	Built 1832.
do	do	Oct. 3	Apr. 21, 1836	1,810	.....	.....	
David Joy	Atlantic	July 8	May 7, 1833	263	723	.....	
do	Pacific Ocean	Dec. 30	June 12, 1836	1,896	.....	.....	Captain Stetson left the ship and came home sick.
do	Atlantic	May 8	Apr. 12, 1834	921	.....	.....	
do	Nant. Shoals	.....	Sept. 23, 1832	.....	.....	.....	Schooner Factor made two cruises; returned September 12 with 9 blackfish, and again September 23 with a large (hump-back ?) whale.
Philip H. Folger	Atlantic	June 10	Mar. 20, 1833	.....	910	.....	
W. H. & G. L. Gardner	Pacific Ocean	June 5	Aug. 24, 1835	1,467	.....	.....	
S. & J. Mitchell	Atlantic	July 31	May 7, 1834	.....	2,100	.....	
do	Gulf of Mexico	Nov. 22	July 17, 1833	.....	90	.....	
Sammuel B. Folger	Pacific Ocean	June 11	Dec. 21, 1835	2,250	.....	.....	
T. Hussey & Son	do	Sept. 22	May 11, 1835	2,070	.....	.....	First mate, Ammiel Joy, died on the voyage.
Griffin Barney	Atlantic	July 6	Mar. 14, 1833	224	1,456	.....	
James Atherton	Indian Ocean	June 17	May 6, 1834	632	678	.....	
Frederick Hussey & Co	Pacific Ocean	Oct. 19	Oct. 3, 1835	454	.....	.....	
do	South Atlantic	.....	Sept. 6, 1833	130	.....	.....	
do	Pacific Ocean	Nov. 25	.....	.....	.....	.....	Sunk at sea 1835, homeward bound, with 1,800 sperm.
do	do	Aug. 12	.....	.....	.....	.....	Built 1832 at Rochester.
do	do	Sept. 15	July 25, 1835	3,071	.....	.....	Built 1832 at Mattapoisett.
T. & P. Macy	do	Oct. 10	Mar. 11, 1836	1,665	.....	.....	
do	do	June 16	Nov. 13, 1835	1,490	.....	.....	
do	do	Aug. 3	Feb. 9, 1836	2,011	783	.....	Built 1832.
do	do	Dec. 1	Aug. 4, 1836	1,345	.....	.....	
C. Mitchell & Co	do	June 10	Sept. 28, 1835	1,854	.....	.....	
Gilbert Coffin	do	June 11	July —, 1834	909	996	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1832.</b>				
<i>Nantucket, Mass. - Continued.</i>				
Pacific.....	Ship	314	Joseph Congdon	Paul Mitchell & Sons
Pera.....	Bark	257	William Brooks, jr.	David Joy
Rambler.....	Ship	318	Thomas Derrick	Aaron Mitchell
Reaper.....	do	338	Tristram P. Swain	Jared Collin
Tule.....	do	285	Josiah Smith	
Washington.....	do	30	Thomas W. Hussey	Simon Starbuck
Young Eagle.....	do	377	Benj. A. Coleman	C. G. & H. Collin
Zenas Collin.....	do	338	John B. Coleman	
<i>Westport, Mass.</i>				
Elizabeth.....	Bark		Ray G. Sanford	
Industry.....	Brig		South	
Mexico.....	do		Davis	
<i>Falmouth, Mass.</i>				
Bartholomew Gosnold.....	Ship	360	John C. Daggett	Ward M. Parker
Hobomok.....	do	418	Barnard	Elijah Swift
<i>Fall River, Mass.</i>				
Edward Questal.....	Ship		Barnard	John Eddy
Gold Hunter.....	do		Brock	
<i>Wareham, Mass.</i>				
George Washington.....	Ship	373	George Gibbs	Nye & Thompson
<i>Edgartown, Mass.</i>				
Vineyard.....	Ship		Tobey	G. Norton
<i>Rochester, Mass.</i>				
Dryade.....	Bark		George H. Richmond	
Franklin.....	do		Priam P. Brock	
Gideon Barstow.....	Ship	378	Nathaniel C. Carey	Gideon Barstow & Son
Laurel.....	Schooner		Mayhew	
Orion.....	Brig			
<i>Salen, Mass.</i>				
Bengal.....	Ship		Russell	
Catharine.....	do		Paddock	
Izette.....	do		Kempton	
Pallas.....	Bark		Archer	
<i>Lynn, Mass.</i>				
Atlas.....	Ship	220	Woolley	H. Chase & Co
Louisa.....	do	383	Gardner	do
<i>Portsmouth, N. H.</i>				
Ann Darry.....	Ship	348	Ray	James Kennard
Pocahontas.....	do		Barnard	
<i>Bristol, R. I.</i>				
Ann.....	Ship		Littlefield	
America.....	Bark		Chase	
Balboa.....	Ship	321	Daggett	W. H. DeWolf
Bowditch.....	do	398	Gardner	William R. Taylor
Canton Packet.....	do	312	Bradford	Fitz Henry Homer
Corinthian.....	do	503	Grimm II	W. H. DeWolf
Essex.....	do	290	Wilcox	William R. Taylor
General Jackson.....	do	350	Smith	William H. DeWolf
Ganges.....	do	380	Clark	do
<i>Newport, R. I.</i>				
Erlo.....	Ship		A. W. Dennis	Engs & Bush

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Indian Ocean	June 28	Apr. 1, 1834	1,450			
Atlantic	July 28	May 22, 1833	1,172			
Pacific Ocean	June 17	Apr. 3, 1835	1,437			
do	Sept. 5	Mar. 18, 1835	1,954	48		Added 1832; formerly a merchantman; Captain Smith left at Tuleahmano.
do	Dec. 21	May 30, 1835	270			
do	Nov. 5	Dec. 30, 1835	1,533			
do	July 11	Oct. 18, 1835	2,627			Built 1832 at Rochester.
do	June 24	Oct. 21, 1835	1,723			
Pacific Ocean	June 20	July 27, 1835	900			
Atlantic	Oct. 10	Oct. 10, 1832	43			
Capede Verdes		Nov. 2, 1832	43			
Pacific Ocean	Nov. 29	Aug. 5, 1836	2,204			Built at Falmouth 1832.
do	Dec. 24	July 6, 1836	1,704			Built 1832.
Pacific Ocean		Nov. 13, 1835	2,030			
Brazil	June 23	—, 1834				
Pacific Ocean	Oct. 31	Oct. 19, 1835	2,950			Built 1832.
Pacific Ocean	Sept. 15	Mar. 24, 1836	2,100			
South Atlantic	May 3	Mar. 22, 1833		1,300		
do	May 31	May 12, 1833		700		Captain Brock and his boat's crew were lost while fast to a whale, September 23 1832.
Pacific Ocean	Aug. 16	Dec. 29, 1835	2,100			
Atlantic		Oct. 22, 1832	230			
do	July —					
Pacific Ocean	Mar. 24					
do	Mar. 21					
South Atlantic	June 9					
Pacific Ocean	July 21					
South Atlantic	June 8	Apr. 12, 1833		5,060		
do	July —	Apr. 24, 1833		1,060		
Pacific Ocean	Dec. 31	Sept. 9, 1836	1,900			
do		Apr. 26, 1836	1,054			
South Atlantic		May 3, 1833		1,000	10,000	
Pacific Ocean	July 25	July 27, 1833		2,600		
South Atlantic		July 27, 1833		2,600		
Pacific Ocean	Aug. 2	Nov. 18, 1835	2,600			
do	Nov. 16	Dec. 29, 1835	1,600			
do	Dec. 11	June 9, 1836	1,200			
South Atlantic	June 29	Mar. —, 1833		900		
Pacific Ocean	June 29	Oct. 11, 1835	1,400			
do	Mar. 17	July 30, 1835	2,700			
New Zealand	Apr. —	June 11, 1835	260	1,800		Sailed under command of Capt. F. Spooner, who left her at Now Zealand.

294 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1832.</b>				
<i>Warren, R. I.</i>				
Atlantic.....	Ship.....	.....	Pickens.....	N. M. Wheaton.....
Chariot.....	do.....	.....	Luther.....	.....
Alles.....	do.....	.....	Champlin.....	.....
North America.....	do.....	.....	Borden.....	.....
<i>New London, Conn.</i>				
Ann Maria.....	Ship.....	.....	Butler.....	Abner Bassett.....
Armata.....	do.....	414.....	.....	.....
Betsy.....	Brig.....	.....	Sayer.....	.....
Boston.....	Ship.....	270.....	Hobron.....	.....
Com. Perry.....	do.....	390.....	Tate.....	.....
Connecticut.....	do.....	34.....	Chester.....	.....
Electra.....	do.....	338.....	Allen.....	.....
Flora.....	do.....	.....	Brewster.....	.....
Georgia.....	do.....	.....	Fisher.....	N. & W. W. Billings.....
Jones.....	do.....	.....	Hobron.....	E. M. Frink & Co.....
Julius Caesar.....	do.....	.....	Chiff.....	.....
Montgomery.....	Schooner.....	.....	.....	.....
McDonough.....	Ship.....	.....	Road.....	.....
Manchester Packet.....	do.....	.....	Rice.....	.....
Mentor.....	do.....	.....	Middleton.....	.....
Neptune.....	do.....	.....	Richards.....	.....
North America.....	do.....	.....	Wood.....	.....
Palladium.....	do.....	.....	Smith.....	.....
Tuscarora.....	do.....	.....	Fuller.....	.....
Wabash.....	do.....	.....	.....	.....
<i>Sag Harbor, N. Y.</i>				
Acasta.....	Ship.....	.....	Harris.....	.....
American.....	do.....	282.....	Jones.....	.....
Ann.....	do.....	.....	Howell.....	.....
Cadmus.....	do.....	310.....	.....	.....
Columbia.....	do.....	285.....	Haul.....	.....
Franklin.....	do.....	.....	Fordham.....	.....
Gov. Clinton.....	do.....	309.....	Rogers.....	.....
Hannibal.....	do.....	283.....	Parker.....	.....
Marcus.....	do.....	.....	Cartwright.....	.....
Nimrod.....	do.....	.....	Halsey.....	S. & B. Hunting & Co.....
Neptune.....	do.....	.....	Cooper.....	.....
Phoenix.....	do.....	209.....	Cooper.....	.....
Thorn.....	do.....	.....	Havens.....	.....
Washington.....	do.....	.....	Loper.....	.....
<i>Greenport, N. Y.</i>				
Delta.....	Ship.....	.....	Isaac Sayer.....	H. & N. Corwin.....
<i>Hudson, N. Y.</i>				
Alexander Mansfield.....	Ship.....	330.....	Taber.....	Barnard, Curtis & Co.....
America.....	do.....	404.....	.....	.....
Beaver.....	do.....	290.....	Gardner.....	Robert A. Barnard.....
Huron.....	do.....	.....	B. Lawrence.....	.....
<i>Boston, Mass.</i>				
Wave.....	Brig.....	124.....	E. Tillson.....	Lombard & Whitmore.....
<i>Stonington, Conn.</i>				
Acasta.....	Ship.....	.....	Allen.....	C. H. Williams.....
Charles Adams.....	do.....	.....	A. Palmer.....	.....
Frances.....	do.....	.....	Pendleton.....	.....
Uxor.....	Brig.....	.....	Burrows.....	.....
<i>Mystic, Conn.</i>				
Bingham.....	Ship.....	.....	Churchill.....	.....
<i>New York, N. Y.</i>				
Martha.....	Ship.....	.....	William H. Young.....	.....
Mobile.....	do.....	.....	Raws.....	.....

NOTE—The Helvetus, Brewster, of New London, is reported, in 1835, as stranded

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
N. M. Wheaton	South Atlantic	June 26	Oct. 19, 1835	1,400			
	Pacific Ocean	June 3	Apr. 11, 1833		1,450		
	South Atlantic	June 7	Apr. 14, 1833		1,430		
	South Atlantic		Apr. 10, 1833		2,100		
Abner Bassett	Pacific Ocean	Aug. 31	Dec. 22, 1835	2,400			
	South Atlantic	July 20	Feb. —, 1833		1,900	16,000	Of Norwich, probably.
	do		Mar. 31, 1833	90	1,310		
	do		Mar. 31, 1833	180	1,320		
	do		Mar. 24, 1833		1,800		
	do	July —	Feb. 27, 1833	400	1,900		
	do		Feb. 28, 1833		1,700		
	East Cape		Apr. 15, 1833		2,300		
N. & W. W. Billings E. M. Frink & Co.	South Atlantic		Sept. —, —				
	do	Sept. 12	Oct. 3, 1833	230	1,430		Mentor took out several missionaries.
	South Atlantic		Aug. 15, 1836		1,800		
	Pacific Ocean	Apr. 25	Apr. 19, 1834	100	1,800		
	do		May 30, 1835	1,200	190		
	East Cape		Feb. 6, 1833		Full		
	South Atlantic		Mar. 5, 1833	700	2,200		
	do	June 20	Apr. 11, 1833		1,600		
	South Atlantic	June 12	May 13, 1833	250	1,330		
	do	June —	May 23, 1833		1,100		
	do	Nov. 28	Apr. 15, 1833		1,150		
	do	June 12	Apr. 14, 1833		2,300		
	do	June —	Apr. 2, 1833	170	2,130		
	do		Apr. 28, 1833		1,600		
	do		May 14, 1833	250	1,650		
	do		May 11, 1833		1,600		
	do	June 12	Apr. 27, 1833		1,400		
	East Cape	June —	Apr. 28, 1833	60	2,100	18,500	
S. & B. Hunting & Co.	South Atlantic	June —	May 30, 1833	110	1,640		
	do	Nov. 24					
	South Atlantic	June —	Apr. 15, 1833		1,400		
H. & N. Corwin	South Atlantic	June 5	Apr. 22, 1833	120	1,480		
	do		Apr. 23, 1833				
Barnard, Curtis & Co.	Pacific Ocean	June 7	Aug. 3, 1836		1,250		
do	do		May 1, 1836				
Robert A. Barnard	Atlantic	Mar. 28	Jan. —, 1833	300			
Lombard & Whitmore	South Atlantic		Feb. 19, 1833				Full, (300 sperm.)
	do		Sept. 2, 1833	100	2,200		
	do		Sept. 2, 1833	100	2,300		
	do		Sept. 2, 1833				
	South Atlantic		Feb. 21, 1833		550		Returned leaking 500 strokes per hour.
	South Atlantic		Mar. 18, 1833		2,200	18,900	
	Pacific Ocean		Mar. 5, 1836	1,450			at Wahoo with 1,450 sperm, (900 saved.) If so, she probably sailed 1832.

London, is reported, in 1835, as stranded



296 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1832.</b>				
<i>Newburgh, N. Y.</i>				
Portland	Ship	.....	— Cook	Newburgh Whaling Co.
<i>Plymouth, Mass.</i>				
Levant	Ship	.....	— Russell	.....
<i>Salem, Mass.</i>				
Bengal	Ship	.....	— Russell	.....
<i>Poughkeepsie, N. Y.</i>				
Vermont	Bark	.....	— Davis	Poughkeepsie Whal. Co.
<i>Lynn, Mass.</i>				
Atlas	Ship	260	I. Woolley	Hezekiah Chaso
Clay	do	279	I. Townsend	do
Louisa	do	352	T. H. Gardner	do
<i>Falmouth, Mass.</i>				
Bartholemew Gosnold	Ship	356	— Daggett	Ward M. Parker
<b>1833.</b>				
<i>New Bedford, Mass.</i>				
Adelina	Ship	329	— Buckley	I. Howland, Jr., & Co.
Braide	do	340	James Maxfield	Alexander Gibbs
Benezet	Bark	192	Charles Pitman, Jr.	C. W. Morgan
Com. Rogers	Ship	298	Asaph Taber	T. & A. R. Nyo
Com. Decatur	do	317	George Tobey	do
Chili	do	211	Lot Luce	B. H. Howard
Charles	do	296	Barz. Morselaender	Samuel Rodman
Courier	do	291	Thomas Severance	.....
Coudor	do	312	Richard G. Luce	Charles W. Morgan
China	do	370	Russell Maxfield	William H. Stowell
Cicero	do	252	William Hussey	Kollock & Grinnell
Ceres	do	373	John J. Parker	G. R. Thurston
Columbus	Bark	313	— Osborn	William R. Rodman
Cora	do	220	Ebenezer M. Hinckley	I. H. Bartlett
Dartmouth	Ship	.....	Thomas Brock	I. Howland, Jr., & Co.
Engle	Ship	333	Joshua Grinnell	Jireh Perry
Endeavour	do	252	Edward G. Soutle	C. C. Gilbert
Euphrates	do	367	Samuel Norton	Lawrence Grinnell
Emerald	do	353	Clement Norton	Thomas Riddell & Sons
Emily Morgan	do	363	George C. Ray	Charles W. Morgan
Equator	Bark	293	Peter M. Collin	Levi Standish
Franklin	Ship	333	Elijah Davis	Abn. H. Howland
Frances, 2d	do	366	John Briggs	Gideon Allen
Fonelon	do	322	Jeptba Jenney, Jr.	David Collin
Frances Henrietta	do	407	Timothy Russell	.....
Falcon	do	272	George A. Hatch	.....
Grand Turk	do	323	— Edly	A. Barker
George and Susan	do	356	Edward Gardner	George Howland
Georgo Porter	do	285	Alfred K. Fisher	Thomas Riddell & Sons
Good Return	do	370	Warren Howland	.....
Hydaspe	do	313	David Randall	.....
Herald	do	274	Fredervick Ricketson	Tobey & Ricketson
Hiberata	do	283	John Cole	.....
Hopl	do	334	Robert Brown	Sullivan & Collins
Hercules	do	27	Albert G. Godwin	Jireh Perry
James	do	295	Joseph B. Taber	T. & A. R. Nyo
Jave	do	303	Owen Hillman, Jr.	George Howland
Jobn	do	28	Wilmot Luce	.....
London Packet	do	281	George W. Bennett	.....
Lucas	do	281	Caleb Kempton	.....

being returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Newburgh Whaling Co.	Cape G'd Hope	June 20	Apr. 29, 1831	110	1,060	.....	Newburgh Whaling Company incorporated 1832.
.....	Pacific Ocean.	July —	Dec. —, 1834	2,700	.....	.....	
.....	Pacific Ocean.	.....	Feb. 23, 1835	1,200	.....	.....	
Poughkeepsie Whal. Co	Pacific Ocean.	Dec. —	Feb. 22, 1835	500	.....	.....	Sailed under Capt. Constant Norton, who died in 1835. Brought also \$16,000 cash, proceeds from sale of oil.
Hezekiah Chaso	South Atlantic	June 8	.....	.....	.....	.....	
do	do	May 8	1832 or 1833	.....	.....	.....	
do	do	July 2	.....	.....	.....	.....	
Ward M. Parker	Pacific Ocean.	Nov. 29	Aug. 5, 1836	2,500	.....	.....	
I. Howland, Jr., & Co	Pacific Ocean.	Nov. 13	June 25, 1837	1,000	.....	.....	
Alexander Gibbs	South Atlantic	Aug. 25	Mar. 17, 1835	70	1,400	13,000	
C. W. Morgan	Pacific Ocean.	Sept. 5	Jan. 27, 1836	1,400	.....	.....	
T. & A. R. Nye	do	Apr. 28	Mar. 5, 1836	2,430	.....	.....	
B. H. Howard	Atlantic & Ind	May 20	Apr. 6, 1835	111	60	.....	
Samuel Rodman	South Atlantic	June 25	Mar. 27, 1834	.....	1,200	.....	
do	do	Dec. 20	Feb. 20, 1837	2,500	.....	.....	
do	do	June 7	Apr. 13, 1834	6	1,300	.....	
do	do	July 16	July 27, 1831	277	1,205	.....	
Charles W. Morgan	do	do	Apr. 4, 1835	201	2,242	.....	
William H. Stowell	Indian Ocean.	July 4	Apr. 1, 1835	27	306	.....	
Kolboek & Grinnell	do	Apr. 18	Mar. 13, 1835	27	306	.....	
G. R. Thornton	do	Apr. 13	Jan. 30, 1834	712	88	.....	The Ceres must have sailed again in 1834, for she is entered at the custom-house March 2, 1835.
William R. Rodman	Pacific Ocean.	Aug. 2	Sept. 21, 1835	1,627	.....	.....	
I. H. Bartlett	do	Sept. 23	Feb. 17, 1837	1,728	.....	.....	
I. Howland, Jr., & Co	do	Sept. 1	Apr. 7, 1836	1,100	.....	.....	Full, 1833. Captain Brock died November 22, 1835.
Jireh Perry	do	Aug. 14	Nov. 11, 1836	1,790	.....	.....	
C. C. Gilbert	South Atlantic	Oct. 9	Mar. 18, 1835	280	305	4,000	
Lawrence Grinnell	Pacific Ocean.	Nov. 14	May 14, 1837	2,300	.....	.....	
Thomas Riddell & Sons	Atlantic	May 29	Mar. 21, 1834	75	2,224	.....	
Charles W. Morgan	Pacific Ocean.	July 8	July 27, 1837	1,428	75	.....	Built at Portland, Me., 1833.
Levi Standish	do	July 31	Feb. 28, 1835	1,100	.....	.....	
Abm. H. Howland	do	June 12	Nov. 14, 1833	2,42	.....	.....	
Gideon Allen	S. A. and P.	June 6	Aug. 14, 1836	64	1,413	.....	
David Collin	South Atlantic	July 17	Apr. 6, 1835	.....	1,014	.....	
do	Pacific Ocean.	June 6	Sept. 6, 1834	2,200	.....	.....	Returned with captain sick; sailed again June 13.
A. Barker	South Atlantic	June 3	Apr. 13, 1834	.....	.....	.....	
George Howland	do	Jan. 20	Jan. 20, 1834	307	2,235	.....	
Thomas Riddell & Sons	Pacific Ocean.	Oct. 3	June 1, 1837	2,40	.....	.....	
do	South Atlantic	May 6	May 4, 1834	.....	1,703	.....	
do	Pacific Ocean.	May 30	Apr. 14, 1834	140	2,400	.....	
Tobey & Ricketson	do	June 3	.....	.....	.....	.....	
do	South Atlantic	July 1	Mar. 8, 1834	.....	.....	.....	
do	do	July 9	Feb. 22, 1834	.....	.....	.....	
do	do	June 11	May 7, 1834	.....	1,500	16,000	
do	do	June 18	Mar. 8, 1834	1,000	900	.....	
Jireh Perry	do	July 17	Feb. 20, 1835	33	2,000	.....	
T. & A. R. Nye	do	June 11	Mar. 14, 1835	50	1,450	.....	
George Howland	do	June 17	May 1, 1834	.....	1,300	.....	
do	Indian Ocean.	Jan. 7	Apr. 13, 1834	500	1,100	.....	
do	South Atlantic	Aug. 5	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1833.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Liverpool	Ship	326	Albert Daggett	John Coggeshall
Midas	do	195	Joseph Spooner	John Coggeshall
Minerva	Bark	195	Lewis Fish	John Coggeshall
Milwood	do	254	Charles H. Taber	
Moss	do	334	Shubael Clark	
Martha	do	246	Oliver Potter	
Mercator	do	246	David Sprague	John A. Parker & Sons
Minerva Smyth	do	335	Gideon H. Smith	
Mary Ann	Bark	171	Joseph Crocker	
Mercury	Ship	349	Fordyce D. Haskell	I. Howland, Jr., & Co.
Nile	do	321	James Townsend	
Norfolk	do	275	Alex. Waggoner	
Nassau	do	408	John D. Samson	Isiah Burgess
Orozimbo	do	588	Lewis Adams	William F. Russell
Pocahontas	Brig	141	Bartlett Allen	
Pioneer	Bark	241	Benjamin Ellis	
Pacific	Ship	331	David Collins	Andrew Robeson
Pacific	do	384	Paul Chase	
Phocion	do	265	Warren N. Bourne	
Pactolus	do	288	Isaac Grinnell	
Quito	Brig	138	James Maxfield	
Roscoe	Bark	245	George H. Richmond	A. Robeson
Roscoe	Ship	362	George B. Chase	
Rodman	do	371	Henry Lewis	
South Carolina	do	302	Edmund Maxfield	
Sally Anno	do	312	Henry Colt	D. R. Greene & Co.
Swift	do	450	Lewis Tobey	
Schnu	do	268	Benjamin Price	
Two Brothers	do	288	Jonathan Nye	J. A. Parker & Son
Wilmington and Liverpool Packet	do	384	Alexander Russell	
William C. Nye	do	389	Benjamin F. Riddell	
William Witt	do	386	Isaac Daggett	S. Rodman, Jr.
Winslow	Bark	263	Edward C. Barnard	John A. Parker & Son
Young Phoenix	Ship	377	James Bassett	
<i>Fall River, Mass.</i>				
Gold Hunter	Ship	281	— Coffin	Henry Slade
<i>Fairhaven, Mass.</i>				
Addison	Ship	436	Gus. A. Bayless	Gibbs & Jenney
Albion	do	329	John E. Coggeshall	E. Sawin
Amazon	do	341	Reuben Grassy	do
Arab	do	339	Arthur Cox	do
Arab	do	782	Tristram D. Pease	Gibbs & Jenney
Columbus	Bark	293	Brad Hathaway	E. Sawin
Favourite	do	293	Charles Fisher	Sawin & Church
Heroine	Ship	265	Isiah West	
Herald	do	291	William Ritchie	Atkins Adams
Java	do	291	— Adams	do
Jasper	do	301	Joseph Sampson	
Joseph Maxwell	do	301	Benjamin J. Crapo	
Leonidas	do	291	Peter Butler	
Marcia	do	291	Obad Sherman	
Marcus	do	291	— Russell	
Phidus	do	291	— Maxfield	
South America	do	291	John Church	Lemuel Tripp
Stanton	do	291	John D. Taber	
South Boston	do	291	— Doggett	Warren Delano
William Witt	do	387	— Doggett	
<i>Nantucket, Mass.</i>				
Ann	Ship	361	Peter Brock	Jared Coffin
Aurora	do	341	John Hussey, Jr.	T. & P. Macy
Constitution	do	318	James G. Coffin	C. G. & H. Coffin
Eagle	do	335	Joseph Pease	David Joy

being returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
John Coggeshall	South Atlantic	Aug. 6	Mar. 15, 1835				The <i>Minerva</i> , Capt. Jos. Barker, cleared June 19; whether the two clearances are the same vessel or not is uncertain.
	Pacific Ocean	Nov. 19	Aug. 2, 1837	2,453			
	do	Apr. 14	May 25, 1836				
	South Atlantic	May 15	Apr. 24, 1834		1,250		Mate lost when three days out.
	Pacific Ocean	June 1	Sept. 24, 1836	2,460			
John A. Parker & Sons	South Atlantic	Oct. 22	July 9, 1836	1,100			Mate lost when three days out.
	Pacific Ocean	July 19	June 8, 1836	1,100			
L. Howland, Jr. & Co.	Indian Ocean	Sept. 5	Apr. 6, 1835				Bought from New York, 1833. Probably of Fairhaven.
	Pacific Ocean	Dec. —	Dec. 8, 1835	700	1,300	18,000	
	South Atlantic	Aug. 20	June 16, 1835		1,500		Bought from New York, 1833. Probably of Fairhaven.
	Pacific Ocean	June 11	Jan. 17, 1835	2,533			
Isiah Burgess	do	Dec. 20	June 22, 1837	2,200			Returned because Captain Maxfield's shoulder was broken by a whale.
William T. Russell	do	Jan. 26	July 9, 1836	130			
	South Atlantic	June 18	June 3, 1834	80	630		Returned because Captain Maxfield's shoulder was broken by a whale.
	do	July 8	Aug. 4, 1834	230	2,370	21,000	
Andrew Robeson	do	July 30	Mar. 2, 1835	2,500			Bought from New York, 1833. Probably of Fairhaven.
	Pacific Ocean	Mar. 22	Aug. 19, 1836	2,500			
	Indian Ocean	Sept. 19	Apr. 24, 1835				Returned because Captain Maxfield's shoulder was broken by a whale.
	Pacific Ocean	Jan. 12	Dec. 28, 1835	200	1,000		
	West Islands	Feb. 11	Mar. 12, 1836	2,200			Returned because Captain Maxfield's shoulder was broken by a whale.
	South Atlantic	Aug. 7	Jan. 26, 1836	80	920		
A. Robeson	Pacific Ocean	July 6	Mar. 2, 1834	370	1,950	19,000	Bought from New York, 1833.
	do	May 1	Feb. 20, 1835	1,200			
D. R. Greene & Co.	Pacific Ocean	June 26	Nov. 22, 1836	2,200			Bought from New York, 1833.
	do	June 18	Nov. 12, 1836	2,200			
	do	Oct. 8	Nov. 12, 1836				Captain Russell left the ship and came home sick.
	South Atlantic	May 6	Mar. 24, 1834	2,725			
J. A. Parker & Son	Pacific Ocean	Nov. 14	May 13, 1837	1,836			Added, 1833.
	do	Aug. 4	May 11, 1837	1,001			
	do	Dec. 19	July 7, 1837	2,760			Added, 1833.
	do	Dec. 20	Aug. 16, 1836				
	do	Aug. 17					Added, 1833.
	do	Aug. 17					
Henry Slade	South Atlantic	July 7					Captain Coggeshall left the ship: sick.
	do	July 7					
Gibbs & Jenney	South Atlantic	Apr. 13	Mar. 4, 1834	24	2,236	19,100	Bought from Philadelphia, 1833.
E. Sawin	do	May 6	Apr. 13, 1834	125	1,065		
	Pacific Ocean	June 12	Jan. 9, 1837	1,927			Sold 1,500 whale at Bahia.
	do	Sept. 22	Mar. 12, 1835	2,076			
Gibbs & Jenney	South Atlantic	May 18	Mar. 15, 1835	789	565		Sold 1,500 whale at Bahia.
E. Sawin	do	Feb. 1	Nov. 22, 1834	54			
Sawin & Church	South Atlantic	May 17	Mar. 16, 1834	200	2,300	20,000	Sold 1,500 whale at Bahia.
	do	July 10	May 9, 1834	130	1,300		
Atkins Adams	do	June 24	Mar. 12, 1834	600	1,800		Bought from Philadelphia, 1833.
	do	Aug. 28	Feb. 18, 1836	200	1,200		
	Indian Ocean	June 3	Apr. 12, 1834		1,400		Bought from Philadelphia, 1833.
	South Atlantic	June 6	Mar. 12, 1835				
	do	Sept. 20					Bought from Philadelphia, 1833.
	Pacific Ocean	Apr. 27	Feb. 3, 1834	50	50		
	South Atlantic	Apr. 27	Feb. 3, 1834	50	50		Bought from Philadelphia, 1833.
	do	June 1	Mar. 12, 1836	Full			
Lemuel Trapp	Pacific Ocean	July 2	Feb. 25, 1835				Bought from Philadelphia, 1833.
	South Atlantic	Dec. 20	Sept. 5, 1837	2,582			
Warren Delano	Pacific Ocean	Dec. 20	Sept. 5, 1837	2,582			Bought from Philadelphia, 1833.
	do	Dec. 20	Sept. 5, 1837	2,582			
Jared Coffin	Pacific Ocean	Aug. 6	Oct. 15, 1837	1,845			Bought from Philadelphia, 1833.
T. & P. Macy	do	Oct. 18	May 14, 1837	1,719			
C. G. & H. Coffin	Atlantic	July 13	Apr. 22, 1835	140	775		Bought from Philadelphia, 1833.
David Joy	do	Aug. 18	Apr. 7, 1835	603	580		

James Gibson, first mate, died, 1834.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1833.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Fame.....	Ship	376	Isaac Gardner	
Fame.....	Sloop		Peter C. Myrick	
Foster.....	Ship	315	Josiah C. Long	
Fabius.....	do	43	Benjamin C. Chase	Val. Hussey & Bro
Hazard.....	Sloop		Swain	
Harmony.....	Schooner	5	Chadwick	
Hero.....	Ship	313	Peter Smith	Joseph Starbuck
Independence.....	do	311	Isaac Brayton	Griffin Barney
John Adams.....	do	290	Obad Luce, Jr.	Levi Starbuck
Levi Starbuck.....	do	374	Shadrach Freeman	
Lexington.....	Schooner		Cash	
Lydia.....	Ship	32	Edward C. Joy	
Montano.....	do	365	David N. Edwards	Samuel B. Folger
Martha.....	do	277	Frederick Swain	
Orion.....	do	355	Moses Brown	E. W. Hussey
Omega.....	do	355	Henry Proton	Joseph Starbuck
Ohio.....	do	364	Charles W. Collin	Jared Collin
Peru.....	Bark	454	William Brooks, Jr.	David Joy
Pilot.....	Schooner		Pinkham	
Rose.....	do	351	James Davis	Joseph Starbuck
Robert.....	Sloop		Luce	
Susan.....	Ship	34	Frederick Swain	Aaron Mitchell
Three Brothers.....	do	354	George Ailey	Joseph Starbuck
<i>Dartmouth, Mass.</i>				
By Chance.....	Brig		Hiram Covell	
Wade.....	Bark	26	Charles B. Ray	
<i>Edgartown, Mass.</i>				
Almira.....	Ship	36	Merchant	Abraham Osborn
Champion.....	do	33	Worch	Grafton Norton
<i>Rochester, Mass.</i>				
Dryade.....	Bark		Joseph B. Taber	
Franklin.....	do		Calvin C. Adams	Gideon Harstow & Son
Lanuel.....	Schooner		Matthew	
Shylack.....	Ship	27	Clement Hammond	
<i>Westport, Mass.</i>				
Industry.....	Brig		George Soule	
Mexico.....	do	131	Alden Wilkey	
Thomas Winslow.....	do	140	Benjamin Seabury	
<i>Plymouth, Mass.</i>				
Fortune.....	Bark	27	Upham	Isaac L. Hedgo
Triton.....	Ship		Tilton	
<i>Marblehead, Mass.</i>				
Atlas.....	Ship		Gardner	
<i>Gloucester, Mass.</i>				
Lewis.....	Ship		Wood	
Mount Wollaston.....	do		Adams	

\*Experiments had been made in the English fishery in 1831 with killing whales by the injection of such conseruation that they refused to have more to do with it. At what time this weapon was English discovery; but, resting the matter upon the published record of actual use alone, England The harpoon-gun is described by Scoresby as having been in use in the English service as early as

...ing returns of whaling-vessels

sailing from American ports—Continued.

Name of vessel	Managing owner or agent	Date—		Result of voyage			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	W hale-oil.	W hale-bone.	
Atlantic		May 23	Mar. 3, 1835	281	1,010		Came home lenky; broken up at Nantucket, 1845.
do		July 27					Sailed in search of whales, <i>sen-serpents</i> , &c; was armed with a patent harpoon charged with poison.*
Pacific Ocean	Val. Hussey & Bro	June 27	Nov. 10, 1836	1,405			The Hazard probably arrived in September; sailed again in October; returned again September 9, 1834, with 245 sperm.
do		Aug. 31	July 31, 1837	863			15 whale.
Mexico		May —					The Hazard probably arrived in September; sailed again in October; returned again September 9, 1834, with 245 sperm.
Atlantic		June 12					15 whale.
do		Nov. 14	Sept. 17, 1831				Lost on Starbuck's Island, with 1,800 sperm.
Pacific Ocean	Joseph Starbuck	Oct. 4	Aug. 15, 1830	1,177			Lost on Starbuck's Island, with 1,800 sperm.
do		Nov. 17					Built at Mattapoisett, 1833.
Atlantic		July 20	Mar. 13, 1835	42	1,332		Built at Mattapoisett, 1833.
Pacific Ocean	Griffith Barney	July 27	Oct. 14, 1836	1,885			Second mate died.
West Indies	Levi Starbuck	Oct. 6	Sept. 14, 1834	100			Burned at sea January 31, 1835; supposed to have been fired by one of the crew.
Pacific Ocean		Nov. 18					First mate, E. Burditt, taken down by a foul line November, 1833.
do	Samuel B. Folger	June 1	Apr. 10, 1836	3,695			First mate, E. Burditt, taken down by a foul line November, 1833.
do		Nov. 21	Apr. 19, 1837	66			Captain Brown came home sick.
do	F. W. Hussey	Jan. 15	Mar. 3, 1836	98			Captain Brown came home sick.
do	Joseph Starbuck	June 11	June 8, 1836	2,501			Built at Mattapoisett, 1833.
do		Aug. 15	Jan. 8, 1837	2,615	174		Built at Mattapoisett, 1833.
do	Jared Coffin	July 4	—, 1835	4	696		Built at Mattapoisett, 1833.
do	David Joy	Aug. 10	Aug. 29, 1833		20		Built at Mattapoisett, 1833.
Pacific Ocean		Aug. 21	Jan. 20, 1837	1,154			Sailed again July 26; returned September 1, clean.
South Coast	Joseph Starbuck	May 17	July 20, 1833	21			Sailed again July 26; returned September 1, clean.
Pacific Ocean	Yaron Mitchell	Nov. 17	May 14, 1837	1,404			Sailed again July 26; returned September 1, clean.
do	Joseph Starbuck	Aug. 25	Nov. 2, 1835	2,313			Sailed again July 26; returned September 1, clean.
Pacific Ocean		Sept. 5					Condemned and sold at Bayta, August, 1835.
do		Dec. 27	Dec. 18, 1846	1,850	250		Took 50 barrels ambergris; third mate killed by a whale, 1834; bought from New York, 1833.
Pacific Ocean	Abraham Osborn	Dec. 19	Feb. 2, 1837				Built at Mattapoisett, 1833.
do	Gratton Norton	Dec. 23	Sept. 13, 1837	2,100			Built at Mattapoisett, 1833.
South Atlantic		May 29	Apr. 24, 1831	350	850		Built at Mattapoisett, 1833.
do	Gideon Harstow & Son	June 27	Apr. —, 1835	200	1,300		Built at Mattapoisett, 1833.
West'n Islands		Apr. 2	Nov. 12, 1833	275			Built at Mattapoisett, 1833.
Indian Ocean		June 11	June 11, 1834		656		Built at Mattapoisett, 1833.
West'n Islands		Apr. 19	Oct. 10, 1833	250			Built at Mattapoisett, 1833.
South Atlantic		May 9	Nov. 12, 1834	90			Built at Mattapoisett, 1833.
West'n Islands		Apr. 19	Oct. 10, 1834	250			Built at Mattapoisett, 1833.
Pacific Ocean	Isaac L. Hedgo	July 19	Dec. 14, 1836	1,000			Sailed under Captain Taber, who came home sick, 1834; added from Boston, 1833.
South Atlantic		Apr. —	Apr. —, 1835		700		Sailed under Captain Taber, who came home sick, 1834; added from Boston, 1833.
South Atlantic		June —					Sailed under Captain Taber, who came home sick, 1834; added from Boston, 1833.
Brazil		Jan. 26					Sailed under Captain Taber, who came home sick, 1834; added from Boston, 1833.
South Atlantic		Jan. 11	May 14, 1834		1,500		Sailed under Captain Taber, who came home sick, 1834; added from Boston, 1833.

poison into them from the barb of the harpoon, with such an effect as, it is said, filled the men with delirium. At what time this weapon was invented in Nantucket is somewhat uncertain. The Islanders have claimed that it was prior to the leads by two years.

\*33 (vol. ii, p. 70).

... with killing whales by the injection of...  
... At what time this weapon was...  
... record of actual use alone, England...  
... in use in the English service as early as

302 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>ISLH.</b>				
<i>Salem, Mass.</i>				
Charles Doggett.....	Brig.....	.....	Goodwin.....	.....
Catharine.....	Ship.....	.....	Church.....	.....
Clay.....	Bark.....	271	Eggleston.....	John B. Pierce.....
Emerald.....	do.....	262	.....	James W. Cheever.....
Eliza.....	Ship.....	355	Higelow.....	John B. Osgood.....
James Maury.....	Bark.....	249	J. T. Worth.....	.....
Reaper.....	Ship.....	372	Pitman.....	J. B. Osgood.....
Samuel Wright.....	Ship.....	.....	.....	.....
<i>Newburyport, Mass.</i>				
Adeline.....	Ship.....	.....	Buckley.....	.....
Merrimac.....	do.....	411	Pease.....	Lunt & Titcomb.....
<i>Dorchester, Mass.</i>				
Charles Carroll.....	Ship.....	386	R. Weeks.....	.....
<i>Boston, Mass.</i>				
Wave.....	Bark.....	124	G. L. Nickerson.....	Lombard & Whitmore.....
<i>Falmouth, Mass.</i>				
Awashonka.....	Ship.....	355	Prince Collin.....	Elijah Swift.....
William Penn.....	do.....	370	John C. Lincoln.....	Stephen Dillingham.....
<i>Warren, R. I.</i>				
Atlantic.....	Ship.....	.....	Pirkens.....	Driscoll & Child.....
Benjamin Bush.....	do.....	374	Collin.....	William Collins.....
Boy.....	do.....	251	Champlin.....	Driscoll & Child.....
Galen.....	do.....	365	Borden.....	.....
Luninary.....	do.....	.....	Gardner.....	.....
Miles.....	do.....	288	Luce.....	Driscoll & Child.....
North America.....	do.....	405	Grimmell.....	do.....
Phillip Tabb.....	do.....	.....	Collin.....	.....
Rosa.....	do.....	.....	.....	.....
<i>Providence, R. I.</i>				
Envoy.....	Ship.....	392	J. C. Clark.....	Amherst Everett.....
<i>Bristol, R. I.</i>				
Anne.....	Ship.....	222	Swain.....	William H. De Wolf.....
Balaneo.....	do.....	241	Davis.....	do.....
Fama.....	do.....	362	Littlefield.....	Fitzhenry Homer.....
Leonidas.....	do.....	352	Cleveland.....	William H. De Wolf.....
Roger Williams.....	do.....	255	Mayhew.....	Robert Rogers.....
<i>Newport, R. I.</i>				
Audley Clarko.....	Ship.....	.....	Joseph Padlack.....	Bush & Clarko.....
Constitution.....	do.....	.....	E. Gibbard.....	N. Ruggles.....
George Champlin.....	do.....	.....	J. A. Brown.....	Ruggles & Lee.....
Martha.....	do.....	.....	Oliver Potter.....	Lee, Norton & Stevens.....
<i>New London, Conn.</i>				
Aeronaut.....	Ship.....	.....	Mallory.....	.....
Ann Maria.....	do.....	.....	Chester.....	.....
Boston.....	do.....	291	Fitch.....	I. Lawrence.....
Com. Perry.....	do.....	.....	Hobron.....	.....
Connecticut.....	do.....	398	.....	.....
Flora.....	do.....	.....	McLane.....	Thomas W. Williams.....
Georgia.....	do.....	343	Brewster.....	.....
Halcyon.....	do.....	.....	Thompson.....	.....
Manchester Packet.....	do.....	.....	Reed.....	.....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Name	Managing owner or agent	Whaling-ground	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm oil.	Whale-oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
.....	.....	Pacific Ocean	Jan. 11	.....	.....	.....	.....	Burned off Oahu, 1834.
.....	.....	South Atlantic	June 19	.....	.....	.....	.....	
.....	John B. Pierce	Pacific Ocean	Nov. 21	.....	.....	.....	.....	Bought from Boston, 1833.
.....	James W. Cheever	.....	May 26	.....	.....	.....	.....	
.....	John B. Osgood	.....	May 15	.....	.....	.....	.....	
.....	.....	Indian Ocean	Sept. 7	July 3, 1835	.....	.....	900	
.....	J. B. Osgood	Pacific Ocean	June 15	Aug. 27, 1836	2,000	.....	.....	
.....	.....	Pacific Ocean	Nov. 13	.....	.....	.....	.....	
.....	Lusk & Tibcomb	.....	Sept. 24	Apr. 20, 1837	1,800	1,900	.....	Built, 1833, at Newburyport.
.....	.....	Pacific Ocean	Oct. 31	Aug. 29, 1837	2,000	.....	.....	Sold 1837.
.....	Lombard & Whitmore	South Atlantic	Feb. 25	Oct. 27, 1833	20	2	.....	
.....	Elijah Swift	Pacific Ocean	Dec. 28	May 20, 1836	600	.....	.....	Was attacked in October, 1835, by the natives of Nauurik; Captain Collin, first and second mates, and four men killed.
.....	Stephen Dillingham	.....	Jan. —	Apr. 29, 1836	1,200	.....	.....	Built at Falmouth, 1832; Mr. Edredge, first mate, killed, and two boats' crews captured by the natives of Navigator Islands; Captain Lincoln came home sick.
.....	.....	South Atlantic	.....	Apr. 12, 1834	250	1,650	.....	
.....	Driscoll & Child	Pacific Ocean	May 25	Feb. 11, 1837	1,830	12	.....	
.....	William Collins	.....	July 28	Mar. 4, 1836	1,700	.....	.....	
.....	Driscoll & Child	.....	July 30	May 23, 1831	.....	1,050	.....	
.....	.....	.....	.....	Sept. 19, 1836	1,300	.....	.....	
.....	.....	South Atlantic	.....	May 19, 1834	330	1,050	.....	
.....	Driscoll & Child	.....	July 12	.....	.....	.....	.....	
.....	.....	Pacific Ocean	.....	May 10, 1834	400	800	.....	
.....	Amherst Everett	Pacific Ocean	Dec. 26	Jan. 1, 1838	2,100	.....	.....	
.....	William H. De Wolf	Pacific Ocean	July 16	Dec. 9, 1836	800	.....	.....	Sold to Providence, 1837.
.....	.....	.....	Dec. 3	June 4, 1837	1,200	.....	.....	
.....	Fitzhenry Homer	Indian Ocean	Dec. 3	Mar. 11, 1836	470	1,450	.....	Sold to Salem 1837 and withdrawn.
.....	William H. De Wolf	Pacific Ocean	Nov. 19	Sept. 11, 1837	1,400	.....	.....	Condemned at Pernambuco 1837; had 1,200 sperm, 500 whale.
.....	Robert Rogers	.....	Aug. 2	.....	.....	.....	.....	
.....	Bush & Clarko	Pacific Ocean	Dec. 4	June 19, 1837	1,700	.....	.....	Built 1833.
.....	N. Ruggles	.....	June 11	May 25, 1836	1,900	.....	.....	
.....	Ruggles & Lee	.....	Dec. —	Aug. 2, 1837	.....	.....	.....	
.....	Lee, Norton & Stevens	South Atlantic	.....	May 25, 1835	22	1,100	9,000	
.....	.....	South Atlantic	.....	May 20, 1834	150	1,650	.....	
.....	I. Lawrence	Indian Ocean	June 4	Mar. 12, 1835	150	1,750	11,000	
.....	.....	.....	Nov. 25	Apr. 9, 1834	200	1,200	.....	
.....	.....	South Atlantic	.....	May 19	.....	.....	.....	
.....	.....	.....	.....	Mar. 19, 1834	.....	.....	.....	
.....	Thomas W. Williams	.....	.....	Feb. 21, 1835	800	1,100	.....	
.....	.....	Indian Ocean	Apr. —	.....	.....	.....	.....	Wrecked and condemned at Gambia 1833.
.....	.....	South Atlantic	Nov. —	.....	.....	.....	.....	had 500 whale.



Table showing returns of whaling-crafts

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1881.</b>				
<i>New London, Conn.—Continued.</i>				
Montgomery .....	Schooner	...	Cliff .....	E. M. Frink & Co .....
Dorsey .....	Brig	...	Steteh .....	.....
Roth and Mary .....	Ship	296	Chester .....	.....
Stonington .....	do	351	Lawton .....	Williams & Barns .....
Sun .....	Schooner	...	Trott .....	.....
Superior .....	Ship	405	Fitch .....	N. & W. W. Billings .....
Tuscarora .....	do	375	Smith .....	do .....
Wabash .....	do	...	Fuller .....	E. M. Frink .....
<i>Stonington, Conn.</i>				
Acosta .....	Ship	330	.....	.....
Charles Adams .....	do	...	.....	.....
Thomas Williams .....	do	340	Allen .....	C. P. Williams .....
Uxor .....	Brig	...	.....	.....
<i>Bridgewater, Conn.</i>				
Atlantic .....	Ship	291	Samuel H. Ford .....	.....
<i>Say Harbor, N. Y.</i>				
Ann .....	Ship	...	Howell .....	.....
Aurelia .....	do	307	Pierson .....	N. & G. Howell .....
Acosta .....	do	...	Hand .....	.....
Columbia .....	do	285	Hedges .....	Luther D. Cook .....
Cadmus .....	do	307	Hand .....	Mulford & Steight .....
Daniel Webster .....	do	397	Pierson .....	E. Mulford .....
Franklin .....	do	591	C. Griffin .....	C. T. Dering .....
Gov. Clinton .....	do	...	Ludlow .....	.....
Hambal .....	do	311	Cooper .....	S. & B. Hunting & Co. .....
Henry .....	do	...	E. D. Fapping .....	C. T. Dering & Co. .....
Hobson .....	do	358	Greene .....	Luther D. Cook .....
Marens .....	do	28	Cartwright .....	S. & N. Howell .....
Nimrod .....	do	20	Barns .....	C. T. Dering & Co. .....
Neptuno .....	do	33	Parker .....	S. & B. Hunting & Co. .....
Phoenix .....	do	...	Cooper .....	.....
Thames .....	do	...	.....	.....
Washington .....	do	...	.....	.....
<i>Greenport, N. Y.</i>				
Delta .....	Ship	314	Sayre .....	H. & N. Corwin .....
Triad .....	do	...	Caso .....	.....
<i>Hudson, N. Y.</i>				
Amerlea .....	Ship	461	Folger .....	Barnard, Curtis & Co. .....
Alexander Mansfield .....	do	320	Starbuck .....	do .....
Beaver .....	do	425	Gardner .....	do .....
Edward .....	do	374	Ray .....	Seth G. Macy .....
Helvetia .....	do	334	Coffin .....	Robert A. Barnard .....
James Munroe .....	do	...	Collin .....	.....
Martha .....	do	269	Riddell .....	Alexander Jenkins .....
<i>Poughkeepsie, N. Y.</i>				
Elba .....	Ship	333	Whippley .....	David S. Sherman .....
Siroc .....	do	...	Swain .....	.....
<i>Newburgh, N. Y.</i>				
Illinois .....	Ship	414	Leonard .....	Charles Ludlow .....
Portland .....	do	...	Cook .....	.....
Russell .....	do	387	.....	Charles Ludlow .....
<i>New York, N. Y.</i>				
Com. Bary .....	Ship	...	Bradlock .....	.....
Cornelia .....	Schooner	...	Storer .....	.....
Isidore .....	Ship	...	Smith .....	.....
Hamilton .....	do	...	Pendleton .....	S. Hicks & Sons .....

...ing returns of whaling-reech

...ing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
E. M. Frink & Co	South Atlantic	Sept. 1, 1834	Sept. 1, 1834	400	3,200		Brought also 700 seal-skins.
	Indian Ocean	May 19, 1834	May 10, 1834	500			Bought from New York 1833, lost on Black Island going out, May 18, 1833.
Williams & Burns	Pacific Ocean	Sept. 2	May 14, 1837	1,200			Brought oil and skins.
N. & W. W. Billings	Falkland	Sept. 27, 1834	Sept. 27, 1834				Captain Fitch and third mate accidentally killed March —, 1835.
do	Pacific Ocean	Oct. 15	Apr. 23, 1837	2,650			
E. M. Frink	South Atlantic	June 4	Mar. 12, 1834	80	2,800		Lost on Montauk Point April 19, 1834, with 1,100 whale.
	do	June 10					
						97	1,737 13,000
C. P. Williams	Falkland	Dec. 22, 1834	Dec. 22, 1834				
	Pacific Ocean	July 6	Dec. —, 1834	650			
	Patagonia	Dec. —, 1834					
	South Atlantic	Nov. 2	—, —, 18				Bought from New York 1833.
N. & G. Howell	South Atlantic	Apr. 13, 1834	Apr. 13, 1834	1,050			
	Pacific Ocean	Aug. 19	Apr. 18, 1837	1,000	100		
Luther D. Cook	South Atlantic	June 12, 1834	June 12, 1834	250	1,400	13,000	
Millard & Sleight	do	June 10	May 22, 1834	75	1,050	13,000	
E. M. Ford	Indian Ocean	June 6	Mar. 18, 1834		4,850		Built 1833.
C. T. Dering	Pacific Ocean	Aug. 30	May 12, 1837	2,500			Lost in a typhoon 1834.
S. & B. Hammitting & Co.	do	Aug. 7	May 18, 1837	2,550			
O. T. Dering & Co.	do	Aug. 9	Aug. 9				
Luther D. Cook	South Atlantic	July 10	May 21, 1834	25	1,350	9,000	
S. & N. Howell	do	July 12	Jan. 18, 1834	400	2,100		Formerly a London packet; added 1833.
O. T. Dering & Co.	do	July 12	July 12				
S. & N. Howell	do	June 19	June 19				
O. T. Dering & Co.	do	June 19	June 12, 1834	136	1,220	11,500	
S. & B. Hammitting & Co.	do	June 4	May 21, 1834		1,800	15,000	
	do	do	May 20, 1834	15	1,850		
	do	do	Mar. —, 1834	400	3,000	18,000	
	do	do	Apr. 19, 1834		1,900		
H. & N. Corwin	South Atlantic	June 4	May 11, 1834		1,600		
	do	do	Feb. 3, 1834	500	2,200	1,800	
Barnard, Curtis & Co.	Pacific Ocean	Sept. 11	Jan. 27, 1837	800			
do	Chili	July 5	July 21, 1835		1,500		
do	Pacific Ocean	June 8	Aug. 3, 1836	1,900			
South G. May	South Atlantic	Jan. 10	Mar. 12, 1835	900	120		Added 1832.
Robert A. Barnard	Pacific Ocean	Sept. 28	Mar. 18, 1837	2,400	150		Added 1832.
Alexander Jenkins	Africa	June —	Sept. 1, 1834	150	1,000		Added 1832.
	Pacific Ocean	Sept. 25	Apr. 17, 1837	1,400			Built 1833.
David S. Sherman	Pacific Ocean	Aug. 14	Mar. 31, 1837	900	400	3,000	Added 1833.
	do	Apr. 11					Sold at Simons Town, Cape Good Hope, 1833.
Charles Ludlow	South Atlantic	Aug. 15	Feb. 22, 1835	30	500	11,000	
Charles Ludlow	Indian Ocean	do	Mar. 24, 1835		1,600		
	Falkland	Aug. 19					
	do	Jan. 9					
S. Hicks & Sons	South Atlantic	Jan. 9	May 25, 1834		1,200		
	Falkland	Jan. 9	Oct. 9, 1834		4,300	30,000	Also 1,150 seal-skins.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1833.</b>				
<i>New York, N. Y.—Continued.</i>				
Meteor .....	Ship .....	—	Collin .....	Pell, Zabloskie & Pell .....
White Oak .....	Bark .....	291	Lawrence .....	do .....
<i>Portsmouth, N. H.</i>				
Ann Parry .....	Ship .....	—	Ray .....	Portsmouth Pier Com- pany .....
Triton .....	do .....	—	Flanders .....	do .....
<i>Lynn, Mass.</i>				
Atlas .....	Ship .....	242	Gardner .....	Hezekiah Chaso .....
Clay .....	do .....	299	C. Church .....	do .....
Louisa .....	do .....	352	I. Woolley .....	do .....
<i>Gloucester, Mass.</i>				
Lewis .....	Ship .....	—	Wood .....	do .....
Schooner Monticello. — Lindell, sailed August 20, 1833, from Baltimore for the Atlantic and Pacific Oceans, but whether for sealing, whaling, or trading is not known.				
<b>1834.</b>				
<i>New Bedford, Mass.</i>				
Averick .....	Ship .....	385	Humphrey Shearman	John A. Parker & Son .....
Augusta .....	do .....	314	Charles Lawrence .....	W. R. Rodman .....
Balsana .....	do .....	304	Thomas D. Lucas .....	J. & J. Howland .....
Barclay .....	do .....	281	Henry Cottle .....	William R. Rutch & Co. .....
Braganza .....	do .....	469	Michael Baker .....	William T. Russell .....
Cortez .....	do .....	382	Alexander Banker .....	George Howland .....
Canton .....	do .....	409	Abraham Gardner .....	Jirsh Perry .....
Chill .....	do .....	291	Lot Luce .....	R. B. Howard .....
Condor .....	do .....	345	George H. Dexter .....	Charles W. Morgan .....
Enterprise .....	do .....	291	Oliver P. Winslow .....	Alfred Gibbs & Co. .....
Emerald .....	do .....	359	Clement Norron .....	Thomas Riddell & Sons .....
Falcon .....	do .....	273	Charles D. Harding .....	Briggs & Bartlett .....
George Howland .....	do .....	374	Joseph Taber, Jr. .....	George Howland .....
Grand Turk .....	do .....	245	David H. Bartlett .....	A. Barker & Co. .....
George Porter .....	do .....	275	Alfred K. Fisher .....	Thomas Riddell & Sons .....
Good Return .....	do .....	376	William Adams .....	Henry Taber .....
George and Martha .....	Bark .....	275	Warren Howland .....	George Randall .....
do .....	do .....	275	Abraham T. Eddy .....	do .....
do .....	do .....	290	Peter F. Chase .....	D. R. Greene .....
do .....	do .....	304	Nathaniel H. Nye .....	T. & A. R. Nye .....
do .....	do .....	340	Thomas A. Norton .....	Charles W. Morgan .....
do .....	do .....	366	Robert Brown .....	SulBegg & Collins .....
do .....	do .....	366	Joshua Collin .....	William T. Russell .....
do .....	do .....	383	Andrew Almy .....	T. & A. R. Nye .....
do .....	do .....	392	Randolph N. Swift .....	I. Howland, Jr. & Co. .....
do .....	do .....	392	Benjamin Bay .....	C. W. Morgan .....
do .....	do .....	350	Isaac G. Hedgo .....	Randall & Haskell .....
do .....	do .....	396	Joseph T. Chaso .....	do .....
do .....	do .....	340	Charles Fisher .....	C. W. Morgan .....
do .....	do .....	340	Cornelius Howland, Jr. .....	Jirsh Perry .....
do .....	do .....	340	Obed N. Switt .....	do .....
do .....	do .....	340	Bartlett Allen .....	do .....
do .....	do .....	240	Holder Almy .....	Lawrence Grinnell .....
do .....	do .....	231	Reuben Russell, 2d .....	C. W. Morgan .....
do .....	do .....	301	Henry B. Gifford .....	J. & J. Howland .....
do .....	do .....	306	Edward A. Luce .....	George Howland .....
do .....	do .....	300	Obed S. Carr .....	I. Howland, Jr. & Co. .....
do .....	do .....	419	Charles Stetson .....	J. A. Parker & Son .....
do .....	do .....	285	Henry Pease, 2d .....	do .....
do .....	do .....	271	Silvanus Swain .....	William R. Rodman .....

owing returns of whaling-vessels

sailing from American ports—Continued.

in.	Managing owner or agent.
rence	Pell, Zabieskie & Pell.
nders	Portsmouth Pier Company.
nder	Hezekiah Chaso
od	do
ey Shearman	John A. Parker & Son.
Lawrence	W. R. Rodman
D. Lucas	J. & J. Howland
Cottle	William E. Rotch & Co.
Baker	William T. Russell
ler Banker	George Howland
in Gardner	J. B. Perry
o	B. B. Howard
H. Dexter	Charles W. Morgan
P. Winslow	Alfred Gibbs & Co.
t Norton	Thomas Riddell & Sons
D. Harding	Briggs & Bartlett
Taber, Jr.	George Howland
H. Bartlett	A. Barker & Co.
K. Fisher	Thomas Riddell & Sons
in Adams	Henry Taber
a Howland	George Randall
an T. Eddy	
F. Chase	D. R. Greene
iel H. Nyo	T. & A. R. Nyo
us A. Norton	Charles W. Morgan
r Brown	Sullings & Collins
a Collin	William T. Russell
ow Almy	T. & A. R. Nyo
plus N. Swift	I. Howland, Jr. & Co.
ulo Bay	C. W. Morgan
G. Hedgo	Randall & Haskell
h T. Chaso	
les Fisher	C. W. Morgan
olius Howland, Jr.	J. B. Perry
N. Swift	
ott Allen	
er Almy	Lawrence Grinnell
oen Russell, 2d	C. W. Morgan
ry B. Gifford	J. & J. Howland
ard A. Luce	George Howland
U. S. Carr	I. Howland, Jr. & Co.
les Stetson	J. A. Parker & Son
ry Pease, 2d	William R. Rodman
anus Swain	

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Cape G'd Hope Indian Ocean	Apr. 18	Mar. 30, 1831 Apr. 27, 1831	Bbls. 300 140	Bbls. 1,800 600	Lbs.	Captain Lawrence came home sick.
Pacific Ocean		Sept. 7, 1836	1,950			Built 1833.
South Atlantic		Feb. 23, 1834	450	1,550		First ship at Portsmouth.
South Atlantic		Mar. —, 1835	150	850		
do		June 17				
do		May 25		1,400		
Indian Ocean		Dec. 11, 1831	400			
South Atlantic and Indian.	Mar. 16	Apr. 17, 1836	264	1,489		
Pacific Ocean	June 30	Dec. 30, 1837	2,155	14		
do	May 18	Apr. 28, 1837	2,331			
do	Sept. 13	Sept. 26, 1837	1,362			
do	May 18	Nov. 2, 1837	2,578			
do	July 20	Nov. 5, 1837	2,320			
do	Oct. 25	May 20, 1838	2,627			
South Atlantic	May 18	Mar. 15, 1836	34	1,275		
Brazil	Aug. 27	Aug. 6, 1835	171	1,255		
Pacific Ocean	Nov. 21	June 7, 1838	1,484			
South Atlantic	June 24	Apr. 21, 1835	149	2,218		
do	June 14	Mar. 9, 1836	133	1,061		
Pacific Ocean	Dec. 5	Jan. 14, 1838	2,833			Built 1834.
South Atlantic	May 13	Jan. 23, 1836	156	2,400		
do	July 3	June 7, 1835	52	964		
do	June 17	Apr. 6, 1835				
do	June 17	Mar. 8, 1836	395	2,954		The George and Martha came home in charge of Allen. Captain Eddy died from injuries received from a whale, July, 1835.
do	July 24	Mar. 11, 1836	500	1,400		
Indian Ocean	June 3	Sept. 17, 1836	408	1,123		
South Atlantic	July 3	May 1, 1836	290	1,009		
Pacific Ocean	Dec. 21	Aug. 24, 1837	2,650			
South Atlantic	June 27	Mar. 13, 1836	500	1,350		
do	Oct. 25	Apr. 30, 1836	2,211			
do	July 14	Apr. 18, 1836	360	1,240		
Pacific Ocean	Nov. 1	May 20, 1838	2,353			
do	May 28	Nov. 21, 1837	2,040			
Atlantic	July 15	Jan. 19, 1836	400			
Pacific Ocean	Oct. 14	Apr. 28, 1838	2,254			
South Atlantic	June 26	Apr. 15, 1836	60	1,840		
Pacific Ocean	Sept. 28	Aug. 5, 1838	3,004			
do	Nov. 2	May 27, 1838	2,412			
South Atlantic	June 29	Nov. 29, 1834	320			The Pocahontas sailed again, arriving June 24, 1835.
Pacific Ocean	Dec. 19	Apr. 9, 1838	1,665			
do	Nov. 2	Apr. 28, 1837	237	896		
do	Oct. 8	Dec. 8, 1836	2,200			
do	May 1	May 13, 1837	1,823			
do	Nov. 17	Apr. 8, 1838	1,447	40		
do	Dec. 4	Jan. 21, 1838	2,993	7		
South Atlantic	May 9	May 11, 1835	230	1,400	15,000	
Pacific Ocean	Aug. 21	Sept. 27, 1837	1,521			

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1834.</b>				
<i>New Bedford, Mass.—Continued.</i>				
William Hamilton	Ship	463	William Swain	I. Howland, jr., & Co.
Zephyr	do	361	Thomas Severance	Alexander Gibbs
<i>Fairhaven, Mass.</i>				
Addison	Ship	436	Avory Parker	Gibbs & Jenney
Albion	do	326	Shedel Read	E. Sawin
Charles Drew	do	344	Robert P. Furdick	Lemuel Tripp
Cadmus	do	320	William Crowell	Atkins Adams
Herald	do	262	Isaiah West	
Heroine	do	261	Daniel Burden	
Hesper	Bark	261	Obed Furdick	Charles W. Morgan
Isabella	Ship	410	Frederick C. Taber	James H. Howland
Jasper	do	350	Elihu Gilbert	
Leontidas	do	280	Benjamin J. Crape	Gibbs & Jenney
London Packet	do	294	Jared Worth	
Maine	do	280	Edward Harding	
Oregon	do	280	Edward Harding	
Pindus	Bark	193	George W. Nye	Lemuel Tripp
<i>Rochester, Mass.</i>				
Dryade	Bark	263	Joseph B. Taber	G. Barstow & Son
Laurel	Schooner		Mayhew	do
Shylock	Ship		Clement Hammond	
<i>Edgartown, Mass.</i>				
Loan	Ship	262	Luco	Abraham Osborne
Meridian	do	381	Fisher	G. Norton
<i>Newburgh, N. Y.</i>				
Russell	Ship	387	Brook	Charles Ludlow
<i>Falmouth, Mass.</i>				
Brunette	Bark		Fisher	Elijah Swift
<i>Dartmouth, Mass.</i>				
Forester	Bark	243	Edward G. Clark	Prince Sears
South Carolina	Ship	302	Edmund Maxfield	James Rider
Washington	do	344	Elihu Russell	B. & J. W. Howland
<i>Westport, Mass.</i>				
Industry	Brig	94	George Soule	
Thos. Winslow	do		Benjamin Sealury, jr	
<i>Nantucket, Mass.</i>				
American	Ship	346	Aaron Coffin	Matthew Crosby
Alpha	do	343	Frederick B. Chase	Hadwen & Barney
Amazon	Sloop		Riddell	
Christopher Mitchell	Ship	387	Sanford Wilber	Chris. Mitchell & Co.
Clarkson	do	340	William Plasket	James Athearn
Elizabeth Starbuck	do	341	Obel Cathart	Levi Starbuck
Franklin	do	246	Edward H. Morton	James Athearn
George	do	339	John C. Congdon	
Harmony	Schooner		{ Chadwick { Swain	{ Rand & Coffin
Jones Hale	Sloop		Kuhn	
Japan	Ship	333	Edwin Miller	James Athearn
Luna	do	287	William Wyer	William H. Coffin
Lexington	Schooner		Drew	Philip H. Folger
Neptune	do		{ Farris { Coon	{
Phebe	Ship	379	Shubael S. Russell	Chris. Mitchell & Co.
Phenix	do	323	Isaac B. Hussey	T. & P. Macy

owing returns of whaling-vessels

sailing from American ports—Continued.

Name	Managing owner or agent	Whaling-ground	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
in	I. Howland, jr. & Co.	Pacific Ocean	May 28	Aug. 21, 1837	4,008			
erances	Alexander Gibbs	South Atlantic	June 6	Mar. 15, 1836	40	1,966		
er	Gibbs & Jenney	Pacific Ocean	June 10	Dec. 21, 1837	2,090			Sold to New Bedford, 1838.
adwick	E. Sawin	South Atlantic	May 30	Mar. 11, 1835	375	2,111		
owell	Lemuel Tripp	Pacific Ocean	Nov. 21	Apr. 28, 1838	2,432			
en	Atkins Adams	do	Oct. 16	Nov. 27, 1837	2,063			
en		South Atlantic	June 26	June 12, 1835	73	8,000		
g	Charles W. Morgan	Pacific Ocean	May 22	Apr. 24, 1835		1,791		
g	James H. Howland	do	Dec. 5	Sept. 13, 1838	1,063	21		Sold to New Bedford.
d		do	Nov. 2	Aug. 30, 1838	2,546			
d		Indian Ocean	May 22	July 25, 1835	350	1,60	21,000	
Crapo	Gibbs & Jenney	South Atlantic	June 11	Apr. 15, 1836		1,000		
ney		Indian Ocean	May 17	Mar. 18, 1836	300	2,000		
h		South Atlantic	May 25	Jan. 2, 1836	166	1,456		Oregon lost May, 1837, on a reef near Tahiti; had 2,300 sperm; saved 1,400.
rding		Pacific Ocean	Oct. 11					
Nye	Lemuel Tripp	do	Oct. 14	Apr. 28, 1836	451	104		
Taber	G. Barstow & Son	Atlantic	July 3	Dec. 14, 1835	140	1,631		
low	do	do	Nov. 5	Nov. 5, 1834	276			
iamond	do	do	July 15	May 24, 1835	200	900	6,000	
a	Abraham Osborne	Pacific Ocean	Aug. 10	Nov. 26, 1837	1,000			Lost in the Pacific, 1836, with all on board had about 2,300 sperm.
er	G. Norton	do	Nov. 4					
ok	Charles Ludlow	do	Aug. —	Jan. 7, 1838	1,400			Sold to Dartmouth, 1838.
er	Elijah Swift	do	May 3	Nov. 4, 1834	60			
Clark	Prince Sears	Pacific Ocean	Mar. 13	Apr. 28, 1837	520			
axfield	James Rider	South Atlantic	July 14	Mar. 19, 1835	46	1,400		
sell	B. & J. W. Howland	Pacific Ocean	Feb. 2	Mar. —, 1836	200	2,100		
nte		Atlantic	Apr. 4	Nov. 14, 1834	210			
Seabury, jr		Capedo Verde	Apr. 4	Dec. 15, 1834	170			
ffin	Matthew Crosby	Pacific Ocean	June 3	Nov. 21, 1837	1,298			Built, 1831, at Mattapoisett.
R. Chaso	Hadwen & Barney	do	July 25	Dec. 31, 1837	1,650			Returned with boat stove.
Idell		Atlantic	Aug. 13	Aug. 15, 1834				No report.
Whiter	Chris. Mitchell & Co.	Pacific Ocean	July 15	Aug. 21, 1837	2,843			Built at Mattapoisett, 1834.
Plasket	James Athearn	do	Aug. 9	Dec. 20, 1837	2,523			Do.
heart	Levi Starbuck	do	July 27	May 5, 1837	2,708			Do.
I. Morton	James Athearn	do	June 15	June 12, 1837	160	45		Sold to New Bedford, 1838.
ngdon		Atlantic Ocean	Aug. 4	May 12, 1836	360	1,255		
hadwick	Rand & Coffin	Gulf Mexico	Dec. 5	July 20, 1835	150			Lost mainsail.
wain		do	Aug. 11	Aug. 14, 1834				No report.
hu		Atlantic	Aug. —	Aug. 19, 1834				
iller	James Athearn	Indian Ocean	Sept. 3	Nov. 22, 1837	2,115			
Wyer	William B. Collin	Pacific Ocean	Dec. 3	Apr. 7, 1838	1,173			
ew	Phillip H. Folger	Gulf Mexico	Nov. 10	Sept. 22, 1835	130			Do.
Farrin		Atlantic	Aug. 23	Aug. 30, 1834				
oon		do	Sept. 11	Sept. 26, 1834				Clean
S. Rossell	Chris. Mitchell & Co.	Pacific Ocean	May 25	Nov. 21, 1837	1,009			Sent home 115 sperm.
Hussey	T. & P. Macy	do	July 6	Feb. 3, 1837	2,345			

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1834.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Ploughboy .....	Ship	391	Moses Brown .....	Phillip H. Folger .....
Pacific .....	do	314	Joseph Congdon .....	Paul Mitchell & Sons .....
Planter .....	do	340	Rouben Maunter .....	William B. Collin .....
Primrose .....	Schooner		— Fisher .....	David Joy .....
Reliance .....	Schooner		{ P. C. Myrick .....	}
			{ — Farris .....	
Statira .....	Ship	346	George Cannon, Jr. ....	Sammel H. Tuck .....
Sarah .....	do	495	Joseph Holley .....	Jared Collin .....
Warren .....	Sloop		— Baker .....	
Zeno .....	Ship	365	John M. Russell .....	S & J. Mitchell .....
<i>Salem, Mass.</i>				
Izotto .....	Ship	275	— Sistaro .....	John B. Osgood .....
<i>Lynn, Mass.</i>				
Clay .....	Ship	299	C. Church .....	H. Chase & Co. ....
Com. Probio .....	do	323	— Loper .....	S. H. Gardner .....
Louisa .....	do	383	I. Woolley .....	H. Chase & Co. ....
<i>Dorchester, Mass.</i>				
Conyer .....	Ship	293	W. Luce .....	Josiah Stickney .....
Heald .....	do	242	J. C. Lincoln .....	do .....
<i>Gloucester, Mass.</i>				
Mt. Wallaston .....	Ship		— Adams .....	
<i>Newburyport, Mass.</i>				
Newburyport .....	Ship	311	— Starbuck .....	Hunt & Titcomb .....
Navy .....	do	356	F. Neil .....	
<i>Plymouth, Mass.</i>				
Arabella .....	Ship	404	— Eldridge .....	James Bartlett, Jr. ....
<i>Bristol, R. I.</i>				
Essex .....	Ship	290	— Coleman .....	William R. Taylor .....
Fama .....	do		— Littlefield .....	
Gov. Fenner .....	do	315	— Swain .....	William H. DeWolf .....
Gov. Hopkins .....	Brig	114	— Bly .....	William R. Taylor .....
Lemuel C. Richmond .....	Ship		Joseph Sherman .....	
<i>Warren, R. I.</i>				
Atlantio .....	Ship	323	— Mason .....	Driscoll & Child .....
Galen .....	do	365	— Borden .....	do .....
Miles .....	do		— Luce .....	
North America .....	do		— Grinnell .....	Driscoll & Child .....
Phillip Taber .....	do	405	— Bowen .....	do .....
William Baker .....	do	224	— Wilcox .....	do .....
Warren .....	do	382	— Mayhew .....	Joseph Smith, Jr., & Co
<i>Providence, R. I.</i>				
Brunswick .....	Ship	295	— Stnart .....	Amherst & Everett .....
<i>Newport, R. I.</i>				
Harvest .....	Bark		Andrew Plekens .....	Devins & Clark .....
Mechanic .....	Ship		Edward Harting .....	Bush & Lee .....
<i>New London, Conn.</i>				
Ann Maria .....	Ship		— Cheater .....	
Bingham .....	do	375	— Smith .....	Benjamin Brown .....
Com. Perry .....	do	370	— Hobron .....	C. Chew & Co .....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean	July 22	Apr. 9, 1834	1,811	471	.....	
do	July 29	Nov. 13, 1837	2,035	.....	.....	
do	Oct. 31	Aug. 6, 1837	1,054	82	.....	Returned leaky.
Mexico	.....	Aug. 25, 1834	70	.....	.....	
Guinea	Sept. 25	Sept. 21, 1835	30	.....	.....	
Atlantic	Aug. 15	.....	.....	.....	.....	No report.
do	Sept. 30	Sept. 30, 1834	.....	.....	.....	Do.
do	Oct. 4	Oct. 9, 1831	.....	.....	.....	
Pacific Ocean	Aug. 14	June 14, 1838	1,200	530	.....	
do	Dec. 31	Nov. 3, 1837	2,336	.....	.....	Went to New York, freighting, 1837; returned 1839.
Atlantic	Aug. 7	Aug. 10, 1834	.....	1	.....	No report.
do	Aug. 10	Aug. 19, 1834	.....	.....	.....	Returned with one small whale.
do	Aug. 23	Aug. 36, 1834	.....	.....	.....	Captain Russell and one man lost overboard in a gale off New Zealand.
Pacific Ocean	Apr. 12	Sept. 7, 1837	1,475	.....	.....	
South Atlantic	May 21	Apr. 21, 1835	.....	1,400	.....	
South Atlantic	June 2	Apr. 27, 1835	.....	1,450	.....	
Pacific Ocean	Nov. 8	Apr. 25, 1836	450	1,400	.....	
South Atlantic	July 1	.....	.....	.....	.....	
South Atlantic	June 24	Mar. 24, 1836	500	1,250	.....	
Indian	Sept. 30	Mar. 17, 1837	1,200	450	.....	
South Atlantic	June —	Mar. 10, 1836	550	1,600	.....	
Pacific Ocean	Aug. 15	June 9, 1837	2,700	.....	.....	Built 1834; sold 1837.
South Atlantic	Nov. 7	Apr. —, 1835	.....	2,100	.....	
South Atlantic	July 0	May 14, 1836	300	1,300	.....	
Pacific Ocean	Jan. —	June 1, 1837	500	.....	.....	
South Atlantic	.....	Mar. 11, 1836	400	1,450	.....	
Pacific Ocean	Aug. 22	Mar. 25, 1835	1,350	300	.....	Withdrawn for freighting, 1838
Africa	Nov. 24	.....	.....	.....	.....	
Pacific Ocean	Jan. 17	.....	.....	.....	.....	Built 1834 at Bristol.
South Atlantic	June 14	Mar. 2, 1836	40	450	.....	
Pacific Ocean	Aug. 31	Jan. 8, 1838	1,600	.....	.....	
South Atlantic	.....	May 18, 1835	50	1,150	9,000	
do	.....	Apr. 7, 1835	100	1,500	.....	
do	.....	Apr. 8, 1836	300	2,300	.....	
do	.....	.....	.....	.....	.....	
Pacific Ocean	Aug. 19	.....	.....	.....	.....	
do	Sept. 28	.....	.....	.....	.....	
South Atlantic	Apr. 15	Apr. 7, 1836	60	1,440	.....	Bought from New York, 1833.
Indian Ocean	Dec. 12	May 14, 1836	370	1,130	14,000	
Pacific Ocean	Sept. 22	July 6, 1838	1,740	.....	.....	Built 1834.
South Atlantic	May —	Apr. 21, 1835	600	1,200	.....	
do	June 2	Feb. 17, 1836	353	1,050	.....	
do	July 1	Mar. 12, 1830	370	1,470	.....	



Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1844.</b>				
<i>New London, Conn.—Continued.</i>				
Connecticut.....	Ship ..	399	— Middleton .....	Thomas W. Williams ..
Chelsea .....	do ..	396	— Butler .....	Hayden & Smith .....
Early .....	Schooner ..	.....	.....	William Williams, Jr ..
Electra .....	Ship ..	347	— Payne .....	.....
Flora .....	do ..	403	— McLean .....	Benjamin Brown .....
Friends .....	do ..	290	— Butler .....	L. Allen .....
George .....	do ..	401	— Tate .....	E. M. Frink & Co .....
Indian Chief .....	do ..	.....	— Douglass .....	.....
Julius Caesar .....	do ..	.....	— Hahron .....	.....
John and Edward .....	do ..	.....	— Bailey .....	.....
Jones .....	do ..	.....	— Fish .....	Thomas W. Williams ..
Neptune .....	do ..	253	— Andrews .....	.....
Osprey .....	Brig ..	404	— Fordham .....	N. & W. W. Billings ..
Phoenix .....	Ship ..	.....	— Allen .....	.....
Tuscarora .....	do ..	.....	— Smith .....	.....
<i>Stonington, Conn.</i>				
Aeasta .....	Ship ..	330	— Peabody .....	Charles P. Williams ..
Eveline .....	Schooner ..	.....	.....	.....
<i>Myatie, Conn.</i>				
Aeronaut .....	Ship ..	267	— Malbury .....	Charles Mallory .....
Bingham .....	do ..	375	— Smith .....	do .....
Blackstone .....	Bark ..	.....	— Andrews .....	.....
Meteor .....	Ship ..	.....	— Bailey .....	.....
<i>Norwich, Conn.</i>				
Atlas .....	Ship ..	261	— Fuller .....	.....
<i>Sag Harbor, N. Y.</i>				
Ann .....	Ship ..	290	— Howell .....	Marcus B. Osborn .....
American .....	do ..	.....	— Jones .....	.....
Aeasta .....	do ..	286	— Howell .....	Mulford & Slight .....
Cadmus .....	do ..	307	— Hand .....	do .....
Columbia .....	do ..	28	— Hedgew .....	Luther D. Cook .....
Gem .....	do ..	.....	— Rogers .....	.....
Henry .....	do ..	333	— Carwright .....	Charles T. Dering .....
Hudson .....	do ..	311	— Greene .....	L. D. Cook .....
Hannibal .....	do ..	253	— Harris .....	S. & B. Hunting & Co ..
Marcus .....	do ..	338	— Eldridge .....	S. & N. Howell .....
Neptune .....	do ..	294	— Sayre .....	S. & B. Hunting & Co ..
Nimrod .....	do ..	30	— Bars .....	C. T. Dering & Co .....
Ontario .....	do ..	314	— Parker .....	S. & B. Hunting & Co ..
Phoenix .....	do ..	.....	— Cooper .....	Luther D. Cook .....
Thames .....	do ..	.....	— Green .....	.....
Telegraph .....	do ..	.....	— Howett .....	.....
Thorn .....	do ..	293	— Havens .....	Mulford & Slight .....
Washington .....	do ..	.....	— Topping .....	.....
<i>Greenport, N. Y.</i>				
Delta .....	Ship ..	374	— Payne .....	H. & N. Corwin .....
Triad .....	do ..	378	— Case .....	do .....
<i>Hudson, N. Y.</i>				
George Clinton .....	Ship ..	425	— Barrett .....	Robert A. Barnard .....
James Munroe .....	do ..	42	— Plaskett .....	Barnard, Curtis & Co ..
<i>New York, N. Y.</i>				
Desdemona .....	Ship ..	295	— Smith .....	Pell, Zabieaki & Pell ..
Elizabeth Jane .....	Schooner ..	.....	— Alberton .....	.....
Washington .....	Ship ..	.....	— Clark .....	.....
White Oak .....	Bark ..	.....	— Fordham .....	.....
<i>Poughkeepsie, N. Y.</i>				
New England .....	Ship ..	375	— Terry .....	David S. Shearman .....

...ing returns of whaling vessels

...ailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic	June 2	Jan. 19, 1836	150	2,050	.....	On a whaling and sealing voyage.
Pacific Ocean	Nov 5	Mar. 25, 1838	1,800	.....	.....	
South Atlantic	Aug. 15	.....	.....	1,600	.....	Bought from Dartmouth, 1834.
do	June 10	May 16, 1835	15	1,600	.....	
do	.....	Apr. 14, 1835	350	1,600	14,000	Adled 1833.
do	May 4	Mar. 11, 1836	20	2,800	.....	
do	June 2	Feb. 22, 1836	100	2,600	.....	R. J. Bailey, first mate John and Edward, died, 1834.
Indian Ocean	Feb. 18	Mar. 1, 1836	700	700	.....	
South Atlantic	.....	Apr. 21, 1835	.....	2,000	16,000	.....
East Cape	.....	Jan. 31, 1835	100	2,300	.....	
South Atlantic	.....	Mar. 12, 1835	200	1,600	.....	.....
do	June 10	Apr. 16, 1836	.....	1,650	.....	
do	.....	June 12, 1835	.....	220	.....	.....
Pacific Ocean	Mar. 25	May 20, 1837	3,900	.....	.....	
South Atlantic	.....	Apr. 21, 1835	.....	2,700	25,000	.....
do	June 2	Apr. 10, 1835	100	1,600	.....	Returned with skins, oil, and bone.
do	.....	May 3, 1835	.....	.....	.....	
South Atlantic	June 2	Mar. 19, 1836	180	2,200	.....	Returned leaky.
do	May 24	Feb. 17, 1836	.....	.....	.....	
do	.....	Jan. —, 1835	170	120	.....	
do	.....	Feb. 7, 1836	30	2,600	.....	.....
South Atlantic	July 27	Oct. 4, 1835	270	700	.....	.....
South Atlantic	June 4	May 11, 1835	65	97	.....	Also reported with 1,400 whale, 150 sperm. Bull at Wareham 1834.
do	.....	May 8, 1835	300	2,000	18,000	
do	July 10	May 11, 1835	140	1,350	.....	Lost at the Marquesas, 1835; had 2,000 barrels.
do	June 4	May 2, 1835	.....	4,200	.....	
do	July 14	May 12, 1835	200	1,600	1,300	.....
do	.....	Apr. 21, 1835	300	1,200	.....	
do	May 12	May 2, 1835	.....	.....	.....	.....
Indian Ocean	.....	Jan. 29, 1835	350	2,350	2,500	
South Atlantic	July 1	May 11, 1835	.....	1,500	.....	Also reported with 1,400 whale, 150 sperm. Bull at Wareham 1834.
do	July 14	June —, 1835	70	1,000	.....	
do	June 26	May 7, 1835	.....	.....	.....	Lost at the Marquesas, 1835; had 2,000 barrels.
do	July 25	May 16, 1835	140	220	.....	
do	.....	May 11, 1836	.....	1,700	.....	.....
do	.....	May 10, 1835	50	1,900	.....	
do	July 25	May 10, 1835	.....	1,300	.....	.....
do	June 4	May 24, 1835	.....	.....	.....	
Pacific Ocean	.....	.....	.....	.....	.....	.....
South Atlantic	July 26	Apr. —, 1835	.....	1,200	.....	.....
Tristan	.....	May 12, 1835	30	1,220	1,400	
South Atlantic	July 8	May —, 1835	.....	1,800	.....	.....
do	June 4	May —, 1835	.....	1,900	.....	
Pacific Ocean	Aug. 16	.....	.....	.....	.....	Lost on New Jersey, homeward bound, January 18, 1836; saved 1,450 sperm.
do	Nov. 19	July 3, 1838	1,650	.....	.....	
South Atlantic	May 20	Apr. 28, 1835	.....	1,550	.....	Also 800 seal-skins.
South Pacific	.....	Nov. 5, 1834	.....	12	1,400	
Pacific Ocean	May 25	.....	50	94	.....	.....
South Atlantic	.....	Apr. —, 1835	.....	.....	.....	.....
South Atlantic	June 7	Aug. 3, 1836	800	2,000	.....	Built 1834.

314 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1834.</b>				
<i>Newburgh, N. Y.</i>				
Russell.....	Ship	357	Brook.....	Charles Ludlow.....
<i>Portland, Me.</i>				
Science.....	Ship	382	Whippley.....	Chadwick & Davis.....
<i>Wiscasset, Me.</i>				
Wiscasset.....	Ship	381	Richard Macy.....	Jothan Parsons.....
<i>Portsmouth, N. H.</i>				
Plato.....	Ship	..	Mantor.....	.....
Triton.....	do	..	Flanders.....	.....
<i>Provincetown, Mass.</i>				
Imogene.....	Brlg	..	Smalley.....	.....
<i>Fall River, Mass.</i>				
Gold Hunter.....	Ship	..	Coffin.....	.....
<i>Bridgeport, Conn.</i>				
Atlantic.....	Ship	..	Young.....	.....
<i>Wilmington, Del.</i>				
Ceres.....	Ship	32	Weeden.....	William Wheeler.....
<b>1835.</b>				
<i>New Bedford, Mass.</i>				
Abigail.....	Ship	311	William H. Reynard.....	C. W. Morgan.....
Alexander.....	do	42	Simon Price.....	J. A. Parker & Son.....
America.....	do	40	Ellis Gifford.....	I. Howland, jr., & Co.....
Brandt.....	do	311	James Maxfield.....	Alexander Gibbs.....
Brighton.....	do	45	Ebenezer Smith, jr.....	Charles R. Tucker.....
Corinthian.....	do	401	Leonard Crowell.....	George Howland.....
Com. Decatur.....	do	41	Joseph H. Trapp.....	Jereh Perry.....
Condor.....	do	31	George H. Dexter.....	C. W. Morgan.....
Charico.....	Bark	237	Edward Merrill.....	.....
Chilna.....	do	374	William E. Tower.....	William H. Stowell.....
Coral.....	do	373	Hervey Sherman.....	Gideon Allen.....
Cicero.....	do	25	Oswyn Hulme, jr.....	Kollock & Ginnell.....
Ceres.....	do	37	John S. Barker.....	G. R. Thornton.....
Charleston Packet.....	Brlg	18	Ebenezer Ellis, jr.....	Craus & French.....
Delight.....	do	10	Roy G. Sanford.....	Jona. Mosher.....
Endeavor.....	Ship	25	Ebenezer I. Stetson.....	C. G. Gilbert.....
Eliza Adams.....	do	40	John C. Morse.....	.....
Elizabeth.....	Bark	20	Fishy Dexter.....	Thomas Riddell & Sons.....
Emerald.....	Ship	33	Clement Norton.....	Charles W. Morgan.....
Frances Henrietta.....	do	40	Richard G. Luce.....	David Collin.....
Fenelon.....	do	37	John R. L. Smith.....	.....
Friendship.....	do	36	Isaiah West.....	Thomas Riddell & Sons.....
George Parter.....	do	28	Ephraim Poole.....	do.....
Grafton.....	do	33	Alfred H. Fisher.....	Oliver Crocker.....
General Pitts.....	do	41	Thomas Dexter.....	I. Howland, jr., & Co.....
Gideon Howland.....	do	37	Jereh Shearman, jr.....	Jereh Perry.....
Hercules.....	do	34	Albert G. Godwin.....	Thobey & Ricketson.....
Herald.....	do	27	Frederick Ricketson.....	Alfred Gibbs & Co.....
Hibernia.....	do	32	John Cole.....	.....
Honqua.....	do	33	Edward P. Misher.....	Alexander Gibbs.....
Iris.....	do	311	Edward W. Collin.....	E. Dunbar & Co.....
Independence.....	do	37	Louisa Fisher.....	Thomas S. Hathaway.....
Isaac Howland.....	do	39	Frislam P. Swain.....	I. Howland, jr., & Co.....
Juban.....	do	35	Trapp.....	Thomas Riddell & Sons.....
Java.....	do	207	Oris Smith.....	George Howland.....
John Adams.....	do	26	Abraham Rosell, 2d.....	Jereh Perry.....
Janus.....	do	27	Ellery T. Taber.....	T. & A. R. Nye.....
Lucas.....	do	221	Richard Flanders.....	.....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Name of vessel	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
	Charles Ludlow	Pacific Ocean	Aug. — Jan. 7, 1837	1,400			
	Chadwick & Davis	Pacific Ocean	Jan. 25 May 4, 1838	2,100			
	Jotham Parsons	Pacific Ocean	May 13 Sept. 10, 1837	2,800			
		South Atlantic	Jan. 1 Feb. —, 1835	250	704	7,000	
		do	May — Apr. —, 1835		1,400		
		Cape G'd Hope	Dec. 16, 1834	400			
		South Atlantic	Mar. 6, 1835		1,850		
		South Atlantic	Mar. —, 1835		800		
	William Wheeler	Pacific Ocean	May 5 Oct. 5, 1837	1,000			
		Pacific Ocean	Oct. 24 Oct. 26, 1838	2,400			
		do	Apr. 27 July 25, 1838	1,200			Bought from Boston 1835.
		Indian Ocean	Oct. 25 Apr. 19, 1838	341	2,200		
		South Atlantic	May 24 Dec. 18, 1836	265	875		
		Pacific Ocean	June 14 Oct. 26, 1838	1,580			
		do	Nov. 8 Feb. 20, 1839	3,025	71	7,000	
		South Atlantic	June 14 Apr. 10, 1836		29	2,24	
		Brazil	Oct. 20 Feb. 25, 1837	471	64		
		Atlantic	May 13 Aug. 3, 1836		2,987	26,800	
		South Atlantic	July 2 Apr. 10, 1837		1		
		Pacific Ocean	Aug. 24 Nov. 13, 1838	2,400			
		South Atlantic	June 2 Mar. 11, 1837	325	1,16	8,808	
		South Atlantic	May 28 Apr. 15, 1837	341	2,17	21,100	
		and Ind.					
		South Atlantic	Nov. 21 Mar. 15, 1837	40	67	8,000	
		Atlantic	Nov. 1 Aug. 30, 1836	143	11		
		Pacific Ocean	May 13				
		do	Nov. 1 Apr. 29, 1837	261	1,575		Wrecked at Pico September, 1836.
		South Atlantic	Sept. 7				
		do	July 15 Apr. 13, 1837		2,896	26,100	Took off Brazil a 200-barrel whale.
		Brazil Banks	Apr. 25 June 19, 1836	148	2,198		
		South Atlantic	June 21 Feb. 25, 1837	270	2,760		
		New Zealand	July 9		70		
		South Atlantic	July 20				
		New Zealand	Sept. 11 Aug. 19, 1837	309	3,108		
		South Atlantic	May 21 Mar. 9, 1837	565	1,971	20,800	
		Pacific Ocean	May 27 Sept. 13, 1838	1,746			
		South Atlantic	July 12 Mar. 29, 1837	457	1,875	15,600	
		Indian Ocean	Aug. 5 Sept. 15, 1837	1,400	350		
		South Atlantic	May 13 Mar. 10, 1836		2,397	25,000	
		and Ind.					
		South Atlantic	Aug. 9 Apr. 9, 1837	176	1,725	15,400	
		Pacific Ocean	Oct. 14 May 4, 1839	1,305	230		Lost at Vanoo, 1837.
		do	Sept. 1				
		do	July 1 Oct. 4, 1839	2,620			
		do	July 1 July 25, 1838		3,217		
		South Atlantic	July 11 Apr. 26, 1837	270	1,553		
		do	June 29 Apr. 19, 1837	273	1,517		
		Coast Chili	May 21 Apr. 15, 1837	148	1,941	16,475	
		South Atlantic	July 9 Apr. 15, 1836				
		New Zealand	July 9				

## 316 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1835.</b>				
<i>New Bedford, Mass. — Continued.</i>				
Lalla Rookh .....	Ship	322	Edward W. Howland	J. A. Parker & Son
Liverpool .....	do	305	Francis Fisher	Abraham Barker
Lender .....	Bark	163	Alexander P. Weeks	David Collin
Mary Ann .....	do	171	William Haady, Jr.	
Milo .....	Ship	326	Shubael Worth	Andrew Robeson
Marla Theresa .....	do	330	Joseph B. Taber	
Messenger .....	do	377	John G. Chase	
Nile .....	do	374	James Townsend	
Ospray .....	Bark	163	Cornelius Noyes	T. & A. B. Nye
Getavia .....	do	257	James Alley	
Phenix .....	Ship	423	Squire Sandford	J. A. Parker & Son
Pocahontas .....	Brig	141	Isaac J. Sanford	Alexander Gibbs
Pacific, 2d .....	Ship	341	David Collins	Andrew Robeson
Parachute .....	do	330	Edmund Maxfield	
Phoenix .....	do	265	Warren N. Bourne	Palmer & Coggeshall
Parker .....	do	406	William Austin	J. A. Parker & Son
Partisan .....	Brig	119	John Adams	Crane & French
Roman .....	Ship	375	Robert M. Joy	E. Dunbar & Co
Richmond .....	do	324	John Tucker	I. Howland, Jr., & Co
Robert Edwards .....	do	356	Edward Howland	J. & J. Howland
Rajah .....	Bark	250	George W. Bennett	Isiah Burgess
Stephania .....	Ship	315	Stephen H. Hathaway	Palmer & Coggeshall
Sally Ann .....	do	311	David Flanders	
Samuel Robertson .....	do	421	Daniel McKenzie	Andrew Robeson
— Swift .....	do	456	Alexander M. Chase	
St. George .....	do	407	Jared Fisher	Abraham Barker
Tuscaloosa .....	do	294	William Hussey	Howland & Hussey
Timoleon .....	do	340	John Bunker	William T. Russell
Two Brothers .....	do	288	Henry F. Eastham	D. R. Greene & Co
Victory .....	do	268	John N. Cotton	Gideon Allen
William and Eliza .....	do	321	Job Collins	George Randall
William Rotch .....	do	210	David B. Delano	John Coggeshall
William Thompson .....	do	415	Hiram Weeks	Jereh Perry
Waverly .....	do	327	Rouben Russel, 2d	I. Howland, Jr., & Co
<i>Fairhaven, Mass.</i>				
Ansell Gibbs .....	Ship	319	Tristram D. Pease	Gibbs & Jenney
Arab .....	Bark	275	Charles C. Russell	
Arab .....	Ship	326	Arthur Cox	E. Sawin
Arab .....	do	382	Benjamin Ellis	Gibbs & Jenney
Columbus .....	do	403	John O. Morse	Atlow Adams
Eliza Adams .....	do	396	Isiah West	Gibbs & Jenney
Friendship .....	Bark	223	John Bantling	E. Sawin
Favorite .....	do	262	Zenas Dillingham	Samuel Borden
Herald .....	do	347	Daniel Borden	E. Sawin
Herolme .....	do	243	John D. Taber	
Isabella .....	Bark	292	Randall Kelley	A. Adams
Java .....	Ship	369	Stephen Raymond	
Jasper .....	do	314	Benjamin Cushman	E. Sawin & Co
Marcia .....	do	339	Peter Butler	E. Sawin
South Boston .....	do			
<i>Edgartown, Mass.</i>				
George and Mary .....	Ship	350	— Coffin	Abraham Osborne
Gold Hunter .....	Brig	202	— Allen	Coffin & Darrow
Splendid .....	Ship	392	— Luce	Abraham Osborne
<i>Holmes &amp; Hole, Mass.</i>				
Delphos .....	Ship	338	Merry	Thomas Bradley



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1885.</b>				
<i>Nantucket, Mass.</i>				
Barelay .....	Ship	30	Reuben Barney	Griffin Barney
Battle .....	do	340	William Keene	P. H. Folger
Columbus .....	do	341	Peter Collin	Deal Mitchell's Sons
Congress .....	do	340	William Upham	P. H. Folger
Catharine .....	do	364	Joseph M. Chase	David Collin
Constitution .....	do	31	Edward C. Joy	C. G. & H. Collin
Each's .....	do	325	Isaac Gardner	David Joy
Changes .....	do	26	Baziliah T. Folger	William H. Gardner
Harmony .....	Schooner	305	A. Swain	Thomas Collin
Howard .....	Ship	290	W. Ham Worth, 2d	S. & T. Hussey
John Adams .....	do	354	Obad Luce, Jr.	Griffin Barney
Mary Mitchell .....	do	301	Samuel Joy	S. B. Tuck
Mary .....	do	381	Thomas Collin, 2d	Daniel Jones
Mount Vernon .....	do	290	Lewis H. Imbert	William Folger
President .....	do	275	Seah Cathcart	Joseph Starbuck
Peru .....	do	265	William Brown, Jr.	David Joy
Richard Mitchell .....	do	317	Henry C. Cleveland	P. Mitchell & Sons
Rambler .....	do	337	Robert M. McCleave	Aaron Mitchell
Reaper .....	do	333	Timothy B. Collin	P. H. Folger
Spartan .....	do	333	David W. Collin	Daniel Jones
<i>Lynn, Mass.</i>				
Atlas .....	Ship	260	— Gardner	H. Chase & Co
Clay .....	do	260	— Church	—
Ninus .....	do	260	— Fordham	S. H. Gardner
<i>Plymouth, Mass.</i>				
Mary and Martha .....	Ship	317	John B. Collin	James Bartlett, Jr.
Triton .....	do	315	— Ritchie	—
			— Abrams	—
<i>Salem, Mass.</i>				
Bengal .....	Ship	334	George Notcher	John B. Osgood
Cavalier .....	Bark	295	— Russell	James Klog
Lynah .....	Ship	290	— Ramsdell	John B. Osgood
Lotte .....	do	291	— Sature	—
Palestine .....	Bark	241	— Cartwright	Nathan I. Weston
Reaper .....	do	230	— Jackson	John B. Osgood
Richard .....	do	252	— Dewing	Joseph Hodges
<i>Westport, Mass.</i>				
Elizabeth .....	Brig	107	George Sowle	Abner B. Collin
Industry .....	do	91	Hiram Francis	—
Mexico .....	do	—	— Davis	—
<i>Dartmouth, Mass.</i>				
South Carolina .....	Ship	30	William B. Perry	James Rider
<i>Sag Harbor, N. Y.</i>				
Ann .....	Ship	299	— Howell	Marens B. Osborne
American .....	do	282	— Jones	S. & B. Huntington & Co
Acasta .....	do	286	— Glover	Mulford & Sleight
Camillus .....	do	345	— Topping	Charles F. DeWing
Columbia .....	do	275	— Hedden	Luther D. Cook
Calistus .....	do	297	— Hand	Mulford & Sleight
Gem .....	do	320	— Halsey	Hunting Cooper
Hudson .....	do	311	— Green	Luther D. Cook
Henry .....	do	311	— Cartwright	Charles F. DeWing
Hannibal .....	do	282	— Harris	S. & N. Howell & Co
Marens .....	do	282	— Eldridge	S. & B. Huntington & Co
Neptune .....	do	284	— Sayre	C. T. DeWing & Co
Nantod .....	do	284	— Barnes	—
Panama .....	do	464	— Howell	N. G. Howell

sailing from American ports—Continued.

Managing owner or agent.
Griffin Barney
P. H. Folger
Paul Mitchell's Sons
P. H. Folger
Jared Coffin
C. H. & H. Coffin
David Joy
William H. Gardner
Thomas Coffin
S. & T. Hussey
Griffin Barney
S. B. Tuck
Daniel Jones
William Folger
Joseph Starbuck
David Joy
P. Mitchell & Sons
Aaron Mitchell
P. H. Folger
Daniel Jones
H. Chase & Co
S. H. Gardner
James Bartlett, Jr.
John B. Osgood
James King
John B. Osgood
Nathan I. Weston
John B. Osgood
Joseph Hodges
Abner B. Coffin
James Ricker
Marcus B. Osborne
S. & B. Hunting & Co
Milford & Sleight
Charles T. Deering
Luther D. Cook
Milford & Sleight
Hunting Cooper
Luther D. Cook
Charles T. Deering
S. & B. Hunting & Co
S. & N. Howell
S. & B. Hunting & Co
C. T. Deering & Co
N. G. Howell

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Pacific Ocean	Nov. 13	—	1,550	1,694	.....	
do	Sept. 8	Mar. 18, 1830	1,430	1,694	.....	
do	June 20	Nov. 12, 1838	1,300	11	.....	
do	July 23	Nov. 20, 1838	1,002	.....	.....	
do	July 29	Oct. 20, 1838	3,010	.....	.....	
do	Oct. 25	Apr. 7, 1839	1,430	.....	.....	
Atlantic	July 29	Apr. 17, 1837	625	1,203	.....	Broken up at Nantucket 1837.
Gulf of Mexico	Oct. 20	May 10, 1839	1,644	.....	.....	
Pacific Ocean	Aug. 2	Aug. 30, 1836	200	150	.....	
Pacific Ocean	Sept. 21	Apr. 24, 1838	2,312	.....	.....	
Atlantic & Ind	July 15	July 9, 1837	302	1,57	.....	
Pacific Ocean	July 11	May 17, 1838	500	1,971	.....	
do	July 20	May 12, 1839	1,866	515	.....	
do	Oct. 5	July 17, 1839	2,456	.....	.....	
do	June 24	June 1, 1838	1,070	.....	.....	
do	Oct. 4	Apr. 13, 1839	670	14	.....	
do	July 20	Dec. 27, 1838	1,172	935	.....	
do	Sept. 8	Aug. 23, 1832	2,240	.....	.....	Supposed to have foundered in a gale off New Zealand, and all on board lost.
do	Oct. 12	.....	.....	.....	.....	
do	Oct. 4	May 4, 1839	1,700	.....	.....	
South Atlantic	July 19	.....	.....	.....	.....	Condemned at Isle of France, September, 1836.
S. A. and Indian South Atlantic	June —	Apr. 29, 1836	.....	1,10'	.....	
do	Sept. 2	Apr. 18, 1837	120	60	.....	Bought from New York, 1835.
South Atlantic	Sept. 17	Sept. 20, 1837	150	2,25	.....	Returned leaky.
do	July 23	—	1841	.....	.....	Arrived at Holmes' Hole leaky.
do	Nov. 29	Dec. 31, 1835	.....	.....	.....	
South Atlantic	July 11	Mar. 28, 1837	140	1,600	.....	Sold \$20 whale at Rio Janeiro.
do	Oct. 25	May 23, 1742	75	.....	.....	Bought from Portsmouth 1835.
do	Sept. 22	Nov. 5, 1837	1,500	300	.....	
do	May 31	.....	.....	.....	.....	Bought from Boston 1835.
Pacific Ocean	Nov. 8	Apr. 10, 1830	1,600	.....	.....	
S. A. and Indian	Aug. 5	July 12, 1837	1,100	.....	.....	
South Atlantic	Oct. 12	—	1837	.....	.....	
Atlantic	June 11	June 17, 1836	330	7	.....	The Industry sailed again late in 1835, or early in 1836, under Captain Soule, and was lost in the Gulf of Mexico with 310 sperm.
do	Apr. 17	.....	.....	.....	.....	
South Atlantic (Cape de Verde)	Apr. —	Nov. 22, 1835	370	.....	.....	
do	.....	Nov. 3, 1835	300	.....	.....	
South Atlantic	Aug. 14	Apr. 23, 1847	30	1,670	.....	
South Atlantic	July 13	May 3, 1836	.....	1,830	.....	
do	June 29	July 1, 1839	.....	1,630	.....	
do	June 17	Apr. 23, 1836	120	1,100	.....	
do	Aug. 2	May 30, 1836	160	1,100	.....	
do	July 16	May 11, 1836	40	1,020	.....	
do	July 17	May 19, 1836	3-0	8-0	.....	
do	June 9	Mar. 6, 1836	100	900	.....	
do	.....	July 1, 1836	52	1,400	.....	
do	July 20	Apr. 18, 1830	.....	2,500	.....	
do	May 10	June 5, 1836	.....	1,000	.....	
do	June 29	June 17, 1836	100	500	.....	
do	July 2	.....	.....	.....	.....	
do	July 13	.....	.....	.....	.....	
do	Aug. 6	Apr. 10, 1838	700	3,400	.....	

Captain Glover was killed by a whale. Bought from New York 1835.



## 320 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1835.</b>				
<i>Sag Harbor, N. Y.—Continued.</i>				
Thames .....	Ship .....	291	Green .....	Malford & Sleight .....
Thoru .....	do .....	340	Havens .....	Malford & Sleight .....
Washington .....	do .....	340	Topping .....	Josiah Douglass .....
Xenophon .....	do .....	38	Hart .....	Malford & Sleight .....
<i>Wilmington, Del.</i>				
Lucy Anne .....	Ship .....	30	John J. Parker .....	William Wheeler .....
<i>Bristol, R. I.</i>				
Goleonda .....	Ship .....	35	Chase .....	Fitzhenry Homer .....
Sarah Lee .....	do .....	23	Weeks .....	W. H. De Wolf .....
Trey .....	Brig .....	15	Lake .....	Thomas Church .....
William Baker .....	Ship .....			
<i>New London, Conn.</i>				
Atlas .....	Ship .....	29	Barnum .....	Joseph Lawrence .....
Ann Maria .....	do .....	36	Chester .....	Thomas W. Williams .....
Boston .....	do .....	291	Fitch .....	Joseph Lawrence .....
Com. Perry .....	do .....	27	Hobron .....	C. Chew & Co. .....
Caledonia .....	do .....	44	Hall .....	Thomas W. Williams .....
Electra .....	do .....	34	Lax .....	William Williams, Jr. .....
Flora .....	do .....	33	Smith .....	N. & W. W. Billings .....
Georgia .....	do .....	34	Peabody .....	Thomas W. Williams .....
Jason .....	Bark .....	33	Fuller .....	E. M. Frink & Co. .....
John and Edward .....	Ship .....	31	Bailey .....	N. & W. W. Billings .....
Julius Caesar .....	do .....	33	McLean .....	
Jones .....	do .....	33	Richards .....	Thomas W. Williams .....
North America .....	do .....	35	Clift .....	do .....
Ospray .....	Brig .....		Proutiss .....	E. M. Frink & Co. .....
Palladium .....	Ship .....	34	Brewster .....	
Philetus .....	Bark .....		Smith .....	N. & W. W. Billings .....
Tuscarora .....	Ship .....	37		
<i>Warren, R. I.</i>				
Atlas .....	Brig .....	12	Smith .....	William Carr, jr. .....
Heogley .....	Ship .....	23	Luco .....	William Collins & Co. .....
Magnet .....	do .....	35	Brown .....	Joseph Smith, Jr. & Co. .....
Miles .....	do .....	28	Adams .....	Driscoll & Child .....
North America .....	do .....	28	Grinnell .....	Joseph Smith, Jr. & Co. .....
Rosalie .....	do .....	32	Stillwell .....	
<i>Hudson, N. Y.</i>				
Alexander Mansfield .....	Ship .....	33	B. E. Starbuck .....	Barnard, Curtis & Co. .....
Edward .....	do .....	37	Coffin .....	Soth G. Maey .....
Henry Astor .....	do .....	35	Rawson .....	Robert A. Barnard .....
<i>Poughkeepsie, N. Y.</i>				
Newark .....	Ship .....	32	Whitfield .....	David S. Shearman .....
Vermont .....	Bark .....	29	Topham .....	do .....
<i>Newburgh, N. Y.</i>				
Illinois .....	Ship .....	41	Henry H. Merchant .....	Charles Ludlow .....
<i>New York, N. Y.</i>				
Desdemona .....	Ship .....	29	Smith .....	Pell, Zabieskie & Pell .....
Hesper .....	Bark .....		Heyer .....	S. E. Burrows .....
Julia .....	Brig .....		Nash .....	S. E. Burrows .....
Medina .....	do .....		Albertson .....	S. E. Burrows .....
Portland .....	Ship .....		Cook .....	
White Oak .....	Bark .....	29	Post .....	Pell, Zabieskie & Pell .....
<i>Fall River, Mass.</i>				
Gold Hunter .....	Ship .....	281	Coffin .....	Henry Slade .....
Pantheon .....	do .....	284	Jabez J. Pell .....	John Eddy .....

owing returns of whaling vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic.	July 20	May 12, 1836	190	1,210		
do	July 20	May 12, 1836	190	1,210		
do	July 11	Apr. 12, 1837	460	2,400		
do	May 25	Apr. 12, 1837	460	2,400		
South Atlantic	Sept. 12	Apr. 27, 1837	300	1,400		
Indian Ocean	Dec. 7	Mar. 25, 1835	200	1,400		Bought from Boston 1835; sold to New Bedford 1838.
do	Feb. 2	Apr. 26, 1837		1,700		
West Islands.	May 14	Mar. 8, 1836	220	900		
Indian Ocean	May 17					24 mate lost.
South Atlantic	June 30	Apr. 10, 1837	100	2,150		
do	June 9	Mar. 13, 1837	140	2,030		
Indian Ocean	May 18	Mar. 12, 1836	374	1,370		
Falkland	Sept. 28	Mar. 17, 1837	200	3,400		Sold to Stonington 1837.
South Atlantic	June 27	Apr. 28, 1836		1,000		
do	May 30	Apr. 16, 1836	80	1,570		
do	June 9	Feb. 12, 1837	300	2,100		
do	May 14					
do	May 21					
do	Apr. 7	Apr. 7, 1836	30	1,900		
Falkland	May 30					
Pacific Ocean	Aug. 11	July 16, 1839	2,200			
South Atlantic	Aug. 11	Aug. 4, 1836		900		
do	June 30					
do	Nov. 10					
Indian Ocean	May 15	Mar. 28, 1836		2,225		
West Islands.	July 27	June 10, 1836	50			Bought from Boston 1835.
Indian Ocean	Nov. 10	Apr. 18, 1837	150	1,000		
Pacific Ocean	Nov. 21	Mar. 3, 1839	1,600			
South Atlantic	June 14	Apr. 18, 1836	170	350		
do	June 14	May 5, 1837		2,000		Crew mutinied; ship carried into Rio by an English schooner.
Pacific Ocean	June 29					
Pacific Ocean	Nov. 5	Apr. 29, 1837	25	975		
South Atlantic	June 14	Aug. 3, 1836	140	700		
Pacific Ocean	July 25	Aug. 5, 1839	1,000	700		Sold to Nantucket 1839.
Pacific Ocean	July 22	May 15, 1839	1,800			
South Atlantic	June 6	May 12, 1837	400	2,500		
Pacific Ocean	Aug. 22	Apr. 7, 1839	2,200	100		
South Atlantic	June 18	May 4, 1837	50	1,850		
Falkland	Apr. —					
South Atlantic	May —					
Patagonia	Mar. 8					Last reported at Rio Janeiro, Nov. 30, 1839.
South Atlantic	June 19					
do	June 14	May 10, 1837	300			Sold 1,400 whale at Rio Janeiro.
South Atlantic	June 6	Apr. 7, 1837	90	1,240		
Pacific Ocean	Sept. 13	May 4, 1839	1,000	1,400		Added 1835.

322 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1835.</b>				
<i>Dorchester, Mass.</i>				
Lewis .....	Bark	240	W. Reed .....	C. O. Whitmore .....
<i>Rochester, Mass.</i>				
Laurel .....	Schooner	.....	— Mayhew .....	.....
Orion .....	Brig	.....	— Snow .....	.....
Shylock .....	Ship	277	Hallett Swift .....	.....
<i>Newburyport, Mass.</i>				
Navy .....	Ship	350	— Neil .....	Lunt & Titeomb .....
<i>Stonington, Conn.</i>				
Acasta .....	Ship	330	— Pendleton .....	C. P. Williams .....
Charles Adams .....	do	268	— Beck .....	B. & F. Pendleton .....
George .....	Bark	251	— Brewster .....	S. P. Williams .....
Henry .....	Brig	.....	— Stanton .....	.....
Mercury .....	Ship	.....	— Brewster .....	E. Faxon, Jr., & Co .....
Philetus .....	do	278	.....	.....
<i>Greenport, N. Y.</i>				
Bayard .....	Ship	330	— Miller .....	H. & N. Corwin .....
Delta .....	do	314	— Payne .....	do .....
<i>Falmouth, Mass.</i>				
Brunette .....	Bark	200	— Cottle .....	Elijah Swift .....
George Washington .....	do	180	— Consider Fisher .....	Sanford Herendeen .....
Peachontas .....	Ship	350	— Joseph Swift .....	Elijah Swift .....
Uncas .....	do	400	— Uriah Clark .....	do .....
<i>Newport, R. I.</i>				
Erie .....	Ship	.....	A. W. Dennis .....	Engs & Bush .....
Frederick .....	Bark	.....	J. D. Dornin .....	N. Buggles .....
John Coggeshall .....	Ship	.....	S. W. Maey .....	Bush, Maey & Clark .....
Martha .....	do	.....	— Oliver Potter .....	Lee, Newton & Stevens .....
<i>Bridgeport, Conn.</i>				
Atlantic .....	Ship	291	— Cooper .....	Samuel H. Ford .....
Hamilton .....	do	.....	— Harris .....	do .....
<i>Provincetown, Mass.</i>				
Imogene .....	Brig	.....	.....	.....
Imogene .....	do	.....	— Atkins .....	.....
<i>Newark, N. J.</i>				
John Wells .....	Ship	.....	.....	.....
<i>Mystic, Conn.</i>				
Blackstone .....	Ship	258	— Chester .....	Silas Beebe .....
<i>Portsmouth, N. H.</i>				
Triton .....	Ship	.....	— Ritchie .....	.....
<b>1836.</b>				
<i>New Bedford, Mass.</i>				
Ann Alexander .....	Ship	253	— Bailey .....	George Howland .....
Amethyst .....	do	350	— Howland .....	John A. Parker & Son .....
Averick .....	do	383	— Lawrence .....	do .....
America .....	Brig	150	— Hawes .....	Lawrence Grinnell .....
Agato .....	do	.....	— Hutchins .....	
.....	do	.....	— A. H. Seabury .....	.....
.....	do	.....	— Cornell .....	.....

ing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
C. O. Whitmore	South Atlantic	July 7		Bbls.	Bbls.	Lbs.	Bought from Gloucester; altered from a ship, 1835.
	Cape de Verde	Nov. 27, 1835		300	15		Probably sailed twice; arrived June 7, 1835, 110 sperm.
	Atlantic	Apr. 22	July 1, 1835	275			
	South Atlantic	July 13					
Lunt & Titcomb	S. A. and Pacific	July 2	July 15, 1837	200	2,600		
C. P. Williams	Falkland	Feb. 3, 1837		50	2,000		Tender brought home 500 whale besides.
B. & F. Pendleton	Pat. and Falk.	June 15, 1836			1,800		
S. P. Williams	Brazil	Apr. 28, 1837		120	1,900		
	Falkland	Aug. 27, 1836			600		
	do	Sept. 2, 1836			2,400	24,000	
E. Faxon, Jr. & Co.	South Atlantic	Nov. 10	—, 1837	300	700		About.
H. & N. Corwin	South Atlantic	May 7, 1837			1,950		Bought from New York 1835.
do	do	July 23	May 3, 1836	150	1,650		
Elijah Swift	do	May 10	Feb. 25, 1837	700			Bought from New York 1835.
Sanford Herendeen	South Atlantic	Nov. 24	Apr. 15, 1837	60	400		Sold to Holmes's Hole 1838.
Elijah Swift	Pacific Ocean	Oct. 31	Jan. —, 1838	1,200			
do	do	Aug. 2	Apr. 9, 1839	1,800	1,000		
Engs & Bush	Pacific Ocean	Sept. 6	July 23, 1838	300	2,600		Sold to Boston, 1838, for a merchantman.
N. Ruggles	do	Aug. 2	Mar. 26, 1838	1,400	600		
Bush, Macy & Clark	do	Oct. 2	Apr. 13, 1839	1,500	850	11,000	Lost second mate.
Lee, Newton & Stevens	do	Sept. 8	June 1, 1837	250	1,700		
Samuel H. Ford	South Atlantic	May 27	Apr. 28, 1837	250	1,500		
do	Brazil	Apr. —	June 4, 1836		1,800		
	Cape de Verde	Apr. —	Nov. 9, 1835	470			Reported, middle of July, 200 sperm.
	Atlantic	Apr. —					
			No report				Bought from Philadelphia 1834.
Silas Beebe	South Atlantic	July —	Mar. 17, 1837	400	1,200		
	South Atlantic	July 25	Apr. 21, 1837	170	1,830		
George Howland	South Atlantic	May 19	Apr. 7, 1837	131	1,406	12,230	{ Crew sick. Withdrawn for freighting. Condemned at Rio Janeiro 1838. Bought from Boston 1836.
John A. Parker & Son	do	Aug. 15	Mar. 24, 1838	733	1,422		
do	Pacific Ocean	July 31	Apr. 16, 1840	2,350			
Lawrence Grlanell	Atlantic	Nov. 5, 1836					
	{	Dec. 15	Oct. 20, 1837	50			
	{	Apr. 7	Nov. 13, 1837	175			
Scabury	{	Dec. 23					
Cornell	{						

324 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1836.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Bramin	Bark	245	— Russell	Gideon Allen
Com. Rogers	Ship	296	— Howland	T. & A. R. Nye
Com. Decatur	do	247	— Luce	—
Chill	do	294	Elihu Russell	R. H. Howard
Courier	do	381	Jared Worth	Randall & Hawell
Clarico	Bark	217	Benjamin Clark	Charles W. Morgan
Cambria	Ship	302	— Cary	William T. Russell
Charles Frederick	do	317	Charles F. Brown	J. A. Parker & Son
Cherokee	Bark	201	Caleb Howland	David Collin
Columbus	do	313	— Cary	William R. Rodman
Delight	Brig	102	— Sanford	John Mosher
Equator	Bark	265	— Coffin	— Staudish
Frances	Ship	313	— Christian	Wm. R. Rotch & Co.
Frances, 2d	do	305	— Briggs	Gideon Allen
Falcon	do	273	— Taber	Briggs & Bartlett
Florida	do	330	Russell Maxfield	E. Dunbar & Co.
George	do	330	— Adams	George Howland
George Porter	do	265	Jos. B. Leonard	Thomas Riddell & Sons
Good Lettun	do	376	Warren Howland	Henry Taber
George	do	273	Thomas Hammond	J. A. Parker & Son
George and Martha	Bark	275	— Allen	Haskell & Randall
Hope	Ship	316	— Gifford	George Howland
Herald, 2d	do	303	— Manchester	T. and A. R. Nye
Hibernia	do	327	— Brown	Alfred Gibbs & Co.
Hibernia	do	391	John Cole	— do
Huntress	do	308	— Howland	Frederick Parker
John	do	376	William Whitton	J. & J. Howland
John Howland	do	323	William Flanders	Alexander Gibbs
Jasper	Bark	124	P. G. Macomber	A. H. Seabury & Bro.
Juno	Brig	300	— Fisher	Abm. Barker
Liverpool	Ship	300	—	—
London Packet	do	280	— Jenney	A. H. Howland
Lucea	do	281	George Tobey	Tobey & Ricketson
Mercator	do	336	— Mayhew	J. A. Parker & Son
Maria Theresa	do	336	— Taber	T. & A. R. Nye
Maria	do	202	— Prince	C. W. Morgan
Minerva Smyth	do	33	— Brownell	I. Howland, Jr. & Co.
Mary	do	287	— Luce	— do
Minerva	do	407	Moses Sanson	William Gifford
Milton	do	357	— Tuckerman	Henry Taber & Co.
Mobile	do	269	— Rawson	William R. Rodman
Mount Vernon	do	252	C. P. Covell	D. R. Greene & Co.
Massachusetts	do	353	— Brown	O. Crocker & Co.
Marcella	Bark	210	— Derriek	David Collin
Mitwood	do	254	— Russell	Gideon Allen
Minerva	do	195	— Starbuck	Charles R. Tucker
Nya	Ship	244	— Shearman	T. & A. R. Nye
Newton	Bark	283	— Hathaway	Isaiah Burgess
Orozimbo	Ship	588	— Shearman	William T. Russell
Pacific	do	385	— Palmer	Jireh Perry
Pocahontas	Brig	141	— West	A. H. Seabury & Bro.
Parachute	Ship	331	— Maxfield	Abm. Barker
Roman, 2d	do	350	— Bartlett	And. Robeson
Roseco	do	302	— Pitman	—
Rebecca Sims	do	400	— Ray	William R. Rodman
Roseco	Bark	235	— Brown	John Bourne, Jr.
Rising States	Brig	134	— Pompey	Richard Johnson
Sally Ann	Ship	31	Henry Colt	D. R. Greene & Co.
Sarah Louisa	Brig	144	Ray G. Sanford	William R. Rodman
Virginia	Ship	346	R. Luce	William L. Stowell
Young Phenix	do	377	— Shearman	J. A. Parker & Son
Zephyr	do	361	— Perry	Alexander Gibbs
<i>Fairhaven, Mass.</i>				
Alto	Bark	197	— Calder	Allen D. Stoddard

ing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
				Bbls.	Bbls.	Lbs.	
Gideon Allen	Pacific Ocean	Mar. 15	Sept. 29, 1839	1,443			Lost at Monterey, Cal. Had 800 sperm, mostly saved.
T. & A. R. Nye	do	June 1					
R. B. Howard	Atlantic	May 13	Nov. 22, 1836	238	7		
Randall & Huskell	South Atlantic	July 29	May 3, 1837	110	1,360		Captain Worth died at sea Oct. 14, 1837.
Charles W. Morgan	Brazil Banks	July 1	Jan. 12, 1838		2,550	26,000	
William T. Russell	South Atlantic	Sept. 14	July 23, 1838	73	634		
J. A. Parker & Son	Pacific Ocean	Jan. 7	Mar. 4, 1838	509	2,094		Built 1836. Bought 466 barrels sperm from wreck of Swift.
David Collin	South Atlantic	July 14	Apr. 24, 1837	50	1,223		Captain Howland and two men were lost 1836.
William R. Rodman	Pacific Ocean	May 20	July 13, 1839	556			Moses Merso, second mate, died June 23, 1837.
Jona. Mosher	Atlantic	Nov. 26	Oct. 7, 1837	221			Sailed September 30; returned October 15; lost both masts and boats in a gale Oct. 4.
Standish	Pacific Ocean	May 13	June 20, 1839	1,137			
Wm. R. Rotch & Co.	do	May 19	June 14, 1839	2,837	9		
Gideon Allen	do	Dec. 6	June 26, 1840	1,071	409		
Briggs & Bartlett	South Atlantic	May 21	Apr. 26, 1838	604	1,883		Bought from New York 1836.
E. Dunbar & Co.	do	July 13	June 9, 1838	219	1,830		
George Howland	Pacific Ocean	May 9	Mar. 27, 1839	1,505	4		
Thomas Hiddell & Sons	South Atlantic	May 30	May 18, 1838	49	635		
Henry Taber	do	May 21	Apr. 12, 1838	367	2,168		
J. A. Parker & Son	Pacific Ocean	June 4	Oct. 3, 1839	1,500			
Haskell & Tindall	South Atlantic	May 10	Apr. 30, 1838	154	1,745		
George Howland	Pacific Ocean	July 27	Dec. 11, 1839	1,940	50		
T. & A. R. Nye	South Atlantic	June 15	Apr. 29, 1838	159	1,835		
Alfred Gibbs & Co.	Indian Ocean	May 5	Apr. 9, 1837		1,775	30,458	Sold 50 sperm, 1,700 whale, at Bahia.
Frederick Parker	do	May 14	Nov. 5, 1837	100	1,450		
J. & J. Howland	South Atlantic	June 16	Mar. 25, 1838	184	2,066		
Alexander Gibbs	Pacific Ocean	Aug. 16	July 30, 1839	2,550	100		
A. H. Seabury & Bro.	South Atlantic	July 31	Apr. 27, 1837	170	49		Bought from Providence 1836.
Abm. Barker	Atlantic	Dec. 25	Mar. 10, 1838	130	1		Captain Fisher left ship and came home sick.
A. H. Howland	South Atlantic	July 6	Mar. 15, 1838	275	1,092		
Tobey & Rickatson	do	June 5	Mar. 10, 1838	363	1,987	19,500	
J. A. Parker & Son	do	June 9	May 7, 1838	166	4,160		
T. & A. R. Nye	Pacific Ocean	Dec. 28	Feb. 21, 1840	1,235			
C. W. Morgan	South Atlantic	July 31	Mar. 30, 1838	539	1,600		Sailed once and returned, having been struck by lightning.
I. Howland, Jr. & Co.	do	July 17	Oct. 21, 1837	349	87		
William Gifford	Pacific Ocean	Oct. 7	July 7, 1830	1,366	213		
Henry Taber & Co.	Brazil Banks	Sept. 14	Mar. 6, 1838	162	2,066		
William R. Rodman	South Atlantic	July 4	Apr. 9, 1837	116	1,865	14,500	
D. R. Greene & Co.	Chill	Nov. 16	Apr. 9, 1839	542	2,076	16,411	
O. Crocker & Co.	Pacific Ocean	Aug. 15	Sept. 18, 1839	1,427	4		
David Collin	Indian Ocean	June 10	July 10, 1837	244	1,939	20,271	Built 1836.
Gideon Allen	Pacific Ocean	Dec. 7	July 29, 1840	1,024			
Charles R. Tucker	do	May 26	Feb. 29, 1840	837	43		
T. & A. R. Nye	South Atlantic	June 29	Mar. 24, 1838	175	550		
Isalah Burgess	do	July 21	Mar. 26, 1839	233	207		
William T. Russell	do	May 19	Oct. 2, 1839	1,070			
J. A. Parker & Son	South Atlantic	May 21	Apr. 29, 1838	130	2,445		
J. A. Parker & Son	Pacific Ocean	Sept. 29	Oct. 3, 1838	345	3,297		
J. A. Parker & Son	Cape de Verdes	Nov. 2	May 25, 1840	1,378			Returned, the crew having mutinied.
J. A. Parker & Son	South Atlantic	Apr. 11	Nov. 5, 1836	100			
A. H. Seabury & Bro.	do	June 5	Apr. 21, 1837	83	1,890		Bought from New York 1836.
Abm. Barker	Indian Ocean	June 10	May 8, 1833	234	2,973		
And. Robeson	Pacific Ocean	July 27	Nov. 7, 1839	2,481	21		
William R. Rodman	do	July 11	Sept. 19, 1839	2,490	63		
Richard Johnson	do	May 20	Apr. 9, 1837	92	1,03	11,674	
D. R. Greene & Co.	South Atlantic	Nov. 6	June 25, 1837	78	5		
William R. Rodman	Atlantic	June 1	Apr. 3, 1838	106	2,182		Built at Mattapoisett 1836.
Richard Johnson	do	Nov. 25	June 10, 1838	257	40		
William R. Rodman	Brazil Banks	Dec. 1	Mar. 21, 1838	240	2,265		
William R. Stowell	Pacific Ocean	Dec. 11	Mar. 28, 1840	2,397			
J. A. Parker & Son	South Atlantic	May 19	Mar. 26, 1838	428	1,461		
Alden D. Stoddard	Atlantic & Indian	June 9	Nov. 21, 1837	530			

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1836.</b>				
<i>Fairhaven, Mass.—Continued.</i>				
Albion .....	Ship	326	— Hathaway	E. Sawin .....
Arab .....	do	334	— Jenney	do .....
Clifford Wayne .....	do	305	— Downs	E. Sawin & Co .....
George .....	do	360	— Chase	Fish & Huttleston .....
Herald .....	do	362	— Dillingham	Samuel Borden .....
Heroine .....	do	337	— Harding	E. Sawin .....
Joseph Maxwell .....	do	302	— Hathaway	F. R. Whitwell .....
Leontias .....	do	335	— Mayhew	Jenney & Tripp .....
London Packet .....	do	298	— Norris	Gibbs & Jenney .....
Martha .....	do	304	— Fisher	Nathan Church .....
Martha, 2d .....	do	294	— Borden	Atkins Adams .....
Maine .....	do	288	— Magee	E. Sawin .....
Pactolus .....	do	304	— Grinnell	E. F. Perry .....
Stanton .....	do	304	John Delano	Lemuel Tripp .....
<i>Rocheater, Mass.</i>				
Annawan .....	Brig	148	— Snow	G. Barstow & Son .....
Caduceus .....	do	198	— Hammond	Joseph Meigs .....
Dryads .....	Bark	263	— Southworth	do .....
Gideon Barstow .....	Ship	379	— Smalley	G. Barstow & Son .....
Laurel .....	Schooner	...	— Severance	do .....
Mattapoisett .....	Ship	...	— Lane	do .....
Orion .....	Brig	...	— Southworth	do .....
Sarah .....	Ship	...	— Daggett	do .....
...	...	...	— Mayhew	do .....
<i>Nantucket, Mass.</i>				
Atlantic .....	Ship	321	Thomas Russell	James Athearn .....
Alexander Collin .....	do	351	John C. Congdon	Richard Mitchell .....
Catawba .....	do	335	John H. Coleman	Charles G. Collin .....
Charles Carroll .....	do	376	Owen Chase	David Joy .....
Cyrus .....	do	338	Benj. R. Hussey	George Myrick, jr. .....
Charles and Henry .....	do	336	George Joy	Charles G. Collin .....
Dromo .....	Brig	...	— Chadwick	do .....
Enterprise .....	Ship	413	George Haggarty	Gilbert Collin .....
Harvest .....	do	360	William B. Cash	Samuel B. Folger .....
Henry .....	do	346	George G. Chase	Daniel Jones .....
Harmony .....	Schooner	...	— Gifford	do .....
Jefferson .....	Ship	377	Obed. Swain	William Folger .....
Kingston .....	do	312	Thaddeus Collin	Timothy Hussey .....
Lexington .....	do	309	Alexander Pollard	Franklin Macy .....
Lexington .....	Schooner	...	— Hamblin	do .....
Mariner .....	Ship	349	Gen. W. Gardner, jr.	Matthew Crosby .....
Maria .....	do	365	Elisha H. Fisher	Gorham Collin .....
Orbit .....	do	351	Benj. B. Raymond	Thomas Macy .....
Ocean .....	do	349	Elijah Parker	Peter Macy .....
Orion .....	do	354	Elihu Collin	Timothy Hussey .....
Omega .....	do	363	Albert C. Gardner	Joseph Starbuck .....
Ontario .....	do	359	George G. Catheart	Samuel Mitchell .....
Panama .....	do	253	Alexander D. Banker	George B. Upton .....
Primrose .....	Schooner	...	— Fisher	do .....
Peruvian .....	Ship	334	David Osborne	Gorham Collin .....
Thule .....	do	285	James Coleman	Samuel B. Tuck .....
Washington .....	do	308	Charles F. Collin	Matthew Crosby .....
Walter Scott .....	do	333	Benj. Coggeshall	Gorham Collin .....
Young Eagle .....	do	371	George Crocker	Simon Starbuck .....
Zenas Collin .....	do	338	Hiram Bailey	Charles G. Collin .....
<i>Edgartown, Mass.</i>				
Gold Hunter .....	Brig	202	— Allen	Collin & Darrow .....
Mary .....	Ship	348	Henry Pease	do .....
Vineyard .....	do	381	— Tilton	G. Norton .....

ing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
E. Sawin	South Atlantic	Aug. 30	Apr. 6, 1838	180	1,438	.....	Captain Jenney left the ship and came home sick.
	Falklands	Sept. 20	Apr. 29, 1838	162	1,372	.....	
E. Sawin & Co	Pacific Ocean	Dec. 23	Sept. 10, 1837	50	.....	.....	Bought from Boston 1836. Returned on account of nutting with crew.
Fish & Huttleston	South Atlantic	Oct. 3	May 15, 1838	15	1,130	.....	Burned at sea November 3, 1838, in Pacific. Had 700 sperm, 700 whale.
Samuel Borden	do	Aug. 12	Apr. 11, 1838	180	1,430	.....	
E. Sawin	do	Sept. 13	June 23, 1837	150	1,450	.....	Condemned at Falealmano September 5, 1840; oil shipped home.
F. R. Whitwell	do	June 5	May 5, 1837	115	1,433	.....	
Jenney & Tripp	do	July 17	June 5, 1837	67	1,420	.....	Supposed to have foundered at sea and all hands lost.
Gibbs & Jenney	do	June 5	Aug. 16, 1839	2,335	.....	.....	
Nathan Church	Indian Ocean	July 6	Mar. 21, 1838	276	2,073	.....	Spoken, with 140 sperm.
Atkins Adams	South Atlantic	Sept. 15	Apr. 28, 1838	626	584	.....	
E. Sawin	do	July 3	May 16, 1838	96	1,517	.....	Spoken, with 250 sperm in September.
I. P. Terry	Pacific Ocean	May 18	.....	.....	.....	.....	
Lemuel Tripp	do	Aug. 15	.....	1,900	.....	.....	Spoken, with 250 sperm in September.
G. Barstow & Son	Atlantic	Apr. 8	Nov. 30, 1836	250	50	.....	
Joseph Meigs	do	Dec. 16	June 19, 1837	178	20	.....	Spoken, with 140 sperm.
G. Barstow & Son	do	Apr. 30	.....	.....	.....	.....	
G. Barstow & Son	South Atlantic	July 1	Mar. 6, 1838	23	1,813	.....	Spoken, with 250 sperm in September.
do	Cape de Verdes	June 15	Mar. 25, 1838	158	2,527	.....	
do	do	Apr. 23	Dec. 5, 1836	60	.....	.....	Built at Mattapoisett 1836.
do	do	Apr. 8	Oct. 14, 1836	400	.....	.....	
do	do	May 4	.....	.....	.....	.....	Built 1836, at Rochester. Fell in with wreck of Industry and got about 200 barrels. Built 1838.
James Athearn	Pacific Ocean	Jan. 27	Dec. 3, 1838	1,701	.....	.....	
Richard G. Coffin	do	Aug. 25	July 10, 1840	1,884	.....	.....	Built at Nantucket 1836. Captain Pollard died on the voyage.
Charles G. Coffin	do	Jan. 14	Sept. 20, 1839	1,698	139	.....	
David Joy	do	Aug. 30	Feb. 14, 1840	2,678	.....	.....	Built 1836, at Rochester. Fell in with wreck of Industry and got about 200 barrels. Built 1838.
George Myrick, Jr.	do	Sept. 9	May 1, 1840	1,697	.....	.....	
Charles G. Coffin	do	Dec. 1	Oct. 12, 1840	1,920	.....	.....	Built 1836, at Rochester. Fell in with wreck of Industry and got about 200 barrels. Built 1838.
Gilbert Coffin	Mexico	July 1	July 1, 1836	.....	.....	.....	
Samuel B. Folger	Pacific Ocean	Nov. 22	June 29, 1840	1,395	.....	.....	Built 1836, at Rochester. Fell in with wreck of Industry and got about 200 barrels. Built 1838.
Daniel Jones	do	July 21	Apr. 6, 1840	2,229	.....	.....	
William Folger	do	Oct. 23	Jan. 16, 1840	2,436	.....	.....	Built 1836, at Rochester. Fell in with wreck of Industry and got about 200 barrels. Built 1838.
Timothy Hussey	Gulf Mexico	Oct. 8	July 2, 1837	200	200	.....	
Franklin Macy	Pacific Ocean	Aug. 11	Mar. 14, 1840	2,309	.....	.....	Built at Nantucket 1836. Captain Pollard died on the voyage.
do	do	July 22	Oct. 27, 1839	754	.....	.....	
Matthew Crosby	do	Nov. 27	June 10, 1840	2,185	.....	.....	Built 1836, at Rochester. Fell in with wreck of Industry and got about 200 barrels. Built 1838.
Gorham Coffin	Mexico	Apr. 18	.....	.....	.....	.....	
Thomas Macy	Pacific Ocean	Sept. 14	June 30, 1840	1,925	.....	.....	Built 1836, at Rochester. Fell in with wreck of Industry and got about 200 barrels. Built 1838.
Peter Macy	do	Oct. 22	Oct. 11, 1839	2,669	47	.....	
Samuel Mitchell	do	May 1	May 12, 1839	2,395	2,146	.....	Formerly a merchantman; bought 1836; sold to Sag Harbor, 1839.
Simon Starbuck	do	Sept. 5	July 8, 1840	1,817	.....	.....	
George R. Upton	do	Oct. 2	Feb. 21, 1840	1,652	.....	.....	Formerly a merchantman; bought 1836; sold to Sag Harbor, 1839.
do	do	Nov. 5	Apr. 22, 1840	2,452	13	.....	
do	do	Dec. 19	Nov. 19, 1839	1,481	30	.....	Formerly a merchantman; bought 1836; sold to Sag Harbor, 1839.
do	do	Jan. 3	Aug. 4, 1839	1,330	.....	.....	
Gorham Coffin	Atlantic	Apr. 28	Nov. 6, 1836	.....	.....	.....	Formerly a merchantman; bought 1836; sold to Sag Harbor, 1839.
Samuel P. Tuck	Pacific Ocean	July 31	Apr. 21, 1840	1,590	.....	.....	
Matthew Crosby	Atlantic	July 19	July 19, 1839	68	2,085	.....	Formerly a merchantman; bought 1836; sold to Sag Harbor, 1839.
Gorham Coffin	do	July 11	Dec. 1, 1839	1,789	.....	.....	
Simon Starbuck	Pacific Ocean	Aug. 11	Sept. 2, 1840	2,227	.....	.....	Formerly a merchantman; bought 1836; sold to Sag Harbor, 1839.
Charles G. Coffin	do	July 8	May 1, 1840	2,440	.....	.....	
Simon Starbuck	do	Sept. 3	Jan. 14, 1840	2,259	.....	.....	Formerly a merchantman; bought 1836; sold to Sag Harbor, 1839.
do	do	.....	.....	.....	.....	.....	
Codlin & Darrow	South Atlantic	Aug. 10	Aug. 31, 1837	400	.....	.....	Formerly a merchantman; bought 1836; sold to Sag Harbor, 1839.
G. Norton	do	June 30	May 16, 1838	2,200	.....	.....	
do	Pacific Ocean	July 31	July 7, 1840	2,200	.....	.....	Sold to Rochester. Bought from New York, 1836.



328 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1836.</b>				
<i>Portsmouth, N. H.</i>				
Pocahontas.....	Ship	300	Maunter.....	
<i>Stonington, Conn.</i>				
Charles Adams.....	Ship	268	Carew.....	H. & F. Pendleton.....
Corvus.....	do	349	Beek.....	C. P. Williams.....
Mercury.....	do	361	Smith.....	C. T. Stanton.....
<i>New London, Conn.</i>				
Armato.....	Ship	414	Butler.....	Abner Bassett.....
Bingham.....	do	377	Smith.....	Benjamin Brown.....
Com. Perry.....	do	271	Hobron.....	C. Chew & Co.....
Connecticut.....	do	318	Stetson.....	Thomas W. Williams.....
Clematis.....	do	311	Bailey.....	Williams & Barns.....
Columbia.....	do	491	Smith.....	Havens & Smith.....
Candace.....	do	310	Reed.....	do.....
Columbus.....	Brig	1153	White.....	Williams & Barns.....
Electra.....	Ship	463	Lax.....	William Williams, Jr.....
Friends.....	do	347	Brown.....	Benjamin Brown.....
Flora.....	do	311	Keeney.....	N. & W. W. Billings.....
George.....	do	290	Baker.....	L. Allen.....
Gen. Williams.....	do	311	Holdridge.....	Williams & Barns.....
Indian Chief.....	do	401	Smith.....	E. M. Frink & Co.....
Iris.....	do	317	Cleft.....	Frink, Chew & Co.....
Julius Caesar.....	do	347	Hobron.....	N. & W. W. Billings.....
Jason.....	do	347	Fowler.....	E. M. Frink & Co.....
John and Elizabeth.....	do	290	Halsey.....	Havens & Smith.....
Mentor.....	do	466	Butler.....	Benjamin Brown.....
Neptune.....	do	281	Andrews.....	Thomas W. Williams.....
Tuscarora.....	do	371	Smith.....	N. & W. W. Billings.....
<i>Sag Harbor, N. Y.</i>				
Ann.....	Ship	299	Bishop.....	Marcus B. Osborn.....
American.....	do	287	Jennings.....	S. & B. Hunting & Co.....
Acosta.....	do	283	Dennison.....	Mulford & Sleight.....
Camillus.....	do	311	Topping.....	Charles T. Dering.....
Columbia.....	do	287	Hodges.....	Luther D. Cook.....
Cadmus.....	do	297	Hand.....	Mulford & Sleight.....
Fanny.....	do	394	Payne.....	N. & G. Howell.....
Gen.....	do	330	Halsey.....	Hunting Coper.....
Henry.....	do	341	Cartwright.....	Charles T. Dering.....
Hudson.....	do	307	Green.....	Luther D. Cook.....
Hannibal.....	do	314	Bonglass.....	S. & B. Hunting & Co.....
Hannibal.....	do	321	Jones.....	Charles T. Dering.....
Hannibal.....	do	287	Sweeney.....	S. & N. Howell.....
Marcus.....	do	273	Topping.....	
Monmouth.....	do	331	Slate.....	
Neptune.....	do	284	Parker.....	S. & B. Hunting & Co.....
Nirod.....	do	284	Green.....	C. T. Dering & Co.....
Ontario.....	do	369	Casper.....	S. & B. Hunting & Co.....
Phenix.....	do	311	Rodgers.....	Luther D. Cook.....
Romulus.....	do	291	Havens.....	Mulford & Howell.....
Thorn.....	do	291	Nickerson.....	Mulford & Sleight.....
Thames.....	do	340	Topping.....	Josiah Douglass.....
Washington.....	do	340	Topping.....	
<i>Salem, Mass.</i>				
Elizabeth.....	Ship	397	Hodge.....	Stephen C. Phillips.....
Emerald.....	Bark	271	Dexter.....	do.....
Emeline.....	Brig	311	Lombard.....	John B. Pierce.....
Franklin.....	Schooner	311	Newcomb.....	James King.....
Mount Wollaston.....	Ship	311	Jewett.....	John E. Jagoood.....
Max.....	Schooner	311	Winslow.....	do.....
Samuel Wright.....	Ship	375	Collin.....	do.....
Sapphire.....	Ship	364	Mayhew.....	S. C. Phillips.....
Statesman.....	Bark	258	Collin.....	Timothy Bryant, Jr.....

ing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
	South Atlantic	Aug. 13	May 4, 1836	Bbls. 2 0			Withdrawn for merchant-service, 1836.
R. & F. Pendleton	Falkland Islds	Oct. 15	Nov. 13, 1837		2,700		Burned at Falkland Islands, 1837.
C. F. Williams	do	Oct. —	Aug. —, 1838		2,100 21,000		Had for tenders schooners La Grange and Bolton.
C. T. Stanton	do	Aug. —	Aug. —, 1838		2,100 21,000		
Abner Bassett	Indian Ocean	July —	Apr. 30, 1838	300	1,200		Mate and boat's crew taken down by a whale, 1837.
Benjamin Brown	South Atlantic	Aug. 2	Apr. 20, 1838		1,700		
C. Chew & Co	do	May 18	Apr. 6, 1838		1,600		
Thomas W. Williams	do	May 9	Apr. 5, 1837	300	1,500		
Williams & Barns	do	May 24	Apr. 27, 1837	140	1,100		
Havena & Smith	do	July 5	May 9, 1838	150	3,350		
do	do	June 14	Mar. 10, 1838	200	1,800		
Williams & Barns	Falkland Islds	Aug. 20	Jan. 23, 1839		1,500		Tender to Gen. Williams.
William Williams, Jr.	South Atlantic	June 7	Apr. 11, 1838	300	1,500		
Benjamin Brown	Falkland Islds	Aug. 31	Apr. 9, 1839	100	2,100		
S. & W. W. Billings	South Atlantic	June 21	—, 1837	160	1,300		
L. Allen	do	Apr. 21	June 2, 1837	230	1,770		
Williams & Barns	Falkland Islds	Sept. 7	Aug. 5, 1838	200	3,300		
E. M. Frink & Co.	South Atlantic	June 7	Apr. 3, 1838	200	2,500		
Frink, Chew & Co.	Falkland Islds	Nov. 9	—, 1837		2,000		
S. & W. W. Billings	South Atlantic	June —	Apr. 7, 1837	200	2,000		
Williams & Barns	do	May 14	Apr. 23, 1837	300	2,150		
E. M. Frink & Co.	do	Oct. 1	Mar. 29, 1838	200	2,300		
Havena & Smith	Falkland Islds	Dec. 12	May 19, 1839	70	2,600		
Benjamin Brown	South Atlantic	June 6	May 11, 1837	250	1,300		Sold to Cold Spring, 1837.
Thomas W. Williams	do	May 16	May 6, 1837	200	2,500		
N. & W. W. Billings	do	May 16	May 6, 1837	200	2,500		
Marcus B. Osborn	South Atlantic	July 6	May 18, 1837		1,350		
S. & B. Huntling & Co.	do	July 29	Apr. 8, 1838	250	2,150		
Mulford & Sleight	do	June 9	Apr. 28, 1837		2,000		
Charles T. Doring	do	July 18	Apr. 19, 1837		2,100		
Luther D. Cook	do	July 7	Apr. 27, 1837	100	1,800		
Mulford & Sleight	do	July 18	Mar. 15, 1838		2,100		
N. & G. Howell	do	July 28	May 3, 1837	100	2,100		
Hunting Cooper	do	July 20	May 18, 1837		2,300		
Charles T. Doring	do	June 16	Apr. 27, 1837	85	1,800		
Luther D. Cook	do	Aug. 27	Apr. 9, 1837	100	2,300		
S. & B. Huntling & Co.	do	July 8	Apr. 15, 1837		1,500		
Charles T. Doring	do	Sept. 26	May 7, 1838		1,300		
S. & N. Howell	do	July 18	May 4, 1837		1,350		
S. & N. Howell	do	July 18	Apr. 10, 1837		1,700		
S. & B. Huntling & Co.	do	July 1	May 3, 1837		2,300		
S. & B. Huntling & Co.	do	Sept. 26	May 9, 1837		1,300		Returned once with 60 sperm.
C. T. Stanton	do	June 29	Apr. 30, 1838		3,500		
Luther D. Cook	do	Aug. 10	June 10, 1838	170	1,600		
Mulford & Howell	do	June 15	May 5, 1837	100	1,250		
Mulford & Sleight	do	June 29	Apr. 10, 1837		1,350		
Mulford & Sleight	do	July 7	Apr. 18, 1837	50	1,350		
Josiah Douglass	do	July 18	Apr. 28, 1838		1,500		
Stephen C. Phillips	Pacific Ocean	Nov. 5	May 1, 1840	2,400			Bought from Boston 1836.
do	S. A. and Ind.	July 10	Apr. 5, 1838	300	1,450		Built 1824.
John R. Pierce	Atlantic	Mar. 28	June 8, 1837	75	20		Built 1839.
James King	do	Apr. 6	May 9, 1837	40			Built 1839.
John E. Osgood	South Atlantic	June 28	Apr. 12, 1838	450	1,350		Built 1822.
do	Atlantic	Apr. 21	Apr. 23, 1837		1,600		Built 1831.
do	Pacific Ocean	Nov. 24	Mar. 1, 1839	300	2,200		Built 1831.
do	do	June 19	Sept. 9, 1839	1,000	500		Built 1828.
S. C. Phillips	do	Dec. 22	Sept. 23, 1838	2,100			
Timothy Bryant, Jr.	do	Dec. 22	Sept. 23, 1838	2,100			

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1836.</b>				
<i>Bristol, R. I.</i>				
America.....	Tark.....	257	— Browning.....	Robert Rodgers.....
Bowitch.....	Ship.....	398	— Ramsdell.....	W. K. Taylor.....
Canton Packet.....	do.....	313	— Downs.....	Fitzhenry Homer.....
Fama.....	do.....	362	— Littlefield.....	do.....
Gov. Hopkins.....	Brig.....	392	— King.....	William H. De Wolf.....
Gen. Jackson.....	Ship.....	392	— Crocker.....	do.....
Ganges.....	do.....	380	— Harris.....	do.....
<i>Falmouth, Mass.</i>				
Awashonks.....	Ship.....	355	Rufus Pease.....	Elijah Swift.....
Bartholemew Gosnold.....	do.....	360	Elihu Fish.....	Ward M. Parker.....
Hobonok.....	do.....	412	Henry C. Bunker.....	Elijah Swift.....
Popmunnett.....	Bark.....	500	Stanton Fish.....	John Robinson.....
William Penn.....	Ship.....	370	Russell Bodfish.....	Stephen Dillingham.....
<i>Dartmouth, Mass.</i>				
Grand Turk.....	Ship.....	324	Luther Little.....	James Rider.....
Washington.....	do.....	344	— Whelden.....	B. & J. W. Howland.....
<i>Plymouth, Mass.</i>				
Arabella.....	Ship.....	404	— Eldridge.....	James Bartlett, Jr.....
Triton.....	do.....	315	— Abrams.....	do.....
<i>Warren, R. I.</i>				
Atlante.....	Ship.....	323	— Howland.....	Driscoll & Child.....
Atlas.....	Brig.....	120	— Smith.....	William Carr, Jr.....
Boy.....	Ship.....	254	— Barton.....	William Collins & Co.....
Charlot.....	do.....	355	— Champlin.....	do.....
Crawford.....	Brig.....	126	— Luther.....	J. & D. K. Luther.....
Franklin.....	Bark.....	249	— Worth.....	William Collins & Co.....
Miles.....	Ship.....	240	— Davoll.....	Driscoll & Child.....
Philip Tabb.....	do.....	405	— Bowen.....	do.....
Rosalie.....	do.....	323	— Pickenas.....	Joseph Smith, Jr., & Co.....
William Baker.....	do.....	224	— Sanford.....	Driscoll & Child.....
<i>Myatie, Conn.</i>				
Aeronaut.....	Ship.....	265	— Mallory.....	Charles Mallory.....
Meteor.....	do.....	325	— Lester.....	I. & W. P. Randall.....
<i>Fall River, Mass.</i>				
Ann Maria.....	Brig.....	196	— Swain.....	John Eddy.....
Edward Quesnal.....	Ship.....	388	— Wood.....	do.....
William.....	Brig.....	107	— Brownell.....	J. S. Barnard.....
<i>Lynn, Mass.</i>				
Commodore Preble.....	Ship.....	323	— Eldridge.....	S. H. Gardner.....
Louisa.....	do.....	363	— Woolley.....	H. Chase & Co.....
Nahant.....	do.....	303	Charles Church.....	do.....
<i>New York, N. Y.</i>				
Atbenlan.....	Brig.....	—	— Hallett.....	—
G. Browne.....	Eurk.....	200	— Spencer.....	Silas E. Barnard.....
Shibboleth.....	do.....	219	— Dickins.....	S. E. Burrows.....
<i>Bridgeport, Conn.</i>				
Hamilton.....	Ship.....	359	— Rose.....	Samuel F. Hurd.....
<i>Wareham, Mass.</i>				
George Washington.....	Ship.....	374	— Gibbs.....	E. Thompson.....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebones.	
North Atlantic	July 20	May 20, 1838	300	300	.....	Captain Browning left the ship, sick.
Pacific Ocean	July 6	Jan. 12, 1838	300	2,400	.....	Sold to Providence 1838.
South Atlantic	June 23	Apr. 3, 1838	300	1,200	.....	Sailed in May, 1838, for Europe.
do	July 7	Apr. 1, 1838	120	2,680	.....	Sold to Boston 1838.
Atlantic	do	May 5	.....	.....	.....	
Pacific Ocean	July 31	Dec. 1, 1839	2,000	.....	.....	Captain Harris and boat's crew lost fast to
do	Feb. 20	May 10, 1839	750	1,750	.....	a whale; sold to Fall River 1839.
Pacific Ocean	Aug. 22	Jan. 24, 1840	2,500	.....	.....	
do	Nov. 17	Sept. 19, 1839	700	1,900	.....	
do	Oct. 25	Nov. 7, 1838	2,000	1,200	.....	Built 1836; returned with Captain Fish-
Atlantic	July 6	Nov. 20, 1836	90	.....	.....	sick.
Pacific Ocean	Oct. 8	May 28, 1841	1,300	370	.....	
South Atlantic	June 15	Apr. 20, 1838	160	2,365	.....	Sold to New Bedford 1837.
do	June 22	June 4, 1837	.....	1,700	.....	
South Atlantic	Aug. 25	May 12, 1838	80	2,230	.....	Withdrawn for freighting 1838.
Indian Ocean	July 13	Apr. 13, 1838	.....	500	.....	
South Atlantic	June 21	Apr. 10, 1838	80	1,930	.....	
West'n Islands	July 10	Apr. 9, 1837	150	.....	.....	
Pacific Ocean	Sept. 10	Nov. 6, 1839	800	.....	.....	About 3,000 barrels sperm.
do	Aug. 20	Sept. 20, 1838	Full	.....	.....	
West'n Islands	June 22	Feb. 7, 1837	150	.....	.....	
South Atlantic	June 19	Mar. 10, 1838	.....	1,300	.....	
do	June 7	Apr. 14, 1837	1,200	.....	.....	
Pacific Ocean	July 25	Apr. 7, 1838	800	2,200	.....	Sold 2,000 whale at Rio Janeiro and loaded
South Atlantic	July 10	May 2, 1839	130	.....	10,000	with coffee for home.
do	June 9	Mar. 27, 1838	35	1,330	.....	
South Atlantic	June 18	Apr. 21, 1838	60	1,940	.....	First mate killed by a whale.
do	June 13	Mar. 12, 1838	40	2,340	.....	
Atlantic	Aug. 16	Oct. 23, 1837	190	.....	.....	Lost on Long Island May 15, 1839; had
Pacific Ocean	May 2	.....	.....	.....	.....	1,400 sperm, 800 whale; saved 870 sperm,
West Islands	July 23	June 18, 1837	230	.....	.....	570 whale.
do	.....	.....	.....	.....	.....	Sailed once and returned, having a rotten
South Atlantic	July 28	Apr. 28, 1837	150	2,000	.....	mainmast.
do	July 8	May 8, 1837	200	1,200	.....	
do	Oct. 8	Mar. 17, 1838	230	2,160	.....	Built at Portland 1826.
South Atlantic	.....	.....	.....	.....	.....	Arrived July, 1839, under the Brazilian flag
Falk Islands	Feb. 26	.....	.....	.....	.....	and renamed Flaminense; lost on Cro-
do	Jan. —	Nov. 20, 1837	.....	.....	.....	zettes 1841.
do	.....	.....	.....	.....	.....	Returned to Rio Janeiro, full, and was sold
South Atlantic	July 18	May 10, 1837	.....	2,300	.....	there.
Pacific Ocean	Jan. 20	Sept. 27, 1839	.....	2,400	.....	Sold cargo at Rio Janeiro and returned in

Gibbs .....

332 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1836.</b>				
<i>Poughkeepsie, N. Y.</i>				
Nath'l P. Tallmadge .....	Ship .....	370	Post .....	David S. Shearman .....
New England .....	do .....	375	Job Terry .....	do .....
<i>Providence, R. I.</i>				
Brunswick .....	Ship .....	285	Stuart .....	Anherst & Everett .....
<i>Newark, N. J.</i>				
Columbia .....	Ship .....	330	Hussey .....	J. H. Stephens .....
<i>Wilmington, Del.</i>				
North America .....	Ship .....	270	William H. Cox .....	William Wheeler .....
Superior .....	Bark .....	275	Crocker .....	do .....
<i>East Haddam, Conn.</i>				
Bruce .....	Bark .....	11	Purrinton .....	do .....
<i>Greenport, N. Y.</i>				
Delta .....	Ship .....	314	Griffin .....	H. & N. Corwin .....
Romulo .....	do .....	253	Harris .....	Wiggins & Parsons .....
Triad .....	do .....	336	Loper .....	H. & N. Corwin .....
<i>Hudson, N. Y.</i>				
Beaver .....	Ship .....	427	Rogers .....	Barnard, Curtis & Co. .....
Edward .....	do .....	274	Daggett .....	Seth G. Muey .....
Huron .....	do .....	290	Nye .....	Robert A. Barnard .....
<i>Dorchester, Mass.</i>				
Courler .....	Ship .....	293	Crapo .....	Josiah Stuckney .....
Julia .....	Bark .....	...	Nash .....	do .....
<i>Westport, Mass.</i>				
Elizabeth .....	Brig .....	107	Francis .....	Abner B. Coffin .....
Dr. Franklin .....	Bark .....	171	Job Davis .....	do .....
Mexico .....	Brig .....	...	Davis .....	Job Davis .....
President .....	Bark .....	...	Sowle .....	Andrew Illeka .....
Thomas Winslow .....	do .....	...	Cary .....	do .....
<i>Newport, R. I.</i>				
Constitution .....	Ship .....	...	E. Gifford .....	N. Ruggles .....
Geneva .....	Schooner .....	112	Paddock .....	do .....
Harvest .....	Bark .....	...	John H. Stackpole .....	Devins & Clarke .....
Margaret .....	Ship .....	375	A. Wilcox .....	do .....
William Leo .....	do .....	...	F. W. Hussey .....	R. P. Lee .....
<i>Provincetown, Mass.</i>				
Flora .....	Schooner .....	...	...	...
Imogene .....	Brig .....	...	Atkins .....	...
Louisa .....	Schooner .....	...	Tilson .....	...
<i>Mystic, Conn.</i>				
Meteor (see p. 330) .....	Ship .....	...	Leater .....	...
<i>Norwich, Conn.</i>				
Atlas .....	Ship .....	261	Barnum .....	...
<b>1837.</b>				
<i>New Bedford, Mass.</i>				
Adeline .....	Ship .....	329	Brown .....	I. Howland, Jr. & Co. .....
Ann Alexander .....	do .....	253	Bailey .....	George Howland .....
Alexander Barelav .....	do .....	465	Norton .....	T. A. Parker & Son .....
Balaena .....	do .....	301	Lucas .....	I. & T. Howland .....
Brandt .....	do .....	310	Seth D. Fisher .....	Alexander Gibbs .....
Com. Deatur .....	do .....	247	Lucas .....	do .....
Chili .....	do .....	291	Elihu Russell .....	B. B. Howard .....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
David S. Shearman.....	Pacific Ocean	Aug. 16	Apr. 14, 1840				Captain Terry left the ship and came home sick.
do	do	Dec. 3	Apr. 11, 1839	286	1,130		
Amherst & Everett.....	Brazil Banks	July 6	July 4, 1837	200	1,200		Bought from Boston 1836; lost on coast of Chili December 5, 1835.
J. H. Stephens.....	Pacific Ocean	Sept. 15					
William Wheeler.....	South Atlantic	Aug. 12	Apr. 12, 1833	300	2,100		do
do	Pacific Ocean	Jan. 9	May 3, 1833	1,500			
	Atlantic	June 17	June 24, 1837	450			do
H. & N. Corwin.....	South Atlantic	July —	Apr. 20, 1833		1,950		
Wiggins & Parsons.....	do	Aug. —	May 3, 1837	160	700		do
H. & N. Corwin.....	do	July —	Apr. 28, 1837		1,800		
Barnard, Curtis & Co.....	Pacific Ocean	Nov. 15	May 1, 1840	1,100	1,400		do
Soth G. Maey.....	South Atlantic	Sept. 21	Apr. 10, 1838	100	1,600		
Robert A. Barnard.....	do	July 2	Jan. 21, 1838		800		
Josiah Stickney.....	Indian Ocean	June 11	Apr. 13, 1838	150	1,750		Sold 1838.
do	South Atlantic	May 18					
Abner H. Coffin.....	Atlantic	Aug. 1	May 7, 1837	212	13		do
do	do	June 28	June 5, 1837	631	24		
John Davis.....	Cape de Verdes		Nov. 7, 1836	430			do
Andrew Hicks.....	South Atlantic	May 14	Apr. 10, 1837	634	6		
	Cape de Verdes	Mar. 25	Nov. —, 1830				do
N. Ruggles.....	South Seas	Oct. 15	May 6, 1839	800	1,000		
do	Falkland Islds	June 25	Oct. 2, 1837		900		Sold to Fairhaven 1839.
Devins & Clarke.....	Indian Ocean	July 20	Mar. 4, 1837	82	812		
R. P. Lee.....	East Cape		Apr. 4, 1838				do
	Pacific Ocean	Sept. 29	Apr. 28, 1840	1,000			
	Cape de Verdes	July 5	Oct. 25, 1836	600			do
do	do		Nov. 5, 1836	175			
	Indian Ocean		Mar. 12, 1838	60	2,400		do
	South Atlantic	May 17	Apr. 9, 1837		1,650		
I. Howland, Jr., & Co.....	Ind. and N. Z.	Nov. 27	May 16, 1840	100	2,400		Unloaded at Bremen July 25, 1839.
George Howland.....	Indian Ocean	July 1	Apr. 22, 1838	60	4,446		
J. A. Parker & Son.....	do	Dec. 10	Nov. 26, 1839		4,500		do
I. & L. Howland.....	Pacific Ocean	Nov. 2	Aug. 4, 1841	1,561	9		
Alexander Gibbs.....	Indian Ocean	Mar. 13	Apr. 19, 1838	131	1,460		do
B. B. Howard.....	Atlantic	Apr. 10	Apr. 1, 1839	51	763		
	South Atlantic	July 5	May 11, 1839	206	1,597		

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1837.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Charles	Ship	290	Morselander	Samuel Rodman
Condor	do	349	Harding	Charles W. Morgan
China	do	370	Tower	William H. Stowel
Cicero	do	352	Snow	Kollock & Grinnell
Cherokee	Bark	361	Cook	David Coffin
Cora	do	230	Shearman	I. H. Bartlett
Charleston Packet	Brig	184	Ellis	Crane & French
Cornelia	Bark	210	Flanders	L. Kollock
Delight	Brig	103	Sanford	Jonathan Mosher
Eagle	Ship	320	Collin	Jireh Perry
Endeavour	do	252	Stetson	W. H. Stowel (I)
Emphtes	do	365	Lewis	Lawrence Grinnell
Emily Morgan	do	367	Clark	Charles W. Morgan
Francis Henrietta	do	407	Hawes	do
Franklin	do	333	William H. Mosher	Abm. H. Howland
Francis, 2d	do	328	Smith	David Coffin
Fenslon	do	353	Cushman	George Howland
George and Susan	do	357	Fisher	Thomas Riddell & Sons
Gratitude	do	337	Townsend	Oliver Crocker
Geo. Pike	do	313	Grinnell	William T. Russell
Hope	do	295	Phinney	Jireh Perry
Hercules	do	337	Peter P. Chase	D. R. Greene
Hercules, 2d	do	290	Ricketson	Tobey & Ricketson
Herald	do	274	Price	Randall & Haskell
Hydrape	do	413	Dexter	Alexander Gibbs & Co.
Hibernia	do	327	Edward Mosher	Alexander Gibbs
Honora	do	338	Taber	George Howland
Java	do	293	Baker	Jireh Perry
John Adams	do	267	Taber	T. & A. R. Nye
Janus	do	275	Joseph Shockley	Alexander Gibbs
Jasper	Bark	223	Bassett	J. A. Parker & Son
Lalla Rookh	Ship	323	James B. Wood	Daniel Wood
L. C. Richmond	do	341	Manler	I. H. Bartlett
Laurel	Schooner	119	Kendrick	J. H. Thornton
Messenger	Ship	277	Haskell	I. Howland, Jr. & Co.
Mercury	do	346	S. B. Coggeshall	John Coggeshall
Midas	do	326	Moses Samson	William Gifford
Minerva	do	407	Gibbs	William R. Rodman
Moss	do	334	E. T. Shearman	D. R. Greene & Co.
Mount Vernon	do	352	Hall	David Coffin
Nile	do	323	Chase	Isaiah Burgess
Nassau	do	408	Gifford	Gideon Allen
Octavia	do	274	Collins	Andrew Robeson
Pacific, 2d	do	331	Durfee	A. H. Seabury & Bro.
Parachute	Bark	331	Adams	C. W. Morgan
Pioneer	Ship	241	Luce	Abm. Barker
Roussant	do	306	Dexter	Charles W. Morgan
Rodman	do	371	Long	J. & J. Howland
Russell	do	302	Nickerson	Isaiah Burgess
Rajah	Bark	250	Brown	Jonathan Bourne, Jr.
Roseoe	do	235	Call	Richard Johnson
Rising States	Brig	134	Lewis Tobey	Thomas S. Hathaway
Swift	Ship	321	Warren N. Bourne	Palmer & Coggeshall
Stephania	do	315	Howland	A. H. Seabury & Bro.
Selma	do	269	Daniel McKenzie	Andrew Robeson
Samuel Robertson	do	421	Hussey	Frederick Bryant
St. Peter	do	267	D. Flanders	Crane & French
Seine	Bark	221	H. P. Eastham	D. R. Greene & Co.
Two Brothers	Ship	288	Foster	J. A. Parker & Son
W. & L. Packet	do	384	Gifford	S. Rodman, Jr.
Winslow	do	263	Macomber	E. Sawin
<i>Fairhaven, Mass.</i>				
Amazon	Ship	318	Russell	do
Arab	Bark	276	Ellis	Gibbs & Jenney
Columbus	Ship	329		

sailing from American ports—Continued.

Showing returns of whaling-vessels

Name of vessel	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Delander	Samuel Rodman	South Atlantic	Nov. 30	Dec. 26, 1840	Bbls. 1,372	Dbls. 21	Lbs. 2,037	Captain Morselander died Sept. 2, 1839.
Wing	Charles W. Morgan	S. A. and Ind.	July 14	Apr. 7, 1839	50	90	1,461	
Or	William H. Stowell	South Atlantic	June 28	Aug. 29, 1838	20	158	1,490	
Or	Kolloek & Grinnell	do	June 4	Apr. 30, 1838	281	1,030	6,400	
Or	David Coffin	do	May 4	Mar. 20, 1839	155	47	200	
Or	I. H. Bartlett	Atlantic	May 7	May 29, 1839	301	1	1	
Or	Crane & French	South Atlantic	Sept. 21	Feb. 23, 1838	2,214			
Or	L. Kolloek	Atlantic	Dec. 25	July 19, 1838	390	1,090		Lost fourteen men by African fever.
Or	Jonathan Mosher	Pacific Ocean	Apr. 19	Apr. 14, 1840	1,661	46		
Or	Jireh Perry	do	Aug. 10	Apr. 10, 1841	2,882	109		
Or	W. H. Stowel (I)	do	Dec. 20	Oct. 17, 1841	860	1,852	16,000	
Or	Lawrence Grinnell	do	Dec. 11	Sept. 26, 1841	500	1,600		
Or	Charles W. Morgan	Brazil Banks	Apr. 23	Apr. 8, 1839	950	360		
Or	do	South Atlantic	May 7	Mar. 1, 1839	40	2,300		
Or	Abm. H. Howland	Pacific Ocean	Mar. 1	June 28, 1838	2,906			Second mate killed by a whale December, 1838. Sold 950 whale at Pernambuco.
Or	David Coffin	South Atlantic	July 11	June 28, 1838	260	2,490		
Or	George Howland	Pacific Ocean	Nov. 8	May 28, 1841	164	546		
Or	Thomas Riddell & Sons	Ind. and N. Z.	Dec. 31	Oct. 27, 1839	982	295		Captain died at sea 1838.
Or	Oliver Crocker	Indian Ocean	June 27	Jan. 10, 1839	555	1,521		
Or	William T. Russell	South Atlantic	May 5	May 4, 1839	796	1,022		
Or	Jireh Perry	do	July 2	June 18, 1839	1,788			
Or	D. R. Greene	do	Apr. 11	Apr. 28, 1840	1,825			
Or	I. R. Greeno	do	Dec. 22	Sept. 29, 1840	308	1,055		
Or	Tobey & Ricketson	New Zealand	June 15	Feb. 25, 1839	2,741	25,000		
Or	Randall & Huskell	South Atlantic	July 2	Apr. 28, 1838	431	2,049		
Or	Alfred Gibbs & Co.	do	July 21	May 8, 1839	702	1,147		
Or	Alexander Gibbs	Ind. and N. Z.	July 6	Mar. 22, 1839	108	1,278		
Or	George Howland	New Zealand	June 19	Mar. 19, 1839	77	671		
Or	Jireh Perry	S. A. and Ind.	June 25	Mar. 27, 1839	1,538	950		
Or	T. & A. R. Nye	South Atlantic	June 8	Apr. 12, 1838	2,618	102		
Or	Alexander Gibbs	New Zealand	June 15	Mar. 27, 1840	415	1,527		
Or	J. A. Parker & Son	Pacific Ocean	Nov. 26	Feb. 1, 1841	2,538			
Or	Daniel Wood	Atlantic	Apr. 19	Mar. 24, 1838	1,389	210		Captain Samson left ship and came home sick.
Or	I. H. Bartlett	South Atlantic	May 21	Mar. 18, 1839	372	1,474		Captain Gibbs died September 13, 1837.
Or	J. R. Thornton	Pacific Ocean	June 11	Oct. 12, 1840	1,227	523		
Or	I. Howland, Jr., & Co.	do	Dec. 7	Jan. 1, 1842	909	2,285	11,586	
Or	John Coggeshall	South Atlantic	July 23	Mar. 24, 1839	1,619			Captain Gifford left ship and came home sick.
Or	William Gifford	Indian Ocean	Aug. 6	Apr. 11, 1839	104	441		
Or	William R. Rodman	Chili	Aug. 7	July 10, 1839	704	622		
Or	D. R. Greene & Co.	South Atlantic	July 5	Oct. 14, 1838	240	1,715		
Or	David Coffin	Chili	Aug. 15	Apr. 9, 1839	510	528		
Or	Isiah Burgess	Pacific Ocean	Nov. 8	Dec. 10, 1840	2,010			
Or	Gideon Allen	do	Nov. 6	May 13, 1841	1,445	1,204		
Or	Andrew Robeson	Chili	Aug. 7	July 10, 1839	1,818			Captain Niekerson died at Bay of Islands, March, 1838.
Or	A. H. Sealbury & Bro.	South Atlantic	July 5	Oct. 14, 1838	310	1,649		
Or	C. W. Morgan	do	Aug. 15	Apr. 9, 1839	315	1,271		Sold 150 sperm at Swan River.
Or	Abm. Barker	Pacific Ocean	Nov. 8	Dec. 10, 1840	143			Condemned at Cape de Verdes Dec., 1837.
Or	Charles W. Morgan	Chili	Aug. 6	Apr. 13, 1840	1,616	735		
Or	J. & J. Howland	South Atlantic	July 2	Oct. 27, 1840	270	1,895		
Or	Isiah Burgess	Indian Ocean	June 11	Jan. 28, 1839	338	1,428		
Or	Jonathan Bourne, Jr.	do	Mar. 26	May 15, 1839	306	2,441		
Or	Richard Johnson	New Zealand	Nov. 8	Jan. 24, 1840	1,460			Bought from New York, 1836.
Or	Thomas S. Hathaway	Indian Ocean	Mar. 26	May 15, 1839	226	1,084		
Or	Palmer & Coggeshall	South Atlantic	Apr. 19	Apr. 1, 1839	78	953		
Or	A. H. Sealbury & Bro.	do	Aug. 10	Sept. 1, 1838	2,300			
Or	Andrew Robeson	do	June 6	Aug. 30, 1838	1,207			
Or	Frederick Bryant	Pacific Ocean	Nov. 19	Aug. 21, 1841	256	2,245		
Or	Crane & French	Atlantic	Aug. 7	July 8, 1838	417	1,773		
Or	D. R. Greene & Co.	do	Aug. 7	July 8, 1838	135	3,065		
Or	J. A. Parker & Son	South Atlantic	June 26	Mar. 7, 1839				
Or	Foster	Chili	Sept. 3	Sept. 27, 1839				
Or	S. Rodman, Jr.	New Zealand	July 30	Feb. 21, 1839				
Or	E. Sawin	do	do	do				
Or	Gilbs & Jenney	do	do	do				



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1837.</b>				
<i>Fairhaven, Mass.—Continued.</i>				
Clifford Wayne	Ship	307	Downs	E. Sawin & Co.
Friendship	do	366	West	Gibbs & Jenney
Favorite	do	293	Swift	E. Sawin
Heroine	do	337	Harding	do
Joseph Maxwell	do	361	Stewart	F. R. Whitwell
Jasper	do	243	Adams	Atkins Adams
Leonidas	do	315	Stewart	Jenney & Tripp
Martha	do	284	Cushman	E. Sawin
Marcus	do	354	Shearman	Leznaet Tripp
Saron	do	301	Church	Gibbs & Jenney
Sarah Frances	do	301	Cox	E. Sawin
<i>Rochester, Mass.</i>				
Annawan	Brig	14	Snow	G. Barstow & Son
Lagrange	do	174	Daggett	Elijah Willis
Le Barron	do	174	Rogers	G. Barstow & Son
Mattapoisett	do	154	Southworth	Jos. Meigs
Orion	do	99	Wing	Elijah Willis
Shylock	Ship	27	Purrrington	S. C. Luce
Sarah	Brig	171	Taber	G. Barstow & Son
Mayhew			Mayhew	
<i>Nantucket, Mass.</i>				
Ann	Ship	361	Peter C. Brock	Jared Coffin
Aurora	do	340	John Hussey, jr	Thomas Macy
Elizabeth Starbuck	do	381	Alexander M. Chase	Levi Starbuck
Foster	do	317	Josiah C. Long	Richard Mitchell
Franklin	do	246	Benjamin F. Riddell	James Athearn
Harmony	Schooner	224	Coleman	Joseph Starbuck
Hero	Ship	313	Reuben Joy, jr	Griffin Barney
John Adams	do	294	Asa Coleman	Levi Starbuck
Levi Starbuck	do	374	John C. Lincoln	Samuel B. Folger
Montano	do	365	Benjamin C. Sayer	James N. Bassett
Martha	Ship	273	Hiller	H. G. O. Dunham
Nantucket	do	350	James Alley	Jared Coffin
Ohio	do	353	David N. Edwards	Joseph Mitchell
Obed Mitchell	do	354	Charles W. Coffin	Thomas Macy
Phoenix	do	323	Reuben Ray, jr	William Barlett
Printrose	Schooner	90	Isaac B. Hussey	William B. Coffin
Planter	Ship	340	Swain	Simeon Starbuck
Rose	do	356	Eben M. Hinckley	Aaron Mitchell
Susan	do	348	Benjamin A. Coleman	Matthew Starbuck
Three Brothers	do	384	Reuben Russell	
Henry Phelon			Henry Phelon	
<i>Edgartown, Mass.</i>				
Alutra	Ship	362	Richard Flanders	Abraham Osborn
<i>Holmes's Hole, Mass.</i>				
Delphos	Ship	33	Merry	Thomas Bradley
William and Joseph	Brig	143	Cleveland	John Holmes
<i>Falmouth, Mass.</i>				
Brunette	Bark	200	Pool	Elijah Swift
George Washington	do	180	Consider Fisher	Sanford Hereudca
Popgunnet	do	200	Nickerson	John Robinson
<i>Dartmouth, Mass.</i>				
Elizabeth	Ship	320		
<i>Westport, Mass.</i>				
Champlin	Bark	209		Andrew Hicks
Dr. Franklin	do	171	Job Davis	Job Davis
Elizabeth	Brig	107	Sowle	Abner B. Coffin
Juno	do	165		Abner B. Gifford
President	Bark	187	Hathaway	Andrew Hicks
Thomas Winslow	Brig	136	Seabury	P. W. Peckham

Showing returns of whaling-vessels

sailing from American ports—Continued.

Name of vessel	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
E. Sawin & Co	Ind and Pacific	Nov. 26	Oct. 18, 1840	2,060	.....	.....	
Gibbs & Jenney	New Zealand	Aug. 12	Jan. 22, 1838	119	2,615	.....	
E. Sawin	South Atlantic	July 12	Aug. 25, 1838	.....	2,412	.....	
do	do	Aug. 15	Apr. 19, 1839	450	1,700	.....	
F. R. Whitwell	do	July 2	Aug. 2, 1838	128	1,504	.....	
Atkins Adams	New Zealand	Oct. 3	July 2, 1839	740	1,890	.....	
Jonney & Tripp	South Atlantic	July 25	June 2, 1839	321	1,411	.....	
E. Sawin	Indian Ocean	Feb. 3	Apr. 20, 1838	57	2,534	.....	
Leunet Tripp	Pacific Ocean	Aug. 1	Sept. 5, 1840	2,360	.....	.....	
Gibbs & Jenney	do	June 14	Dec. 10, 1840	2,640	48	.....	
E. Sawin	Falkland Id's	July 16	Oct. 3, 1839	150	2,030	.....	
G. Barstow & Son	Atlantic	July 20	June 27, 1838	308	35	.....	
Elijah Willis	do	Apr. —	Mar. 17, 1838	340	660	.....	
G. Barstow & Son	do	July 29	Sept. 5, 1838	601	.....	.....	
Jos. Meigs	do	Mar. 25	Mar. 22, 1838	483	25	.....	
Elijah Willis	do	Apr. 21	Oct. 5, 1837	80	15	.....	
S. C. Luce	South Atlantic	July 2	June 26, 1836	60	.....	.....	
G. Barstow & Son	Atlantic	Mar. 25	Dec. 6, 1838	41	2,441	.....	
Jared Coffin	Pacific Ocean	July 5	June 22, 1841	2,427	.....	.....	Sold to New Bedford 1841
Thomas Macy	do	Nov. 5	Dec. 2, 1840	2,036	.....	.....	
Levi Starbuck	do	Nov. 16	May 2, 1841	1,339	7	.....	
Richard Mitchell	do	Sept. 1	Apr. 28, 1841	2,101	.....	.....	
James Athearn	do	Oct. 12	Feb. 13, 1841	1,711	37	.....	
Joseph Starbuck	Atlantic	Aug. 30	Aug. 9, 1838	130	.....	.....	
Griffin Barney	Pacific Ocean	Aug. 16	May 18, 1841	1,992	.....	.....	
Levi Starbuck	do	Nov. 27	Oct. 4, 1840	1,630	65	.....	
Samuel B. Folger	do	Aug. 27	Nov. 29, 1840	2,353	25	.....	
C. Sayer	do	Aug. 4	May 30, 1839	53	2,710	.....	
James N. Bassett	Atlantic	Aug. 2	—, 1837	Clean	.....	.....	
H. G. O. Dunham	Pacific Ocean	Sept. 6	Mar. 31, 1840	308	1,112	.....	
Jared Coffin	do	June 12	Feb. 1, 1841	2,036	465	.....	Built at Nantucket 1837.
Joseph Mitchell	do	July 12	Apr. 19, 1841	2,520	.....	.....	
Thomas Macy	do	Sept. 22	June 27, 1841	870	.....	.....	Built 1837.
William Barlett	do	Nov. 4	Feb. 14, 1840	2,415	.....	.....	
William B. Coffin	Mexico	Feb. 27	Aug. 9, 1837	100	50	.....	The Primrose sailed again Oct. 23, 1837, and June 13, 1838, with 25 sperm, 75 whale.
Simeon Starbuck	Pacific Ocean	Nov. 14	May 28, 1841	1,460	21	.....	
Aaron Mitchell	do	Oct. 3	May 29, 1841	1,987	.....	.....	
Matthew Starbuck	do	Dec. —	May 28, 1841	1,892	477	.....	
Abraham Osborn	do	June 12	Apr. 28, 1841	2,749	.....	.....	
Thomas Bradley	New Zealand	June 2	Apr. 4, 1839	200	1,100	.....	Sold 1,100 whale at Bahia.
John Holmes	Ind. and Pacific Atlantic	Aug. 26	May 20, 1839	250	2,250	.....	
Elijah Swift	Atlantic	Dec. 12	—, 1838	.....	.....	.....	
Sanford Herenden	do	May 4	May 23, 1838	400	.....	.....	
John Robinson	do	Jan. 13	Apr. —, 1838	80	300	.....	
Andrew Hicks	do	Jan. 13	—, 1838	300	.....	.....	
Andrew Hicks	Pacific Ocean	Dec. —	Mar. —, 1840	2,200	.....	.....	
Andrew Hicks	Atlantic	Sept. 20	Apr. 6, 1839	335	.....	.....	
Abner B. Coffin	do	Sept. 1	July 23, 1838	335	5	.....	
Abner B. Gifford	do	Aug. 22	June 9, 1838	188	6	.....	
Andrew Hicks	do	May 10	July 21, 1838	254	8	.....	
P. W. Peckham	do	June 28	June 23, 1838	617	.....	.....	
	do	June 5	Mar. 26, 1838	371	10	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1837.</b>				
<i>Fall River, Mass.</i>				
Ann Maria	Brig	196	Browning	John Eddy
Gold Hunter	Ship	281	Estes	Henry Shide
Taunton	Brig	163	Collins	William Coggeshall
William	do	107	Ca. orth	J. S. Barnard
<i>Lynn, Mass.</i>				
Com. Prebble	Ship	337	Eldridge	S. H. Gardner
Louisa	do	357	Woolley	H. Chase & Co.
Ninus	do	260	Smith	S. H. Gardner
<i>Newburyport, Mass.</i>				
Yerrimac	Ship	411	Starbuck	Lunt & Titeomb
avy	do	356	Brock	do
<i>Salem, Mass.</i>				
Bengal	Ship	304	Jackson	John B. Osgood
Cavalier	Bark	295	Francis	James King
Derby	do	...	Radcliff	...
Emeline	Brig	98	Lombard	John B. Ple
Franklin	Schooner	89	Tracy	James King
Izette	Ship	275	Hall	J. B. Osgood
James Maury	do	297	Bigelow	do
Lydia	do	293	Rausdell	do
Malay	Bark	268	Barnard	Stephen G. Phillips
Mac	Schooner	80	Emmons	J. B. Osgood
Reaper	Bark	240	Neal	do
Richard	do	252	Dewing	Joseph Hodges
<i>Warren, R. I.</i>				
Atlas	Brig	126	Russell	Jos. Smith, jr. & Co.
Benjamin Rush	Ship	374	Coffin	Driscoll & Child
Crawford	Brig	136	Sowlo	J. & D. K. Luther
Hoogley	Ship	232	Luce	William Collins & Co.
Jane	do	47	Eddy	S. P. Child
Luminary	do	240	Mayhew	J. Smith, jr. & Co.
Miles	do	228	Dayol	William Collins & Co.
North America	do	382	Grinnell	Driscoll & Child
Warren	do	...	Lewis	J. Smith, jr. & Co.
<i>Providence, R. I.</i>				
Brunswick	Ship	295	Gardner	Amherst & Everett
<i>Bristol, R. I.</i>				
Anne	Ship	22	Richmond	William H. De Wolf
Corinthian	do	503	Gardner	do
Essex	do	200	King	William R. Taylor
Gov. Hopkins	Brig	111	Simmops	do
Metacomb	Ship	360	Grinnell	William H. De Wolf
Sarah Lee	do	237	Hart	do
Troy	Brig	156	...	Thomas Church
<i>Newport, R. I.</i>				
Andley Clarke	Ship	...	Joseph Sherman	Bush & Clarke
Martha	do	...	Oliver Potter	Charles Devans & Lee
Pocahontas	Schooner	...	Alden Wilkey	George Knowles
<i>New London, Conn.</i>				
Ann Maria	Ship	368	Middleton	Thomas W. Williams
Boston	do	291	Penilecon	J. Lawrence

being returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	Dec. 7	July 25, 1838	110	2,300	.....	
South Atlantic	Aug. 4	Apr. 10, 1839	.....	Clean	.....	
Atlantic	May 20	Feb. 16, 1838	.....	.....	.....	
do	July 24	June 6, 1838	280	.....	.....	
South Atlantic	July 11	May 8, 1838	125	1,875	.....	
S. A. and Ind.	July 27	Apr. 29, 1838	.....	1,350	.....	
do	Aug. 13	May 11, 1838	.....	1,500	.....	
N. Z. and Ind.	Nov. 27	Sept. 19, 1839	350	3,350	.....	
Pacific Ocean	Nov. 27	Sept. 14, 1839	200	2,500	.....	
S. A. and Ind.	Nov. 6	May 29, 1840	1,800	.....	.....	Built 1816.
do	July 8	Mar. 24, 1839	180	290	8,000	Sold out, 1839; built 1828.
Indian Ocean	July 15	.....	.....	.....	.....	Lost at Falkland Islands April 15, 1838; shipped off home.
Atlantic	Sept. 5	July 1, 1838	110	5	.....	Sold out, 1838.
do	May 27	Dec. 8, 1837	.....	Clean	.....	Sold out, 1837.
S. A. and Ind.	Oct. 16	Dec. 20, 1839	250	2,050	.....	Built 1825.
do	July 5	Dec. 11, 1840	400	2,600	.....	Built 1832.
S. A. and P. O.	Dec. 20	Mar. 25, 1840	380	1,450	.....	Built 1822.
S. A. and Ind.	May 21	May 5, 1839	500	1,000	.....	
Indian Ocean	May 24	Nov. 17, 1837	70	.....	.....	
Atlantic	Aug. 21	May 28, 1839	500	100	.....	Built 1825.
S. A. and P.	Apr. 19	Mar. 1, 1839	.....	300	.....	Brig Eagle, Williams, sailed as tender. The Richard's oil was sold at Pernambuco, and she was lost in July or August off Montevideo in the merchant service.
South Atlantic	.....	.....	.....	.....	.....	
New Zealand	July 9	.....	.....	.....	.....	Tender to Luminary; made a trading voyage; no report.
Pacific Ocean	Sept. 29	Mar. 21, 1841	1,425	450	.....	Mate and boat's crew lost, 1839; fast to a whale.
Atlantic	Apr. 12	Nov. 18, 1837	80	.....	.....	
Pacific Ocean	Oct. 19	Aug. 29, 1840	700	1,500	.....	
do	Sept. 2	Oct. 1, 1839	600	900	.....	
New Zealand	July 9	Oct. 2, 1839	600	3,200	.....	
South Atlantic	July 13	Mar. 14, 1840	130	1,170	.....	
do	Aug. 20	May 14, 1839	500	800	.....	
New Zealand	July 9	Jan. 10, 1840	235	3,065	.....	
South Atlantic	Aug. 10	Apr. 10, 1839	60	1,320	.....	
Pacific Ocean	Dec. 2	June 5, 1840	1,300	.....	.....	
do	Jan. 7	Mar. 23, 1839	300	3,000	.....	
do	Feb. 16	July 25, 1837	250	29	.....	
Mexico	Aug. 13	June 11, 1838	100	.....	.....	Built at Bristol, 1836; sold at New Bedford, 1841.
Pacific Ocean	Dec. 21	May 28, 1841	1,700	100	.....	
do	.....	.....	.....	.....	.....	
Mexico	Feb. 23	Nov. 25, 1837	5	100	.....	The sperm was picked up.
Pacific Ocean	Oct. 25	Aug. 6, 1840	2,350	.....	.....	
do	Oct. 2	Apr. 19, 1841	1,950	.....	.....	
North Atlantic	Sept. 27	July 30, 1838	130	40	.....	
South Atlantic	July 25	Feb. 28, 1839	180	2,070	.....	
do	May 3	Feb. 3, 1839	160	2,400	15,000	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1837.</b>				
<i>New London, Conn.—Continued.</i>				
Connecticut	Ship	396	Crocker	T. W. Williams
Clematis	do	311	Balley	Williams & Barns
Flora	do	348	Pitoh	N. & W. W. Billings
Georgia	do	343	Penbody	T. W. Williams
George	do	290	Baker	L. Allen
John and Edward	do	312	Dunley	N. & W. W. Billings
Julius Caesar	do	347	McLean	do
Jones	do	336	Hobron	T. W. Williams
Jason	do	333	Foller	E. M. Fink & Co
Neptune	do	225	Andrews	T. W. Williams
Palladium	do	342	Prentiss	E. M. Fink & Co
Phenix	do	404	Allen	N. & W. W. Billings
Penbrooke	do	199	Chester	Jos. Lawrence
Superior	do	406	Allen	N. & W. W. Billings
Stonington	do	351	Rice	Williams & Barns
<i>Stonington, Conn.</i>				
Acasta	Ship	330	Pendleton	C. P. Williams
Bolton	Schooner	349	Beck	C. P. Williams
Corvo	do	410	Pendleton	do
Caledonia	do	278	Brewster	E. Faxon, jr., & Co
Philetus	do	278	Brewster	E. Faxon, jr., & Co
<i>Mystic, Conn.</i>				
Atlas	Ship	261	Balley	
Blackstone	do	258	Chester	Silas Beebe
<i>Sag Harbor, N. Y.</i>				
Ann	Ship	299	Bishop	Marcus B. O-born
Acasta	do	286	Haud	Mulford & Slight
Arabella	do	367	Pearson	N. & G. Howell
Camillus	do	345	A. Rogers	Clark & Dering
Columbia	do	282	Hedges	Luther D. Cook
Concordia	Bark	265	Woolward	Thomas Brown
Cadmus	Ship	303	Haud	Mulford & Slight
Daniel Webster	do	397	Harlow	E. Mulford
Franklin	do	391	Griffin	Charles T. Dering
Fanny	do	391	Payne	N. and G. Howell
France	do	411	Howell	do
Gen.	do	324	Ludlow	Hunting Cooper
Henry	do	333	Cartwright	C. T. Dering
Hudson	do	366	Green	Luther D. Cook
Marcus	do	283	Payne	S. & N. Howell
Monmouth	do	273	Smith	do
Neptune	do	338	Slate	S. & B. Hunting & Co
Noble	do	274	Snyder	Ira B. Tutbill
Nimrod	do	240	Parker	C. T. Dering & Co
Romulus	do	233	Rodgers	Mulford & Howell
Thorus	do	299	Topping	Mulford & Slight
Thomas Dickason	do	454	Havens	do
Thames	do	384	Niekerson	Mulford & Slight
Xenophon	do	384	Halsey	Mulford & Slight
<i>Greenport, N. Y.</i>				
Bayard	Ship	339	Miller	H. & N. Corwin
Roanoke	do	251	Case	Wiggins & Parsons
Seraph	Brig	174	Shearman	Samuel Lamson
Triad	Ship	336	Loper	H. & N. Corwin
Washington	do	236	Wilber	James Tutbill
<i>Dartmouth, Mass.</i>				
Elizabeth	Ship	329	Wood	James Rider
Forester	Bark	243	Ray	Prince Sears
South Carolina	Ship	302	Smith	James Rider

sailing from American ports—Continued.

ing returns of whaling-vessels

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks
		OF sailing.	OF arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
T. W. Williams	South Atlantic	June 6	Mar. 17, 1839	223	1,881	.....	
Williams & Barns	do	June 14	Mar. 7, 1839	50	2,750	.....	
N. & W. W. Billings	Patagonia	Dec. 8	Apr. 21, 1839	300	1,200	.....	
T. W. Williams	South Atlantic	Apr. 19	Apr. 7, 1838	260	1,600	.....	
L. Allen	do	July 20	Mar. 4, 1839	.....	2,000	.....	Crew mutinied.
N. & W. W. Billings	do	May 28	Aug. 29, 1838	.....	1,500	.....	
do	Falk. Islands	June 6	June 1, 1838	200	1,600	.....	
do	do	June 6	Dec. 29, 1838	130	2,300	.....	
T. W. Williams	South Atlantic	July 1	Apr. 9, 1839	120	2,100	.....	
E. M. Frink & Co	do	June 21	Mar. 28, 1839	200	1,650	.....	
T. W. Williams	do	Aug. 4	Apr. 24, 1839	120	1,580	10,000	
E. M. Frink & Co	Pacific Ocean	Nov. 12	Feb. 5, 1841	1,900	600	.....	
T. W. Williams	do	Oct. 14	Apr. 4, 1840	500	1,600	.....	
E. M. Frink & Co	South Atlantic	Nov. 21	Aug. 4, 1840	120	2,800	.....	
N. & W. W. Billings	do	July 1	Feb. 28, 1839	340	1,700	.....	
Williams & Barns	do	.....	.....	.....	.....	.....	
C. P. Williams	Patagonia	.....	Dec. 6, 1838	50	2,200	.....	
do	Falk. Islands	.....	Sept. 1, 1838	.....	Full	.....	Bought from Boston, 1836.
do	Falk. Islands	Dec. 27	Oct. 13, 1839	.....	3,600	.....	
C. P. Williams	do	June —	Mar. 8, 1839	25	1,650	.....	Lost third mate and boat's crew by a whale, 1838.
E. Faxon, jr., & Co	South Atlantic	.....	Apr. 21, 1839	70	1,430	.....	
do	do	June 14	.....	.....	.....	.....	Belonged to Norwich; lost on Crozettes, with her tender, (Colossus,) 1-37 or 1838.
Silas Beebe	do	July 8	Mar. 16, 1839	100	1,800	.....	
Marcus B. Osborn	South Atlantic	Aug. 3	May 20, 1838	.....	1,370	.....	
Mulford & Sleigh	do	July 11	May 19, 1838	130	570	.....	
N. & W. Howell	do	July 22	May 20, 1839	60	740	.....	
Charles T. Dering	do	do	Apr. 28, 1838	130	1,620	.....	
Luther D. Cook	do	July 14	May 7, 1838	.....	1,750	.....	
Thomas Brown	do	May 20	May 10, 1838	.....	1,400	.....	
Mulford & Sleigh	do	do	May 19, 1838	90	1,800	.....	
E. Mulford	do	Aug. 17	Apr. 13, 1839	280	2,020	.....	Captain Harlow was killed by a whale, November 6, 1838.
Charles T. Dering	do	Aug. 17	May 4, 1839	220	1,100	.....	
N. and G. Howell	do	July 8	May 7, 1838	60	1,450	.....	Captain Payne was killed by a whale, January 2, 1838.
do	do	June 21	May 7, 1838	.....	2,300	.....	
do	do	July 18	May 8, 1838	180	1,350	.....	
Hunting Cooter	do	June 27	Apr. 27, 1838	130	1,620	.....	
C. T. Dering	do	Aug. 3	May 26, 1839	700	2,000	.....	
Luther D. Cook	do	July 8	Apr. 30, 1838	.....	750	.....	
S. & N. Howell	do	July —	May 8, 1838	.....	1,300	.....	
S. & B. Hunting & Co	do	June 27	Apr. 24, 1839	180	2,000	.....	
Ira B. Tutbill	do	July 25	May 20, 1838	.....	1,100	.....	
C. T. Dering & Co	do	July 10	Apr. 7, 1838	.....	500	.....	
Mulford & Howell	do	July 8	Mar. 18, 1839	.....	1,500	.....	
Mulford & Sleigh	do	July 10	Apr. 7, 1838	.....	1,000	.....	
do	do	July 18	Apr. 27, 1839	120	3,880	40,000	Condemned at Sag Harbor, 1838.
do	do	June 27	May 10, 1838	.....	1,100	.....	
do	do	June 27	June 23, 1838	.....	1,475	.....	
H. & N. Corwin	South Atlantic	July —	Apr. 22, 1839	300	1,600	.....	
Wiggins & Parsons	do	June —	Apr. —, 1838	.....	1,450	.....	
Samuel Lamson	Atlantic	July —	May 21, 1838	140	100	.....	Hailed from Greenport; probably owned in Southold.
H. & N. Corwin	South Atlantic	June —	Apr. 24, 1839	167	1,700	.....	
James Tutbill	do	June —	Apr. 19, 1838	150	1,300	.....	
James Rider	Pacific Ocean	Nov. 30	Mar. 26, 1841	2,240	.....	.....	Sold to New Bedford, 1841.
Prince Sears	do	Dec. 5	.....	.....	.....	.....	Lost on Mantauk Point, April 17, 1841.
James Rider	South Atlantic	June 28	May 20, 1838	50	1,150	.....	

342 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-results

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1837.</b>				
<i>Westport, Mass.</i>				
Champion .....	Bark .....	209 .....	.....	Andrew Hicks .....
June .....	Brig .....	165 .....	Sowle .....	Abner B. Gilford .....
Mexico .....	do .....	130 .....	Davis .....	Gideon Davis .....
<i>Boston, Mass.</i>				
Margaret .....	Brig .....	125 .....	Dwight .....	S. J. Bridge .....
<i>Dorchester, Mass.</i>				
Herald .....	Ship .....	242 .....	Reynolds .....	Josiah Stickney .....
Lewis .....	Bark .....	281 .....	Cunningham .....	C. O. Whitmore & Co .....
<i>Hudson, N. Y.</i>				
Alexander Mansfield .....	Ship .....	320 .....	Douglass .....	Barnard Curtis & Co .....
America .....	do .....	464 .....	Topham .....	do .....
Helvetia .....	do .....	333 .....	Cottle .....	Robert A. Barnard .....
<i>New York, N. Y.</i>				
Oculo .....	Schooner .....	.....	Hallett .....	.....
Seltante .....	do .....	.....	Thaine .....	R. A. Barnard .....
White Oak .....	Bark .....	291 .....	Barney .....	Pell, Zabieskie & Pell .....
<i>Bridgeport, Conn.</i>				
Atlantic .....	Ship .....	291 .....	Post .....	Samuel F. Hurd .....
Hamilton .....	do .....	359 .....	Rose .....	do .....
Harvest .....	Bark .....	265 .....	Halsey .....	do .....
<i>Cold Spring, N. Y.</i>				
Tuscarora .....	Ship .....	379 .....	Dennison .....	.....
<i>East Haddam, Conn.</i>				
Bruce .....	Ship .....	145 .....	Bradford .....	.....
<i>Newark, N. J.</i>				
John Wells .....	Ship .....	366 .....	Uriah Russell .....	J. H. Stephens .....
<i>Newburgh, N. Y.</i>				
Fairland .....	Ship .....	292 .....	Cook .....	Charles Ludlow .....
<i>Plymouth, Mass.</i>				
Fortuna .....	Bark .....	278 .....	Goodwin .....	Isaac L. Hedgo .....
James Munroe .....	Brig .....	115 .....	Chase .....	Northam & Fearing .....
Mary and Martha .....	do .....	317 .....	John B. Collis .....	James Bartlett, Jr .....
<i>Portsmouth, N. H.</i>				
Ann Parry .....	Ship .....	348 .....	Swain .....	James Kennard .....
<i>Poughkeepsie, N. Y.</i>				
Vermont .....	Bark .....	298 .....	Hewland .....	David S. Shearman .....
<i>Wilmington, Del.</i>				
Ceres .....	Ship .....	328 .....	Ayres .....	William Wheeler .....
Lucy Anne .....	do .....	309 .....	John J. Parker .....	do .....
<i>Provincetown, Mass.</i>				
Imogene .....	Brig .....	172 .....	Smalley .....	James Smalley .....
Louisa .....	Schooner .....	.....	Tilson .....	.....
<b>1838.</b>				
<i>New Bedford, Mass.</i>				
Ann Alexander .....	Ship .....	250 .....	Dornb .....	George Howland .....
Amethyst .....	do .....	330 .....	Reynard .....	John A. Parker & Son .....

sailing from America ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic .....	Sept. 20	Apr. 6, 1839	345	.....	.....	
do .....	May 13	July 21, 1839	251	.....	.....	
do .....	Apr. 21	Apr. 26, 1838	555	.....	.....	
N. & S. Atlantic .....	Sept. 20	.....	.....	.....	.....	Dropped out of the list in November, 1840, with no report from her from date of sailing.
Pacific Ocean .....	Nov. 5	May 29, 1841	1,800	.....	.....	Sold to Stonington, 1841.
South Seas .....	July 27	Sept. 5, 1839	200	1,600	.....	
South Atlantic .....	June 25	Mar. 21, 1839	200	300	.....	Sailed in 1839, and was condemned at Tahiti, 1840; oil (1,000 sperm) shipped home.
Indian Ocean .....	Aug. 11	May 2, 1839	20	3,300	.....	
Pacific Ocean .....	Oct. 19	June 16, 1839	350	2,350	21,000	
Falk. Islands .....	.....	.....	.....	.....	.....	Lost in 1839.
Atlantic .....	Nov. 27	Sept. 26, 1838	45	.....	.....	Sold, 1838.
.....	Dec. 9	June 11, 1840	350	1,700	.....	First mate taken out of boat by a line and lost; sold to New London, 1840.
South Atlantic .....	July —	Apr. 10, 1839	.....	1,900	.....	
do .....	July *	May 1, 1838	.....	1,900	.....	Sold the whale-oil on the voyage.
do .....	June —	June 21, 1838	150	.....	.....	
South Atlantic .....	Sept. 9	Apr. 23, 1839	120	1,280	.....	Bought from New London, 1837.
Atlantic .....	Aug. 20	July 5, 1838	110	.....	.....	
S. A. and P. O. .....	May 20	Apr. 9, 1839	300	1,500	.....	
Indian Ocean .....	June 10	Apr. 10, 1839	230	2,100	20,000	Sold to Sag Harbor, 1839.
South Atlantic .....	June 30	Oct. 31, 1839	.....	2,300	.....	
Atlantic .....	Aug. 6	Nov. 1, 1839	55	.....	.....	
South Atlantic .....	Dec. 19	Dec. 3, 1840	450	2,000	.....	
Indian Ocean .....	Jan. 6	Apr. 9, 1839	500	1,250	.....	
.....	July 20	Oct. 2, 1838	200	2,600	.....	
Pacific Ocean .....	Dec. 10	Mar. 18, 1841	1,800	.....	.....	
South Atlantic .....	July 24	Apr. 24, 1839	100	2,400	24,000	
Atlantic .....	Mar. 29	Nov. 5, 1837	450	.....	.....	
do .....	.....	Nov. 10, 1837	100	.....	.....	
Pacific Ocean .....	Aug. 22	Aug. 21, 1841	1,900	.....	.....	
Indian Ocean .....	Mar. 23	Mar. 3, 1840	180	2,730	.....	



344 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-roads

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1838.				
<i>New Bedford, Mass.—Continued.</i>				
Alexander .....	Ship	421	Charles Stetson .....	John A. Parker & Son .....
Angusta .....	do	344	Lawrence .....	W. R. Rodman .....
Avetiek .....	do	470	Stetson .....	John A. Parker & Son .....
America .....	do	417	John Cole .....	I. Howland, Jr. & Co. ....
Agate .....	Brig	44	Landry .....	A. H. Seabury .....
Adrian .....	Ship	426	Tower .....	Wm. R. Rotch & Co. ....
Barclay .....	do	281	Swain .....	Alexander Gibbs .....
Beaumont .....	do	310	Dolano .....	George Howland .....
Cortes .....	do	382	Edward Gardner .....	Jireh Perry .....
Canton .....	do	409	Leary .....	.....
Com. Decatur .....	do	217	Ellis Wood .....	.....
Courier .....	do	384	Harding .....	Randall & Haskell .....
Clarice .....	Bark	247	Benjamin Clark .....	C. W. Morgan .....
China .....	Ship	370	Potter .....	William H. Stowell .....
Cicero .....	do	322	Hillman .....	Alexander Gibbs .....
Ceres .....	do	373	George Tobey .....	J. A. Parker & Son .....
Charles Frederiek .....	do	317	Brown .....	.....
Cherokee .....	Bark	261	Cook .....	Crane & French .....
Charleston Packet .....	Brig	184	Daggett .....	L. Kolbeck .....
Comella .....	Bark	216	Netchen .....	John Mosher .....
Delight .....	Brig	102	Howland .....	Alfred Gibbs & Co. ....
Enterprise .....	Ship	291	Downs .....	Briggs & Bartlett .....
Falcon .....	do	273	Abm. Russell .....	David Collin .....
Fenelon .....	do	328	Smith .....	E. Donbar & Co. ....
Florida .....	do	330	Edward Maxfield .....	George Howland .....
George Howland .....	do	371	Weeks .....	I. Howland, Jr. & Co. ....
Gideon Howland .....	do	379	Baker .....	Haskell & Randall .....
George and Martha .....	Bark	275	Ellis Wilcox .....	Jas. D. Thompson .....
Garland .....	do	234	Nathaniel H. Nye .....	T. & A. R. Nye .....
Herald, 2d .....	Ship	303	Thomas A. Norton .....	Charles W. Morgan .....
Hector .....	do	327	Gray .....	Alfred Gibbs & Co. ....
Hibernia .....	do	391	Hull .....	.....
Huntress .....	do	356	Luco .....	William T. Russell .....
India .....	do	308	Isaac Thatcher .....	Frederick Parker .....
John .....	do	223	Jos. Shockley .....	Alexander Gibbs .....
Jasper .....	Bark	123	Brownell .....	A. H. Seabury & Bro. ....
Juno .....	Brig	383	R. N. Swift .....	T. & A. R. Nye .....
Lancaster .....	Ship	302	Luther J. Briggs .....	I. Howland, Jr. & Co. ....
Logan .....	do	306	Thomas .....	Abm. Barker .....
Liverpool .....	do	280	John Sampson .....	A. H. Howland .....
London Packet .....	do	281	Taber .....	Tobey & Ricketson .....
Lucea .....	do	281	Manter .....	I. H. Bartlett .....
Laurel .....	Schooner	119	Werth .....	T. & A. R. Nye .....
Maria Theresa .....	Ship	330	Turner .....	C. W. Morgan .....
Maria .....	do	202	Raymond .....	I. Howland, Jr. & Co. ....
Mary .....	do	287	Black .....	Andrew Tobeson .....
Milo .....	do	398	Gardner .....	.....
Magnolia .....	do	396	David Barnard .....	C. W. Morgan .....
Milwood .....	Bark	254	Joseph Spooner .....	Gideon Allen .....
Nautilus .....	Ship	340	Alden G. Ellis .....	Jireh Perry .....
Newton .....	Bark	283	Hathaway .....	Isiah Burgess .....
Parachute .....	Ship	331	Eastham .....	A. H. Seabury & Bro. ....
Persia .....	Bark	240	Norton .....	Lawrence Grinnell .....
Roman 2d .....	Ship	350	Bartlett .....	Abm. Barker .....
Robert Edwards .....	do	350	Howland .....	J. & J. Howland .....
Sally Anne .....	do	312	Robert E. Berden .....	D. R. Greene & Co. ....
Schute .....	Bark	281	Adams .....	Crane & French .....
Sarah Louisa .....	Brig	144	Ray G. Sarford .....	William R. Rodman .....
Tascaloua .....	Ship	287	William Hussey .....	Howland & Hussey .....
Titon .....	do	300	Avery F. Parker .....	I. Howland, Jr. & Co. ....
Trident .....	do	429	John H. Ricketson .....	J. A. Parker & Co. ....
Two Brothers .....	do	282	I. C. Howland .....	D. R. Greene & Co. ....
Tobacco Plant .....	do	271	Swain .....	W. R. Rodman .....
Virginia .....	do	346	Luco .....	William H. Stowell .....
William Hamilton .....	do	463	William Swain .....	I. Howland, Jr. & Co. ....
Waverly .....	do	327	William Monroe .....	.....

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
John A. Parker & Son	Pacific Ocean	Dec. 30	June 11, 1842	3,200			Mate killed by natives at the Marquesas Islands.
W. R. Rodman	do	June 26	Jan. 6, 1842	2,071	47		Arrived at Bremen.
John A. Parker & Son	New Zealand	Feb. 2	Oct. 3, 1839	530	3,879		
I. Howland, Jr. & Co.	Indian Ocean	July 9	May 27, 1840	90	210		
A. H. Seabury	Atlantic	Dec. 19	Apr. 1, 1841	392	2,450		
Wm. R. Botch & Co.	New Zealand	Apr. 29	Apr. 24, 1840	165	1,039		
Alexander Gibbs	Indian Ocean	June 19	June 29, 1839	180	847		
George Howland	South Atlantic	Apr. 24	Apr. 22, 1842	2,280			
Jirch Perry	Pacific Ocean	Nov. 22	Aug. 26, 1842	2,434	40		Condemned at Bermudas, January 4, 1840. Had 500 whale.
Randall & Haskell	South Atlantic	May 25	May 25				
C. W. Morgan	Pacific Ocean	June 8	July 18, 1842	2,283			
William H. Stowell	do	Nov. 15	Aug. 12, 1841	1,206			
Alexander Gibbs	New Zealand	Oct. 2	May 2, 1840	751	1,034		
J. A. Parker & Son	South Atlantic	June 12	June 1, 1840	310	1,013		Condemned at Isle of France, April, 1839.
Crane & French	Indian Ocean	Oct. 13	Oct. 13				
L. Kolbeck	Pacific Ocean	Dec. 1	Nov. 22, 1841	2,656			
John Mosher	New Zealand	Nov. 7	Oct. 11, 1840	532	1,022		
Alfred Gibbs & Co.	South Atlantic	June 19	May 31, 1839	256			
Briggs & Bartlett	S. A. and Ind.	Apr. 3	July 9, 1840	583	230		Voyage spoiled by mutiny of crew.
David Collin	Atlantic	Aug. 20	May 18, 1839	65			
E. Dunbar & Co.	Pacific Ocean	Sept. 2	June 19, 1844	47	2,001		
George Howland	do	Aug. 2	June 3, 1840	265	1,895		
I. Howland, Jr. & Co.	P. O. and N. Z.	Aug. 2	June 22, 1840	782	1,750		
Haskell & Randall	South Atlantic	Aug. 29	June 22, 1840	539	2,250		
Jas. D. Thompson	do	July 24	Feb. 22, 1840				
T. & A. R. Nye	Pacific Ocean	Apr. 21	Oct. 21, 1841	1,094	27		
Charles W. Morgan	do	Dec. 6	June 23, 1842	2,765			
Alfred Gibbs & Co.	do	Nov. 20	Nov. 20				
do	S. A. and Ind.	June 18	May 15, 1840	287	2,006		
do	Indian Ocean	Sept. 15	May 25, 1840	212	1,000		
do	Pacific Ocean	Nov. 20	Nov. 27, 1842	1,550			
do	do	May 27	Aug. 16, 1840	2,475	7		
do	do	June 30	Nov. 7, 1839	706	1,445		
do	do	Apr. 9	June 10, 1839	141	2,898	27,000	Sold 114 sperm at Hobart Town.
do	do	Aug. 12	Mar. 14, 1840	750	1,075		
do	do	June 4	Feb. 21, 1840	233	2,025		
do	do	June 3	May 13, 1839	114	274		
do	do	June 3	May 29, 1839	494	14		
do	Atlantic	Apr. 14	Mar. 26, 1842	2,744			
do	Pacific Ocean	Nov. 15	Dec. 13, 1841	1,339	946		
do	do	May 1	Dec. 13, 1841	1,339	946		
do	South Atlantic	June 8	Apr. 7, 1840	221	1,916		
do	Indian Ocean	May 12	May 18, 1840	330	1,470		
do	do	July 1	Aug. 0, 1839		3,608		
do	do	Apr. 28	June 25, 1839	71	3		
do	Atlantic	Apr. 19	June 27, 1839	200			
do	do	July 6	Mar. 21, 1840	800	1,912		
do	Indian Ocean	May 18	Sept. 7, 1840	70			
do	do	June 3	Oct. 27, 1839	910	1,318		
do	Pacific Ocean	Dec. 24	Aug. 10, 1842	2,693	89		First mate and boat's crew reported lost, October, 1841.
do	do	Dec. 2	Aug. 4, 1842	1,944	1,065		
do	do	May 25	Mar. 31, 1840	86	1,324		
do	South Atlantic	Nov. 20	Mar. 3, 1842	2,688			
do	Pacific Ocean	Dec. 31	Mar. 0, 1841	586	2,033		
do	New Zealand	Nov. 15	Sept. 8, 1840	485	2,285		
do	do	Sept. 30	Dec. 12, 1842	1,533			
do	Pacific Ocean	July 11	July 9, 1840	278	3,115		
do	Indian Ocean	Aug. 24	Mar. 26, 1841	2,603			
do	Pacific Ocean	June 6	May 6, 1840	292	1,076		
do	South Atlantic	Oct. 3	Aug. 9, 1840	600	600		
do	do	Aug. 8	June 26, 1840	336	3		
do	Atlantic	May 2	Apr. 3, 1840	253	1,892		
do	Indian Ocean	May 2	Apr. 3, 1840	253	1,892		
do	Pacific Ocean	Sept. 3	Nov. 3, 1841	1,459	453		
do	do	Aug. 8	Nov. 9, 1842	1,500	40		
do	S. A. and Ind.	Oct. 16	May 6, 1840	600	212		
do	Pacific Ocean	May 12	Nov. 5, 1841	1,085	99		
do	Chili	May 21	Mar. 31, 1840	575	2,090		
do	Pacific Ocean	May 1	May 31, 1842	2,156			
do	do	Dec. 7	May 25, 1842	1,921			

Ordered away from Two People's Bay by Her Britannic Majesty's ship Harold.

346 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1838.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Window	Ship	263	Pease	S. Rodman, Jr.
Washington	do	344	C. P. Covell	Jona. Bourne, Jr.
<i>Fairhaven, Mass.</i>				
Alto	Bark	197	Caldwell	Alden D. Stoddard
Alton	Ship	328	Smith	E. Sawin
Arab	do	330	Cushman	do
Benezett	Bark	192	Stetson	Jabez DeLano, Jr.
Charles Drew	Ship	341	Bonney	Lemuel Tripp
Cadmus	do	339	Mayhew	Atkins Adams
Eliza Adams	do	403	Holley	do
Favorito	do	293	Swift	E. Sawin
George	do	369	Chase	Fish & Huttleston
Hesper	Bark	301	Holder Almy	T. Hitch
Herald	Ship	265	Dovell	Samuel Borden
Isabella	Bark	264	Davis	E. Sawin
Joseph Maxwell	Ship	322	Stewart	F. H. Whitwell
Java	do	292	Crowell	Atkins Adams
Martha	do	301	John D. Taber	Nathan Church
Martha, 2d	do	301	Kelley	Atkins Adams
Maire	do	294	Mages	E. Sawin
Maire	do	315	Edward M. Lee	do
Marcia	do	333	Chase	L. Tripp, Jr.
Mary Ann	Bark	191	Perry	Lemuel Tripp
Pindus	Ship	314	Butler	Asa Swift
Pacific	Brig	136	Webb	E. Sawin
Quito	do	171	Butler	do
South Boston	Ship	338	Butler	Warren DeLano
William Wirt	do	387	Daggett	do
<i>Rochester, Mass.</i>				
Annawan	Brig	148	Charles Bates	G. Barstow & Son
Bryade	Bark	297	Smalley	do
Gideon Barstow	Ship	379	Cary	do
Lagrange	Brig	170	Daggett	Elijah Willis
Le Barron	do	170	Rogers	G. Barstow & Son
Mattapoisett	do	150	Southworth	Joseph Meigs
Orion	do	99	Parrington	Elijah Willis
Sarah	do	171	Parrington	G. Barstow & Son
Solon	do	129	Hammond	Noble E. Bates
<i>Nantucket, Mass.</i>				
American	Ship	340	David Barker	Matthew Crosby
Alpha	do	345	Joseph Congdon	Nathaniel Barney
Christopher Mitchell	do	387	Charles A. Veeder	Gorham Coffin
Clarkson	do	384	Joseph C. Chase	James A. Hearn
Daniel Webster	do	330	Joseph N. Plasket	Jared Collin
Harmony	Schooner	221	Tracy	Timothy Hussey
Howard	Ship	364	William Worth, 2d	do
Iris	Sloop	332	Weeks	James A. Hearn
Japan	Ship	332	John Tolney	Levi Starbuck
James Loper	do	418	Obed Cathart	George Starbuck
Joseph Starbuck	do	411	Sanford Wilbur	William B. Coffin
Lima	do	281	Obed Lane, Jr.	Samuel B. Tuck
Mary Mitchell	do	354	Joseph McChavo	George B. Upton
Napoleon	do	366	William Plasket	Gorham Coffin
Phebe	do	379	George Allen, 2d	do
Primrose	Schooner	220	Coleman	Joseph Starbuck
President	Ship	293	Reuben Starbuck	do
Robert	Sloop	331	Meador	do
Rambler	Ship	311	Robert McClevo	Frederick C. Sanford
Thule	do	287	James Coleman	S. B. Tuck
Young Hero	do	338	George Alley	Joseph Starbuck
<i>Edgartown, Mass.</i>				
Champion	Ship	390	Lawrence	Grafton Norton
Loan	do	295	Merebant	Abm. Osborne
Mary	do	348	Fisher	Coffin & Darrow

Showing returns of whaling vessels

Sailing from American ports—Continued.

Name of vessel	Managing owner or agent	Date—		Result of voyage			Remarks
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	S. Rodman, Jr.	Aug. 1	June 23, 1839	280	.....	.....	Bought from Dartmouth, 1838.
New Zealand	John Bourne, Jr.	Dec. 15	July 1, 1840	457	2,600	.....	
S. A. and Ind.	Alden D. Stoddard	Mar. 3	May 15, 1840	602	.....	.....	
Indian Ocean	E. Sawin	July 9	Feb. 24, 1840	636	2,243	.....	
do	do	July 26	Mar. 19, 1840	36	2,371	.....	
Pacific Ocean	Jabez DeLano, Jr.	June 8	Oct. 12, 1840	1,045	.....	.....	Sold to New Bedford, 1842.
do	Lemuel Tripp	June 9	Apr. 15, 1842	1,000	.....	.....	
do	Arkins Adams	June 3	Mar. 10, 1841	2,002	.....	.....	
do	do	Oct. 22	Jan. 23, 1842	2,771	.....	.....	
New Zealand	E. Sawin	Dec. 2	Aug. 7, 1840	240	2,293	.....	Bought from New Bedford, 1838.
Indian Ocean	F. H. Whitwell	July 17	Aug. 6, 1840	46	2,976	.....	
Ind. and P. O.	I. Hiltch	Nov. 25	May 9, 1841	1,822	.....	.....	
South Atlantic	Samuel Borden	July 19	Apr. 2, 1840	112	1,360	.....	
Pacific Ocean	E. Sawin	Jan. 9	June 11, 1841	991	694	.....	
Indian Ocean	F. H. Whitwell	Sept. 19	July 19, 1840	491	1,353	.....	
Pacific Ocean	Atkins Adams	May 27	May 30, 1841	530	800	.....	
Indian Ocean	Nathan Church	June 25	July 6, 1841	625	1,330	.....	
do	Atkins Adams	July 21	June 4, 1840	670	1,555	.....	
do	E. Sawin	Aug. 12	Mar. 31, 1840	188	1,382	.....	
Pacific Ocean	E. Sawin	Feb. 3	Nov. 4, 1841	657	1,445	.....	
do	do	Sept. 13	May 31, 1842	2,308	.....	.....	
Pacific Ocean	L. Tripp, Jr.	Aug. 4	May 29, 1840	375	725	.....	Bought from Nantucket 1838.
South Atlantic	Lemuel Tripp	Aug. 28	Feb. 13, 1840	114	1,071	.....	Tender to ship Arab.
do	Asa Swift	do	do	43	375	.....	
Indian Ocean	E. Sawin	July 20	Nov. 7, 1839	43	2,060	.....	
South Atlantic	do	Apr. 30	Sept. 19, 1839	2,760	.....	.....	
Indian Ocean	Warren Delano	June 23	June 4, 1842	2,760	.....	.....	
Atlantic	G. Barstow & Son	July	—	.....	.....	.....	Lost at sea, in a gale, March, 1839. Captain, 1st and 2d mates, and 12 men lost.
Indian Ocean	do	July 3	Oct. 23, 1839	242	1,356	.....	Lost at Cocos Islands March, 1839.
do	do	June 20	—	.....	.....	.....	
Atlantic	Elijah Willis	Apr. 30	May 10, 1839	431	.....	.....	
South Atlantic	G. Barstow & Son	Oct. 20	Nov. 7, 1839	610	.....	.....	
Atlantic	Joseph Melges	Apr. 3	June 4, 1839	230	.....	.....	
do	Elijah Willis	Sept. 13	May 27, 1839	130	.....	.....	
do	G. Barstow & Son	July 22	May 10, 1839	563	.....	.....	
do	Noble E. Bates	June 6	Apr. 16, 1839	440	.....	.....	
Pacific Ocean	Matthew Crosby	July 4	Oct. 21, 1841	9,181	0	.....	Sent home 90 barrels sperm.
do	Nathaniel Barney	June 3	Dec. 2, 1841	2,205	.....	.....	
do	Gorham Collin	Apr. 28	Apr. 5, 1841	2,714	52	.....	Built at Mattapovett 1838.
do	James Atherton	July 10	Apr. 17, 1841	1,580	310	.....	Lost in the Indian Ocean February 8, 1839.
do	Jared Collin	Dec. 10	Oct. 15, 1842	1,832	.....	.....	
Indian Ocean	Timothy Hasey	Sept. 22	Jan. 1, 1841	2,209	.....	.....	Made three trips; took one small whale.
Pacific Ocean	do	Oct. 19	—	.....	.....	.....	
do	do	June 10	Dec. 12, 1841	2,176	27	.....	Built 1837, at Rochester.
do	do	June 20	May 11, 1842	1,242	.....	.....	Built 1838, at Nantucket.
do	do	Nov. 15	Apr. 3, 1842	3,321	.....	.....	
do	do	Aug. 29	Feb. 7, 1842	1,660	.....	.....	David O. Hearse, 2d mate, died Sept. 13, 1841.
do	do	Aug. 26	Apr. 27, 1842	1,370	86	.....	Built 1833, at Rochester.
do	do	Sept. 9	Sept. 13, 1842	1,676	512	.....	
do	do	July 13	Apr. 2, 1842	1,387	.....	.....	
Atlantic	do	do	Nov. 14, 1838	Clear	.....	.....	
Pacific Ocean	do	Nov. 15	July 18, 1842	1,840	.....	.....	Made several voyages; took 60 bbls. hump-back.
do	do	do	do	.....	.....	.....	
Pacific Ocean	do	Dec. 12	Nov. 10, 1842	1,547	.....	.....	
do	do	Oct. 19	Dec. 29, 1841	1,531	52	.....	Built 1835, at Rochester.
do	do	June 27	Oct. 21, 1841	2,594	.....	.....	
New Zealand	do	May 12	May 12, 1841	3,100	.....	.....	Sent home 903 sperm; lost at Talcahuano August 19, 1841.
Pacific Ocean	do	May 30	—	.....	.....	.....	
New Zealand	do	Aug. 8	Sept. 20, 1840	700	2,200	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1838.</b>				
<i>Stonington, Conn.</i>				
George .....	Ship .....	251	Brewster .....	Charles P. Williams .....
Mercury .....	do .....	305	Smith .....	C. T. Stanton .....
Thomas Williams .....	do .....	310	Hall .....	C. P. Williams .....
<i>Wareham, Mass.</i>				
Pleiades .....	Bark .....	261	Allen .....	A. S. F. Tobey .....
<i>Holmes's Hole, Mass.</i>				
Pocahontas .....	Ship .....	343	Dillingham .....	Thomas Bradley .....
William and Joseph .....	Brig .....		Cleveland .....	
<i>Provincetown, Mass.</i>				
Imogene .....	Brig .....		Smalley .....	James Smalley .....
<i>Fall River, Mass.</i>				
Ann Maria .....	Brig .....	190	Snell .....	J. S. Barnard .....
Taunton .....	do .....	102	Cummings .....	William Coggeshall .....
William .....	do .....	107	Cudworth .....	J. S. Barnard .....
<i>Lynn, Mass.</i>				
Conn. Proble .....	Ship .....	323	Eldridge .....	Andrew Breed .....
Louisa .....	do .....	325	Wooley .....	Hezekiah Chase & Co. ....
Ninus .....	do .....	260	Ludlow .....	Isalah Breed .....
<i>Falmouth, Mass.</i>				
Brunette .....	Bark .....	200	Pool .....	Elijah Swift .....
Geo. Washington .....	Brig .....	180	Whitehouse .....	Sanford Herenden .....
Popponnett .....	Bark .....	200	Nickerson .....	John Robinson .....
<i>New London, Conn.</i>				
Armata .....	Ship .....	414	Peabody .....	Abner Bassett .....
Bingham .....	do .....	375	Barnum .....	Benjamin Brown .....
Com. Perry .....	do .....	274	Hobron .....	C. Chew & Co. ....
Columbla .....	do .....	492	Smith .....	Havens & Smith .....
Candaco .....	do .....	310	Reed .....	do .....
Chelsea .....	do .....	330	Smith .....	do .....
Eicetra .....	do .....	347	Lax .....	William Williams, jr. ....
Georgia .....	do .....	343	Hall .....	Thomas W. Williams .....
Gen. Williams .....	do .....	440	Holdridge .....	Williams & Barns .....
Hand .....	Schooner .....	80	Randall .....	Havens & Smith .....
Indian Chief .....	Ship .....	400	Skimes .....	Fink, Chew & Co. ....
John and Elizabeth .....	do .....	290	Halsey .....	Havens & Smith .....
John and Edward .....	do .....	312	Bailey .....	N. & W. W. Billings .....
Julius Caesar .....	do .....	347	McLean .....	do .....
McDonough .....	Schooner .....	125	Lawton .....	Benjamin Brown .....
Phoenix .....	Ship .....			
Superior .....	do .....			
<i>Sag Harbor, N. Y.</i>				
Ann .....	Ship .....	298	Bishop .....	Marcus B. Osborn .....
American .....	do .....	285	Jennings .....	S. & B. Hunting & Co. ....
Acacia .....	do .....	266	Sulth .....	Mulford & Sleigh .....
Camillus .....	do .....	347	Rogers .....	Charles T. Dering .....
Concordia .....	Bark .....	200	Woodward .....	Thomas Brown .....
Columbian .....	Ship .....	287	Pierson .....	Luther D. Cook .....
Cagnus .....	do .....	307	Babcock .....	Mulford & Sleigh .....
France .....	do .....	411	Howell .....	K. & G. Howell .....
Fanny .....	do .....	302	Payne .....	do .....
Gen .....	do .....	328	Ludlow .....	Hunting Cooper .....
Henry .....	do .....	33	Sweeney .....	S. L. Hommedien .....
Hamilton .....	do .....	311	Bennett .....	S. & B. Hunting & Co. ....
Hamilton .....	do .....	322	Jones .....	C. T. Dering .....
Marcus .....	do .....	283	Glover .....	S. & N. Howell .....
Monmouth .....	do .....	273	Smith .....	

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
.....	.....	.....	.....	.....	Bbls.	Hbls.	Lbs.	.....
.....	.....	Pacific Ocean.	Oct. 24	Feb. 28, 1841	900	1,200	.....	Sold 600 whale at Pernambuco.
.....	.....	.....do.....	Nov. 1	Sept. 6, 1840	600	2,600	.....	.....
.....	.....	South Atlantic	May 19	June 27, 1840	600	2,450	.....	.....
.....	M. S. F. Toboy	South Atlantic	Oct. 2	June 18, 1840	303	1,420	.....	.....
.....	Thomas Bradley	Indian Ocean.	June 16	.....	.....	.....	.....	.....
.....	.....	Atlantic	.....	Sept. 22, 1838	60	.....	.....	.....
.....	James Smalley	Bay of Mexico	Jan. 10	July 24, 1838	400	200	.....	.....
.....	J. S. Barnard	South Atlantic.	Aug. 20	Oct. 21, 1839	250	.....	.....	Sailed again October 20, 1848; arrived August 19, 1859.
.....	William Coggeshall	Atlantic	Mar. 23	Aug. 30, 1838	65	.....	.....	.....
.....	J. S. Barnard	.....do.....	June 25	Dec. 19, 1838	400	.....	.....	.....
.....	Andrew Breed	Indian Ocean.	July 14	May 26, 1840	380	1,900	.....	.....
.....	Hezekiah Chase & Co.	.....do.....	July 11	.....	.....	.....	.....	.....
.....	Isaiah Breed	.....do.....	July 14	Aug. 7, 1840	.....	1,650	10,000	.....
.....	Elijah Swift	Atlantic	July 12	Dec. 11, 1839	400	.....	.....	.....
.....	Sanford Herndeen	.....do.....	June 20	Mar. 6, 1840	.....	.....	.....	.....
.....	John Robinson	.....do.....	.....	....., 1838	.....	.....	.....	.....
.....	Abner Bassett	South Atlantic	July 6	Mar. 31, 1840	200	1,900	.....	.....
.....	Benjamin Brown	.....do.....	June 14	May 13, 1839	80	1,720	.....	Sold to Mystic.
.....	C. Chew & Co.	.....do.....	June 1	....., 1839	470	530	.....	.....
.....	Havens & Smith	.....do.....	July 25	May 1, 1839	.....	3,700	.....	.....
.....	.....do.....	.....do.....	May 22	Feb. 14, 1839	300	1,900	.....	.....
.....	.....do.....	.....do.....	June 26	Oct. 10, 1839	30	2,800	.....	.....
.....	William Williams, Jr.	.....do.....	July 6	Apr. 10, 1840	100	1,600	.....	Had schoener Amazon for tender; crew mutinied.
.....	Thomas W. Williams	.....do.....	Oct. 28	July 1, 1839	.....	90	.....	Had Brig Magellan, Lax, for tender.
.....	Williams & Harps	Falk Islands	Nov. 28	Oct. 14, 1840	400	2,300	.....	.....
.....	Havens & Smith	Indian Ocean.	July 28	May 23, 1840	.....	3,000	7,000	.....
.....	Frank Chew & Co.	.....do.....	Oct. 1	Apr. 5, 1841	150	2,600	.....	.....
.....	Havens & Smith	South Atlantic.	July 6	May 14, 1840	650	800	.....	Sold to New Bedford.
.....	N. & W. W. Billings	.....do.....	Nov. 28	Jan. 11, 1840	100	2,300	.....	Probably arrived in June or July, full.
.....	.....do.....	.....do.....	Nov. 14	....., 1839	.....	.....	.....	.....
.....	Benjamin Brown	Indian Ocean.	Aug. 1	.....	.....	.....	.....	.....
.....	.....	Pacific Ocean.	Nov. —	Feb. —, 1841	1,900	600	.....	.....
.....	.....	South Atlantic.	Oct. —	July —, 1840	120	2,880	.....	.....
.....	Marcus H. Osborn	South Atlantic	July 11	May 9, 1839	30	970	.....	.....
.....	S. & B. Huntington & Co.	.....do.....	May 28	July 10, 1840	400	1,100	.....	.....
.....	Mulford & Sleigh	.....do.....	July 6	Aug. 31, 1840	200	1,700	.....	.....
.....	Charles T. Dering	.....do.....	Aug. 1	June 13, 1839	.....	1,600	.....	.....
.....	Thomas Brown	.....do.....	July 11	Oct. —, 1840	300	1,800	.....	.....
.....	Luther D. Cook	.....do.....	June 14	May 15, 1839	.....	300	.....	.....
.....	Mulford & Sleigh	.....do.....	June 14	May 15, 1839	.....	500	.....	.....
.....	N. & G. Howell	.....do.....	July 16	Aug. 17, 1841	700	3,300	20,730	.....
.....	.....do.....	.....do.....	July —	May 9, 1839	.....	1,600	.....	.....
.....	Payne	.....do.....	.....	.....	600	1,000	.....	.....
.....	Hunting Cooper	.....do.....	July 11	July 30, 1839	.....	900	.....	.....
.....	S. L. Hommedieu	.....do.....	June 23	May 29, 1839	.....	.....	.....	.....
.....	S. & B. Huntington & Co.	.....do.....	July 26	July 8, 1840	100	1,550	.....	.....
.....	C. T. Dering	.....do.....	Aug. 9	May 7, 1840	100	2,200	.....	.....
.....	Glover	.....do.....	June 9	Apr. 30, 1839	50	1,100	.....	.....
.....	.....	.....do.....	July 17	May 24, 1839	75	825	.....	.....

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1888.</b>				
<i>Sag Harbor, N. Y.—Continued.</i>				
Nimrod .....	Ship	290	Parker .....	C. T. Dering & Co .....
Ontario .....	do	308	Green .....	E. & B. Hunting & Co .....
Phenix .....	do	314	Topping .....	L. D. Cook .....
Panama .....	do	464	Thomas E. Crowell .....	N. & G. Howell .....
Thoru .....	do	299	Tuttle .....	Mulford & Sleight .....
Washington .....	do	340	Sayer .....	Josiah Douglass .....
Xenophon .....	do	321	Halsey .....	Mulford & Sleight .....
<i>Westport, Mass.</i>				
Dr. Franklin .....	Bark	171	Francis .....	Job Davis .....
Elizabeth .....	Brig	107	Sowle .....	Abner B. Coffin .....
June .....	do	165	Sowle .....	Abner B. Giffard .....
Mexico .....	do	130	Macomber .....	Gideon Davis .....
President .....	Bark	187	Sowle .....	Andrew Hicks .....
<i>Mystic, Conn.</i>				
Aeronaut .....	Ship	265	Mallory .....	Charles Mallory .....
Gov. Edcott .....	do	29*	Holmes .....	J. & W. P. Randall .....
Meteor .....	do	325	Lester .....	do .....
Templeo .....	Brig	99	Bailey .....	C. Mallory .....
Uxor .....	do	90	Melkinstry .....	do .....
<i>Bridgeport, Conn.</i>				
Hamilton .....	Ship	359	Brown .....	Samuel F. Hurd .....
Harvest .....	Bark	...	Gadbee .....	do .....
<i>East Haddam, Conn.</i>				
Bruce .....	Bark	14*	Bradford .....	...
<i>Dartmouth, Mass.</i>				
Grand Turk .....	Ship	324	Dexter .....	James Rider .....
South Carolina .....	do	302	Bailey .....	do .....
Wade .....	Bark	201	Swift .....	...
<i>Wilmington, Del.</i>				
North America .....	Ship	270	Simmons .....	William Wheeler .....
<i>Greenport, N. Y.</i>				
Delta .....	Ship	314	Griffin .....	H. & N. Corwila .....
Roanoke .....	do	251	Caso .....	Wiggins & Parsons .....
Seraph .....	Brig	174	Garns .....	Samuel Lamson .....
Washington .....	Ship	236	Wilbur .....	James Tutthill .....
<i>Hudson, N. Y.</i>				
Edward .....	Ship	274	Daggett .....	Seth G. Macy .....
Huron .....	do	290	Barrett .....	Robert A. Barnard .....
Martha .....	do	369	Wheiden .....	Alexander Jenkins .....
<i>New York, N. Y.</i>				
Elizabeth .....	Brig	...	Nash .....	S. E. Burrows .....
Shibboleth .....	Bark	219	Smith .....	do .....
<i>Providence, R. I.</i>				
Envoy .....	Ship	392	Pense .....	Amherst & Everett .....
<i>Salem, Mass.</i>				
Ellza .....	Bark	392	Radeliffe .....	James W. Cheever .....
Emerald .....	Ship	271	Dexter .....	S. C. Phillips .....
Mt. Wollaston .....	do	325	Jewett .....	John B. Osgood .....
Statesman .....	Bark	258	Coffin .....	do .....

showing returns of whaling-vessels.

sailing from American ports—Continued

Owner.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	W hale-oil.	W halebone.	
					<i>Hbls.</i>	<i>Hbls.</i>	<i>Lbs.</i>	
ker .....	C. T. Dering & Co .....	South Atlantic	July 11	May 9, 1839	.....	1,400	.....	Captain Topping left the ship and came home sick.
en .....	E. & B. Hunting & Co. ....	do	July 11	July 18, 1839	.....	120	2,380	
pting .....	L. D. Cook .....	do	July 23	May 8, 1840	.....	400	3,300 29,000	
Crowell .....	N. & G. Howell .....	Pacific Ocean	June 12	Apr. 11, 1841	.....	.....	.....	Condemned at Bay of Islands, July, 1840; had 50 sperm, 1,600 whale.
do .....	Mulford & Sleight .....	do	Oct. 18	.....	.....	.....	.....	
er .....	Josiah Douglass .....	South Atlantic	July 26	Apr. 24, 1839	.....	58	350	.....
sey .....	Mulford & Sleight .....	do	July 26	July 10, 1840	.....	240	2,710	
neis .....	Job Davis .....	Atlantic	Sept. 5	May 13, 1839	.....	401	.....	.....
do .....	Abner B. Coffin .....	do	Aug. 28	May 27, 1839	.....	212	.....	
do .....	Abner B. Coffin .....	do	Aug. 24	June 24, 1839	.....	433	.....	
member .....	Gideon Davis .....	do	June 1	June 12, 1839	.....	369	.....	
ble .....	Andrew Hicks .....	do	Aug. 26	Sept. 19, 1839	.....	383	.....	
Mallory .....	Charles Mallory .....	South Seas	June 18	Mar. 31, 1840	.....	80	2,200	Had for tender schooner Phatach, 81 tons Captain Stevens.
lines .....	J. & W. P. Randall .....	do	July 11	Sept. 5, 1839	.....	.....	1,300	
ster .....	do .....	do	June 1	..... 1839	.....	150	1,800	Elephant-oil. Do.
ley .....	C. Mallory .....	Crozettes	June 1	Apr. 8, 1839	.....	.....	100	
Kinstry .....	do .....	South Atlantic	May 15	Mar. 9, 1839	.....	.....	300	
own .....	Samuel F. Hurd .....	South Atlantic	July 6	May 30, 1839	.....	.....	1,350	.....
althee .....	do .....	do	July 28	June 6, 1840	.....	140	1,800	
ndford .....	.....	Atlantic	Sept. 13	Sept. 20, 1838	.....	.....	.....	Put into Newport badly damaged by a gale; sold to Fairhaven 1839.
exter .....	James Rider .....	Indian Ocean	July 11	Dec. 10, 1839	.....	130	2,470	.....
iley .....	do .....	Pacific Ocean	Dec. 15	Apr. 15, 1842	.....	1,150	800	
liff .....	do .....	South Seas	Apr. 18	May 7, 1840	.....	708	1,280	
mmoons .....	William Wheeler .....	South Atlantic	June 1	Aug. 6, 1839	.....	.....	2,400	Sailed for the Indian Ocean December 6, 1839, and was lost at Geographé Bay, July 6, 1840.
rdlin .....	H. & N. Corwin .....	South Atlantic	July 1	..... 1839	.....	.....	.....	.....
ase .....	Wiggins & Parsons .....	do	July 1	May 4, 1839	.....	200	1,250	
arns .....	Samuel Lamson .....	do	July 1	Feb. 26, 1839	.....	100	730	
vilbur .....	James Tutill .....	do	July 1	May 2, 1839	.....	300	1,000	
aggett .....	Seth G. Macy .....	South Atlantic	July 10	Sept. 1, 1840	.....	200	1,300	Sold to Sag Harbor.
arrett .....	Robert A. Barnard .....	do	Sept. 26	May 28, 1840	.....	.....	900	
helden .....	Alexander Jenkins .....	Indian Ocean	.....	Apr. 29, 1839	.....	150	1,150 13,000	
ash .....	S. E. Burrows .....	Falk Islands	Feb. 14	Aug. 18, 1839	.....	.....	1,450	Sold at Rio Janeiro.
mith .....	do .....	South Atlantic	Jan. 30	.....	.....	.....	.....	
Pease .....	Amherst & Everett .....	Pacific Ocean	June 18	Mar. 18, 1841	.....	1,000	2,500	.....
Radcliffe .....	James W. Cheever .....	Indian Ocean	Nov. 31	May 9, 1841	.....	275	1,300	Sold 100 sperm at Hobart Town.
Dexter .....	S. G. Phillips .....	do	May 24	Feb. 27, 1840	.....	250	1,750	
Fowett .....	John B. Osgood .....	do	June 2	Apr. 17, 1840	.....	600	1,100	
Coffin .....	do .....	New Zealand	Oct. 26	Mar. 9, 1842	.....	1,800	.....	



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1838.</b>				
<i>Portland, Me.</i>				
Science .....	Ship .....	388	Whipsey .....	Calch Adams .....
<i>Wiscasset, Me.</i>				
Wiscasset .....	Ship .....	380	S. B. Horton .....	John Brooks .....
<i>Newport, R. I.</i>				
Erle .....	Ship .....	375	A. W. Donnis .....	Samuel Whitehorse .....
Margaret .....	do .....	375	T. Wimponny .....	John Stevens & Co. ....
Mechanic .....	do .....	335	Spencer Pratt .....	Thomas Bush .....
Poehontas .....	Brig .....	.....	William Barker .....	Samuel Barker .....
Sailor's Return .....	Schooner .....	.....	Sanley .....	N. S. Ruggles .....
<i>Bristol, R. I.</i>				
America .....	Bark .....	257	Simmons .....	Robert Rogers .....
America .....	Ship .....	.....	.....	.....
Gov. Hopkins .....	Brig .....	111	Simmons .....	William R. Taylor .....
Troy .....	do .....	156	King .....	Thomas Crouch .....
<i>Warren, R. I.</i>				
Brilliant .....	Brig .....	.....	Smith .....	.....
Charlot .....	Ship .....	355	Littlefield .....	N. M. Wheaton & Co. ....
Crawford .....	Brig .....	121	Luther .....	J. & D. K. Luther .....
Franklin .....	Bark .....	249	Barton .....	do .....
Galen .....	Ship .....	365	Isorden .....	Driscoll & Child .....
Philip Tabb .....	do .....	405	Jenny .....	do .....
William Baker .....	do .....	224	Sanford .....	do .....
<i>Poughkeepsie, N. Y.</i>				
Elbe .....	Ship .....	333	Charles Waterman .....	David S. Sherman .....
Vermont .....	do .....	292	Kendrick .....	do .....
<i>Plymouth, Mass.</i>				
Jamea Munroe .....	Brig .....	115	Randall .....	Northam & Fearing .....
<i>New Suffolk, N. Y.</i>				
Noble .....	Bark .....	274	Sayer .....	Ira B. Tutbill .....
<i>Portsmouth, N. H.</i>				
Ann Parry .....	Ship .....	34	Younga .....	James Kennard .....
<b>1839.</b>				
<i>New Bedford, Mass.</i>				
Abigail .....	Ship .....	310	Jamea V. Cox .....	C. W. Morgan .....
Alexander Barclay .....	do .....	46	Norton .....	J. A. Parker & Son .....
Benjamin Tucker .....	do .....	34	Worth .....	Charles R. Tucker .....
Braudt .....	do .....	311	Hezekiah Adams .....	N. Leonard & Co. ....
Brighton .....	do .....	359	Sherman .....	William T. Russell .....
Cambria .....	do .....	36	Ray .....	James Arnold .....
Chill .....	do .....	291	D. B. Delano .....	N. Leonard & Co. ....
Coral .....	do .....	371	James H. Shearman .....	Gideon Allen .....
Corinthian .....	do .....	401	Paddock .....	George Howland .....
Conlor .....	do .....	341	Harding .....	C. W. Morgan .....
Copia .....	do .....	317	John Worth .....	Lemuel Killoek .....
Cora .....	do .....	317	Shearman .....	I. H. Bartlett .....
Charleston Packet .....	Bark .....	184	Tripp .....	Crao & French .....
Delight .....	Brig .....	102	West .....	John Mosher .....
Draper .....	Ship .....	291	Howland .....	Joa Dunbar & Co. ....
Desdemonia .....	Bark .....	203	Phinney .....	T. & A. B. Nye .....
Emerald .....	Ship .....	359	Merchant .....	Riddell & Dix .....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Name	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-cil.	Whale-cil.	Whalebone.	
pey.....	Caleb Adams.....	Pacific Ocean..	Sept. 8	June 4, 1841	Bbls. 300	Bbls. 2,800	Lbs. ....	
.....	John Brooks.....	Pacific Ocean..	Jan. 27	July 23, 1841	900	1,200	.....	Sold 600 whale at Bahia; sold to Sag Harbor.
.....	Samuel Whitcombe.....	South Atlantic.	May 20	.....	.....	.....	.....	Lost at Chatham Island, 1841; oil saved, (1,100 whale.)
.....	John Stevens & Co.....	Pacific Ocean..	June 13	Oct. 17, 1840	1,600	300	.....	
.....	Thomas Bush.....	.....	July 21	Jan. 4, 1842	2,400	.....	.....	
.....	Samuel Barker.....	North Atlantic.	.....	July 10, 1840	80	18	.....	Lost October 11, 1838, on Cape Saint Roque.
.....	N. S. Ruggles.....	.....	Aug. —	.....	.....	.....	.....	
.....	Robert Rogers.....	South Atlantic.	Aug. 26	Apr. 26, 1840	75	1,235	.....	
.....	William R. Taylor.....	Indian Ocean..	Jan. —	June —, 1840	1,300	.....	.....	
.....	Thomas Church.....	Atlantic.....	July 14	July 1, 1839	60	.....	.....	
.....	.....	.....	Apr. 6	July 2, 1839	680	.....	.....	Lost in Poverty Bay, New Zealand.
.....	N. M. Wheaton & Co.....	New Zealand..	Oct. 16	.....	.....	.....	.....	Sailed first, March 10; struck by lightning; returned the second time in July, damaged in a gale.
.....	J. & D. K. Luther.....	Atlantic.....	Dec. 6	Oct. 12, 1840	180	1,920	.....	
.....	.....	.....	Apr. 4	Dec. 11, 1839	350	.....	.....	
.....	.....	Indian Ocean..	July 24	Aug. 7, 1840	750	250	.....	
.....	Driscoll & Child.....	Pacific Ocean..	Oct. 5	June 24, 1842	1,700	.....	.....	
.....	.....	.....	July 10	Apr. 14, 1840	200	2,450	.....	
.....	.....	South Atlantic.	July 11	Apr. 13, 1840	180	620	.....	
.....	David S. Shearman.....	South Atlantic.	June —	May 20, 1840	850	1,850	.....	
.....	.....	.....	Dec. 5	Oct. 12, 1840	450	2,100	.....	
.....	Northam & Fearing.....	Atlantic.....	Dec. 2	Dec. 29, 1839	313	.....	.....	
.....	Ira B. Tutbill.....	South Atlantic.	.....	May 9, 1839	195	450	.....	
.....	James Kennard.....	Indian Ocean..	Aug. 3	June 1, 1842	472	2,030	15,000	
.....	C. W. Morgan.....	Pacific Ocean..	Apr. 2	Apr. 6, 1843	1,640	.....	.....	Returned July 6, 1839, leaky, having landed 60 sperm at Western Islands. Sailed again July 25. Unloaded at Bremen.
.....	J. A. Parker & Son.....	New Zealand..	Oct. 8	Sept. 27, 1841	.....	4,500	.....	
.....	Charles H. Tucker.....	Pacific Ocean..	Nov. 10	Sept. —, 1841	2,030	35	.....	
.....	N. Leonard & Co.....	.....	Dec. 20	Feb. 12, 1843	500	110	800	
.....	William T. Russell.....	Indian Ocean..	May 18	Nov. 24, 1841	1,260	1,141	.....	
.....	James Arnold.....	New Zealand..	May 4	Oct. 4, 1842	2,021	.....	.....	
.....	N. Leonard & Co.....	Pacific Ocean..	Oct. 14	Apr. 21, 1843	2,000	.....	.....	
.....	George Allen.....	.....	June 15	Sept. 11, 1842	3,112	.....	.....	
.....	George Howland.....	.....	Aug. 11	Aug. 7, 1843	2,600	100	.....	
.....	C. W. Morgan.....	Indian Ocean..	July 11	June 27, 1841	910	1,764	.....	Returned in consequence of a mutiny.
.....	Lommel Kollock.....	New Zealand..	Oct. 9	July 17, 1840	500	.....	.....	
.....	I. H. Bartlett.....	.....	May 10	May 12, 1841	351	1,514	.....	
.....	Crane & French.....	Atlantic.....	July 12	June 14, 1840	122	.....	.....	
.....	Jona. Mosher.....	.....	June 12	May 26, 1840	281	.....	.....	
.....	Jos. Dunbar & Co.....	Indian Ocean..	Aug. 13	Jan. 23, 1842	783	1,304	.....	
.....	T. & A. R. Nye.....	Pacific Ocean..	Oct. 7	May —, 1843	800	400	2,400	
.....	Riddell & Dix.....	.....	Dec. 25	May —, 1843	1,746	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	T. No.	Captain.	Managing owner or agent.
<b>1830.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Emma	Bark	246	— Davis	Lawrence Grinnell
Equator	do	263	— Fisher	John A. Standish
Fis. Henrietta	Ship	407	William H. Hayward	C. W. Morgan
Francis	do	348	Stephen C. Christian	James Arnold
Franklin	Bark	219	William E. Burd	John A. Parker & Son
Franklin	Ship	331	— Howland	John H. Howland
Goleonda	do	331	Edward Howland, 2d	George Howland
George	do	273	— Lake	J. A. Parker & Son
George Porter	do	285	— Luce	Riddell & Dix
Good Return	do	376	— Taber	Henry Taber
Gen. Pike	do	313	— Little	Oliver Crocker
Goleonda, 2d	do	352	— Smith	William H. Stowell
Hope	do	295	— Robinson	William T. Russell
Hope, 2d	Bark	186	— Davis	E. Dunbar & Co.
Heracles	Ship	335	H. H. Ricketson	Arch Perry
Hydaspe	do	313	— Hathaway	Randall & Haskell
Huntress	do	391	— Hall	A. Fred Gibbs & Co.
Houqua	do	333	— West	Alexander Gibbs
Iris	do	311	Gideon B. Spooner	Edward G. Jones
Isaac Howland	do	399	— Swain	I. Howland, Jr. & Co.
Julian	do	356	— Hawes	George Howland
Java	do	293	— Holt	I. & J. Howland
John Howland	do	373	— Whitfield	Arch Perry
John Adams	do	265	— Baker	T. & A. R. Nye
James	do	278	— Taber	Alexander Gibbs
Jasper	Bark	223	Saulford	A. H. Seabury & Bro.
Juno	Brig	123	— Pease	Tobey & Ricketson
Lucas	Ship	281	— Severance	I. H. Bartlett
Laurel	Brig	119	— Smith	J. R. Thornton
Messenger	Ship	277	— Kendrick	I. Howland, Jr. & Co.
Mary	do	285	Hiram Nickerson	William Gilbert
Minerva	do	408	Moses Samson	Randall & Haskell
Mayflower	do	350	Henry Colt	Henry Taber & Co.
Milton	do	388	Robert Tuckerman	Charles R. Tucker
Minerva	Bark	195	Warren Howland	Walter Spooner
Montpelier	Ship	330	— Cary	T. & A. R. Nye
Nye	do	211	Ezra Smith	Gideon A. B. n
Octavia	do	257	— Manchester	J. A. Parker
Phoenix	do	423	Squire Sanford	Andrew Robeson
Pacific, 2d	do	332	— Collins	J. A. Parker & Son
Parker	do	406	Prince Sherman	
Pioneer	Bark	231	— Hillman	C. W. Morgan
Phocion	Ship	265	— Smith	Palmer & Coggeshall
Roman	do	375	— Smith	Edward C. Jones
Rajah	Bark	359	— West	Isaiah Burgess
Roscoe	do	235	George H. Clark	Jons. Bourne, Jr.
Stephania	Ship	315	Warren N. Bourne	Richard A. Palmer
Selma	do	289	— Willcox	A. H. Seabury & Bro.
St. George	do	408	— Fisher	George O. Crocker & Co.
St. Peter	do	297	William H. Mosher	Brsant & Perry
Timoleon	do	346	— Baylies	J. Dunbar & Co.
William and Eliza	do	321	Samuel F. Rogers	James Arnold
William Thompson	do	495	— Doano	Arch Perry
William Boteb	do	290	Rudolphus Toby	John Coggeshall
Whitlow	do	263	— Grinnell	S. Rodman, Jr.
Zoraster	Brig	159	— King	A. H. Seabury
Zephyr	Ship	361	Abraham Gardner	Alexander Gibbs
<i>Fairhaven, Mass.</i>				
Ansell Gibbs	Ship	319	— West	Gibbs & Jenney
Amazon	do	318	— Smith	Nathan Church
Bruce	Bark	148	— Reynolds	M. O. Bradford
Columbus	Ship	352	— Fish	Gibbs & Jenney

Following returns of whaling-vessels

sailing from American ports—Continued.

Name	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					Bbls.	Bbls.	Lbs.	
Lawrence Grinnell		Atlantic	Aug 18	Oct. 18, 1840	334			
John A. Standish		Pacific Ocean	Nov. 2	Apr. 1, 1841	874			
C. W. Morgan		do	Aug. 4	Feb. 16, 1841	1,700	1,420	11,500	
W. W. Moreau		do	Dec. 22	Aug. 2, 1841	1,774	15		
James Arnold		do	July 9	May 13, 1843	779			
John A. Parker & Son		New Zealand	Apr. 16	Feb. 28, 1841	425	1,860		
Atom. H. Howland		Pacific Ocean	Dec. 5	June 17, 1841	1,282			First mate, Samuel Waggoner, died November, 1841.
George Howland		do	Dec. 26	May 2, 1843	1,385			
J. A. Parker & Son		do	do	do	1,402			
Riddell & Dix		New Zealand	May 30	Aug. 16, 1841	215	3,130		
Henry Taber		do	May 4	Mar. 1, 1841	659	2,156		Bought from Bristol.
Oliver Crocker		do	May 4	Apr. 9, 1841	186	3,120		
William H. Stowell		Indian Ocean	July 11	May 28, 1841	863	1,300		
William T. Russell		Atlantic	July 11	Nov. 29, 1840	914	16		
E. Dunbar & Co.		New Zealand	Aug. 14	Dec. 15, 1841	895	1,243	8,400	
Jireh Perry		South Atlantic	Mar. 24	Sept. 18, 1840	414			
Randall & Haskell		Indian Ocean	Oct. 25	June 26, 1841	551	2,804		
Alfred Gibbs & Co.		do	July 8	Apr. 6, 1841	689	2,223		
Alexander Gibbs		Pacific Ocean	Aug. 15	May 27, 1843	1,335	55		
Edward C. Jones		do	May 30	Apr. 23, 1843	2,451	19		
I. Howland, Jr. & Co.		Indian Ocean	Sept. 28	Oct. 21, 1841	635	2,295		
Hathaway & Luce		New Zealand	May 31	Mar. 28, 1841	331	2,172		
George Howland		Pacific Ocean	Oct. 31	May 7, 1843	2,761			
J. & J. Howland		New Zealand	June 2	Apr. 27, 1841	1,221	603		
Jireh Perry		do	May 15	Apr. 21, 1841	332	1,602		
T. & A. R. Nye		New Holland	June 17	June 3, 1840	191	1,123		
Alexander Gibbs		Atlantic	June 22	June 23, 1840	40	29		
A. H. Sealbury & Bro.		New Zealand	Sept. 17	Apr. 15, 1842	250	1,556	16,000	Captain, mate, and four men died on voyage.
Tobey & Ricketson		Atlantic	Aug. 3	Aug. 31, 1840	215	10		
I. H. Bartlett		do	Sept. 17	May 1, 1841	425	63		
J. R. Thornton		Indian Ocean	Dec. 24	Apr. 5, 1842	530	1,840	18,000	
I. Howland, Jr. & Co.		do	Oct. 1	Sept. 10, 1842	150	1,050		
William Gilford		New Zealand	July 10	May 23, 1841	963	1,460		
Randall & Haskell		Pacific Ocean	Dec. 11	Mar. 26, 1842	804	1,740		
Henry Taber & Co.		New Zealand	May 11	May 5, 1840	607	2		
Charles R. Tucker		Atlantic	Sept. 31	Oct. 19, 1841	750	1,550		
Walter Spooner		Pacific Ocean	Dec. 18	May 14, 1841	36	983		
T. & A. R. Nye		South Atlantic	May 30	May 28, 1841	49	2,120		
Gideon Allen		Pacific Ocean	Apr. 29	May 29, 1842	3,039	31		
J. A. Parker		do	Nov. 3	May 31, 1842	895	934		Captain Sherman's boat was stove by a whale and he was drowned, 1841. Ship lost on Ocean Island September 24, 1842; mate, H. Kelly, and three men lost. Had 2,000 sperm and 1,000 whale; all lost.
Andrew Robeson		do	Aug. 20					
J. A. Parker & Son		do	do	do				
William	C. W. Morgan	Indian Ocean	June 6	May 26, 1842	491	827	8,000	
Edwin	Palmer & Coggeshall	South Atlantic and Ind.	June 13	June 27, 1841	295	1,300		Returned August 10, 1839, leaky. Sailed again September 8, Collins, master.
Edward C. Jones		Pacific Ocean	July 2	Dec. 22, 1842	2,702			
Isaiah Burgess		New Zealand	June 8	May 24, 1841	502	1,672		
John Bourne, Jr.		do	Sept. 6	Mar. 28, 1842	426	830	7,500	
Richard A. Palmer		do	July 18	Oct. 9, 1841	916	1,390		
A. H. Sealbury & Bro.		New Zealand	June 4	Apr. 19, 1841	190	1,376		
George O. Crocker & Co.		Pacific Ocean	Sept. 3	Mar. 31, 1843	2,322			
Henry Taber & Co.		Indian Ocean	May 19	May 27, 1842	341	1,634		Marshall B. Caldwell, third mate, died November, 1842.
J. Dunbar & Co.		Pacific Ocean	Dec. 17	July 29, 1841	1,904			Shipped home about 2,300 whale.
James Arnold		do	Oct. 21	June 24, 1841	800	682	31,643	
Jireh Perry		do	Apr. 21	Feb. 25, 1842	1,655	2,000		
John Coggeshall		do	June 30	Nov. 27, 1842	1,185			
S. Rodman, Jr.		Indian Ocean	July 14	May 5, 1840	420	3		
A. H. Sealbury		Atlantic	Oct. 10	Oct. 28, 1840	378	6		
Alexander Gibbs		Pacific Ocean	June 29	Mar. 19, 1843	2,200			
Gibbs & Jenney		Pacific Ocean	Sept. 17	Sept. 10, 1842	2,530			
Nathan Church		Indian Ocean	June 10	May 28, 1841	349	1,876		Bought from East Haddan, 1839.
M. O. Bradford		Atlantic	Apr. 7	Aug. 6, 1840	302	10		
Gibbs & Jenney		New Zealand	May 7	June 9, 1841	900	2,600		

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1839.</b>				
<i>Fairhaven, Mass.—Continued.</i>				
Draco	Bark	257	Ray	A. D. Stoddard
Friendship	Ship	366	Taber	Gibbs & Jenney
Gen. Scott	do	333	Fosdick	L. C. Tripp
Herobut	do	347	Smith	Nathan Church
Harvest	Bark	314	Fisher	Jabez Delano, Jr.
Isaac	Ship	360	Leavitt	Atkins Adams
Isaac	do	243	Stewart	Jenney & Tripp
Isaac	do	335	Moses Howland	Gibbs & Jenney
Isaac	Bark	280	Taber	Atkins Adams
Isaac	Ship	315	Edward P. Mosher	E. Sawin
Sarah Francis	do	301	Duggett	do
<i>Rochester, Mass.</i>				
Chase	Brig	153	Mayhew	G. Barstow & Son
Lagrange	do	170	Riddell	Elijah Willis
Mattapoisett	do	150	Southworth	Joe. May
Orion	do	99	Snow	Elijah Willis
Pearl	do	157	Purrinton	J. S. Bates
Richard Henry	Bark	173	Ellis	G. Barstow & Son
Shyluck	Ship	278	Taber	S. C. Luce
Sarah	Brig	171	Purrinton	G. Barstow & Son
Solon	do	129	Wing	Noble E. Bates
Two Sisters	do	123	Hammond	do
Volant	Bark	210	Hammond	J. S. Bates
Willis	Brig	164	Boodry	R. L. Barstow
<i>Nantucket, Mass.</i>				
Atlantic	Ship	391	George C. Hoeg	Daniel Jones
Baldie	do	410	John J. Gardner	John H. Shaw
Barelay	do	301	Reuben Barney	Griffin Barney
Catharine	do	384	John Brown	Chris. Wyer
Comet	Schooner	344	Coffin	R. Mitchell & Sons
Columbus	do	318	William B. Gardner	C. G. & H. Coffin
Constitution	do	339	Obad Ramsdell	Philip H. Folger
Congress	do	339	John Pitman	do
Dromo	Brig	339	Lawrence	do
Henry Clay	Ship	385	Benjamin C. Sayer	Chris. Wyer
Montano	do	365	Reuben Chase	Barker & Athearn
Mary	do	369	Thomas Coffin, 2d	Daniel Jones
Mount Vernon	do	384	Lewis B. Imbert	J. H. Shaw
Orbit	do	351	Isaac Gardner	P. H. Folger
Ploughboy	do	391	Moses Brown	Val. Hussey & Bro.
Primrose	Schooner	90	Cart	David Joy
Peru	Ship	257	Joshua Coffin	do
Richard Mitchell	do	385	William H. Gardner	R. Mitchell & Sons
Sarah	do	495	William Upham	George H. Elkins
Spartan	do	333	David U. Coffin	Daniel Jones
Statira	do	346	Barzillai T. Folger	Samuel B. Tuck
Tyleston	Schooner	111	Swain	David Thain
Telescope	do	70	Manter	Fred. A. Chase
Zone	Ship	365	Edwin Hiller	James Athearn

\*The "camels" were practically a floating dock, with a very light draught, propelled by steam. They with water. The vessel to be transported over the "bar" was received within the suitably-formed together, the water pumped out, and the loaded ship carried into or out of the harbor, as was desired. The south beach of the harbor, until time and the elements left nothing to show that it had ever

owing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean	Aug. 28	June 12, 1843	1,000	.....	.....	Sold to New Bedford, 1843.
Indian Ocean	June 29	Nov. 3, 1841	519	2,152	.....	
Pacific Ocean	May 22	June 18, 1843	910	.....	.....	
New Zealand	June 25	Feb. 14, 1841	93	2,453	.....	Bought from Newport.
do	June 23	July 2, 1841	814	1,330	.....	Condemned at Talcahuano May, 1841.
do	Sept. 17	.....	.....	.....	.....	Bought from Newburyport.
do	Nov. 21	Nov. 8, 1842	1,530	157	.....	
Indian Ocean	Nov. 16	July 4, 1843	1,850	.....	.....	
do	July 31	Mar. 23, 1841	290	1,842	.....	
New Zealand	Aug. 4	....., 1841	.....	.....	.....	
Pacific Ocean	Dec. 13	Oct. 18, 1843	1,613	.....	.....	
Atlantic	Aug. 21	Oct. 23, 1840	430	.....	.....	Abandoned at sea, 1841.
do	June 30	June 21, 1840	32	.....	.....	
do	July 14	Dec. 14, 1840	300	.....	.....	Lost at Porto Rico, March 22, 1841.
do	June 23	.....	.....	.....	.....	
do	July 4	June 24, 1840	130	30	.....	Captain Ellis was killed by a whale July 21, 1840.
do	Aug. 17	Aug. 18, 1840	306	.....	.....	Lost at Feejee Islands, 1840.
New Zealand	May 26	.....	.....	.....	.....	
Atlantic	July 7	July 13, 1840	500	.....	.....	
do	May 17	June 2, 1840	200	.....	.....	Bought from Boston 1839.
do	July 30	Mar. 27, 1840	500	.....	.....	Condemned at St. Helena February, 1841.
South Atlantic	Oct. 18	.....	120	200	.....	
Atlantic	June 16	Aug. 28, 1840	475	.....	.....	
Pacific Ocean	May 12	May 11, 1843	1,255	95	.....	Sold to Fairhaven, 1843
do	Aug. 17	Apr. 6, 1843	2,007	323	.....	
do	Dec. 10	Aug. 12, 1843	218	2	.....	Captain Brown died in his boat, fast to a whale. Sold to New London.
do	May 8	June 23, 1841	650	270	.....	
Atlantic	Aug. 3	Aug. 29, 1839	Clean	.....	.....	Sold to New London.
Pacific Ocean	May 25	Apr. 28, 1843	1,180	.....	.....	
do	July 21	May 31, 1842	2,167	20	.....	Sold to New Bedford.
do	Aug. 27	June 18, 1843	1,298	50	.....	Reported late in 1839 with 290 sperm; condemned, 1840.
Atlantic	.....	Dec. 29, 1839	.....	.....	.....	Built 1839, at Rochester.
Pacific Ocean	Dec. 17	Feb. 27, 1844	1,946	5	.....	
do	July 20	July 7, 1841	236	2,156	.....	Second mate, Thomas M. Gardner, lost April, 1843.
do	Sept. 10	July 11, 1843	1,443	.....	.....	
do	Oct. 31	June 23, 1844	2,877	.....	.....	Lost near Payta; had 1,200 sperm; saved 600 sperm, and sold it for \$3,900.
do	Aug. 10	.....	.....	.....	.....	Sold to New Bedford 1843.
do	June 27	May 15, 1843	747	700	.....	
Atlantic	Apr. 17	June 4, 1840	200	25	.....	The first ship brought over the bar by the "camels." Bells were rung, guns fired, and a great concourse of citizens greeted her arrival.
Pacific Ocean	July 11	Oct. 13, 1842	1,340	.....	.....	
do	July 17	May 11, 1843	1,078	.....	.....	The Sarah arrived at New York and sailed from there in 1843.
do	July 14	July 15, 1841	2,640	.....	.....	
do	Oct. 17	Mar. 23, 1843	1,903	.....	.....	Sold to New Bedford 1843.
do	Nov. 10	May 29, 1843	2,503	.....	.....	Tyleston built at Nobleborough, Me., 1835; sailed again July 24, 1839; arrived June 10, 1840, with 200 sperm.
Atlantic	May 9	June 7, 1839	.....	18	.....	Telescope sailed again December 10, 1839; arrived June 17, 1840, with 90 whale.
do	June 6	Sept. 4, 1839	.....	100	.....	
Pacific Ocean	May 10	May 8, 1843	2,061	.....	.....	

light draught, propelled by steam. They was received within the suitably-formed into or out of the harbor, as was desired. Its left nothing to show that it had ever

were made in two sections, which opened and were sunk by means of chambers which were flooded space of this deck, and securely fastened to prevent any strain on her hull. The sections were brought The timbers of this structure that at one time promised so much for Nantucket lay for some years on existed.

358 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1830.</b>				
<i>Edgartown, Mass.</i>				
Athalia .....	Ship	162	Sprague	Joseph Mayhew
Almira .....	do	362	Tobey	Abraham Osborne
George and Mary .....	do	350	Collin	do
Splendid .....	do	392	Collin	do
<i>Plymouth, Mass.</i>				
Triton .....	Ship	345	Hussell	James Bartlett
<i>Fall River, Mass.</i>				
Gold Hunter .....	Ship	251	Fetes	Nathan Durfee
Ganges .....	do	260	Wood	John Eddy
Pantheon .....	Bark	251	Pell	J. S. Barnard
Panama .....	Ship	253	Cummings	Hiram Bliss
William .....	Brig	107	Sanford	do
<i>Salem, Mass.</i>				
Malay .....	Bark	268	Barnard	S. C. Phillips
Palestine .....	do	249	Crinldish	Nathaniel Weston
Reaper .....	do	230	Neal	John B. Osgood
Samuel Wright .....	Ship	372	Collin	S. C. Phillips
Sapphire .....	do	336	Cartwright	do
<i>Warren, R. I.</i>				
Canova .....	Ship	343	Saunders	Child & Mauran
Magnet .....	do	355	Champlin	Joseph Smith
Miles .....	do	342	Downes	John R. Whenton
North America .....	do	328	Mosher	Driscoll & Child
Rosalie .....	do	323	Eddy	Joseph Smith, Jr. & Co
Triton .....	do	345	Bowen	S. P. Child
Wm Baker .....	do	224	Bowen	Driscoll & Child
<i>Bristol, R. I.</i>				
Corinthian .....	Ship	503	Heath	William H. D'Wolf
Gov. Hopkins .....	do	441	Davis	W. R. Taylor
Troy .....	Brig	156	Lake	Thomas Church
<i>New London, Conn.</i>				
Ann Maria .....	Ship	368	Middleton	Thomas W. Williams
Amazon .....	Schooner	71	Goebel	Havens & Smith
Boston .....	Ship	291	Pendleton	I. Lawrence
Connecticut .....	do	398	Crocker	T. W. Williams
Com. Perry .....	do	308	Holt	Williams & Barns
Columbus .....	Brig	153	Balby	do
Cicautis .....	Ship	311	Smith	Havens & Smith
Chelsea .....	do	306	Smith	N. & W. W. Billings
Flora .....	do	318	Fitch	Benjamin Brown
Friends .....	do	403	Brown	T. W. Williams
Georgia .....	do	344	Peabody	L. Allen
Georgy .....	do	290	Dastan	T. W. Williams
Jones .....	do	356	Green	E. M. Frink & Co
Jason .....	do	335	Chester	do
Julius Caesar .....	do	347	Baker	Benjamin Brown
Mentor .....	do	460	Richards	T. W. Williams
North America .....	do	388	Green	do
Septimo .....	do	325	Havens	Havens & Smith
Pacific .....	Schooner	96	Prentiss	E. M. Frink & Co
Palladium .....	Ship	342	Rice	Williams & Barns
Stonington .....	do	351	do	do
<i>Stonington, Conn.</i>				
Acasta .....	Ship	330	Swain	C. F. Williams
Corvo .....	do	343	Pendleton	do

owing returns of whaling-vessels

sailing from American ports—Continued.

No.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm- oil.	Whale- oil.	Whale- bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
	Joseph Mayhew	Atlantic	May 8	Mar. 11, 1840	450	.....	.....	
	Abraham Osborne	Pacific Ocean	Nov. 9	Jan. 1, 1841	2,200	.....	.....	Sold to New London.
	do	do	Aug. 31	Apr. —, 1841	1,000	60	.....	
	do	do	Dec. 21	July 24, 1841	2,300	.....	.....	
	James Bartlett	Pacific Ocean	Aug. 27	Nov. 12, 1842	2,100	.....	.....	
	Nathan Durfee	New Zealand	June 5	Sept. 11, 1841	310	1,500	.....	Burned at Taichuanoo April, 1840.
	John Eddy	Pacific Ocean	Nov. 9	July 12, 1842	1,450	1,100	.....	Bought from Nantucket.
	do	do	Aug. 7	Sept. 11, 1841	450	190	.....	Sold 150 sperm; condemned at St. Thomas
	J. S. Bernard	South Atlantic	Dec. 10	Sept. 11, 1841	.....	.....	.....	January 15, 1840.
	Hiram Gibbs	Atlantic	Jan. 28	.....	.....	.....	.....	
	S. C. Phillips	Indian Ocean	July 3	Jan. 20, 1842	1,300	.....	.....	Captain and first mate (George Coffin) died
	Nathaniel Weston	do	May 18	Oct. 16, 1842	1,700	.....	.....	1841; wrecked after this voyage; built 1835.
	John B. Osgood	do	Aug. 17	Sept. 13, 1842	1,000	.....	.....	Lost on New Holland July 8, 1840.
	do	do	May 4	.....	.....	.....	.....	Foundered at sea after this voyage; bound
	S. C. Phillips	Pacific Ocean	Nov. 28	Dec. 17, 1842	800	1,300	.....	to Mobile.
	Child & Mauran	New Zealand	Oct. 20	.....	.....	.....	.....	Condemned at Rio September, 1841; had
	do	do	.....	.....	.....	.....	.....	2,650 whale.
	Joseph Smith	Pacific Ocean	Dec. 27	Mar. —, 1843	1,200	1,100	12,800	Returned in December, damaged by a gale.
	John R. Whetton	Indian Ocean	June 1	.....	.....	.....	.....	Condemned at Mozambique September, 1841.
	Driscoll & Child	South Atlantic	July 22	June 17, 1841	500	300	.....	Lost several of the crew by scurvy.
	Joseph Smith, Jr., & Co.	Pacific Ocean	Sept. 6	Apr. 1, 1841	300	1,700	.....	
	S. P. Child	do	Nov. 5	Nov. 2, 1841	240	2,000	.....	
	Driscoll & Child	South Atlantic	July 5	May 28, 1841	450	800	.....	
	William H. D'Wolf	Indian Ocean	Sept. 23	May 13, 1842	300	2,400	22,000	
	W. R. Taylor	Atlantic	Aug. 26	Sept. 1, 1830	160	.....	.....	
	Thomas Church	do	Nov. 12	June 22, 1840	600	.....	.....	
	Thomas W. Williams	South Atlantic	May 29	Mar. 5, 1841	70	2,150	.....	Captain Beebe and boat's crew lost at the
	Havens & Smith	Indian Ocean	Oct. 31	.....	.....	.....	.....	Aucklands 1840; tender to the Chelsea;
	L. Lawrence	South Seas	May 22	May 23, 1840	160	1,000	.....	no report of return.
	E. W. Williams	do	June 10	May 5, 1840	175	1,750	.....	
	Williams & Barns	Indian Ocean	June —	June —, 1840	500	2,000	.....	
	Havens & Smith	South Atlantic	Apr. 16	May 26, 1840	450	.....	.....	Returned once; sailed again December 10.
	N. & W. W. Billings	Indian Ocean	June 26	July 6, 1840	150	2,700	.....	
	Benjamin Brown	South Atlantic	Nov. 28	Aug. 21, 1840	.....	.....	.....	
	T. W. Williams	Patagonia	May 19	July 9, 1840	1,250	2,000	14,000	
	L. Allen	New Zealand	July 22	Feb. 14, 1841	50	2,800	.....	Lost on Amsterdam Island August, 1839.
	E. M. Frink & Co.	do	Aug. 25	May 12, 1841	240	700	.....	
	Benjamin Brown	South Atlantic	May 11	.....	.....	.....	.....	
	T. W. Williams	Patagonia	Mar. 4	Jan. 10, 1841	.....	.....	.....	
	E. M. Frink & Co.	South Pacific	Aug. 10	May 28, 1841	200	2,300	.....	
	Benjamin Brown	South Atlantic	Sept. —	June 22, 1840	400	2,000	.....	
	T. W. Williams	Indian Ocean	Aug. 19	Mar. 28, 1841	140	3,100	.....	
	Havens & Smith	Pacific Ocean	Oct. 20	June 20, 1842	.....	.....	.....	
	E. M. Frink & Co.	South Seas	May 29	July 9, 1840	130	2,000	.....	
	Williams & Barns	do	Nov. 8	Feb. 4, 1841	25	530	.....	
	do	do	Nov. 8	Feb. 4, 1841	600	1,000	.....	
	do	do	July 13	Apr. 19, 1841	130	2,000	18,000	
	do	do	May 4	July 9, 1840	.....	.....	.....	Foundered at sea September, 1840; crew
	do	do	.....	.....	.....	.....	.....	picked up by the Java, P. H.; had 700
	do	do	.....	.....	.....	.....	.....	sperm and 1,600 whale on board.
	C. F. Williams	South Seas	May 10	.....	.....	.....	.....	
	do	do	Dec. 11	Feb. 6, 1842	300	1,700	.....	



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1880.</b>				
<i>Stonington, Conn.—Continued.</i>				
Caledonia	Ship	449	Hancock	C. P. Williams
Henry	Ship	278	Pendleton	C. T. Stanton
Philetus	Ship	429	Brewster	E. Faxon, Jr. & Co.
Rebecca Groves	Brig	129	Barnum	C. P. Williams
<i>Wilmington, Del.</i>				
Jefferson	Ship	390	Baker	William Wheeler
Lucy Ann	do	309	Cox	do
Superior	do	275	Crocker	do
<i>Hudson, N. Y.</i>				
America	Ship	464	Topham	Barnard, Curtis & Co.
Alex. Mansfield	do	320	Douglass	do
Helvetia	do	343	Gardner	do
Martha	do	369	Whelden	Alexander Jenkins
<i>Sag Harbor, N. Y.</i>				
Ann	Ship	290	E. H. Curry	Marcus B. Osborn
Arabella	do	267	Joan Bishop, Jr.	N. & G. Howell
Camillus	do	315	Howes	Charles T. Dering
Columbia	do	265	L. B. Edwards	Luther D. Cook
Cadmus	do	307	Henry Nickerson, Jr.	Mulford & Slight
Daniel Webster	do	397	Edward M. Baker	E. Mulford
Franklin	do	391	David Youngs	G. T. Dering
Fanny	do	326	S. W. Edwards	N. & G. Howell
Gen	do	455	Went	Hunting Cooper
Hamilton, 84	do	398	D. Hunt	Mulford & Slight
Hudson	do	484	Samuel Dennison	L. D. Cook
Marcus	do	273	Glover	S. & N. Howell
Monmouth	do	338	Bennett	do
Neptune	do	280	S. H. Slight	S. & B. Hunting & Co.
Nimrod	do	368	Parker	C. T. Dering & Co.
Ontario	do	392	Green	S. & H. Hunting & Co.
Portland	do	273	William H. Payne	do
Romulus	do	354	Fordham	Mulford & Howell
Thos. Dickson	do	414	W. S. Hayes	Mulford & Slight
Thames	do	414	Jero. W. Hedges	Thomas Brown
Washington	do	340	William Osborn	Josiah Douglass
<i>New Suffolk, N. Y.</i>				
Noble	Bark	274	Sayer	Ira B. Tutthill
<i>Wareham, Mass.</i>				
Inga	Brig	169	Cudworth	M. S. F. Tohey
Meridian	do	73	Ricketson	do
<i>Somerset, Mass.</i>				
Pilgrim	do	137	Collins	Wheaton Luther
<i>Bridgeport, Conn.</i>				
Atlantio	Ship	291	Rose	Samuel H. Ford
Hamilton	do	359	Brown	Samuel F. Hurd
Harvest	do			
<i>Mystic, Conn.</i>				
Bingham	Ship	375	Balloy	Charles Mallory
Blackstone	do	258	Baker	Silas Beebe
Gov. Endicott	do	298	McKlustry	J. & W. P. Randall
Meteor	do	325	Lester	do
Temple	Brig	99	Pendleton	C. Mallory
Uxor	do	96	Mitchell	do
<i>Greenport, N. Y.</i>				
Bayard	Ship	339		H. & N. Corwin
Delta	do	314	Payne	H. & N. Corwin
Ronoke	Bark	251	Caso	Wiggins & Parsons

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Name	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.			
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.				
						Bbls.	Lbs.	Lbs.			
.....	C. P. Williams	Indian Ocean	July 6	Mar. 23, 1841	300	2,000	.....	Elephant-oil.			
.....	C. T. Stanton	Atlantic	July 6	May 8, 1841	.....	300	.....	Do.			
.....	E. Faxon, Jr. & Co.	South Atlantic	July 10	Feb. 28, 1841	.....	1,800	.....	Do.			
.....	C. P. Williams	Indian Ocean	July 15	June 7, 1840	.....	650	.....	Do.			
.....	William Wheeler	New Zealand	Sept. 17	Oct. 23, 1841	1,700	1,100	.....	Bought from Baltimore, 1839.			
.....	do	do	July 20	June 23, 1841	400	1,200	.....	.....			
.....	do	Pacific Ocean	Oct. 7	Dec. 21, 1841	600	.....	.....	.....			
.....	Barnard, Curtis & Co.	Pacific Ocean	Sept. 19	Jan. 5, 1842	1,000	2,600	.....	Bought from Baltimore, 1839.			
.....	do	do	do	do	.....	.....	.....	.....			
.....	do	do	do	do	.....	.....	.....	.....			
.....	Alexander Jenkins	Indian Ocean	Oct. 4	Apr. 20, 1842	400	2,000	.....	.....			
.....	do	do	July 30	Mar. 5, 1841	300	2,800	.....	.....			
.....	Marcus B. Osborn	South Seas	Aug. 25	May 12, 1841	450	1,750	14,640	.....			
.....	N. & G. Howell	do	July 30	June 14, 1841	200	2,200	16,200	.....			
.....	Charles T. Doring	do	Aug. 7	July 9, 1840	300	1,450	.....	.....			
.....	Luther D. Cook	do	July 14	Apr. 2, 1841	40	2,350	25,207	.....			
.....	Mulford & Slight	Pacific Ocean	June 24	Sept. 24, 1841	553	1,473	12,000	.....			
.....	E. Mulford	South Seas	May 30	Apr. 19, 1841	400	2,700	20,271	.....			
.....	C. T. Doring	do	July 17	Apr. 14, 1841	250	2,600	20,246	.....			
.....	N. & G. Howell	Pacific Ocean	July 11	Mar. 8, 1841	100	3,100	25,509	.....			
.....	Hunting Cooper	South Seas	Sept. 9	July 15, 1840	280	1,970	.....	.....			
.....	Mulford & Slight	do	June 17	Oct. 11, 1840	300	2,600	.....	.....			
.....	L. D. Cook	South Atlantic	Aug. 1	July 24, 1841	330	.....	15,858	Sold 1,750 whale.			
.....	S. & N. Howell	do	July 1	May 3, 1840	370	850	.....	.....			
.....	do	do	July 1	May 3, 1840	90	1,200	.....	.....			
.....	do	do	July 27	Apr. 6, 1841	.....	2,700	22,200	.....			
.....	S. & N. Howell	do	Aug. 1	May 29, 1840	200	1,200	.....	.....			
.....	C. T. Doring & Co.	do	Aug. 7	May 29, 1840	.....	.....	.....	.....			
.....	S. & N. Howell	do	Sept. 17	May 15, 1840	.....	.....	.....	Bought from Newburgh.			
.....	do	New Zealand	June 13	May 11, 1841	350	2,450	16,200	.....			
.....	Mulford & Howell	South Atlantic	May 30	May 26, 1840	130	4,170	.....	.....			
.....	Mulford & Slight	do	July 26	Mar. 26, 1841	200	4,000	38,000	.....			
.....	Thomas Brown	do	July 26	Mar. 26, 1841	150	3,140	26,884	.....			
.....	Josiah Douglas	South Seas	May 30	Apr. 3, 1841	150	3,140	26,884	.....			
.....	do	do	July 6	Mar. 5, 1841	85	2,500	22,214	.....			
.....	Ira B. Tuthill	South Atlantic	June 12	May 14, 1840	70	530	.....	.....			
.....	M. S. F. Tobey	Atlantic	June 17	Jan. 9, 1840	720	.....	.....	.....			
.....	do	do	Oct. 1	July 27, 1840	60	40	.....	.....			
.....	Wheaton Luther	Atlantic	.....	Dec. 11, 1839	.....	.....	.....	Returned, having lost her boats.			
.....	do	do	.....	Oct. 21, 1840	300	20	.....	.....			
.....	Samuel H. Ford	South Seas	June 10	July 2, 1840	450	1,050	.....	.....			
.....	Samuel F. Hurd	South Atlantic	Sept. 26	May 28, 1841	300	2,000	.....	.....			
.....	do	do	July —	June —, 1840	140	1,800	.....	.....			
.....	Charles Mallory	South Atlantic	June 26	May 14, 1840	488	1,075	.....	.....			
.....	Silas Beebe	do	May 21	Jan. 3, 1841	900	1,600	.....	Lost on New Holland, July 8, 1840.			
.....	J. & W. P. Randall	do	Dec. 1	.....	.....	.....	.....	.....			
.....	do	do	Aug. 7	June 22, 1840	200	1,500	.....	.....			
.....	C. Mallory	do	June 22	Mar. 6, 1840	.....	550	.....	Elephant-oil.			
.....	do	do	July 10	....., 1840	.....	600	.....	Do.			
.....	do	do	.....	....., 1840	.....	.....	.....	.....			
.....	H. & N. Corwin	South Atlantic	July —	June —, 1840	.....	1,100	.....	.....			
.....	do	do	July 15	May 29, 1841	375	1,650	12,484	.....			
.....	Wiggins & Parsons	do	July 12	June 15, 1840	140	960	.....	.....			

362 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1839.</b>				
<i>Greenport, N. Y.—Continued.</i>				
Scraper .....	Brig ...	174	— Barns .....	Samuel Lawson .....
Trind .....	Ship ...	336	Isaac M. Cate .....	H. & N. Corwin .....
Washington .....	do .....	236	— Wilbur .....	James Tutbill .....
<i>Holmes' Hole, Mass.</i>				
Delphos .....	Ship ...	338	— Lambort .....	Thomas Bradley .....
Macon .....	do .....	358	— Merry .....	do .....
William and Joseph .....	Brig ...	143	— Dexter .....	John Holmes .....
<i>Falmouth, Mass.</i>				
Popmunnett .....	Bark ...	290	— Nickerson .....	John Robinson .....
Uncas .....	Ship ...	400	Ephraim Eldridge .....	Elijah Swift .....
<i>Newport, R. I.</i>				
Benjamin D'Wolf .....	Schooner	66	— Snalley .....	William Vero .....
George Chauplain .....	Ship ...	328	J. A. Brown .....	Ruggles & Lee .....
John Coggeshall .....	Ship ...	328	S. W. Macy .....	Macy & Clarke .....
Pocahontas .....	Brig ...	113	— Barker .....	Samuel Barker .....
<i>Poughkeepsie, N. Y.</i>				
Factor .....	Ship ...	373	— Howland .....	David S. Shearman .....
New England .....	do .....	373	— do .....	do .....
Newark .....	do .....	228	— Winslow .....	do .....
<i>New York, N. Y.</i>				
Desdemona .....	Ship ...	295	— Phinney .....	Pell, Zabiescke & Pell .....
<i>Westport, Mass.</i>				
Champion .....	Bark ...	209	Edward G. Sowle .....	Andrew Hicks .....
Dr. Franklin .....	Bark ...	171	— Francis .....	Job Davis .....
Elizabeth .....	Brig ...	107	— Cook .....	Abner B. Coffin .....
June .....	Brig ...	165	— Simmons .....	Abner B. Gifford .....
Mexico .....	Brig ...	130	— Baker .....	Gideon Davis .....
President .....	Bark ...	187	— Sowle .....	Andrew Hicks .....
Thomas Winslow .....	Brig ...	136	— Scabury .....	P. W. Peckham .....
<i>Cold Spring, N. Y.</i>				
Barclay .....	Bark ...	167	— Macomber .....	T. Macomber .....
Tuscarora .....	Ship ...	379	— Halsey .....	do .....
<i>Providence, R. I.</i>				
Bowditch .....	Ship ...	399	— Sowle .....	Thomas Fletcher .....
Brunswick .....	do .....	295	— Manchester .....	Amherst & Everett .....
<i>Newark, N. J.</i>				
John Wells .....	Ship ...	366	— Russell .....	J. H. Stephens .....
<i>Provincetown, Mass.</i>				
Imogene .....	Brig ...	172	— Smalley .....	James Smalley .....
<b>1840.</b>				
<i>New Bedford, Mass.</i>				
Ametyst .....	Ship ...	359	— Black .....	John A. Parker & Son .....
America .....	do .....	418	— Fisher .....	I. Howland, Jr., & Co .....
Agato .....	Brig ...	81	Joseph Spooner .....	A. H. Seabury .....
Adeline .....	Ship ...	329	— Gray .....	I. Howland, Jr., & Co .....
Averick .....	do .....	385	Thomas Mickell .....	J. A. Parker & Son .....
Barclay .....	do .....	221	— Briggs .....	James Arnold .....
Braganza .....	do .....	470	Chas. C. Waterman .....	Pope & Morgan .....
Bramin .....	Bark ...	245	Joseph H. Allen .....	Gideon Allen .....
Bogota .....	Brig ...	155	— Mauter .....	I. H. Bartlett .....
China .....	Ship ...	370	William R. Potter .....	William H. Stowell .....

oring returns of whaling-vessels

ailing from American ports—Continued.

No.	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				<i>Ebbs.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
	Samuel Lawson	South Atlantic	June 11	May 12, 1840	100	300	
	H. & N. Corwin	do	July 15	Apr. 18, 1841	275	1,325	11,200
	James Tutbill	do	July 8	May 3, 1840	200	1,200	
	Thomas Bradley	Indian Ocean	Aug. 1	Mar. 22, 1841	500	1,200	
	John Holmes	do	Oct. 25	May 15, 1842	800	2,200	
	John Robinson	Atlantic Ocean	June 4	June 17, 1840	100		
	Elijah Swift	Pacific Ocean	July 11	May 11, 1843	2,200	300	2,400
	William Varo	South Atlantic	Mar. 30	May 5, 1843	1,700		
	Ruggles & Lee	Pacific Ocean	Oct. 1	May 5, 1843	1,300	600	
	Macy & Clark	do	Oct. 20	Oct. 11, 1842	1,300	600	
	Samuel Barker	South Atlantic	Aug. 21	July —, 1840	80		
	David S. Shearman	New Zealand	June 1	Sept. 2, 1840	250	2,950	30,000
	do	Pacific Ocean	Dec. 27	May —, 1843	1,300	700	700
	do	do	July 29	June 22, 1841	600	2,000	
	Pell, Zabloscke & Pell	Pacific Ocean	Oct. 5	May 15, 1843	776	400	
	Andrew Hicks	Atlantic	July 8	Oct. 11, 1840	640		
	Job Davis	do	July 20	June 29, 1840	663		
	Abner B. Coffin	do	July 17	June 6, 1840	220		
	Abner B. Gifford	do	July 2	July 6, 1840	370	9	
	Gideon Davis	do	Aug. 27	Nov. 4, 1840	400		
	Andrew Hicks	do	Dec. 14	July 6, 1841	350		
	P. W. Peckham	do	June 5	June 8, 1840	80	20	
	T. Macomber	Atlantic	July 27	May 18, 1841	664	10	
	Thomas Fletcher	South Atlantic	July 27	May 25, 1841		2,400	
	Amherst & Everett	New Zealand	July 13	Apr. 5, 1841	250	3,100	27,000
	J. H. Stephens	South Atlantic	Aug. 1	Apr. 29, 1841	200	2,500	
	James Smalley	New Zealand	July 23	Mar. 18, 1841	40	2,460	
	John A. Parker & Son	Atlantic	Sept. 27, 1839		350	250	
	I. Howland, jr. & Co.	Indian Ocean	May 19	Apr. 22, 1842	769	2,185	15,000
	A. H. Seabury	do	July 19	Sept. 17, 1842	330	4,484	15,000
	I. Howland, jr. & Co.	Atlantic	Oct. 31	Mar. 25, 1841	Clean		
	J. A. Parker & Son	Indian Ocean	Oct. 13	Nov. 3, 1842	1,000	2,000	
	James Arnold	Pacific Ocean	Aug. 1	May 5, 1844	2,350	250	2,000
	Pope & Morgan	Indian Ocean	July 12	Mar. —, 1843	191	1,685	13,200
	Gideon Allen	Pacific Ocean	Dec. 1	Feb. 25, 1843	400	3,600	12,000
	I. H. Bartlett	South Atlantic	Apr. 21	Aug. 16, 1841	542	122	
	William H. Stowell	Atlantic	Sept. 10	Feb. 21, 1842	350		
		New Zealand	Oct. 6	Nov. 20, 1842	1,375	1,300	

Sold to Newport.  
Sold to New Bedford, 1843.

Went sealing; no report of return.

Bought from Boston, 1839.  
Sold to New London.  
Sold to Stonington.Bought from Bristol.  
Including 340 whale bought of condemned  
brig Volant.

Probably broken up at home, 1839.

Returned in consequence of losing men and  
boats by desertion.James Winslow, first mate, died January  
2, 1842.

Bought from Boston.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1840.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Cicero.....	Ship	252	— Simmons	Lemuel Kollock
Copia.....	do	315	John A. Macomber	Hathaway & Luce
Cherokee.....	Bark	261	— Adams	William R. Rodman
Columbus.....	Bark	313	Pease	L. Kollock
Cornelia.....	Bark	216	— Grinnell	Levi L. Crane
Charleston Packet.....	Brig	184	— Flanders	Tobey & Ricketson
Dragon.....	Bark	190	— Taber	Jonathan Mosher
Delight.....	Brig	102	— Swain	Jirsh Perry
Eagle.....	Ship	336	— Collin	Wilcox & Richmond
Falcon.....	do	273	Freeman Richmond	William H. Stowell
Fenelon.....	do	322	— Hathaway	Gideon Allen
Frances, 2d.....	do	308	— Hussey	E. Dunbar & Co
Florida.....	do	210	— Jenney	J. D. Thompson
Garland.....	Bark	231	— Day	Barton Ricketson
Grand Turk.....	do	324	— Taylor	
George and Martha.....	Bark	275	Ezra Smalley	Randall & Haskell
Hope.....	Ship	316	— Stewart	George Howland
Hercules, 2d.....	do	290	William C. Swain	D. R. Greene & Co
Herald.....	do	274	— Sanford	Tobey & Ricketson
Rector.....	do	380	James Gray	Charles W. Morgan
Hibernia.....	do	327	— Cook	Alfred Gibbs
India.....	do	305	— Gelett	Abraham H. Howland
John.....	do	365	Isaac Thacher	Frederick Parker
Jasper.....	Bark	223	Isaac J. Sanford	Alexander Gibbs
Juno.....	Brig	123	— Howland	A. H. Seabury & Brother
Liverpool.....	Ship	306	— Thomas	Abraham Barker
Laurel.....	Schooner	119	— Smith	J. H. Bartlett
Lafayette.....	Ship	260	Cornelius Howland	Charles R. Tucker
Lalla Rookh.....	do	323	Owen Raymond	J. A. Parker & Son
London Packet.....	Bark	250	— Sampson	A. H. Howland
Maria Theresa.....	Ship	330	— Turner	T. & A. R. Nye
Massachusetts.....	do	364	— Barnard	G. O. Crocker & Co
Mercator.....	do	240	— Delano	John A. Parker
Minerva Smyth.....	do	315	— Brownell	I. Howland, Jr. & Co
Mobile.....	do	263	Henry B. Gifford	Edward C. Jones
Moss.....	do	331	— Austin	William R. Rodman
Mount Vernon.....	do	352	E. T. Shearman	D. R. Greene & Co
Marcella.....	Bark	210	— Ellis	C. R. Tucker
Milwood.....	Bark	251	Charles Church	Gideon Allen
Minerva.....	Bark	195	— Gifford	Charles R. Tucker
New Bedford.....	Ship	351	Leonard Crowell	I. Howland, Jr. & Co
Orozimbo.....	do	528	— Bartlett	Barton Ricketson
Peri.....	Brig	101	Joseph Shockley, Jr.	Rodney French
Pacific.....	Ship	385	— Taber	Jirsh Perry
Parachute.....	do	331	Joseph Wilcox, Jr.	Walter S. Spooner
Plato.....	Bark	210	— Butler	Daniel Perry
Parker.....	Ship	400	Prince Shearman	J. A. Parker & Son
Roman, 2.....	do	350	Alex. R. Barker	Abraham Barker
Roscoe.....	do	363	— McCleave	Andrew Robeson
Rodman.....	do	371	William Whitten, Jr.	C. W. Morgan
Rebecca Simms.....	do	400	— Ray	William R. Rodman
Sally Anne.....	do	312	Rob. E. Jordan	D. R. Greene & Co
Seine.....	Bark	261	— Adams	Rodney French
Sarah Louisa.....	Brig	141	Ray G. Sanford	William R. Rodman
Two Brothers.....	Ship	258	— Shockley	D. R. Greene & Co
Tuscaloosa.....	do	284	— Taber	Howland & Hussey
Virginia.....	do	346	— Luce	Hathaway & Luce
Winslow.....	do	263	Richard Pease	Samuel Rodman
Wade.....	Bark	304	John Swilt	A. H. Howland
Washington.....	Ship	344	James G. Coffin	Jonathan Bourne, Jr
Young Phoenix.....	do	377	— Sherman	J. A. Parker & Son

sailing from American ports—Continued.

Name	Managing owner or agent	Date—		Result of voyage.			Remarks.
		Of sailing	Of arrival	Sperm-oil.	Whale-oil.	Whale-bone.	
.....	.....	Indian Ocean	July 20	July 9, 1842	805	.....	Sold 50 sperm & 60 whale oil at Bahia.
.....	Lennel Kollock	.....	Aug. 2	Sept. 12, 1842	412	2,466	.....
.....	Hathaway & Luce	Pacific Ocean	May 21	May 9, 1843	500	1,900	22,800
.....	William R. Rodman	.....	May 21	Dec. 11, 1843	1,350	.....	Sailed July 14, 1840, and returned leaky.
.....	L. Kollock	South Atlantic	Sept. 1	Apr. 12, 1842	330	281	.....
.....	Levi L. Crane	.....	Sept. 12	Nov. 8, 1841	750	570	.....
.....	Tobey & Ricketson	Indian Ocean	Apr. 19	Apr. 29, 1842	130	.....	Broken up at New Bedford 1841.
.....	Jonathan Mosher	Atlantic	June 24	June 29, 1841	1,700	.....	Bought from Boston.
.....	Jereb Perry	Pacific Ocean	Sept. 3	Sept. 6, 1841	800	1,100	.....
.....	Wileox & Richmond	Indian Ocean	July 22	Oct. 25, 1842	265	2,765	.....
.....	William H. Stowell	.....	Aug. 6	June 26, 1842	300	1,200	28,036
.....	Gideon Allen	Pacific Ocean	Sept. 1	Feb. 24, 1845	421	642	.....
.....	E. Dunbar & Co.	South Atlantic	Apr. 19	Aug. 3, 1841	612	68	.....
.....	J. D. Thompson	Indian Ocean	July 12	Apr. 21, 1842	.....	.....	Sailed again, under Captain Taylor, April 23, 1842, for the South Seas; returned September 10, 1842. Condemned 1843 and broken up.
.....	Barton Ricketson	Atlantic	Apr. 13	Dec. 16, 1841	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	Randall & Haskell	.....	Aug. 8	Oct. 4, 1842	430	1,757	.....
.....	George Howland	Pacific Ocean	Apr. 21	Oct. 30, 1843	1,760	30	.....
.....	D. R. Greene & Co.	Indian Ocean	July 19	June 17, 1843	735	1,126	.....
.....	Tobey & Ricketson	Pacific Ocean	Dec. 14	Nov. 27, 1844	1,381	70	.....
.....	Charles W. Morgan	.....	Nov. 21	Sept. 6, 1843	2,717	.....	H. H. Maxfield, first mate, lost 1840.
.....	Alfred Gibbs	Indian Ocean	Jan. 6	Apr. 6, 1842	1,010	705	.....
.....	Abraham H. Howland	Pacific Ocean	July 19	Feb. 13, 1843	679	2,543	20,000
.....	Frederick Parker	.....	Sept. 29	Feb. 20, 1842	173	1,253	.....
.....	Alexander Gibbs	Indian Ocean	July 21	Jan. 29, 1841	254	.....	.....
.....	A. H. Seabury & Brother	Atlantic	Sept. 15	May 25, 1842	262	2,265	.....
.....	Abraham Barker	Indian Ocean	June 15	Oct. 29, 1841	.....	Clean	Returned on account of mutiny of crew.
.....	J. H. Bartlett	Atlantic	Oct. 7	Mar. 1, 1841	1,200	.....	Henry Loveland, second mate, died January, 1843.
.....	Charles R. Tucker	Pacific Ocean	Oct. 22	June 17, 1841	.....	.....	.....
.....	J. A. Parker & Son	.....	Oct. 22	Aug. 8, 1844	2,000	.....	.....
.....	A. H. Howland	.....	Nov. 27	June 27, 1841	2,150	.....	.....
.....	T. & A. R. Nye	Indian Ocean	July 31	May 25, 1843	576	2,119	.....
.....	G. O. Crocker & Co.	Pacific Ocean	Oct. 6	June 24, 1844	1,600	.....	.....
.....	John A. Parker	.....	May 22	Mar. 20, 1843	655	640	.....
.....	I. Howland, Jr., & Co.	.....	Jan. 10	Dec. 5, 1843	1,749	17	.....
.....	Edward C. Jones	Atlantic	July 5	Dec. 5, 1842	1,217	.....	Sold 600 sperm at Talcahuano; condemned at Valparaiso, March, 1845.
.....	William R. Rodman	Pacific Ocean	Dec. 24	.....	.....	.....	.....
.....	D. R. Greene & Co.	Indian Ocean	Dec. 18	Aug. —, 1841	305	2,947	24,000
.....	C. R. Tucker	Atlantic	Apr. 27	Oct. 12, 1841	869	5	.....
.....	Gideon Allen	.....	May 2	May 16, 1842	274	1,500	.....
.....	Charles R. Tucker	Pacific Ocean	June 2	Nov. 1, 1841	373	53	.....
.....	I. Howland, Jr., & Co.	.....	Apr. 3	June 2, 1841	1,673	4	Sold 1 500 whale at Bahia.
.....	Baron Ricketson	.....	Dec. 8	Apr. —, 1843	528	3,340	34,223
.....	Rodney French	Atlantic	May 16	Sept. 25, 1841	390	58	.....
.....	Jereb Perry	Pacific Ocean	Aug. 15	May 1, 1844	2,441	.....	Sailed once, was out three months, and returned with 250 sperm.
.....	Walter S. Spooner	New Zealand	Nov. 3	Mar. 15, 1843	541	2,644	29,225
.....	Daniel Perry	Indian Ocean	Sept. 14	.....	.....	.....	Bought from New York; last reported March 12, 1842, off New Holland, 1,400 whale.
.....	J. A. Parker & Son	Pacific Ocean	Aug. 26	.....	.....	.....	Lost on Ocean Island, September 21, 1842; December 4, 1841; Captain Shearman taken out of his boat by a line.
.....	Abraham Barker	New Zealand	Aug. 15	Feb. 16, 1842	210	2,059	20,864
.....	Andrew Robeson	Pacific Ocean	Apr. 18	May 13, 1843	2,447	.....	.....
.....	C. W. Morgan	.....	Aug. 17	Apr. 30, 1843	3,018	16	Sold 700 barrels; sent home 700 more.
.....	William R. Rodman	Indian Ocean	June 6	Oct. 30, 1844	1,156	240	1,500
.....	D. R. Greene & Co.	.....	June 24	July 9, 1842	276	1,401	.....
.....	Rodney French	South Atlantic	Oct. 6	July 30, 1842	642	.....	.....
.....	William R. Rodman	Atlantic	Sept. 29	Apr. 20, 1842	141	20	Captain Sanford died November, 1841.
.....	D. R. Greene & Co.	Indian Ocean	June 13	Sept. 25, 1841	268	1,604	.....
.....	Hathaway & Luce	Pacific Ocean	July 15	July 21, 1841	1,500	127	.....
.....	Samuel Rodman	.....	Aug. 23	Sept. 4, 1843	2,200	.....	.....
.....	A. H. Howland	Indian Ocean	Aug. 26	Oct. 23, 1844	1,208	125	1,500
.....	Jonathan Bourne, Jr.	Pacific Ocean	July 19	Apr. 9, 1844	800	1,400	11,500
.....	J. A. Parker & Son	.....	Aug. 18	May 17, 1842	94	1,718	.....
.....	.....	.....	Dec. 11	Aug. 9, 1844	2,750	.....	Sent home 230 whale.
.....	.....	.....	.....	.....	.....	.....	F. W. Gardner, second mate, died at Timor July 26, 1841.

366 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1840.</b>				
<i>Fairhaven, Mass.</i>				
Arab .....	Bark	276	Wrightington	I. F. Terry
Alto .....	do	197	Collin	A. D. Stoddard
Amazon .....	Ship	318	Smith	E. Sawin
Albion .....	do	326	do	do
Arab .....	do	336	Cox	do
Bruce .....	Bark	14	Alden	Bradford, Fuller & Co.
Benezett .....	do	192	Parker	Jabez Dolano, Jr.
Erie .....	Ship	451	Luce	Nathan Church
Eagle .....	do	329	Perry	H. H. Stackpole
Favorito .....	Bark	293	Adams	F. R. Whitwell
Herald .....	Ship	362	William Devol	Samuel Borden
Joseph Maxwell .....	do	302	Harding	F. R. Whitwell
James Munroe .....	do	424	Benjamin Cushman	E. Sawin
Maine .....	do	294	Magee	do
Martha, 2d .....	do	301	Hammond	Akins Adams
Marcus .....	do	286	Wood	Lemuel Tripp
Omega .....	do	367	Henry D. Gardner	Nathan Church
Pandus .....	Bark	193	Wady	Jemey & Tripp
Pacific .....	do	314	Webb	I. F. Terry
South Boston .....	Ship	339	Crowell	E. Sawin
<i>Rochester, Mass.</i>				
Cossack .....	Bark	256	Delano	Stephen C. Luce
Dryade .....	do	263	Rogers	G. Barstow & Co.
Lagrange .....	Brig	170	Daggett	Elijah Willis
Le Baron .....	do	170	Cushing	G. Barstow & Son
Pearl .....	do	157	Hankenship	J. S. Bates
Richard Henry .....	do	134	Purinton	G. Barstow & Son
Sarah .....	do	171	Dexter	do
Solon .....	do	199	Wing	Noble E. Bates
Two Sisters .....	do	192	Bolles	do
Willis .....	do	164	Boodry	R. L. Barstow
<i>Nantucket, Mass.</i>				
Alexander Coffin .....	Shp	351	Samuel C. Wyer	R. Mitchell & Sons
Catwba .....	do	335	Henry Pease	C. G. & H. Coffin
Charles Carroll .....	do	370	Thomas S. Andrews	W. C. Swain
Cyrus .....	do	328	Daniel Emmons	George Myrick, Jr.
Charles and Henry .....	do	336	John R. Coleman	C. G. & H. Coffin
Enterprise .....	do	413	George Cannon	Gilbert Coffin
Fablas .....	do	432	Frederick B. Chaso	G. & M. Starbuck & Co.
Henry A. Stor .....	do	375	Seth Pinkham	William R. Easton
Henry .....	do	346	William Brown	Daniel Jones
Harvest .....	do	360	John Gardner, 2d	Edward Field
Jefferson .....	do	377	William B. Cash	John H. Shaw
Kingston .....	do	312	William Rawson	Frederick Hassey
Lexington .....	do	399	Henry W. Davis	F. C. Sanford
Lyella .....	do	351	George G. Cathcart	James Athearn
Maria .....	do	365	Elisha H. Fisher	Barrett & Upton
Mariner .....	do	34	George Palmer	Matthew Crosby
Ontario .....	do	354	Stephen B. Gibbs	Barrett & Upton
Omega .....	do	36	George Haggerty	Joseph Starbuck
Ocean .....	do	349	Elijah Parker	E. & P. Macy
Phenix .....	do	323	Josiah Humble	do
Peruvian .....	do	334	Frederick Arthur	W. B. Coffin
Washington .....	do	304	Stephen Bailey	Matthew Crosby
Walter Scott .....	do	333	Cromwell Bunker	Barrett & Upton
Young Eagle .....	do	377	Edward C. Austin	Simen Starbuck
Zenas Coffin .....	do	323	Hiram Bailey	C. G. & H. Coffin
<i>Falmouth, Mass.</i>				
Awashonks .....	Ship	355	Rufus Pease	Elijah Swift
Brunetto .....	do	200	Luce	do

...ing returns of whaling-vessels

...ing from American ports—Continued.

Name	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
ington	I. F. Terry	Apr. 30	June 2, 1843	428	1,755	13,600	Sold to New Bedford 1844.
...	A. D. Stoddard	Aug. 2	Apr. 7, 1843	482	1,876	12,000	
...	E. Sawin	June 10	May 22, 1841	569	2,043	12,000	
...	...	June 10	May 16, 1842	430	1,120	...	
...	Bradford, Fuller & Co.	Sept. 10	Apr. 22, 1842	...	...	...	Lost August 9, 1842, on Feejee Islands, with 700 sperm.
...	Jabez Delano, Jr.	Dec. 1	May 26, 1842	...	...	...	Bought from New York.
...	Nathan Church	Dec. 14	Feb. —, 1841	1,125	1,719	18,000	
...	H. H. Stackpole	Dec. 18	Apr. 22, 1841	291	1,618	18,000	
...	F. R. Whitwell	Nov. 4	June 10, 1841	848	1,600	8,000	
...	Samuel Borden	July 16	May 21, 1842	200	1,400	...	
...	F. J. Whitwell	Aug. 21	Oct. 18, 1841	1,000	...	...	Bought from Hudson 1840.
...	E. Sawin	Dec. 4	Nov. 25, 1843	1,621	1,296	11,000	
...	...	July 6	June 18, 1842	206	1,456	...	
...	...	Aug. 16	Mar. 18, 1841	1,050	1,350	12,000	Samuel Pitman, first mate, died 1841.
...	...	Nov. 23	July 13, 1841	1,515	130	...	
...	...	Jan. 6	Oct. 20, 1842	2,591	96	...	Condemned and broken up 1842.
...	...	Sept. 3	July 17, 1842	519	741	...	Sailed May 17, 1840; returned August 3, with 300 sperm; first and third mates sick; sailed again as given
...	...	Aug. 11	Dec. 4, 1842	21	1,720	...	
...	...	Mar. 8	Aug. 24, 1842	543	1,989	...	
...	...	July 9	May 10, 1843	350	1,356	11,600	
...	...	Apr. 13	June 17, 1842	725	95	...	
...	...	Sept. —	May 9, 1841	600	...	...	Lost a boat's crew by a whale, 1841.
...	...	Apr. 2	Nov. 2, 1841	350	...	...	
...	...	Aug. 20	Oct. 15, 1841	200	...	...	
...	...	Sept. 15	Sept. 29, 1841	70	...	...	
...	...	Oct. 10	Apr. 17, 1842	624	...	...	
...	...	July 30	Oct. 17, 1841	220	...	...	
...	...	May 11	June 7, 1841	30	...	...	
...	...	Oct. 4	Jan. 1, 1842	260	...	...	
...	...	Sept. 8	June 23, 1844	1,953	...	...	Sold to New Bedford.
...	...	Feb. 2	Oct. 21, 1843	2,009	40	...	Sent home 250 bbls. sperm.
...	...	May 29	Dec. 6, 1841	1,458	...	...	
...	...	Nov. 1	Oct. 14, 1841	689	146	...	
...	...	Dec. 20	Mar. 8, 1845	1,094	1,014	...	Sold to New Bedford.
...	...	Dec. 18	June 17, 1844	2,140	...	...	Bought from Hudson, 1839; mate, Alexander Swain, killed by a whale; Capt. Pinkham died at Pernambuco, April 17, 1844.
...	...	July 12	Apr. 6, 1841	1,277	980	...	
...	...	Jan. 21	May 23, 1844	1,641	60	...	
...	...	June 1	Apr. 10, 1844	1,636	...	...	Lost on Atoll, Sandwich Islands, June 23, 1842, with 2,480 bbls. sperm, 80 bbls. whale.
...	...	Sept. 17	Aug. 5, 1844	1,336	342	...	Sold to Fairhaven, 1841.
...	...	July 25	May 14, 1844	1,067	342	...	Sent home 125 bbls. sperm; Capt. Davis left the ship at Rio Janeiro, sick.
...	...	June 12	Mar. 14, 1844	1,336	1,331	...	Built in 1840; sold to Fairhaven 1845.
...	...	Aug. 29	Feb. 17, 1845	1,225	...	...	
...	...	Sept. 2	Feb. 27, 1842	2,413	...	...	
...	...	Apr. 22	May 13, 1844	1,632	7	...	Sent home 40 bbls. sperm.
...	...	Oct. 6	Nov. 20, 1842	2,073	...	...	
...	...	May 28	Aug. 9, 1844	1,397	...	...	Sold to New Bedford 1844.
...	...	Sept. 8	Oct. 3, 1841	1,662	...	...	
...	...	Oct. 18	June 17, 1844	2,241	24	...	Sent home 300 bbls. sperm.
...	...	June 21	June 21, 1844	1,212	508	...	
...	...	July 31	Sept. 24, 1843	1,055	58	...	
...	...	May 14	July 8, 1841	1,296	...	...	Sailed Aug. 20, but returned with mate sick.
...	...	Oct. 31	July 19, 1843	2,544	...	...	
...	...	Sept. 1	May 25, 1843	3,049	177	...	
...	...	July 12	July 12, 1843	1,800	...	...	
...	...	Aug. 11	May 28, 1842	300	20	...	Sold to Col. Colt, the revolver manufacturer, taken to Washington, and blown to atoms with a torpedo of his invention.



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1840.</b>				
<i>Falmouth, Mass.—Continued.</i>				
Bartholomew Gosnold.....	Ship.....	360	Abraham Russell.....	Ward M. Parker.....
George Washington.....	Bark.....	150	Lemuel Eldredge.....	Sanford Herendeen.....
Hobomok.....	Ship.....	412	Silas Jones.....	Oliver C. Swift.....
<i>Ipswich, Mass.</i>				
Com. Preble.....	Ship.....	323	— Eldridge.....	F. S. Newhall.....
Ninus.....	do.....	260	— Ludlow.....	Isalah Breed.....
<i>Newport, R. I.</i>				
Audley Clarko.....	Ship.....	—	H. Griswold.....	Bush & Clarke.....
Helen.....	Brig.....	—	James Price.....	William Price.....
Pocahontas.....	do.....	—	William Barker.....	Samuel Barker.....
William Lee.....	Ship.....	—	E. Gifford.....	J. S. Munroe.....
<i>Edgartown, Mass.</i>				
Athalia.....	Bark.....	162	— Spragno.....	Joseph Maybaw.....
Deborah.....	Brig.....	145	— Worth.....	do.....
Vineyard.....	Ship.....	381	— Crocker.....	Grafton Norton.....
<i>Holmes' Hole, Mass.</i>				
Pocahontas.....	Ship.....	341	— Smith.....	Thomas Bradley.....
William and Joseph.....	Brig.....	143	— Dexter.....	John Holmes.....
<i>Newburyport, Mass.</i>				
Merrimac.....	Ship.....	414	— Starbuck.....	Micajah Lunt.....
Navy.....	do.....	350	— Brock.....	Thomas Buntin.....
<i>Boston, Mass.</i>				
Creole.....	Bark.....	222	— Cook.....	Charles A. Brown.....
Cambrian.....	Brig.....	197	— Holmes.....	P. & S. Spragne & Co.....
<i>Hudson, N. Y.</i>				
Beaver.....	Ship.....	320	— Rogers.....	Barnard, Curtis & Co.....
Edward.....	do.....	274	— Daggett.....	do.....
<i>New London, Conn.</i>				
Arnata.....	Ship.....	414	— Hull.....	Abner Bassett.....
Betsy.....	Schooner.....	113	— Noyes.....	Joseph Lawrence.....
Boston.....	Ship.....	291	— Pendleton.....	do.....
Conn. Perry.....	do.....	270	— McLane.....	C. Chew & Co.....
Connecticut.....	do.....	398	— Crocker.....	Thomas W. Williams.....
Clematis.....	do.....	311	— Bailey.....	Williams & Barns.....
Columbia.....	do.....	492	— Smith.....	Havens & Smith.....
Candace.....	do.....	310	— Reed.....	do.....
Columbus.....	Brig.....	153	— Holt.....	Williams & Barns.....
Charles Henry.....	Ship.....	265	— Halsey.....	Havens & Smith.....
Ceres.....	Bark.....	176	— Bailey.....	William Tate.....
Electra.....	Ship.....	347	— Lax.....	William Williams, jr.....
Francis.....	Schooner.....	—	— Bailey.....	Williams & Barns.....
Gen. Williams.....	Ship.....	446	—	—
do.....	Schooner.....	86	— Long.....	Havens & Smith.....
Julius Caesar.....	Ship.....	347	— Gibson.....	N. & W. W. Billings.....
John and Elizabeth.....	do.....	296	— Miller.....	Havens & Smith.....
Nepanne.....	do.....	285	— Green.....	T. W. Williams.....
Peabroko.....	do.....	199	— Peabody.....	Joseph Lawrence.....
Shaw Perkins.....	Sloop.....	55	— Strand.....	Havens & Smith.....
Superior.....	Ship.....	406	— McLane.....	N. & W. W. Billings.....
Stonington.....	do.....	351	— Rice.....	Williams & Barns.....
Tenedos.....	Bark.....	245	— Chester.....	Joseph Lawrence.....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Name of vessel	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					Bbls.	Bbls.	Lbs.	
Ward M. Parker	Ward M. Parker	Pacific Ocean	Jan. 1	—	1,800	600		Sold to New Bedford, 1844.
Sanford Herenden	Sanford Herenden	Atlantic	—	—	—	—	—	Went two months; returned clean, leaky and was sold to New Bedford, 1840.
Oliver C. Swift	Oliver C. Swift	Pacific Ocean	May 29	Mar. 14, 1841	2,200			
F. S. Newhall	F. S. Newhall	Indian Ocean	July 20	June 2, 1842	260	2,600		
Isalah Breed	Isalah Breed	do	Sept. 23	June 6, 1842	150	1,300	8,000	
Bash & Clarke	Bash & Clarke	Pacific Ocean	Nov. 16	Aug. 30, 1844	1,400			Captain Griawold died, 1843.
William Price	William Price	North Atlantic	Aug. 22	Nov. 13, 1844	210	15		
Samuel Barker	Samuel Barker	do	July 30	July 21, 1841	137			
J. S. Munroe	J. S. Munroe	Pacific Ocean	July 12	Feb. 23, 1844	600	1,100	11,000	
Joseph Mayhew	Joseph Mayhew	Atlantic	May 18	Apr. 2, 1841	190			Came home leaky.
Grafton Norton	Grafton Norton	do	Oct. 17	Dec. 8, 1841	65	20		Bought from Salem.
Thomas Bradley	Thomas Bradley	Pacific Ocean	Oct. 21	June 23, 1844	1,000			
John Holmes	John Holmes	do	Sept. 23	Dec. —, 1843	1,400			Lost at sea Oct. 21, 1841; four men lost.
Micajah Lunt	Micajah Lunt	Atlantic	Aug. 18					
Thomas Buntin	Thomas Buntin	Pacific Ocean	July 28	Apr. 15, 1844	260	2,750	22,000	Captain Starbuck died, 1841.
Charles A. Brown	Charles A. Brown	do	May 20	June 12, 1843	600	1,300	10,400	Sold to New Bedford.
P. & S. Sprague & Co	P. & S. Sprague & Co	South Seas	Dec. 10	Sept. 21, 1841	550			
Barnard, Curtis & Co	Barnard, Curtis & Co	South Atlantic	Dec. 1	Apr. 23, 1842	420			
Abner Bassett	Abner Bassett	Pacific Ocean	Jan. 31	May 16, 1842	270	1,930		Sold to New Bedford, 1845.
Joseph Lawrence	Joseph Lawrence	do	Dec. 4	Apr. 3, 1845	800	800	8,000	
Abner Bassett	Abner Bassett	Indian Ocean	July 31	July 12, 1842	200	2,000	28,000	Also a large number of fur-skins.
Joseph Lawrence	Joseph Lawrence	Pacific Ocean	Aug. 14	June 8, 1842	115	1,100		
C. Chew & Co	C. Chew & Co	Indian Ocean	June 22	May 28, 1841		1,700		
Thomas W. Williams	Thomas W. Williams	South Seas	June 8	May 24, 1842	200	1,000		
Williams & Baros	Williams & Baros	do	June 29	May 23, 1841		1,000		
Havens & Smith	Havens & Smith	Indian Ocean	Aug. —	July 4, 1841	100	4,000		Second mate, William Lacky, killed by a whale June, 1843.
Williams & Baros	Williams & Baros	South Atlantic	July 9	May 6, 1842		2,200		
Havens & Smith	Havens & Smith	do	Apr. 20	Apr. 30, 1842				
Havens & Smith	Havens & Smith	Atlantic		May 21, 1841	650			
William Tato	William Tato	South Atlantic	Aug. 8	May 25, 1842	350	650		
William Williams, Jr.	William Williams, Jr.	do	Oct. 12	July 2, 1842	80	1,200		Sent home 60 sperm.
Williams & Baros	Williams & Baros	do	June 1	June 1, 1841	240	1,460		
Williams & Baros	Williams & Baros	do	Mar. —	Feb. —, 1841		500		Encountered a heavy gale off Black Point L. I.; cut away masts and anchored going ashore in a boat for help. Captain Bailey and five men drowned.
Williams & Baros	Williams & Baros	do	Dec. 7	Mar. 16, 1843	100	4,200	46,200	Tender to the Columbia.
Havens & Smith	Havens & Smith	Indian Ocean	June 6	Apr. 30, 1842	150			
N. & W. W. Billings	N. & W. W. Billings	do	July 25	June 21, 1841	40	1,900		
Havens & Smith	Havens & Smith	do	June 22	Apr. 27, 1842	75	2,550		
T. W. Williams	T. W. Williams	South Atlantic	Oct. 13	Apr. 15, 1842	650	1,450		Captain Peabody left the ship at Madagascar.
Joseph Lawrence	Joseph Lawrence	do	May 23	June 20, 1841		400		Tender to Columbia.
Havens & Smith	Havens & Smith	Indian Ocean	June 6	Apr. 16, 1842	120			
N. & W. W. Billings	N. & W. W. Billings	do	Sept. 29	July 3, 1842	150	2,750		
Williams & Baros	Williams & Baros	South Atlantic	Sept. 1	May 5, 1843	250	2,000	30,000	Bought from Boston.
Joseph Lawrence	Joseph Lawrence	do	Oct. 12	Aug. 9, 1842	200	1,300		

370 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1840.</b>				
<i>Sag Harbor, N. Y.</i>				
Acasta .....	Ship	286	Sylvester P. Smith	Mulford & Sleight
American .....	do	287	Cooper	S. & B. Hunting & Co
Camillus .....	Bark	345	Ezekiel H. Howes	Charles T. Dering
Concordia .....	do	295	Woodward	Thomas Brown
Gem .....	Ship	332	T. B. Worth	Hunting Cooper
Huron .....	do	291	Greene	Luther D. Cook
Henry .....	do	333	John Sweeney	Samuel L. Hommedieu
Hanibal .....	do	311	Louis L. Bennett	S. & B. Hunting & Co
Hamilton .....	do	322	Ludlow	Charles T. Dering
Hamilton 2d .....	do	455	D. Hand	Mulford & Sleight
Mounmouth .....	do	273	Sayre	N. & G. Howell
Marcus .....	do	286	David Loper	C. T. Dering
Nimrod .....	do	305	Barnes	S. & B. Hunting & Co
Ontario .....	do	314	Green	D. Cook
Phenix .....	do	253	Biggs	Mulford & Howell
Remulus .....	do	385	Rogers	Mulford & Sleight
Xenophon .....	do	385	Halsey	Mulford & Sleight
<i>New Suffolk, N. Y.</i>				
Noble .....	Bark	274	James Sayer	Ira B. Tutbill
<i>Warren, R. I.</i>				
Boy .....	Ship	258	Barton	N. M. Wheaton
Crawford .....	Brig	136	Huttlestone	J. & D. K. Luther
Franklin .....	Bark	240	Barton	Samuel Barton
Hoogley .....	Ship	291	Nye	John R. Wheaton
Jane .....	do	371	Eddy	S. P. Child
Luminary .....	do	432	Fries	Joseph Smith, Jr., & Co
Magnet .....	do	355	Chapman	do
Philip Tabb .....	do	405	Jeaney	Driscoll & Child
Warren .....	do	363	Cleveland	J. Smith, Jr., & Co
<i>Salem, Mass.</i>				
Bengal .....	Ship	304	Jackson	John B. Osgood
Emerald .....	Bark	274	Brown	S. C. Phillips
Izette .....	Ship	275	Hall	J. B. Osgood
Mount Wollaston .....	do	325	Rose	do
<i>Stonington, Conn.</i>				
Bolton .....	Bark	220	Pendleton	Charles P. Williams
Enterprise .....	Brig	95	Greene	do
Henry .....	do	95	Pendleton	William Pendleton
Mercury .....	do	305	Gray	C. T. Stanton
Rebecca Groves .....	Brig	129	Hubbard	G. Trumbull
Thomas Williams .....	Ship	340	Mauwaring	C. P. Williams
<i>Bridgeport, Conn.</i>				
Atlantic .....	Ship	291	Jennings	Samuel H. Ford
Harvest .....	Bark	263	Godbee	do
<i>Westport, Mass.</i>				
Dr. Franklin .....	Bark	171	Francis	Job Davis
Emma .....	do	246	Davis	Abner Tripp
Elizabeth .....	Brig	107	Cook	David Coffin
June .....	do	166	Sowle	A. B. Gifford
Lender .....	do	170	Bail	Job Davis
Thos. Winslow .....	Brig	136	Elihu Russell, Jr.	Thomas W. Mayhew
United States .....	Bark	217	Hicks	Andrew Hicks
<i>Bristol, R. I.</i>				
America .....	Bark	257	Richmond	Henry Wardwell
Essex .....	do	200	Devol	Leinuel C. Richmond
Gov. Hopkins .....	Brig	111	Waldron	William R. Taylor
Sarah Lee .....	Ship	233	Bly	W. H. D'Wolf
Troy .....	Brig	150	Morris	Thomas Church

owing returns of whaling-vessels

sailing from American ports—Continued.

Name	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Smith	Mulford & Sleight	South Seas	Oct. 11	Aug. 13, 1841				
Fowles	S. & B. Hunting & Co.	New Zealand	Aug. 11	May 16, 1842	200	2,250	14,900	
Howard	Charles T. Dering	Atlantic	Oct. 15	Dec. 6, 1841	201	1,405	11,377	
...	Thomas Brown	Indian Ocean	Nov. 28	Apr. 9, 1842	250	1,100	800	
...	Hunting Cooper	South Atlantic	Aug. 28	July 19, 1841	50	2,250	14,500	Bought from Hudson.
...	Luther D. Cook	...	Sept. 1	June 11, 1842	550	450	...	
...	Samuel I. Hummel	...	...	...	124	1,000	14,358	
...	S. & B. Hunting & Co.	Indian Ocean	Aug. 25	June 26, 1841	66	1,65	10,450	
...	Charles T. Dering	Pacific Ocean	July 2	July —, 1841	700	1,000	...	
...	Mulford & Sleight	South Seas	Dec. 3	July 14, 1843	340	3,700	...	Returned once; damaged in a gale.
...	N. & G. Howell	South Atlantic	Aug. 4	June 19, 1841	...	1,850	...	
...	C. T. Dering	...	June 15	Sept. 24, 1841	83	904	4,070	
...	S. & B. Hunting & Co.	...	July 9	July 19, 1841	110	1,550	13,418	
...	L. D. Cook	New Zealand	Sept. 1	May 24, 1843	500	2,100	17,000	
...	Mulford & Howell	South Atlantic	July 10	May 26, 1843	500	2,100	17,000	
...	Mulford & Sleight	...	July 8	May 9, 1842	500	1,200	8,000	Broken up after this voyage.
...	Ira B. Tutbill	South Atlantic	Aug. 12	Nov. 24, 1842	100	2,000	...	
...	N. M. Wheaton	South Atlantic	Mar. 15	June 2, 1841	260	1,200	6,945	
...	J. & D. K. Luther	Pacific Ocean	Apr. 28	Aug. 12, 1843	1,450	...	...	
...	Samuel Barton	Western Isl'ds.	Apr. 13	May 28, 1841	Clean	...	...	
...	John R. Wheaton	Indian Ocean	Oct. 25	May 10, 1843	800	...	...	Captain Nye died November 24, 1841.
...	S. P. Child	...	Nov. 13	Oct. —, 1843	1,300	60	...	
...	Joseph Smith, Jr., & Co.	Pacific Ocean	Mar. 8	May —, 1841	400	1,600	12,800	
...	Driscoll & Child	...	Jan. 7	June —, 1843	300	2,200	30,000	
...	J. Smith, Jr., & Co.	...	Jan. 1	Mar. 1, 1843	1,200	1,600	...	Sold 100 sperm, 800 whale, at Valparaiso.
...	John B. Osgood	...	July 23	Apr. 30, 1843	500	1,100	16,000	Sold 1,350 whale at Rio Janeiro.
...	S. C. Phillips	...	Aug. 26	Apr. 6, 1843	600	2,050	33,000	
...	J. B. Osgood	Indian Ocean	July 24	Mar. 26, 1844	1,500	...	...	Sold to New London, 1844.
...	J. B. Osgood	...	May 2	Feb. 26, 1843	400	1,100	8,800	
...	Charles P. Williams	...	May 2	June 19, 1842	900	1,100	...	Sold 1,200 whale at Rio Janeiro. Sold to —, 1843.
...	William Pondleton	Pacific Ocean	June 8	May 10, 1843	1,000	450	3,600	
...	C. T. Stanton	...	Sept. 3	...	...	...	...	Probably sold at Rio Janeiro in 1841.
...	G. Trumbull	South Atlantic	July 6	...	...	...	...	
...	C. P. Williams	...	Dec. 3	Apr. 12, 1842	300	1,900	17,000	
...	Samuel H. Ford	...	Aug. 21	Mar. 10, 1842	250	2,720	...	
...	Job Davis	South Seas	Aug. 25	...	...	...	...	
...	Abner Tripp	...	Sept. —	July 23, 1841	...	1,700	...	
...	David Collin	...	Aug. 4	May 25, 1842	150	2,050	...	
...	A. P. Gifford	Atlantic	Sept. 6	June 19, 1841	732	...	...	
...	Job Davis	...	Dec. 23	May 13, 1842	568	53	...	
...	Thomas W. Mayhew	...	June —	Nov. 1, 1840	150	...	...	
...	Andrew Hicks	...	Aug. 9	Nov. 5, 1841	390	14	...	
...	Henry Wardwell	...	May 2	Nov. 25, 1841	500	...	...	
...	Lemuel C. Richmond	...	Aug. 7	July 30, 1841	585	7	...	
...	William R. Taylor	Pacific Ocean	Aug. 7	June —, 1843	700	...	...	
...	W. H. D'Wolf	...	Oct. 10	...	...	...	...	
...	Thomas Church	...	Oct. 7	July 2, 1844	500	900	9,000	Sold to New Bedford, 1844.
...	Henry Wardwell	Atlantic	July 4	Nov. 5, 1841	450	15	...	Returned once, having lost her mainmast; Captain Daggett left the ship, sick, and Devol took charge.
...	William R. Taylor	...	Sept. 23	May 28, 1841	240	...	...	
...	W. H. D'Wolf	...	Oct. 31	Oct. 21, 1841	80	40	...	
...	Thomas Church	...	July 25	Sept. —, 1841	420	...	...	

372 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1840.</b>				
<i>Poughkeepsie, N. Y.</i>				
Elbo .....	Ship .....	343	Merrihew .....	David S. Sherman .....
N. P. Tallmadge .....	do .....	370	Collis .....	do .....
New England .....	do .....	375	Howland .....	do .....
Vermont .....	Bark .....	292	Almy .....	do .....
<i>Mystic, Conn.</i>				
Aeronaut .....	Ship .....	265	Mallory .....	Charles Mallory .....
Bingham .....	do .....	375	Destin .....	do .....
Meteor .....	do .....	325	Lester .....	J. & W. P. Randall .....
Tampico .....	Brig .....	99	Clift .....	C. Mallory .....
Uxor .....	do .....	96	Mitchell .....	do .....
<i>Sippican, Mass.</i>				
Popponnett .....	do .....	184	Flanders .....	do .....
Quitto .....	do .....	140	do .....	do .....
Solon .....	do .....	129	Wing .....	N. E. Bates .....
<i>Fall River, Mass.</i>				
Ann Maria .....	do .....	196	Carr .....	John Eddy .....
Montezuma .....	do .....	196	Randall .....	M. S. F. Tobey .....
Pleiades .....	Bark .....	261	Allen .....	do .....
Taunton .....	Brig .....	103	Cummins .....	William Cuggeshall .....
<i>Wareham, Mass.</i>				
George Washington .....	Ship .....	374	do .....	E. Thompson .....
Inga .....	Brig .....	169	Cudworth .....	M. S. F. Tobey .....
Meridian .....	do .....	73	Derriek .....	do .....
<i>Plymouth, Mass.</i>				
Exchange .....	Schooner .....	90	Dexter .....	R. W. Holmes .....
Fortune .....	Bark .....	278	Lax .....	Isaac L. Hedge .....
James Muuroe .....	Brig .....	115	Dyko .....	Northam & Fearing .....
Mercury .....	Schooner .....	74	Luco .....	Isaac Barnes, Jr. .....
Maria .....	do .....	do	do .....	do .....
<i>Greenport, N. Y.</i>				
Bayard .....	Ship .....	339	Francis Sayre .....	H. & N. Corwin .....
Magellan .....	Brig .....	91	Lax .....	do .....
Roanoke .....	Ship .....	254	Benjamin Glover, Jr. .....	Wiggins & Parsons .....
Seraph .....	Brig .....	174	George W. Corwin .....	Samuel Lamson .....
Washington .....	Ship .....	236	Robert N. Wilbur .....	Wiggins & Parsons .....
<i>Provincetown, Mass.</i>				
Fairy .....	Brig .....	186	Ginn .....	Abraham Small .....
Franklin .....	do .....	172	Soper .....	Robert Soper .....
Phoenix .....	do .....	150	Small .....	Leonard Small .....
<b>1841.</b>				
<i>New Bedford, Mass.</i>				
Addison .....	Ship .....	426	Thomas West .....	Isaac B. Richmond .....
Ann .....	do .....	361	Almy .....	Howland & Hussey .....
Alex. Barclay .....	do .....	463	Fish .....	J. A. Parker & Son .....
Areber .....	Ship .....	322	Ricketson .....	Tobey & Ricketson .....
Agate .....	Brig .....	81	Landre .....	Pope & Morgan .....
Ann Alexander .....	Ship .....	253	Taber .....	George Howland .....
Baliens .....	do .....	301	Richmond Manchester .....	J. & J. Howland .....
Bramlu .....	Bark .....	247	Taber .....	Gideon Allen .....
Charles .....	Ship .....	290	Gardner .....	Samuel Rodman .....
Charles W. Morgan .....	do .....	351	Norton .....	Charles W. Morgan .....
Chase .....	Bark .....	153	West .....	Barton Ricketson .....
Cora .....	do .....	220	Baker .....	Ivory H. Bartlett .....
Cantoo .....	Ship .....	408	Lucas .....	Charles R. Tucker .....
Canton Packet .....	Bark .....	274	Shearman .....	I. H. Bartlett .....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	
Pacific Ocean	July 10	Mar. 22, 1843	120	2,500	25,000	Lost in Cook's Straits, December 13, 1841.
do	Oct. 22	Mar. 22, 1843	120	2,500	25,000	
do	Jan. 1	May 1, 1843	1,300	700	700	
Indian Ocean	Dec. 10	July 1, 1843	350	2,500	20,000	Sold to Mystic.
South Atlantic	June 6	Mar. 5, 1842	225	2,075	.....	Sold 400 whale at Pernambuco.
do	July 10	June 1, 1842	430	1,550	.....	
do	Aug. 10	May 9, 1842	100	2,300	.....	Condemned at Saint Catharines, March, 1841. Sent home 100 sperm.
do	June 24	.....	.....	.....	.....	Elephant-oil.
do	July 22	Jan. 1, 1841	.....	400	.....	
do	May 11	Oct. 20, 1841	400	.....	.....	
do	July 8	Nov. 3, 1841	350	.....	.....	
do	July 30	Sept. 1, 1842	40	20	.....	
Indian Ocean	May 11	June 9, 1841	500	700	.....	Returned once leaky.
do	June 1	Oct. 3, 1840	415	224	.....	Belongs to Wareham.
Indian Ocean	Aug. 15	Sept. 11, 1842	.....	2,032	.....	Condemned 1840.
Atlantic	Nov. 30	.....	.....	.....	.....	
Pacific Ocean	Apr. 21	..... 1844	.....	.....	.....	Probably fail.
Atlantic	Apr. 1	Apr. 7, 1841	669	12	.....	
do	Aug. 27	June 22, 1841	69	.....	.....	
Atlantic Ocean	.....	June 7, 1841	19	150	.....	
Atlantic	Sept. 22	..... 1844	.....	.....	.....	
Atlantic	Feb. 21	June 27, 1841	.....	.....	.....	
do	Apr. 30	Nov. 25, 1840	.....	.....	.....	
do	Apr. 28	.....	.....	.....	.....	
South Atlantic	Aug. 5	Aug. 6, 1841	200	1,400	7,432	Condemned at Pernambuco.
do	June 5	.....	.....	.....	.....	
do	Aug. 3	Apr. 18, 1841	150	1,650	12,028	
Atlantic	July 10	June 4, 1841	180	315	3,000	
South Atlantic	Aug. 6	Aug. 19, 1841	130	1,125	9,500	
Atlantic	Apr. 1	Sept. 23, 1840	580	.....	.....	
do	Mar. 3	Sept. 15, 1840	700	.....	.....	
do	Mar. 27	Sept. 23, 1840	670	.....	.....	
Indian Ocean	June 3	Aug. 31, 1845	750	1,000	10,000	Built 1829. Lost on Timor 1842.
Pacific Ocean	Sept. 29	..... 1845	.....	4,200	.....	A. Barclay landed her oil at Bremen. Sold to Bremen 1845.
do	.....	.....	.....	.....	.....	Bought from Philadelphia 1841.
Atlantic	July 26	Feb. 17, 1845	1,400	1,100	11,000	
do	May 1	Jan. 30, 1842	150	.....	.....	
Pacific Ocean	Oct. 25	June 12, 1845	1,700	.....	.....	
do	Nov. 12	May 20, 1845	1,700	08	295	Captain Taber left the ship in 1842, sick.
do	Dec. 25	Aug. 9, 1845	200	800	3,000	Sent home 650 pounds bone.
do	May 21	Nov. 16, 1844	1,000	.....	.....	
do	Sept. 4	Jan. 4, 1845	1,600	800	10,000	Formerly a brig. Altered 1841.
Atlantic	June 12	Oct. 12, 1842	492	6	.....	Withdrawn from the service 1845.
Pacific Ocean	Sept. 2	Nov. 29, 1845	500	500	4,000	
do	Nov. 9	Aug. 26, 1842	2,500	.....	.....	
do	Dec. 12	Feb. 17, 1845	2,100	.....	.....	

374 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1841.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Charles	Bark	237	Dexter	C. W. Morgan
Candler	Ship	319	Norton	do
Hartmouth	do	336	Whimpeny	T. Howland, Jr. & Co.
Elizabeth	do	349	H. F. Eastham	T. & A. R. Noy
Emeline	Brig	98	Wood	Barton Ricketson
Endeavour	Bark	258	Weeks	William H. Stowell
Franklin	Ship	333	Washington Walker	Abm H. Howland
Florida	do	330	Cunningham	Edw. G. Jones
General Pike	do	313	Tolcey	William Gifford
George and Susan	do	356	Howland	George Howland
George Washington	Bark	236	Alex. Hathaway	Levi L. Crane
Goleonda, 2d	Ship	359	Smith	William H. Stowell
Gratitude	do	377	Stetson	Ireneus Gooding
Good Return	do	370	Taber	H. Taber & Co.
Gov. Troup	do	430	G. H. Jenney	E. C. Jones
Harrison	do	371	J. R. L. Smith	William H. Stowell
Houqua	do	339	Holley	Alexander Gibbs
Hydaspé	do	313	Francis Post	Daniel Wood
Huntress	do	391	Taber	Alfred Gibbs
Hope 2d	do	995	Robinson	Wileox & Richmond
Hope	Bark	186	Brownell	William Watkins
Isabella	Ship	411	Howland	Jas. H. Howland
Israel	do	357	Little	Walter S. Sumner
Java	do	295	William Shockley	George Howland
John Adams	do	266	Bradford	Jirch Perry
John and Edward	do	318	Barz. N. Hudson	Wileox & Richmond
Junior	do	375	Hathaway	D. R. Greene & Co.
Julian	do	356	Mayhew	Hathaway & Luce
Katsooff	do	415	Maxfield	Jona. Bourne, Jr.
Lagoda	do	311	Tallman	J. D. Thompson
Lewis	Bark	281	Luce	Daniel Wood
L. C. Richmond	Ship	341	Luce	Daniel Wood
Laurel	Brig	419	Smith	I. H. Bartlett
Margaret Scott	Ship	367	Smith	S. & W. Ingalls
Mars	Bark	270	Brownell	Charles R. Tucker
Mayflower	Ship	350	Gifford	John C. Haskell
Mercury	do	340	Dennis F. Haskell	I. Howland, Jr. & Co.
Messenger	do	231	Peter Buller	John R. Thornton
Montezuma	do	436	Tower	West & Paine
Marla	Bark	202	Raymond	Samuel W. Rodman
Metacom	Ship	360	Reynolds	J. B. Wood & Co.
Musau	do	408	Weeks	Jirch Perry
Nile	do	322	Edwin F. Cook	Hathaway & Luce
Newton	do	283	Sawyer	Isalah Burgess
Octavia	Bark	257	Isaac C. Howland	Gideon Allen
Pantheon	do	271	Taber	Jona. Bourne, Jr.
Pert	do	191	Russell	Rodney French
Phocion	do	293	Corey	Richard A. Palmer
Robert Edwards	Ship	356	Burgess	J. & J. Howland
Rousseau	do	306	John E. Brayton	George Howland
Rajah	Bark	280	West	Isalah Burgess
Russell	do	303	Fredrick A. Stall	Howland & Hussey
Selma	Ship	969	Luce	George O. Crocker & Co.
Snean	do	281	Weston Howland	Abm H. Howland
Sam. Robertson	do	323	Warner	Andrew Robeson
Swift	do	321	Fisher	Thomas S. Hathaway
Smyrna	Bark	219	Miller	Barton Ricketson
Stephanta	Ship	315	Collins	R. A. Palmer
Two Brothers	do	288	Tinkham	J. I. Greene & Co.
Wilmington and Liverpool Packet	do	384	Gilbert Place	J. A. Parker & Co.
Zoroaster	Brig	159	Seabury	Pardon G. Seabury

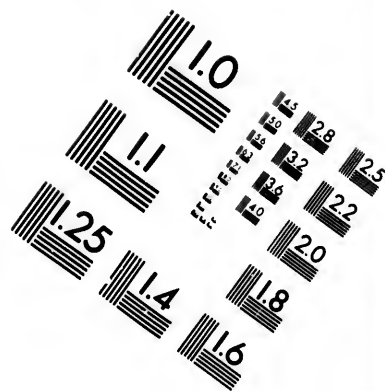
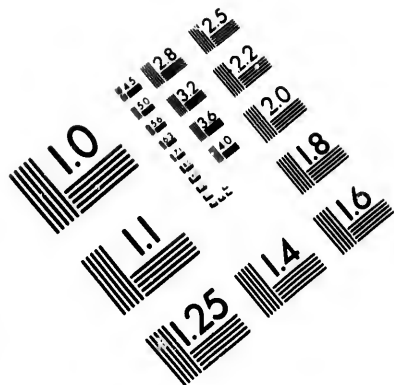
AND FISHERIES.

Showing returns of whaling vessels

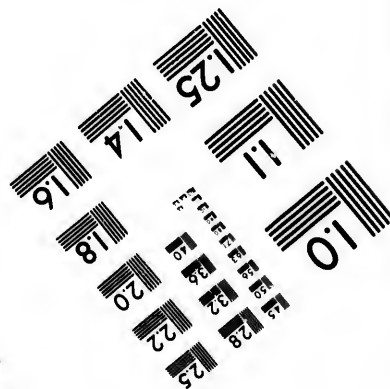
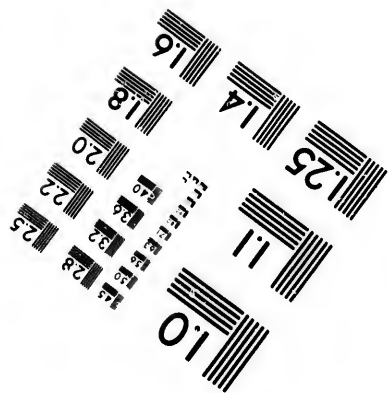
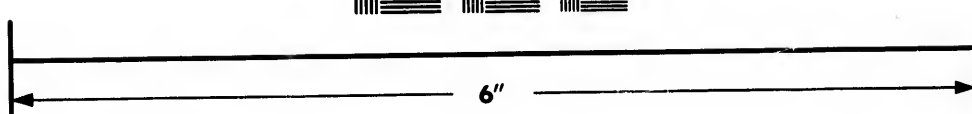
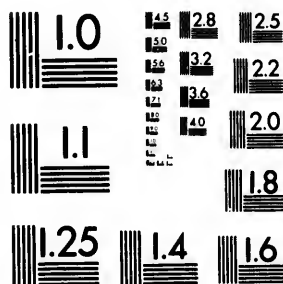
Wh.	Managing owner or agent.
er .....	C. W. Morgan .....
m .....	do .....
mpney .....	I. Howland, jr., & Co. ....
ham .....	T. & A. H. Nye .....
d .....	Barton Ricketson .....
ks .....	William H. Stowell .....
on Walker .....	Ab'm H. Howland .....
ingham .....	Edw. C. Jones .....
ev .....	William Gifford .....
wland .....	George Howland .....
haway .....	Levi L. Crane .....
th .....	William H. Stowell .....
tsou .....	Trenews Gooding .....
er .....	H. Fisher & Co .....
rey .....	E. C. Jones .....
lth .....	William H. Stowell .....
lley .....	Alexander Gibbs .....
ost .....	Daniel Wood .....
ber .....	Alfred Gibbs .....
blinson .....	Wileox & Richmond .....
ownell .....	William Watkins .....
wland .....	Jos. H. Howland .....
tle .....	Walter S. Sissoner .....
Shockley .....	George Howland .....
anford .....	Jirch Perry .....
Hudson .....	Wileox & Richmond .....
alhaway .....	D. R. Greene & Co .....
aybew .....	Hathaway & Luce .....
axfold .....	John Bourne, jr. ....
allman .....	J. D. Thompson .....
ico .....	Daniel Wood .....
nlth .....	T. H. Bartlett .....
nlth .....	S. & W. Ingalls .....
rownell .....	Charles R. Tucker .....
ifford .....	John C. Haskell .....
F. Haskell .....	I. Howland, jr., & Co. ....
ntler .....	John R. Thurnton .....
awer .....	West & Paine .....
aymond .....	Samuel W. Bolman .....
eynolds .....	J. B. Wood & Co .....
Vecks .....	Jirch Perry .....
F. Cook .....	Hathaway & Luce .....
awyer .....	Isaiah Burgess .....
Howland .....	Gideon Allen .....
isher .....	John Bourne, jr. ....
usell .....	Rodney French .....
orey .....	Richard A. Palmer .....
urgess .....	J. & J. Howland .....
Brayton .....	George Howland .....
Vest .....	Isaiah Burgess .....
ck A. Stall .....	Howland & Hussey .....
ance .....	George O. Crocker & Co. ....
Howland .....	Ab'm H. Howland .....
Varner .....	Andrew Robeson .....
isher .....	Thomas S. Hathaway .....
Miller .....	Barton Ricketson .....
Collins .....	R. A. Palmer .....
Clokham .....	J. R. Greene & Co .....
Place .....	J. A. Parker & Co .....
Seabury .....	Pardon G. Seabury .....







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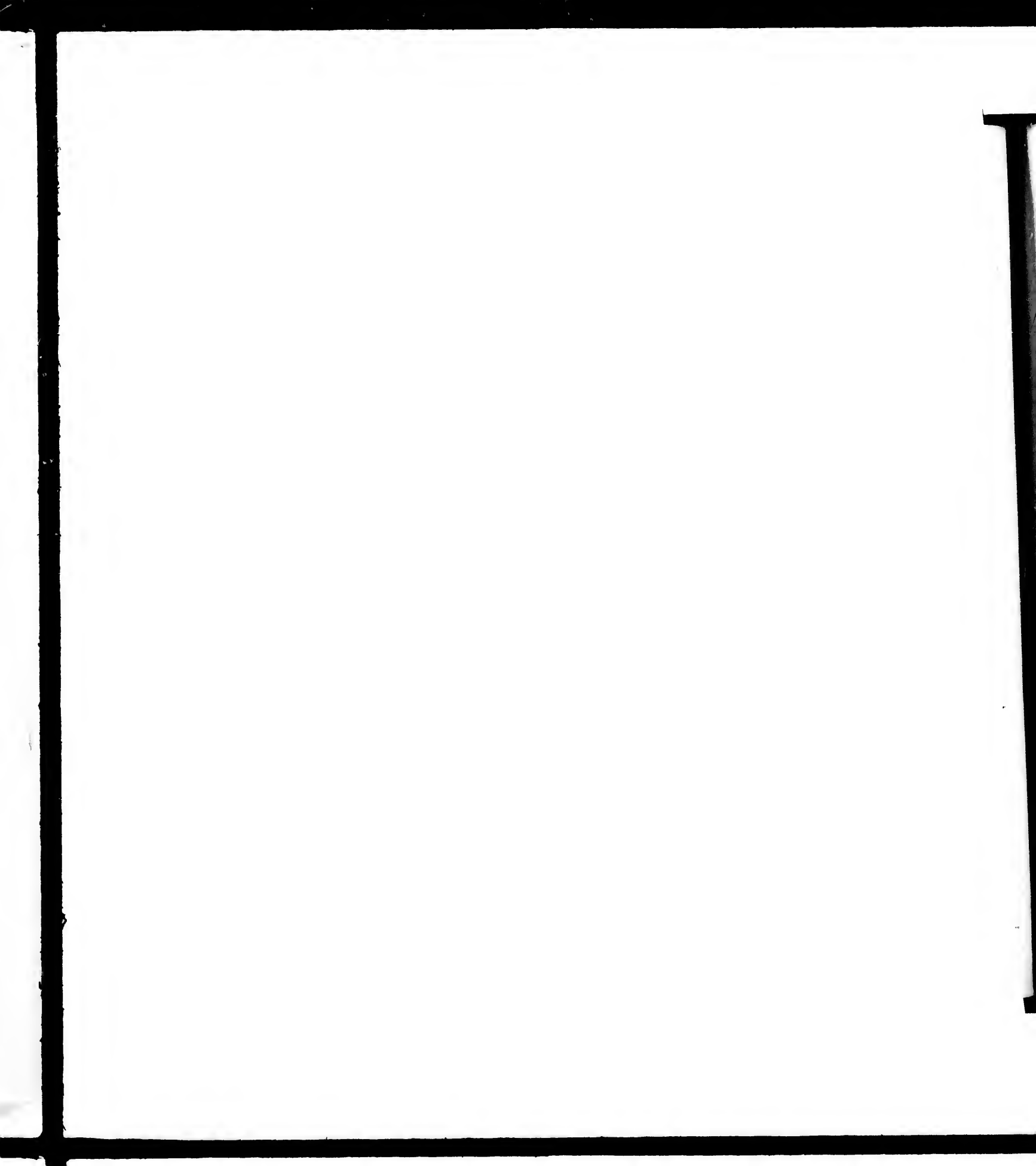
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sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic	Dec. 7	Aug. 13, 1845	15	2,450	14,000	Sold 220 sperm.
New Holland	Oct. 9	Mar. 10, 1844	1,300	600	6,000	
Pacific Ocean	Feb. 20	June 17, 1844	600	500	12,000	Sold 1,000 barrels whale at Bahia.
Indian Ocean	June 7	May 6, 1844	10	5	.....	Captain Wood's boat was stove by a whale, and he died from exhaustion before help reached them. Brig <i>Ernelino</i> withdrawn from the service 1843.
Atlantic	July 12	Sept. 28, 1843	.....	.....	.....	
Indian Ocean	June 22	June —, 1844	1,300	600	4,800	
Pacific Ocean	June 23	Nov. 23, 1843	92	2,314	.....	
Indian Ocean	Sept. 14	July —, 1843	600	2,300	18,400	
.....do	July 1	Feb. 20, 1844	600	900	7,000	
.....do	Oct. 17	July 12, 1845	1,600	.....	.....	
Pacific Ocean	Mar. 25	Dec. 8, 1842	350	.....	.....	
Atlantic	June 30	July 21, 1844	750	2,300	17,000	Bought from Boston 1841.
Pacific Ocean	Apr. 23	Apr. 7, 1845	1,150	1,050	0,000	
.....do	Oct. 21	May 3, 1844	100	3,400	.....	First mate, Edward Harris, died April, 1843, from effects of a fall down after hatchway.
New Holland	Nov. 4	Apr. 23, 1844	170	3,250	30,000	Ball at Mattapoisett, 1841.
.....do	July 28	Feb. 23, 1845	.....	.....	.....	
Pacific Ocean	July 12	June 29, 1843	450	2,400	28,800	
.....do	Apr. 21	Apr. 14, 1845	650	850	8,000	First mate, Elen. Peck, taken out of his boat by a line and lost. Sold 100 barrels whale at Hobart Town.
Indian Ocean	Aug. 20	Mar. 6, 1844	400	2,500	20,000	
.....do	Sept. 14	Mar. 5, 1844	300	1,500	15,000	
Atlantic	Mar. 16	Nov. 14, 1842	500	.....	.....	
Pacific Ocean	July 22	May 19, 1845	2,700	.....	.....	
Atlantic	June 29	Sept. 9, 1843	300	1,900	20,000	Bought from Boston 1841.
Indian Ocean	June 10	Apr. 22, 1843	100	2,250	22,500	
.....do	July 1	May —, 1844	1,000	500	2,500	
.....do	May 19	July 19, 1844	400	800	0,000	
Pacific Ocean	Sept. 18	Mar. 11, 1844	1,150	1,600	16,000	
New Holland	Dec. 12	May 31, 1844	3,000	.....	.....	Sent home 10,000 pounds bone.
.....do	Nov. 11	.....	600	2,100	17,000	
New Holland	Oct. 9	Sept. —, 1843	400	350	3,200	
Indian Ocean	Nov. 6	July 9, 1844	400	.....	.....	Samuel Pent, second mate, died on passage home.
Pacific Ocean	June 6	Oct. 31, 1844	2,200	.....	.....	Withdrawn, 1843.
Atlantic	Mar. 12	Nov. 8, 1841	170	7	.....	Bought from Portsmouth.
Pacific Ocean	Jan. 9	Apr. 15, 1844	850	1,350	18,000	Formerly a brig; bought from New York, 1841.
.....do	June 6	Aug. 12, 1845	1,500	340	.....	Second mate, Thomas Dunham, fell overboard and was drowned November 4, as the ship was leaving Lahaina.
Atlantic	July 11	Apr. 11, 1844	50	2,400	18,000	
Pacific Ocean	May 25	Aug. 1, 1844	1,600	.....	.....	
Indian Ocean	June 2	May 10, 1844	350	1,650	13,200	
Pacific Ocean	Aug. 20	May 5, 1844	450	3,150	.....	
Atlantic	Jan. 1	Oct. —, 1843	500	.....	.....	
Pacific Ocean	Jan. 6	Sept. 20, 1845	2,000	.....	.....	
.....do	Sept. 6	Sept. 16, 1845	1,100	1,700	20,000	
.....do	May 30	June 21, 1844	1,500	60	0,000	
Indian Ocean	June 20	Oct. 10, 1843	300	1,500	12,000	
.....do	June 25	June 30, 1843	300	1,000	8,000	Bought from New York 1841.
Pacific Ocean	June 9	Feb. 25, 1845	800	600	6,000	
.....do	Dec. 12	July 19, 1843	850	.....	.....	
Indian Ocean	Aug. 4	July 21, 1843	80	1,120	8,900	
Pacific Ocean	July 2	Dec. 14, 1844	2,230	.....	.....	
.....do	Apr. 21	Feb. 17, 1845	1,300	1,000	10,000	Sold to Westport 1844.
.....do	Aug. 8	July 7, 1844	750	800	8,000	
.....do	May 19	May 19, 1845	800	700	7,000	Burned at sea, September 9, 1841.
.....do	July 31	.....	.....	.....	.....	Bought from Boston 1841.
.....do	May 6	Apr. 3, 1845	900	1,000	10,000	Sold to Fairhaven 1846.
.....do	Oct. 22	Mar. 13, 1846	1,200	.....	.....	
.....do	Dec. 22	May 11, 1845	1,000	1,300	13,000	Captain Miller fell overboard and died from exhaustion after his rescue.
.....do	Dec. 29	June 23, 1845	1,000	.....	.....	
Indian Ocean	Nov. 18	Mar. —, 1844	200	2,100	21,000	
.....do	Nov. 18	Feb. 27, 1844	1,250	800	6,400	Condemned at Sandwich Islands, 1845; oil shipped home. Sent home 5,850.
Pacific Ocean	Dec. 22	.....	300	1,500	.....	
Atlantic	Mar. 4	Nov. 12, 1841	380	14	.....	

## 376 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1841.</b>				
<i>Nantucket, Mass.</i>				
Aurora.....	Ship	346	Frederick S. Coffin.....	T. & P. Macy.....
American.....	do	339	Alexander Coffin.....	Daniel Jones.....
Columbia.....	do	329	George Joy.....	C. G. & H. Coffin.....
Christopher Mitchell.....	do	387	William Keene.....	C. Mitchell & Co.....
David Paddack.....	do	353	John Hussey, Jr.....	Daniel Jones.....
Edward Cary.....	do	354	John Tohey.....	Jas. Athearn.....
Elizabeth Starbuck.....	do	381	Henry Bigelow.....	Levi Starbuck.....
Foster.....	do	317	John C. Congdon.....	R. Mitchell & Sons.....
Franklin.....	do	346	Shubael Kay.....	Jas. Athearn.....
Ganges.....	do	315	George Pitman.....	David Joy.....
Hero.....	do	313	William S. Chase.....	Jos. Starbuck.....
Howard.....	do	364	Alexander Bunker.....	Timothy Hussey.....
John Adams.....	do	296	Isaac Stockman.....	David Joy.....
Japan.....	do	332	Benjamin F. Riddell.....	Barker & Athearn.....
Levi Starbuck.....	do	373	Jos. P. Nye.....	Levi Starbuck.....
Martha.....	do	273	William Baxter.....	William R. Easton.....
Monticello.....	do	357	Benjamin Coggeshall.....	John H. Shaw.....
Massachusetts.....	do	360	Seth Nickerson.....	George C. Gardner.....
Montano.....	do	365	Roswell M. Coon.....	Barker & Athearn.....
Nantucket.....	do	350	George W. Gardner.....	H. G. O. Dunham.....
Navigator.....	do	333	Ellhu Fisher.....	Matthew Crosby.....
Narraganset.....	do	308	Charles W. Coffin.....	Christopher Weyer.....
Orion.....	do	354	James Nichols.....	Frederick Hussey.....
Ohio.....	do	381	Yoranus Smith.....	Chris. Wyer.....
Obed. Mitchell.....	do	354	Ellhu Coffin.....	Aaron Mitchell.....
Primrose.....	Schooner	354	Narbeth.....	William Bartlett.....
Potomac.....	Ship	356	Isaac B. Hussey.....	T. & P. Macy.....
Penobscot.....	Brig	137	— Carr.....	A. W. Starbuck.....
Susan.....	Ship	348	Renben Russell.....	Aaron Mitchell.....
Three Brothers.....	do	384	Jos. Mitchell, 2d.....	G. & M. Starbuck & Co.....
Tyleaton.....	Brig	141	— Brown.....	David Thain.....
United States.....	Ship	372	Calvin B. Worth.....	Barrott & Upton.....
<i>Fairhaven, Mass.</i>				
Acushnet.....	Ship	359	— Pease.....	Bradford, Fuller & Co.....
Adeline Gibbs.....	do	381	— Baylies.....	Gibbs & Jenny.....
Amazon.....	do	318	— Clarke.....	Nathan Church.....
Clifford Wayne.....	do	305	— Crowell.....	E. Sawin.....
Cadmus.....	do	320	— Mayhew.....	Atkins Adams.....
Columbus.....	do	392	— Fish.....	Gibbs & Jenny.....
Friendship.....	do	360	— Taber.....	do.....
George.....	do	314	— Swift.....	Fish & Hittlestone.....
Harvest.....	Bark	314	— Halo.....	Jabez Delano, Jr.....
Herolne.....	Ship	337	— Smith.....	Nathan Church.....
Hesper.....	Bark	263	— Handy.....	L. Jonny and J. Tripp.....
Isabella.....	do	243	— Ketcher.....	E. Sawin.....
Java.....	Ship	294	— Lane.....	Atkins Adams.....
Lagrange.....	Bark	280	— Stetson.....	do.....
Marvin.....	Ship	315	— Moeher.....	E. Sawin.....
Martha.....	do	298	— Sayer.....	Nathan Church.....
Oregon.....	do	339	— Shearman.....	L. C. Tripp.....
Sharon.....	do	354	— Norris.....	Gibbs & Jenney.....
William & Henry.....	do	261	— Benjamin.....	I. F. Terry.....
<i>New London, Conn.</i>				
Ann Maria.....	Ship	367	— Middletown.....	Havens & Smith.....
Atlas.....	do	299	— Pndleton.....	Joseph Lawrence.....

showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean	May 13	Dec. 9, 1844	1,801	.....	.....	
do	Dec. 1	July 10, 1845	1,800	.....	.....	
do	Sept. 4	Dec. 2, 1845	1,660	.....	.....	New this voyage; built at East Boston.
do	Oct. 25	June 24, 1845	1,250	.....	.....	First and second mates, boat-steerers, and nearly all the crew left the ship at Bay of Islands.
do	Oct. 7	Oct. 16, 1845	883	17	.....	New this voyage; built at Rochester.
do	Sept. 26	July 22, 1845	1,559	32	.....	Built at Rochester 1841.
do	Aug. 21	Aug. 10, 1845	1,161	.....	.....	Sent home 116 sperm.
do	July 28	Sept. 1, 1845	1,438	.....	.....	
do	Aug. 11	Apr. 3, 1845	1,440	16	.....	Captain Ray died on the voyage. Henry Starbuck took command.
do	July 28	May 20, 1845	732	476	.....	Rebuilt and enlarged at Brant Point.
do	Sept. 29	Feb. 22, 1846	630	.....	.....	
do	Nov. 1	June 8, 1845	1,903	2	.....	
do	Aug. 31	June 24, 1845	540	.....	.....	Captain Stockman died; — Thompson took command.
do	Sept. 17	June 10, 1845	1,890	.....	.....	
do	May 26	Mar. 31, 1845	851	865	.....	
do	July 28	June 17, 1845	1,057	276	.....	Captain Baxter left the ship at Zanzibar and came home; Richard C. Gibbs took command.
do	.....	.....	.....	.....	.....	New this voyage; built at Mattapoisett.
do	Aug. 2	July 15, 1845	2,430	.....	.....	Do.
do	Aug. 26	Mar. 24, 1845	1,256	1,368	12,600	
do	Dec. 25	Apr. 10, 1845	1,428	442	.....	
do	June 16	May 12, 1845	1,271	1,336	.....	Peter F. Swain, 2d mate, taken out of his boat by a foul line January 21, 1842.
do	Aug. 21	May 7, 1845	1,737	246	.....	New this voyage; built at Medford.
do	Nov. 7	Oct. 25, 1845	2,251	.....	.....	New this voyage; built at Rochester.
do	July 5	Nov. 14, 1844	2,046	169	1,606	
do	July 18	May 3, 1845	2,604	80	.....	Sold to New Bedford.
do	Sept. 4	May 10, 1845	1,183	2	.....	
do	July 8	.....	.....	.....	.....	Lost near Trinidad, May, 1842; had 280 sperm.
do	.....	.....	.....	.....	.....	Built at Mattapoisett; new this voyage.
Pacific Ocean	Nov. 12	May 4, 1845	2,354	.....	.....	
Atlantic	Sept. 26	May 17, 1843	101	.....	.....	
Pacific Ocean	Dec. 9	May 27, 1846	637	1,405	12,000	
do	July 12	Nov. 6, 1845	2,134	22	.....	
Atlantic	June 17	Sept. 5, 1842	230	.....	.....	
Pacific Ocean	Nov. 12	Oct. 16, 1845	1,423	10	.....	
Pacific Ocean	Jan. 3	May 13, 1845	850	1,350	13,500	Built 1840.
do	Sept. 6	July 29, 1845	2,101	.....	.....	
do	Sept. 21	June 17, 1845	600	1,300	8,000	
Indian Ocean	Mar. 25	July 23, 1845	1,404	.....	.....	Lost on Cadmus Island August 3, 1842.
do	Nov. 11	.....	.....	.....	.....	
Indian Ocean	Aug. 10	Sept. —, 1843	500	2,000	20,000	
Pacific Ocean	Dec. 6	Apr. 9, 1844	300	2,500	24,000	
do	Jan. 3	July 9, 1844	1,700	.....	.....	Sold 210 sperm on voyage.
do	Sept. 1	Aug. 15, 1843	56	1,750	.....	
do	May 30	Mar. 23, 1843	350	2,200	17,600	
New Holland	July 15	June 16, 1844	1,900	.....	.....	Withdrawn 1847.
Pacific Ocean	Nov. 7	Aug. —, 1845	1,150	.....	.....	
do	Aug. 14	May 8, 1845	2,100	.....	.....	
do	June 12	Apr. 16, 1845	500	.....	.....	
do	Dec. 22	Apr. 19, 1844	100	2,800	26,000	Sold to New Bedford 1844.
do	Oct. 10	Aug. 4, 1845	600	1,000	10,000	
do	July 12	Mar. 31, 1845	1,300	1,200	12,000	
do	May 25	Feb. 10, 1845	900	1,050	9,000	Pnt into Sydney December 22, 1842, the crew having mutinied and killed Captain Norris.
do	Apr. 14	Oct. 29, 1841	51	2	.....	Returned in consequence of sickness among the officers.
do	Nov. 15	—, 1845	.....	.....	.....	Bought from Salem.
do	.....	.....	.....	.....	.....	
Indian Ocean	May 18	.....	.....	.....	.....	Lost off Saint Paul's August 30, 1842; run into by French ship Ajax.
South Atlantic	Aug. 23	.....	.....	.....	.....	Lost at Two People's Bay August 29, 1842.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1841.</b>				
<i>New London, Conn.—Continued.</i>				
Avis .....	Ship	290	— Pendleton	Joseph Lawrence
Boston .....	Bark	291	— Hamsted	do
Chelsea .....	Ship	396	— Potts	Havens & Smith
Clematis .....	do	311	— Benjamin	Williams & Barnes
Clement .....	Bark	279	— Pendleton	Jos. Lawrence
Cervantes .....	do	322	— Brown	Benjamin Brown
Connecticut .....	do	392	— Crocker	Frink, Chew & Co.
Columbia .....	Brig	150	— Holt	Williams & Barnes
Electra .....	Ship	348	— Ward	do
Flora .....	do	33-	— Mayhew	N. & W. W. Billings
Frienda .....	do	403	— Browne	Benjamin Brown
Francis .....	Brig	68	— Holland	Havens & Smith
Georgia .....	Ship	344	— Hull	Lyman Allen
Iris .....	Bark	245	— Douglass	Frink, Chew & Co.
Jones .....	do	336	— Sisson	Havens & Smith
Julius Cesar .....	Ship	347	— Gibson	N. & W. W. Billings
Jasou .....	do	333	— Skinner	Frink, Chew & Co.
Mentor .....	do	469	— Chester	Benjamin Brown
Montezuma .....	do	424	— Baker	Williams & Barnes
Phoenix .....	do	404	— Slate	N. & W. W. Billings
Palladium .....	do	342	— Prentiss	Frink, Chew & Co.
Pembroke .....	Bark	199	— Church	Jos. Lawrence
Porvian .....	Ship	382	— Brown	Fitch & Leonard
Pacific .....	Schooner	95	— Harris	Havens & Smith
Somerset .....	Brig	134	— Beck	William Beck
White Oak .....	Bark	292	— Fitch	Daniel Fitch
William C. Nye .....	Ship	389	— Buddington	N. & W. W. Billings
<i>Westport, Mass.</i>				
Barelay .....	Bark	167	— Macomber	Davis & Corey
Champion .....	do	209	— Sowle	Andrew Hicks
Dr. Franklin .....	do	171	— Francis	Joh Davis
Elizabeth .....	Brig	107	— Cook	A. B. Gifford
Mexico .....	do	130	— Smith	Davis & Corey
President .....	Bark	167	— Southworth	Andrew Hicks
Theophilus Chase .....	do	162	— Baker	Henry Wilcox
Thos. Winslow .....	Brig	136	— Manchester	Thos. W. Mayhew
<i>Provincetown, Mass.</i>				
Belle Isle .....	Schooner	104	— Cook	Eben Cook
Fairy .....	Brig	126	— Gibb	Abraham Small
Franklin .....	do	172	— Soper	Robert Soper
Gem .....	do	163	— Plunker	Timothy P. Johnson
John B. Dods .....	do	163	— Prior	E. S. Smith
Phoenix .....	do	150	— Small	Leonard Small
Spartan .....	Bark	182	— James Small	Step. Nickerson
Samuel and Thomas .....	Brig	191	— Soper	Samuel Soper
William Henry .....	do	111	— Ryder	G. Ryuer
<i>Mattapoisett, Mass.</i>				
Annawana .....	Brig	150	— Pool	Seth Freeman
Edward .....	do	133	— Mayhew	Wilson Baratow
Elizabeth .....	Bark	219	— Bates	R. L. Baratow
Lagrange .....	Brig	170	— Dexter	E. Willis
Le Baron .....	do	170	— Parker	G. Baratow & Son
Mattapoisett .....	do	150	— Brightman	Leonard Hammond
Richard Henry .....	Bark	173	— Snow	G. Baratow & Son
Solon .....	Brig	129	— Wing	N. E. Bates
Two Sisters .....	do	122	— Bolles	do

NOTE.—Brig Chase, Lambert, sailed April 5; was abandoned at sea April 12.

showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.		
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.			
						Bbls.	Bbls.	Lbs.		
Andleton	Joseph Lawrence	Indian Ocean	Aug. 21						Wrecked in King George's Sound, New Holland, with 800 barrels whale-oil. Condemned at Bay of Islands; oil (1,400 whale) shipped home.	
Amsted	do	New Zealand	June 23							
Avons	Havens & Smith	Indian Ocean	Sept. 14	July 1, 1843	160	2,300	17,600			
Barnes	Williams & Barnes	do	Aug. 7	Feb. 28, 1843	500	2,300	17,600			
Brown	Jos. Lawrence	do	May 8	July —, 1843	300	1,800	6,000			
Chow	Benjamin Brown	South Seas	June 12	May —, 1843	300	700	5,000			
Cook	Frink, Chew & Co.	do	Aug. 18	June 16, 1843	200	1,600	12,800			
Crocker	Williams & Barnes	South Atlantic	June 25	Oct. 10, 1842	600				Sold 470 whale at Rio.	
Dart	do	Indian Ocean	July 21	May 9, 1843	400	2,000	16,000			
Day	N. & W. W. Billings	New Zealand	Jan. 19	Apr. 7, 1843	500	2,300	17,600			
Day	Benjamin Brown	Indian Ocean	July 12	Mar. 11, 1843	300	2,800	22,400		Lost at the Falklands 1842.	
Day	Havens & Smith	South Atlantic	Mar. 6							
Day	Lyman Allen	Indian Ocean	July 17	June 1, 1843	50	2,000	16,000			
Day	Frink, Chew & Co.	South Seas	Nov. 8	May 9, 1844	180	2,130	17,000		Sold 250 sperm; broken up at home after this voyage.	
Day	Havens & Smith	Indian Ocean	Feb. 18	Aug. 30, 1842	140	1,200				
Day	N. & W. W. Billings	do	Aug. 2	Mar. 15, 1843		2,200	17,600			
Day	Frink, Chew & Co.	do	July 10	June 17, 1843	150	1,950				
Day	Benjamin Brown	do	Aug. 12	Apr. 7, 1843	100	2,000	23,200			
Day	Williams & Barnes	do	Sept. 22	Apr. 6, 1841		3,300	26,400			
Day	N. & W. W. Billings	South Atlantic	June 10	June 10, 1842	130	2,570	23,000			
Day	Frink, Chew & Co.	Crozetto Island	July 30	May 15, 1843		1,300	10,400			
Day	do	South Atlantic	July 13	May 24, 1842	40	1,000				
Day	Jos. Lawrence	Crozetto Island	Oct. 15	July —, 1843	100	2,400	19,200		Condemned at Cape Town 1844.	
Day	Fitch & Leonard	South Atlantic	Mar. 19	Apr. 29, 1842					Sold with her cargo at Rio Janeiro.	
Day	Havens & Smith	South Atlantic	Apr. 10						Bought from New York. Sold whale-oil at Rio; brought 500 seal-skins.	
Day	William Beck	South Seas	Apr. 10	Mar. 15, 1843	100		22,000			
Day	Daniel Fitch	do	Apr. 10							
Buddington	N. & W. W. Billings	Pacific Ocean	Oct. 19	Sept. —, 1843	800	2,400	30,000			
Macomber	Davis & Corey	Atlantic	July 8	Nov. 10, 1842	457					
Sowle	Andrew Hicks	do	May 18	Oct. 7, 1842	314	30			Broken up at Westport 1842.	
Francis	Job Davis	do	July 27	Jan. 28, 1842	275					
Cook	A. B. Gifford	do	May 18	May 6, 1842	260	120				
Smith	Davis & Corey	do	May 13	July 19, 1842	230					
Southworth	Andrew Hicks	do	Sept. 10	Apr. 17, 1843	270	25				
Baker	Henry Wilcox	do	May 18	Oct. 11, 1842	370					
Manchester	Thos. W. Mayhew	do	Nov. 12	Sept. 30, 1842	130	7				
Cook	Eben Cook	Atlantic	Mar. 10	Nov. 2, 1841	130	40				
Gina	Abraham Small	do	Feb. 11	Nov. 1, 1841	220					
Soper	Robert Soper	do	Jan. 30	Nov. 1, 1841	220					
Flucker	Timothy P. Johnson	do	Feb. —	June 18, 1841	33				Bought from Boston 1841.	
Prier	E. S. Smith	do	July 3	Sept. 14, 1842	240					
Small	Leonard Small	do	Feb. 6	Nov. 9, 1841	150	30				
Small	Step. Nickerson	do	Jan. 18	Oct. 14, 1841	340					
Soper	Sammuel Soper	do	Mar. 31	May 22, 1842	350				Bullt 1841.	
Ryder	G. Ryuer	do	Mar. 19	Jan. 23, 1842	300					
do	do	do	Mar. —	Sept. 21, 1841	160					
Pool	Seth Freeman	Atlantic	July 8	Nov. 23, 1842	200				Bullt at Mattapoisett 1841.	
Mayhew	Wilson Barstow	do	Apr. 10	Feb. 7, 1842	260				Edward bought from Boston 1841.	
Bates	R. L. Barstow	Indian Ocean	May 29	Apr. 4, 1844	400	750	7,000			
Dexter	E. Wilks	Atlantic	June 12	Oct. 12, 1842	450				Sold to Newport 1844.	
Parker	G. Barstow & Son	do	Dec. 22							
Brightman	Leonard Hammond	do	Mar. 26	Sept. 5, 1842	430				Sold to Stonington.	
Snow	G. Barstow & Son	do	Nov. 18	Apr. —, 1843	300					
Wing	N. E. Bates	do	Dec. 25	Sept. 7, 1841	40	20			Sold to New Bedford.	
Bolles	do	do	July 24	Oct. 11, 1842	200					



380 REPORT OF COMMISSIONER OF FISII AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1841.</b>				
<i>Wareham, Mass.</i>				
America .....	Brig ...	148	Lumbard .....	M. S. F. Tobey .....
Inga .....	do .....	160	Endworth .....	do .....
Montezuma .....	do .....	105	Shlyverick .....	do .....
Meridian .....	do .....	73	Russell .....	do .....
<i>Plymouth, Mass.</i>				
Exchange .....	Schooner	99	King .....	Richard W. Holmes .....
Marcella .....	Brig ...	92	Popo .....	Atwood L. Drew .....
James Munroe .....	do .....	114	Diko .....	Isaac L. Holgo .....
Mary and Martha .....	Ship ...	317	Coffin .....	James Bartlett .....
Mereury .....	Schooner	74	Nickerson .....	Isaac Barnes, jr. ....
Vesper .....	do .....	95	Ellis .....	Bradford Barner, Jr. ....
<i>Sonerset, Mass.</i>				
Jane .....	Bark ...	231	Manchester .....	Wheaton Luther .....
Pilgrim .....	Brig ...	137	Collins .....	do .....
<i>Duxbury, Mass.</i>				
Sophia and Eliza .....	Bark ...	200	Coffin .....	George Frazier .....
<i>Fall River, Mass.</i>				
Ann Maria .....	Bark ...	196	Carr .....	J. S. Barnard .....
Gold Hunter .....	Ship ...	221	Wood .....	Nathan Durfee .....
Leonidas .....	Brig ...	122	Baker .....	Noah Huthway .....
Otranto .....	Bark ...	156	Cook .....	Cranston Wilcox .....
Panama .....	Ship ...	253	Cummings .....	J. S. Barnard .....
Rowena .....	do .....	404	Estes .....	Nathan Durfee .....
<i>Freetown, Mass.</i>				
Elizabeth .....	Bark ...	34	Winslow .....	.....
<i>Providence, R. I.</i>				
Balance .....	Ship ...	220	Reed .....	W. Humphrey .....
Bowlitch .....	do .....	309	Sowle .....	Thomas Fletcher .....
Brunswick .....	do .....	225	Champlin .....	Amherst Everett .....
Cassander .....	do .....	229	Dennis .....	Nathaniel Potter .....
Envoy .....	do .....	36	Fisher .....	Amherst Everett .....
Lexington .....	do .....	201	Jayno .....	William Earle .....
Lion .....	do .....	228	Howland .....	Edward Carrington, jr. ....
<i>Bristol, R. I.</i>				
Anna .....	Bark ...	222	Moore .....	Bryon Diman .....
Emigrant .....	do .....	181	Lake .....	Samuel Church .....
Gov. Hopkins .....	Brig ...	210	Wilcox .....	William R. Taylor .....
Leonidas .....	Ship ...	353	King .....	do .....
Troy .....	Brig ...	153	Sherman .....	Samuel Church .....
<p>NOTE.—The Sarah Lee, of Bristol, sailed in November, 1841, but returned, damaged by a gale, in two weeks after. She was then withdrawn, and soon after lost in the merchant service.</p>				
<i>Newport, R. I.</i>				
Margaret .....	Ship ...	377	T. Wimpenny .....	J. Stevens and J. S. Munroe .....
Martha .....	do .....	271	Davenport .....	Devins & Fisdale .....
Menkar .....	do .....	35	Joseph Shearman .....	R. Coggeshall .....
Ohio .....	Schooner	128	Smyley .....	Gilbert Chaso .....
Pocahontas .....	Brig ...	12	William Barker .....	Samuel Barker .....
Sea Bird .....	do .....	14	Tripp .....	Gilbert Chaso .....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Atlantic	July 13	Oct. 1, 1842	450	30		Bought from New York 1841. Took 18 pounds ambergris.
do	June 1	Apr. 11, 1842	816			Withdrawn.
do	Nov. 27	July —, 1842	400			
do	July 23	July 4, 1842	40			
Atlantic	Aug. 5	Oct. 17, 1842	100	60		Sold to New Bedford 1846.
do	Sept. 25	May —, 1843	100			
do	July 28	June 12, 1842	170			
Indian Ocean	June 16	Dec. 25, 1845				
Atlantic	Jan. 12	Sept. 12, 1841	150			
do	Sept. 12	Oct. 10, 1841		13		
do	July 31	July 28, 1842	26	8		
Indian Ocean	Sept. 10	Apr. 22, 1843	102	567	4,330	
Atlantic	May 27	June 1, 1842	240			
Indian Ocean	Aug. 1	Apr. 26, 1844	200	1,300	7,000	Sold to Stonington 1844.
South Atlantic	Aug. 9	Dec. 10, 1842	550			Bought from New York 1841. Lost part of her officers and crew by African fever. Returned leaking.
Indian Ocean	May 22	July —, 1843	200	1,300	10,400	
Atlantic	May 4	May 3, 1842	350			
do	Sept. 16	June 10, 1842	110	20		
Indian Ocean	Nov. 21	Dec. 20, 1841				Returned leaking.
do	July 1	July —, 1843	330	2,700	21,600	
Indian Ocean	Nov. 15	Mar. 1, 1844	150	850	8,500	Captain Winslow and his boat's crew carried down by a whale.
Indian Ocean	Oct. 18	Mar. 9, 1844	150	2,500	25,000	Sold 600 whale at Bahia. Sold to New Bedford.
Pacific Ocean	July 20	Mar. —, 1843	100	2,410	30,000	
Indian Ocean	Aug. 2	July 4, 1843	150	850		
Pacific Ocean	Nov. 15	July 0, 1841	400	1,300	14,000	
do	June 29	Feb. —, 1844	300	3,200	32,000	
Indian Ocean	Dec. 4	Apr. 3, 1845	500			
Pacific Ocean	June 16	Sept. 18, 1844	2,300			
Indian Ocean	Aug. 14	Aug. 8, 1844	600	300	3,000	Sailed in June, 1842, and returned in January, 1843; clean.
Atlantic	Aug. 30	June 7, 1842	130	15		
do	June 20	Nov. 3, 1841	40			
Indian Ocean	Mar. 4	Jan. 14, 1843	550			
Atlantic	Oct. 6	Oct. 7, 1842	172	12		
Pacific Ocean	Aug. 23	Feb. 23, 1845	1,100	1,100	10,000	Withdrawn 1846; lost at Society Islands 1847.
do	Nov. 4	Oct. 30, 1844	1,650			
do	Nov. 23	Apr. 10, 1845	1,400	1,200	13,000	
Atlantic	July 14	Sept. —, 1842	280	20		Returned in August, 1842, with 30 sperm; sailed in August, 1842, and was condemned in Patagonia, September 8, 1843.
do	Sept. —	Oct. 4, 1842				
do	June 24					

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1844.</b>				
<i>Mystic, Conn.</i>				
Blackstone	Bark	238	Baker	Charles Mallory
Leander	do	213	Bailey	do
Uxor	Brig	96	Stephens	do
<i>New Suffolk, Conn.</i>				
Noble	Bark	274	Brown	Ira B. Tutill
<i>Bridgeport, Conn.</i>				
Atlantic	Shp	291	Howell	Samuel H. Ford
Hamilton	do	359	Bishop	Sherwood Sterling
<i>Cold Spring, N. Y.</i>				
Monmouth	Bark	2557	Hedges	
Tuscarora	Shp	379	White	
<i>Greenport, N. Y.</i>				
Bayard	Shp	339	Fordham	H. & N. Corwin
Delta	do	314	Glover	do
Roanoke	Bark	251	Case	Wiggins & Parsons
Seraph	Brig	174	Corwin	Samuel Landon
Triad	Shp	336	Case	H. & N. Corwin
Washington	do	216	Griffin	do
<i>Sag Harbor, N. Y.</i>				
Acasta	Bark	286	Havens	Mulford & Sleight
Ann	Shp	329	Carry	Mulford & Howell
Arabella	do	367	Habeck	N. & G. Howell
Cadmus	do	307	Smith	Mulford & Sleight
Camillus	do	345	Jennings	Charles T. Derling
Columbia	do	3-5	Edwards	Luther D. Cook
Crescent	do	340	Boyce	Post & Sherry
Daniel Webster	do	387	Baker	Mulford & Howell
Fanny	do	391	Fordham	N. & G. Howell
Franklin	Bark	411	Edwards	do
Gem	do	391	Halsey	Hunting Cooper
Henry	do	326	Worth	do
Hambud	Shp	373	Young	S. L'Hommedieu
Marena	do	311	Bennett	S. & B. Hunting & Co.
Monmouth	do	303	Loper	N. & G. Howell
Neptune	do	273	Hedges	S. & B. Hunting & Co.
Nirol	do	338	Ludlow	S. & B. Hunting & Co.
O. C. Raymond	do	280	Rogers	C. T. Dorling & Co.
Panama	do	465	Dennison	N. & G. Howell
Portland	do	292	Crowell	S. & B. Hunting & Co.
S. Richards	do	454	Payne	Mulford & Sleight
Thames	do	414	Derlog	Thomas Brown
Thomas Dickinson	do	451	Hedges	Mulford & Sleight
Washington	do	340	Havens	Hunting Cooper
Wickford	Brig	115	Osborn	D. T. Vail
Wicasset	Shp	380	Davis Miller	do
			Smith	do
<i>Warren, R. I.</i>				
Benj. Rush	Shp	385	Gifford	S. Child and Jas. Coffin
Crawford	Brig	126	Pickens	Charles Luther
Charlot	Shp	369	Littlefield	N. M. Wheaton
Exchange	Bark	180	Loce	John R. Wheaton
Rosalie	Shp	323	Eddy	Joseph Smith
Vermont	Brig	154	Martin	Stephen Martin
Wm. Baker	Shp	225	Gifford	Child & Fessenden
<i>Salem, Mass.</i>				
Eliza	Bark	262	Chase	James W. Cheever
Elizabeth	Shp	393	Hedge	S. C. Phillips

coming from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.	
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		
Charles Mallory	Indian Ocean	May 17	Apr. 25, 1843	Bbls. 300	Bbls. 1,400	lbs. 12,800	Lost on the Crozettes, October 28, 1841.
do	Crozetto Island	Aug. 10	May 24, 1843	1,600	1,600	13,000	
do	South Atlantic	July 12					
Ira H. Tutill	New Zealand	July 19	May 1, 1841	200	2,000	16,000	
Samuel H. Ford	Crozetto Island	Sept. —	July 2, 1842	100	1,400	10,000	
Sherwood Sterling	do	July 27	June —, 1843	800	2,100	16,800	
	South Atlantic	Sept. 12	June 27, 1842		1,850	14,000	
	Indian Ocean	Aug. 3	June —, 1833	75	1,775	11,000	
H. & N. Corwin	Crozetto Island	Sept. 30	May 7, 1843	250	1,900	15,200	Returned once damaged in a collision.
do	South Seas	Dec. 4	June —, 1841	300	1,400	11,200	
Wiggins & Parsons	South Atlantic	June 2	July 23, 1842	580	600		Had 150 sperm, 75 whale; condemned and sold at Rio Janeiro, January, 1842.
Samuel Landon	Atlantic	July 8					
H. & N. Corwin	New Zealand	July 7	May —, 1843	110	2,100	16,800	
do	South Atlantic	Sept. 30	May 22, 1843		1,700	13,600	
Mulford & Slight	South Atlantic	Sept. 12	July 31, 1842	50	1,750	13,000	
Mulford & Howell	New Zealand	July 19	May 10, 1842	60	2,340	18,720	
N. & G. Howell	Crozetto Island	Sept. 26	Mar. 17, 1844	500	2,300	22,000	
Mulford & Slight	South Atlantic	Oct. 19	June 28, 1843	70	2,080		
Charles T. Dering	do	Dec. 9	Aug. —, 1843	300	1,000		Sold 1,500 whale, at Rio Janeiro.
Luther D. Cook	New Zealand	June 20	Mar. 16, 1841	400	2,200	18,000	
Post & Sherry	Crozetto Island	Sept. 27	Aug. —, 1843	300	1,200	14,000	
Mulford & Howell	N. W. Coast	July 2	June 1, 1843	350	2,550	22,000	
N. & G. Howell	New Zealand	May 21	Oct. —, 1843	220	2,450	19,600	
Hunting Cooper	Indian Ocean	Oct. 1	June 10, 1843	200	2,800	28,000	
Hunting Cooper	New Zealand	July 12	Apr. 9, 1844		2,200	18,000	
S. L. Hommilleu	South Atlantic	Sept. 26	Aug. 5, 1843	100	2,250	18,000	
S. & B. Hunting & Co.	New Zealand	June 16	May 10, 1843		1,900		Belongs to Cold Spring.
N. & G. Howell	Indian Ocean	Aug. 4	June 7, 1842	700	700	5,000	
S. & B. Hunting & Co.	South Atlantic	Nov. 17	July —, 1843		1,850		Sold at Valparaiso, 1843.
C. T. Dering & Co.	do	Sept. 11	June 25, 1842	40	2,650	21,200	
S. & B. Hunting & Co.	New Zealand	June 1	May 7, 1843	300	1,200		
C. T. Dering & Co.	South Atlantic	Oct. —	July 11, 1842				
N. & G. Howell	New Holland	Sept. 21		130	3,570	30,000	
S. & B. Hunting & Co.	New Zealand	July 6	Oct. —, 1842	80	3,220	34,000	
Mulford & Slight	Indian Ocean	June 28	June 23, 1842		2,300	18,000	Captain Osborn died July, 1842.
Thomas Brown	New Zealand	July 10	Nov. —, 1843	50	2,300	18,210	
Mulford & Slight	do	July 6	Apr. 4, 1843		2,300	18,210	Withdrawn, 1843.
Hunting Cooper	do	July 14	June 18, 1844		50		
D. T. Vail	Atlantic	June 2	Apr. 22, 1843		50		
	do	Dec. 22	—, 1841				
	Atlantic	Dec. 22	—, 1841				Condemned at Tahiti, July, 1843; had 200 sperm.
	New Zealand	Dec. 6	June 7, 1844	250	2,600	27,000	
S. Child and Jas. Coffin	Pacific Ocean	July 31	May 13, 1845	1,000	600	6,000	Condemned, 1843.
Charles Luther	South Atlantic	July 17	Oct. 17, 1842	100			
N. M. Wheaton	Pacific Ocean	May 7	Jan. —, 1844	400	2,600	26,000	Lost first and second mate; 7 months out.
John R. Wheaton	Indian Ocean	Sept. 17	Nov. —, 1843	1,650			
Joseph Smith	New Zealand	July 16	Apr. 15, 1843		250		Returned leaking.
Stephen Martin	South Atlantic	Apr. 30	Jan. 4, 1842		50		
Child & Fessenden	Indian Ocean	Aug. 24	Aug. —, 1843	100	1,300	12,000	
James W. Cheever	Indian Ocean	July 3		200			Condemned at Tahiti, July, 1843; had 200 sperm.
S. C. Phillips	Pacific Ocean	Jan. 12	Oct. 20, 1844	1,500			

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1841.</b>				
<i>Salem, Mass.—Continued.</i>				
Henry .....	Bark .....	395	Manchester .....	John B. Osgood .....
James Maury .....	Ship .....		Benjamin H. Hussey .....	
<i>Edgartown, Mass.</i>				
Athalia .....	Bark .....	162	Mayhew .....	Jos. Mayhew .....
Champion .....	Ship .....	399	Pease .....	Benjamin Norton .....
Mary .....	do .....	348	Adkins .....	Benjamin Worth .....
Pavillon .....	Brig .....	150	Adams .....	Calvin C. Adams .....
Rhine .....	Bark .....	174	Morse .....	John O. Morse .....
Yesta .....	Brig .....	150	Smith .....	Benjamin Worth .....
York .....	Ship .....	434	Pease .....	John O. Morse .....
<i>Stonington, Conn.</i>				
Caledonia .....	Ship .....	440	Hancock .....	Charles P. Williams .....
Eugene .....	do .....	397	Pendleton .....	do .....
George .....	do .....	351	Forsyth .....	do .....
Herald .....	do .....	341	Brewster .....	do .....
Newark .....	do .....	321	Pendleton .....	John F. Trumbull .....
Philetus .....	Bark .....	278	Brewster .....	C. P. Williams .....
Rebecca Graven .....	Brig .....	129	Barnum .....	John F. Trumbull .....
Tybee .....	Ship .....	299	Swan .....	
<i>Falmouth, Mass.</i>				
Commodore Morris .....	Ship .....	350	Charles Downs .....	Oliver C. Swift .....
Wm. Penn .....	do .....	364	John C. Lincoln .....	Obed Goodspeed .....
<i>Hulme's Hole, Mass.</i>				
Delphus .....	Ship .....	338	West .....	Thomas Bradley .....
<i>Sippican, Mass.</i>				
Drymo .....	Bark .....	262	Hammond .....	Elisha Luce .....
Hecla .....	do .....	207	Crapo .....	J. S. Bates .....
Two Sisters .....	Brig .....	122	Bolles .....	N. E. Bates .....
<i>Hudson, N. Y.</i>				
Martha .....	Ship .....	369	Whelden .....	Barnard Cortis & Co. .....
<i>Poughkeepsie, N. Y.</i>				
Factor .....	Ship .....	343	Hewland .....	David S. Shearman .....
<i>New York, N. Y.</i>				
Antenn .....	Bark .....	181	Lansing .....	D. & A. Kingsland .....
Caledonia .....	Schooner .....	100	Davla .....	do .....
Sabina .....	Ship .....	416	Slate .....	Slate, Gardner & Howell .....
<i>Newark, N. J.</i>				
John Wells .....	Ship .....	366	Russell .....	J. H. Stephen .....
<i>Wilmington, Del.</i>				
Ceres .....	Ship .....	328	Ayres .....	Stephen Bonsal .....
Jefferson .....	do .....	336	Howland .....	do .....
Lucey Ann .....	do .....	309	{ Cox .....	{ do .....
			{ King .....	{ do .....
<i>Boston, Mass.</i>				
Creole .....	Bark .....	222	Cook .....	Charles A. Brown .....
Carib .....	Brig .....	162	Woolley .....	William V. Kent .....
Fama .....	Bark .....			

Showing returns of whaling-vessels

calling from American ports—Continued.

Whaling-vessel.	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-blubber.	
Dorchester	John B. Osgood	Oct. 11	Apr. 15, 1845	140	300	2,400	Sold to New Bedford, 1845. Captain Hussey died June 15, 1844; Charles F. Pinkham, first mate, died September, 1844.
.....	.....	Mar. 11	Feb. 19, 1845	1,400	500	3,600	
.....	.....	June 3	Dec. 6, 1842	420	.....	.....	Withdrawn for merchant service.
.....	.....	Aug. 19	Apr. 3, 1845	1,300	1,400	14,000	Bought from New York 1841.
.....	.....	Jan. 5	July 24, 1844	700	1,500	15,000	
.....	.....	May 8	Dec. 16, 1842	350	.....	.....	Do.
.....	.....	Apr. 6	Sept. 2, 1842	175	.....	.....	Bought from Woods Hole 1841.
.....	.....	May 17	Oct. 2, 1842	400	.....	.....	.....
.....	.....	Sept. 15	Jan. —, 1844	400	4,200	30,000	
.....	.....	June 16	Apr. 25, 1843	80	3,120	24,000	Bought from Dorchester.
.....	.....	Nov. —	Mar. 18, 1844	150	2,200	18,000	
.....	.....	June 1	Mar. 15, 1843	500	1,500	14,000	Bought from Boston 1841; sold to Fairhaven, 1841.
.....	.....	Oct. —	May 4, 1843	250	1,700	13,000	
.....	.....	Nov. —	Mar. 14, 1844	100	2,200	22,000	Bought from New York 1841.
.....	.....	July 1	May —, 1844	125	1,875	15,000	
.....	.....	July —	.....	.....	.....	.....	Condemned at Madeira 1841.
.....	.....	July 15	Oct. —, 1844	400	1,700	16,000	Bought from Boston 1841; sold to Fairhaven, 1841.
.....	.....	Nov. 30	May 3, 1845	1,450	40	.....	
.....	.....	Oct. 25	Apr. 2, 1845	1,300	100	22,000	Bought from New York 1841.
.....	.....	June 30	Aug. —, 1843	400	1,700	13,000	Bought from Boston 1841; sold to Fairhaven, 1841.
.....	.....	Aug. 5	May 21, 1844	600	.....	.....	
.....	.....	Aug. 16	Mar. —, 1845	900	.....	.....	Bought from New York 1841.
.....	.....	July 23	.....	.....	.....	.....	Sold, in 1845, to Sag Harbor; Hudson's last whaler.
.....	.....	July 30	Apr. 5, 1844	400	2,400	24,000	
.....	.....	July 30	June 24, 1844	700	1,600	13,000	Sold to New Bedford 1844.
.....	.....	Jan. 17	Oct. 14, 1842	150	150	.....	Condemned and sold at Saint Thomas March, 1842.
.....	.....	Jan. 6	.....	.....	.....	.....	
.....	.....	Sept. 6	Dec. 10, 1843	100	2,900	10,000	Sold to Sag Harbor 1844.
.....	.....	July 20	May 9, 1844	.....	.....	.....	Sold; Wilmington's last whaler.
.....	.....	Aug. 1	....., 1845	.....	.....	.....	
.....	.....	Dec. 18	June 4, 1844	1,300	900	11,000	{ Returned once, small-pox having broken out among the crew. Sold to Greenport 1844.
.....	.....	Oct. 6	Oct. 25, 1841	400	1,600	12,500	
.....	.....	Nov. 28	June 14, 1844				
.....	.....	Dec. 7	Dec. 8, 1842	250	.....	.....	Withdrawn 1843.
.....	.....	Apr. 19	May 19, 1842	200	20	.....	Fama sold on the voyage; had 600 sperm and 1,000 whale.
.....	.....	.....	.....	.....	.....	.....	

386 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1841.</b>				
<i>Boston, Mass.—Continued.</i>				
Imogene.....	Brig	175	Atkins.....	G. & N. Sturtevant & Co.
Maine.....	do		S. Genn, Jr.....	do
<i>Dartmouth, Mass.</i>				
Russell.....	Ship	387	Ray.....	Prince Sears.....
<i>Bucksport, Me.</i>				
Warwick.....	Schooner		Grogin.....	
<i>Gloucester, Mass.</i>				
Thorn.....	Schooner	114	Jewett.....	
<b>1842.</b>				
<i>New Bedford, Mass.</i>				
Agate.....	Brig	81	Cornell.....	Pope & Morgan.....
Alexander.....	Ship	421	Dornin.....	J. A. Parker.....
Anethyst.....	do	357	Reynard.....	J. A. Parker & Son.....
Augusta.....	do	313	Davis.....	William E. Rodman.....
Bogota.....	Brig	153	L. N. Fuller.....	I. H. Bartlett.....
Brighton.....	Ship	354	Cox.....	C. R. Tucker.....
Callao.....	do	324	Norton.....	Henry Taber & Co.....
Cambria.....	do	362	Harding.....	James Arnold.....
California.....	do	398	George Lawrence, jr.....	I. Howland, jr., & Co.....
Caroline.....	do	364	McKenzie.....	Parson G. Seabury.....
Charles Drew.....	do	344	Carey.....	William Gilford.....
Canton.....	do	407	Leary.....	J. Perry & Tillinghast.....
Chaso.....	Bark	153	West.....	Barton Ricketson.....
Chas. Frederick.....	Ship	317	Allen.....	J. A. Parker & Son.....
Cicero.....	do	352	Taber.....	Lemuel Kollock.....
Copia.....	do	315	Taber.....	do
Cortes.....	do	382	Hammond.....	George Howland.....
Courier.....	do	381	Mareham.....	Randall & Haskell.....
Cornelia.....	Bark	316	Dexall.....	Lemuel Kollock.....
Corral.....	do	181	Randall.....	Levi L. Crane.....
Charlestown Packet.....	Ship	370	Seabury.....	Gideon Allen.....
Draper.....	do	291	Lawton.....	Joseph L. Inbar & Co.....
Dragon.....	Bark	190	Clark.....	Tobey & Ricketson.....
Emily Morgan.....	Ship	365	P. W. Ewer.....	C. W. Morgan.....
Emma.....	Bark	246	Ball.....	Daniel Tripp.....
Enterprise.....	Ship	291	Balley.....	Alfred Gibbs.....
Euphrates.....	do	365	Post.....	Lawrence Grinnell.....
Fenelon.....	do	328	Hathaway.....	B. B. Howard.....
Garland.....	Bark	234	Seranton.....	J. D. Thompson.....
Geo. Howland.....	Ship	374	Cushman.....	George Howland.....
Grand Turk.....	do	325	Taylor.....	Barton Ricketson.....
George and Martha.....	Bark	375	Smalley.....	Randall & Haskell.....
Hercules.....	Ship	335	Ricketson.....	Jireh Perry.....
Hibernia.....	do	327	Sanford.....	Alfred Gibbs.....
James.....	do	331	J. K. Turner.....	T. & A. R. Nye.....
Julius.....	Bark	198	Charles Church.....	Andrew Robeson.....
Jasper.....	do	223	Bennett.....	Alexander Gibbs.....
Jeannette.....	Ship	340	Mayhew.....	I. B. Richmond.....
Jano.....	Brig	123	Spooner.....	Barton Ricketson.....
Leicester.....	Ship	383	Barker.....	T. & A. R. Nye.....
Leonidas.....	do	231	Nye.....	F. S. Hathaway.....

sailing from American ports—Continued.

Showing returns of whaling-vessels

Name.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
ins .....	G. & N. Starrevant & Co.	Atlantic .....	Jan. 25	May 3, 1842	400	80		
do .....	do	do .....	Jan. 25	Apr. 26, 1842	400			
.....	Prince Sears .....	Pacific Ocean ..	Nov. 27					Bought from Newburgh.
ogin .....		West'n Islands	June 18	Sept. 10, 1842	110			Withdrawn.
wett .....		Atlantic .....	Mar. 4					Bought from Boston; last reported December 29, 1841, at Havana.
ornell .....	Pope & Morgan .....	Atlantic .....	Mar. 27	June —, 1843	300	50		
rnin .....	J. A. Parker .....	Pacific Ocean ..	Aug. 22	Jan. 26, 1846	2,250			
eward .....	J. A. Parker & Son .....	Indian Ocean ..	Oct. 20	Feb. 18, 1841	57	2,803	14,000	
avis .....	William R. Rodman .....	Pacific Ocean ..	July 11					Put into Rio Janeiro October, 1845, leaky. Condemned; oil (1,600 sperm) sent home.
ller .....	I. H. Bartlett .....	Atlantic .....	June 7		130			Wrecked April 13, 1842, off the coast of Africa, and condemned at Zanzibar; oil sent home.
ox .....	C. R. Tucker .....	Indian Ocean ..	Aug. 2	July 28, 1844	115	2,285	21,000	
orton .....	Henry Taber & Co. ....	Pacific Ocean ..	Nov. 1	June 14, 1845	74	1,750		Built at Mattapoisett 1842; sent home about 20,000 pounds bone.
.....		do .....	Dec. 21	June 26, 1846	2,100	600	4,000	
.....	James Arnold .....	do .....	May 21	Mar. 13, 1846	3,000			Built 1842.
.....	I. Howland, jr. & Co. ....	do .....	Dec. 17	June 2, 1843	66	1,340	12,000	Built at Dartmouth 1842.
.....	Lawrence G. Seabury .....	North W. Coast	Dec. 17	June 2, 1843	26	2,885	22,000	
.....	William Giffard .....	Pacific Ocean ..	July 14	Mar. 11, 1844	26	2,885	22,000	
.....	J. Perry & Tillinghast .....	Pacific Ocean ..	Nov. 23	Apr. 27, 1846	73	2,000	6,000	Captain Ripley died September, 1844.
.....	Barton Rickelson .....	Atlantic .....	Dec. 31	July 7, 1844	650	30		
.....	J. A. Parker & Son .....	Pacific Ocean ..	June 20	Apr. 18, 1846	2,150			Sailed under Captain Smith April 12; returned May 28, and left him sick.
.....	Lemuel Kollock .....	Indian Ocean ..	Aug. 20	May 18, 1844		1,800	14,500	
.....	do .....	North W. Coast	Nov. 1	Feb. 25, 1845	200	3,100	15,000	Sent home 22,000 pounds bone
.....	George Howland .....	Pacific Ocean ..	June 30	July 24, 1846	1,500			
.....	Randall & Haskell .....	do .....	Oct. 4	June 20, 1846	700	600		
.....	Lemuel Kollock .....	South Atlantic	May 17	Oct. 20, 1843	450			
.....	Levi L. Crane .....	Atlantic .....	Feb. 8	Apr. 15, 1844	300	500	4,000	
.....	Gideon Allen .....	Pacific Ocean ..	Nov. 16	Mar. 9, 1846	1,900	1,000	11,000	
.....	Joseph L. Sanbar & Co. ....	Indian Ocean ..	May 1	June 13, 1844	100	2,050	20,000	
.....	Toboy & Rickelton .....	do .....	June 23	Apr. 25, 1844	140	1,300	9,000	
.....	C. W. Morgan .....	Pacific Ocean ..	Apr. 12	Apr. 27, 1846	1,60	300	3,000	
.....	David Tripp .....	Atlantic .....	July 4	Apr. 4, 1844	50	1,000	8,000	
.....	Alfred Gibbs .....	Pacific Ocean ..	Oct. 20	June 19, 1844	400	1,950	16,000	
.....	Lawrence Grinnell .....	do .....	May 20	May 1, 1846	500	500	1,400	Captain Post left ship at Valparaiso and returned home sick.
.....	R. B. Howard .....	Indian Ocean ..	Sept. 1	Oct. 1, 1844	150	2,550	19,000	
.....	J. D. Thompson .....	Pacific Ocean ..	June 21	July 6, 1845	350	750	7,000	
.....	George Howland .....	do .....	May 20	Nov. 29, 1845	2,500			Condemned and broken up at home, 1843.
.....	Barton Rickelton .....	South Atlantic	Apr. 23	Sept. 10, 1842		60		
.....	Randall & Haskell .....	Indian Ocean ..	Dec. 14	Apr. 3, 1845	200	1,900	12,000	
.....	Jireb Perry .....	do .....	Apr. 21	May 10, 1845	450	900	16,000	
.....	Alfred Gibbs .....	do .....	June 21	Jan. 14, 1844	550	1,400	14,000	Returned lacking 500 barrels of being full, in consequence of a mutiny among her crew.
.....	T. & A. R. Nye .....	do .....	Oct. 22	June 9, 1845	270	1,600	20,000	Captain Taber, of James, came home sick; built at Mattapoisett 1842; sold 400 whale at Rio Janeiro; shipped home 371 barrels sperm and 16,000 pounds bone.
.....	Andrew Robeson .....	Pacific Ocean ..	Dec. 6	May 19, 1845	750			Captain Church died at Callao January 30, 1845; formerly a brig; bought from Fall River and rigged 1842.
.....	Alexander Gibbs .....	Indian Ocean ..	June 1	Apr. 9, 1844	200	1,000	10,000	
.....	I. B. Richmond .....	do .....	Apr. 29	May 19, 1845	1,600	60		Bought from New York 1842.
.....	Barton Rickelton .....	Atlantic .....	Jan. 5	June 10, 1843	300			
.....	T. & A. R. Nye .....	Indian Ocean ..	July 7	Jan. 22, 1845	700	2,000	20,000	
.....	F. S. Hathaway .....	Pacific Ocean ..	Jan. 11	May 28, 1845	700	25		



Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1842.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Laurel .....	Brig	119	Smith	J. H. Bartlett
Liverpool .....	Ship	300	Slocum	Abraham Barker
Logan .....	do	302	Stott	I. Howland, jr., & Co.
Lucas .....	do	281	Shockley	Tobey & Ricketson
Majestic .....	do	297	Hawes	Eddy & Thomas
Maria Theresia .....	do	330	Taber	T. & A. H. Nye
Mary Frazier .....	Bark	288	Smith	Abraham H. Howland
Mary .....	Ship	287	Nickerson	I. Howland, jr., & Co.
Milton .....	do	347	Lewis	J. Taber & Co.
Marcella .....	Bark	310	Ellis	H. Tucker
Milwood .....	do	354	Lucas	C. R. Tucker
Magnolia .....	Ship	391	Simmons	Gideon Allen
Midas .....	do	326	Parker	C. W. Morgan
Minerva .....	do	498	Macomber	John Coggeshall
Minerva .....	Bark	193	Horton	William Gifford
Montpelier .....	Ship	330	Taber	C. E. Tucker
Nautilus .....	do	340	Mason	John R. Thornton
Nimrod .....	do	340	Shearman	Jirch Perry
Otranto .....	Bark	150	Coggeshall	Barton Ricketson
Phoenix .....	Ship	423	Basott	Cranston Wilcox
Pioneer .....	do	231	Tallman	John A. Parker
Pacific, 2d .....	do	332	Leavitt	J. D. Thompson
Roscoe .....	Bark	235	Bourne	Andrew Robeson
Tomau, 2d .....	Ship	350	Alexander Barker	Jona. Bourne, jr.
Sally Ann .....	do	313	Borden	Abraham Barker
Selbo .....	do	291	Smith	D. E. Groves & Co.
St. Peter .....	do	297	Foster	Rodney French
South Carolina .....	do	392	Stewart	J. B. Wood & Co.
Tobacco Plant .....	do	371	Samuel P. Skinner	Barton Ricketson
Triton .....	do	300	Renben Chase, 2d	William H. Rodman
Waverly .....	do	327	Munroe	I. Howland, jr., & Co.
Win. Hamilton .....	do	465	Colo.	do
W. Thompson .....	do	492	Ellis	Jirch Perry
Washington .....	do	344	James G. Coffin	Jona. Bourne, jr.
Zoroaster .....	Brig	150	Seabury	Pardon G. Seabury
<i>Fairhaven, Mass.</i>				
Albion .....	Ship	328	Smith	E. Sawin
Arab .....	do	331	Harding	do
Bruce .....	Bark	145	Alden	Bradford, Fuller & Co.
E. L. B. Jenney .....	Ship	340	John Church	Gibbs & Jenney
Eliza Adams .....	do	403	William Holley	Atkins Adams
Herald .....	do	303	Hathaway	Samuel Borden
Maluo .....	do	294	Magee	E. Sawin
Mary Ann .....	do	335	Bonney	L. C. Tripp
South Boston .....	do	339	Crowell	E. Sawin
Wm. Wirt .....	do	387	Morse	Warren Delano
<i>Falmouth, Mass.</i>				
Brunette .....	Bark	187	Luce	Elijah Swift
<i>Edgartown, Mass.</i>				
Deborah .....	Brig	145	Worth	Joseph Mayhew
Gourmel .....	Schooner	64	Samuel Tilton	Samuel Tilton
Rhino .....	Bark	174	Morse	John O. Morse
Sarah and Eather .....	do	150	Lambert	do
Veata .....	Brig	156	Smith	Benjamin Worth
<i>Holmes' Hole, Mass.</i>				
Macon .....	Ship	358	Merry	Thomas Bradley

owing returns of whaling vessels

sailing from American ports—Continued.

Name	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					Bbls.	Bbls.	Lbs.	
J. H. Bartlett	Abraham Barker	Atlantic	Feb. 12	Oct. 27, 1842	266	100	17,000	Second mate, George Coffin, killed by a whale July 5, 1843.
I. Howland, jr. & Co.	Tobey & Ricketson	Indian Ocean	July 20	June 10, 1844	25	2,500	22,000	Bought from Boston 1842.
Eddy & Thomas	T. & A. R. Nye	do	May 14	Feb. 18, 1844	150	2,000	16,000	Shipped home 20,000 pounds bone; lost third mate and three men in a gale May 14, 1845.
do	do	do	July 22	June 2, 1844	350	2,650	9,000	Bought from Boston, 1842.
do	do	do	July 26	Dec. 10, 1843	100	4,650	9,000	Shipped home 15,700 pounds bone.
Abraham H. Howland	I. Howland, jr. & Co.	Pacific Ocean	Apr. 17	Apr. 14, 1846	800	1,900	10,000	
I. Howland, jr. & Co.	H. Taber & Co.	Indian Ocean	June 13	Apr. 4, 1844	480	1,920	10,000	
H. Taber & Co.	do	Pacific Ocean	May 28	May 8, 1844	120	2,780	7,000	
C. R. Tucker	do	Indian Ocean	Apr. 15	Aug. 3, 1844	950	1,650	12,000	
Gideon Allen	do	do	June 25	June 2, 1844	150	1,650	12,000	
C. W. Morgan	do	North W. Coast	Nov. 9	Dec. 29, 1844	500	3,400	13,000	
John Coggeshall	do	Indian Ocean	May 26	Apr. 16, 1844	125	2,200	30,000	
William Gilford	do	North W. Coast	Nov. 2	May 19, 1844	280	2,420	8,000	
C. R. Tucker	do	Indian Ocean	Apr. 6	Sept. —, 1843	150	270	—	
John R. Thornton	do	do	Jan. 23	July 3, 1844	100	2,650	23,000	Lost on Tumbuz Bar October 9, 1843; cargo saved.
Jireh Perry	do	Pacific Ocean	Oct. 4	—	—	—	—	Unit at Dartmouth 1842; sent home 120 sperm, 15,500 bone.
Barton Ricketson	do	do	Nov. 15	Jan. 5, 1845	150	2,500	10,000	
Granston Wilcox	do	Indian Ocean	Oct. 4	Sept. 10, 1844	707	—	—	
John A. Parker	do	New Holland	Dec. 10	Apr. 10, 1847	900	1,800	900	Capt Bassett came home sick 1846.
J. D. Thompson	do	Pacific Ocean	Oct. 4	May 19, 1844	240	1,560	7,000	Sent home 8,000 pounds bone.
Andrew Robeson	do	Indian Ocean	Aug. 16	July 6, 1844	573	1,400	15,000	
Jona. Bourne, jr.	do	do	May 26	Mar. 18, 1844	150	1,050	30,000	Sent home 153 barrels sperm.
Abraham Barker	do	North W. Coast	June 25	June 22, 1844	260	2,200	28,000	
D. R. Greene & Co.	do	Indian Ocean	Sept. 3	June 2, 1844	100	1,600	12,800	
Rodney French	do	do	Sept. 12	July 28, 1844	350	1,450	13,000	
J. B. Wood & Co.	do	Pacific Ocean	Oct. 4	July 22, 1846	700	1,000	10,000	
Barton Ricketson	do	do	June 30	Apr. 4, 1844	—	2,400	20,000	
William H. Rodman	do	do	June 9	Mar. 15, 1846	1,250	—	—	
I. Howland, jr. & Co.	do	do	Apr. 29	Apr. 26, 1846	700	—	—	
do	do	do	Sept. 23	July 4, 1846	1,100	900	8,000	
do	do	North W. Coast	Aug. 29	Apr. 3, 1845	70	4,000	23,000	Sent home 8,000 pounds bone.
do	do	Pacific Ocean	Oct. 19	Apr. 8, 1846	1,050	3,150	14,000	Sent home 9,000 pounds bone.
Jireh Perry	do	Indian Ocean	Sept. 16	Oct. 14, 1844	180	1,900	18,000	Uram H. Ashley, fourth mate, died at sea August 11, 1844.
Pardon G. Seabury	do	Atlantic	Jan. 8	May 16, 1843	150	30	—	
E. Sawin	do	Indian Ocean	Sept. 8	June 10, 1844	130	2,370	20,000	Captain Jenney killed by a whale March 1844.
Bradford Fuller & Co.	do	do	Sept. 15	Oct. 2, 1845	1,400	700	6,000	
Gibbs & Jenney	do	Pacific Ocean	July 17	Sept. 12, 1844	450	—	—	Built at Fairhaven 1842.
Atkins Adams	do	do	Nov. 23	June 28, 1840	2,400	—	—	
Samuel Borden	do	do	July 12	Dec. 21, 1845	2,100	200	—	
E. Sawin	do	South Atlantic	Aug. 11	June 23, 1844	90	1,510	12,000	
L. C. Tripp	do	Indian Ocean	Nov. 20	May 6, 1846	230	1,500	16,000	
E. Sawin	do	Pacific Ocean	Oct. 10	July 30, 1840	1,800	—	—	
Warren Delano	do	do	Nov. 3	Feb. 10, 1845	175	2,725	26,000	
E. Sawin	do	do	Oct. 8	July 4, 1846	2,900	—	—	
Elijah Swift	do	Atlantic	July 11	Aug. —, 1843	300	20	—	Sold 1843 to United States.
Joseph Mayhew	do	Atlantic	May 11	July 17, 1843	60	—	—	Withdrawn 1844.
Samuel Tilton	do	do	Jan. 12	July 1, 1842	40	—	—	Withdrawn.
John O. Morse	do	do	Dec. 3	Sept. 21, 1845	400	—	—	Sold to New Bedford 1845.
Benjamin Worth	do	New Holland	Jan. 1	Dec. 10, 1842	Clean	—	—	Sold to Greenport; built at Salisbury 1823.
Thomas Bradley	do	Atlantic	Dec. 25	Sept. 9, 1844	350	—	—	
Thomas Bradley	do	New Holland	Aug. 12	—	—	—	—	Wrecked February 22, 1844, on a reef off Fort George, Isle of France; oil mostly saved.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1842.</b>				
<i>Nantucket, Mass.</i>				
Alpha .....	Ship	315	John B. Rodgers	Hadwon & Barney
Clarkson .....	do	380	Jos. C. Chase	James Athearn
Constitution .....	do	318	Obed R. Bunker	C. G. & H. Coffin
Geo. Washington .....	Schooner	345	Prinkham	Levi Starbuck
James Loper .....	Ship	416	Jos. Congdon	G. & M. Starbuck & Co.
Jos. Starbuck .....	do	416	Charles A. Veeder	do
Llana .....	do	220	Obed Luce	William B. Coffin
Marla .....	do	365	Edward Jennings	Barrett & Upton
Mary Mitchell .....	do	374	Charles Lawrence	Aaron Mitchell
Napoleon .....	do	360	Elisha H. Fisher	Barrett & Upton
Phoebe .....	do	379	Samuel W. Harris	G. Mitchell & Co.
President .....	do	323	John C. Brock	Jos. Starbuck
Rose .....	do	349	William B. Swain	Simon Starbuck
Tyleston .....	Brig	111	Carr	A. W. Starbuck
Thule .....	do	250	Charles W. Coffin	Samuel B. Tuck
Young Hero .....	do	340	Peter Brock	Jos. Starbuck
<i>Westport, Mass.</i>				
Champion .....	Bark	208	Cook	Andrew Hicks
Calherwood .....	Brig	199	Hoddy	Thomas W. Mayhew
Dr. Franklin .....	Bark	171	Francis	Job Davis
Harbinger .....	Ship	262	Gifford	Gideon Davis, Jr.
Juno .....	Brig	160	Sandford	A. B. Gifford
Mexico .....	do	130	Smith	Davis & Corey
Th. Winslow .....	do	126	Root	Thomas W. Mayhew
Theop. Chase .....	Bark	168	Baker	Henry Wilcox
<i>Sippican, Mass.</i>				
Pearl .....	Bark	137	Blankenship	J. S. Bates
Popmunnet .....	do	184	Flanders	do
Quito .....	Brig	140	Chase	do
Solon .....	do	129	Brightman	N. E. Bates
<i>Mattapoisett, Mass.</i>				
Dryade .....	Bark	261	Rogers	G. Barstow & Son
Edward .....	Brig	134	Taber	Wilson Barstow
Joseph Meigs .....	Ship	308	Joseph R. Taber	Joseph Meigs
Mattapoisett .....	Brig	150	Parrington	Leonard Hammond
Sarah .....	Bark	171	Cushing	G. Barstow & Son
Willis .....	do	164	Daggett	R. L. Barstow
<i>Wareham, Mass.</i>				
America .....	Brig	148	Bellows	M. S. F. Tabey
Inga .....	do	169	Cutworth	do
Levant .....	Bark	219	Allen	do
Pleiades .....	do	261	Russell	do
<i>Provincetown, Mass.</i>				
Amazon .....	Schooner	104	Cook	Eben Cook
Belle Isle .....	do	104	Cook	
do .....	do	104	Smith	
Carter Draxton .....	Ship	132	Sparks	Joseph Atkins
Franklin .....	Brig	172	Soper	Robert Soper

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean.	May 15	Nov. 19, 1845	2,413	11		Third mate, Richard Emis, killed by a whale.
do	Sept. 18		1,825	12		Condemned at Talcahuano; oil shipped home.
do	Sept. 23	Feb. 12, 1847	1,842	41		First ship taken out by the "cannels." No report.
Atlantic	Aug. 17, 1842					
Pacific Ocean.	Oct. 33	May 6, 1846	2,357			Lost on Nantucket Bar, sold and broken up.
do	May 31					Asst. Gardner, third mate, lost 1842; condemned at Rio de Janeiro outward bound.
do	May 11	May 20, 1846	1,736			
do	Aug. 25	June 24, 1847	1,176	587		Sold to San Francisco. Lost in the Arctic 1851.
do	Oct. 24	Nov. 25, 1845	2,495	19		
do	Sept. 19		1,175	500		Put into Pernambuco December 21, 1846, leaking 200 strokes per hour, and was condemned. Shipped sperm-oil home by Bark Carolina of Boston. Sold 500 barrels whale-oil at Sydney and Pernambuco.
do	Dec. 29	Apr. 8, 1847	1,170			
do	Feb. 8	Mar. 10, 1846	1,650	250	2,500	
Atlantic	Oct. 2	Sept. 2, 1843	130	40		
Pacific Ocean.	June 17					Lost on Booby Shoal, latitude 21½ south, longitude 159 east; mate and boat's crew lost.
do	Apr. 17	Apr. 8, 1846	1,429			
Atlantic	Dec. 27	Aug. 1, 1841	376			
do	June 6	Oct. 25, 1843	800			Bought from New York.
do	July 18	July 25, 1843	630			
Indian Ocean.	Aug. 3	Oct. 23, 1844	300	700	6,000	Bought from New York 1842.
Atlantic	Jan. 8	May 2, 1843	208	15		
do	Aug. 31	June 30, 1843	236			Sent home 160 sperm.
Indian Ocean.	Dec. 17	Feb. 29, 1843				
Atlantic	Dec. 28	Aug. 28, 1844	550			
Pacific Ocean.	Jan. 12					Lost on Japan ground August 11, 1843; 6 of her crew lost with her.
Atlantic	Feb. 20	Sept. 23, 1843	350	60		
do	May 17	Oct. —, 1842	570	30		
do	Oct. 26	Nov. —, 1843	250			Sold to Mattapoisett 1844.
Indian Ocean.	Aug. 13	July 24, 1844	450	1,450	14,000	Sold to New Bedford 1844.
Atlantic	Mar. 28	Aug. —, 1843	420			
Indian Ocean.	Oct. 8	June 29, 1844	600	2,500	600	Built at Mattapoisett 1812; sent home 160 whale, 18,000 pounds bone.
Atlantic	Oct. 26	May 30, 1844	50	70		
do	May 21	Nov. —, 1843	330	20		
do	Apr. 24	Aug. —, 1843	630	50		First mate killed by a whale 1844.
Atlantic	Nov. 23	May 19, 1844	150			
do	June 21	Apr. 9, 1841	750			
Pacific Ocean.	Oct. 6					Condemned at Honolulu 1847.
do	Dec. 14	Feb. 18, 1845	300	2,000	16,000	
Atlantic	June 20	Aug. 4, 1842		50		
do	Jan. 7	Aug. 4, 1842	380			
do	Oct. 4	Sept. —, 1843	340	20		
do	Feb. 10	Apr. 20, 43	230			
do	Mar. 8	Jan. 24, 1843	500			

392 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1842.</b>				
<i>Provincetown, Mass.—Continued.</i>				
Fairy .....	Bark .....	186	— Genn .....	Abraham Small .....
Joshua Brown .....	Schooner .....	113	— Small .....	Soth Nickerson .....
John B. Dods .....	Brig .....	163	— Prior .....	E. S. Smith .....
Louisa .....	Schooner .....	88	— Cook .....	Samuel Cook .....
Phoenix .....	Brig .....	130	— Small .....	Leonard Small .....
Pacific .....	do .....	130	— Cook .....	Stephen Cook, Jr. ....
Spartan .....	Bark .....	188	— Small .....	Stephen Nickerson .....
Samuel and Thomas .....	Brig .....	191	— Soper .....	Samuel Soper .....
Wm. Henry .....	Schooner .....	111	— Ryder .....	Godfrey Ryder .....
			— Cook .....	
<i>Plymouth, Mass.</i>				
Exchange .....	Schooner .....	99	— King .....	Richard W. Holmes .....
Jas. Munroe .....	Brig .....	114	— Strickland .....	Isaac L. Hedge .....
Mercury .....	Schooner .....	74	— Winslow .....	Isaac Barnes, Jr. ....
Vesper .....	do .....	95	— Hammond .....	Bradford Barnes, Jr. ....
<i>Newburyport, Mass.</i>				
Merrimack .....	Ship .....	414	— Howe .....	Micajah Lunt .....
<i>Boston, Mass.</i>				
Cambrian .....	Bark .....	197	— Holmes .....	P. & S. Sprague & Co. .
Carib .....	Brig .....	162	— James .....	William V. Kout .....
Byron .....	do .....	162	— Cook .....	do .....
Imogene .....	Bark .....	180	— Russell .....	E. Atkins .....
Maine .....	Brig .....	174	— Genn .....	N. Sturtevant .....
<i>Lynn, Mass.</i>				
Com. Proble .....	Ship .....	323	— Lindlow .....	F. S. Newhall .....
Ninus .....	do .....	266	— Woolley .....	Isaiah Breed .....
<i>Salem, Mass.</i>				
Malay .....	Bark .....	268	— Lakeman .....	Stephen C. Phillips .....
Statesman .....	do .....	258	— Elisha Donno .....	John B. Osgood .....
<i>Somerset, Mass.</i>				
Pilgrim .....	Brig .....	137	— Collins .....	Wheaton Luther .....
<i>Fall River, Mass.</i>				
Holder Borden .....	Ship .....	442	— Pell .....	Nathan Durfee .....
Leonidas .....	Brig .....	138	— Baker .....	Noah Hathaway .....
Pauanna .....	Ship .....	233	— Cummings .....	William Coggeshall .....
Pantheon .....	Bark .....	234	— Borden .....	John Eddy .....
<i>Portsmouth, N. H.</i>				
Ann Parry .....	Bark .....	348	— Bennett .....	James Kennard .....
<i>Providence, R. I.</i>				
Hopo .....	Ship .....	471	— Heath .....	Pearce & Bullock .....
<i>Bristol, R. I.</i>				
Corinthian .....	Ship .....	503	— Easterbrook .....	William H. D'Wolf .....
Essex .....	do .....	200	— Devoll .....	William R. Taylor .....
Gen. Jackson .....	do .....	329	— Ramsdell .....	William H. D'Wolf .....
Gov. Hopkins .....	Brig .....	111	— Morris .....	William R. Taylor .....
Moro Castle .....	do .....	.....	— Waldron .....	.....

owing returns of whaling-vessels

sailing from American ports—Continued.

Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Abraham Small	Atlantic	Mar. 18	June 12, 1843	300	30		Formerly a brig; rerigged 1842.
Seth Nickerson	do	Mar. 29	June 2, 1843	220	40		
E. S. Smith	do	Mar. 23	Aug. 1, 1843	300	100		
Samuel Cook	do	June 19	Oct. —, 1843	300	300		
Leonard Small	do	Mar. 6	Feb. 26, 1841	320			Built 1842.
Stephen Cook, jr.	do	Apr. 12	June 26, 1843	215	50		Built 1841.
Stephen Nickerson	do	July 23	Oct. —, 1843	70	80		
Samuel Soper	do	Feb. 10	Mar. 8, 1843	700			
do	do	Feb. 28	Sept. 19, 1842	300	50		
Godfrey Ryder	do	Dec. 14	July —, 1843	340			
Richard W. Holmes	Atlantic	Dec. 15	Sept. 25, 1843	160			Dismasted in a gale September 2; lost a 100-barrel whale from alongside, and 50 barrels of oil from on deck. Condemned at Bahia December 10, 1843; oil shipped home.
Isaac L. Hodgo	do	July 11		80			Lost; capsized at sea June 21, 1843; oil shipped home.
Isaac Barnes, jr.	do	Jan. 26	Sept. 13, 1842	150			Lost; capsized at sea June 21, 1843.
Bradford Barnes, jr.	do	Nov. 26	Aug. 9, 1843	130			Withdrawn 1843.
Sept. 6	do	Aug. 9, 1843					
Micajah Lunt	Pacific Ocean	Jan. 25	Apr. 15, 1841	260	2,750	22,000	Sold to New London 1844.
P. & S. Sprague & Co.	Atlantic	June 3	June 14, 1843	130	70	560	Withdrawn from the service 1844.
William V. Keut	do	June 10	Nov. 1, 1843	250			Withdrawn from the service 1842.
do	do	Jan. 8	Apr. —, 1843	200			Sold to Stonington.
E. Atkins	do	June 30	Nov. —, 1843	350			Withdrawn 1841.
N. Sturtevant	do	June 15	Sept. 19, 1843	420	80		Returned having lost two boats and received other damage in gale of September 2.
F. S. Newhall	Indian Ocean	Aug. 29					
Isalah Breed	do	July 28	July 12, 1841	100	1,400	11,000	
Stephen C. Phillips	Indian Ocean	Mar. 26					Lost in Mozambique Channel July, 1842.
John B. Osgood	Pacific Ocean	June 12		500			Condemned at Talcahuano November, 1844.
Wheaton Luther	Atlantic	July 7	July —, 1843	280			
Nathan Durfee	Indian Ocean	Nov. 10					Lost April 13, 1841, about latitude 24° 57' north, longitude 174° 09' west; fourth mate killed by a blackfish September, 1843.
Noah Hathaway	Atlantic	June 23	Aug. —, 1843	250	15		Wrecked on Island of Deminica (Marquesas) 1844; vessel and cargo (900 barrels oil) a total loss.
William Coggeshall	Indian Ocean	Apr. 11					
John Eddy	do	Nov. 26	May 25, 1845	100	2,400	23,000	
James Kennard	South Atlantic	Oct. 21	July 13, 1845	2,000			Rerigged 1842.
Pearce & Bullock	Indian Ocean	Sept. 15	May 20, 1845	150	3,450	30,000	Lost early in 1847.
William H. D'Wolf	Pacific Ocean	Nov. 9	Apr. 13, 1846	700	2,000	6,000	Condemned at Montevideo January, 1843.
William H. Taylor	Atlantic	Feb. 1					Sold 1847.
William H. D'Wolf	Pacific Ocean	Jan. 23	Oct. 24, 1845	1,000			
William E. Taylor	Atlantic	Apr. 11	June 2, 1842	70			Dismasted; carried into Rio December, 1842, by an English man-of-war, and condemned there; had 100 sperm.
do	do	July 7					

394 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1842.</b>				
<i>Warren, R. I.</i>				
Galen .....	Ship	365	Bowers	Driscoll & Child
Hector .....	Bark	225	William Martin	R. B. Johnson
Lafayette .....	Ship	311	Howen	Collin & G. T. Gardner
Montgomery .....	do	175	Martin	Stephen Martin
North America .....	do	225	Grinnell	Driscoll & Child
Rosalie .....	do	323	Mosher	Jos. Smith
Triton .....	do	345	Saunders	S. P. Child
<i>Newport, R. I.</i>				
Damon .....	Bark	120	Oliver Potter	Silas H. Cottrell
Helen .....	Ship	333	Price	William Price
Mechanic .....	Ship	143	Pratt	Thomas Bush
Sea Bird .....	Brig	143	Barney	Gilbert Chase
<i>Stonington, Conn.</i>				
America .....	Ship	464	Hubbard	Charles P. Williams
Charles Phelps .....	do	362	Hall	do
Carve .....	do	349	Pendleton	do
Enterprise, (scaler) .....	Brig	65	Fish	do
Fellowes .....	Ship	268	Browster	Joseph E. Smith
Mercury .....	do	365	Gray	Charles P. Williams
Thomas Williams .....	do	310	Manwaring	John F. Trumbull
United States .....	do	244	Barnum	do
<i>Mystic, Conn.</i>				
Aeronaut .....	Ship	265	Mallory	Charles Mallory
Bingham .....	do	375	Destin	do
Congress .....	Bark	286	Lester	J. & William P. Randall
Meteor .....	Ship	325	Burrows	do
Romulus .....	do	233	Rogers	J. & William P. Randall
Shepherdess .....	do	274	Chitt	do
<i>New London, Conn.</i>				
Armata .....	Ship	299	Pendleton	Abner Bassett
Betsy .....	Schooner	125	Perkins	Joseph Lawrence
Black Warrior .....	Ship	231	Sisson	Havens & Smith
Candace .....	do	316	Reed	do
Columbia .....	do	492	Smith	do
Commodore Perry .....	Bark	270	Hampsted	Frank, Chew & Co
Columbus .....	Ship	159	Avery	Williams & Barnes
Charles Henry .....	Ship	265	Jedrey	Havens & Smith
Ceres .....	Bark	178	Bailey	William Tate
Dove .....	do	145	Peabody	Havens & Smith
Franklin .....	Schooner	119	Allen	Perkins & Smith
Haleyon .....	Bark	258	Lee	Havens & Smith
Hand .....	Schooner	86	Long	do
Holyeta .....	Ship	342	Rice	Joseph Lawrence
Indian Chief .....	do	401	Skipper	Frank, Chew & Co
Jason .....	do	233	Harris	do
John and Elizabeth .....	do	296	Miller	Havens & Smith
Mogul .....	do	395	Mallory	Williams & Barnes
Neptune .....	do	285	Green	Havens & Smith
North America .....	do	388	Destin	do
Pembroke .....	Bark	190	Tate	Joseph Lawrence
Phoenix .....	Ship	404	Slate	N. & W. W. Billoggs
Robert Donrne .....	do	503	Fitch	do
Stonington .....	do	351	Harnley	Williams & Barnes

\* Seal and

Returning returns of whaling vessels

sailing from American ports—Continued.

Name of vessel	Managing owner or agent	Date—		Result of voyage.			Remarks.	
		Of sailing.	Of arrival.	Spermaceti.	Whale-oil.	Whalebone.		
.....	Driscoll & Child	Pacific Ocean	Dec. 8	.....	.....	.....	Wrecked at Fox Bay, Falkland Islands, February 20, 1846, with 1,500 barrels of oil; vessel a total loss; cargo partly saved. Built 1842.	
.....	R. B. Johnson	do	Aug. 3	Apr. 6, 1845	930	.....	.....	
.....	Collin & G. T. Gardner	Indian Ocean	Jan. 11	Dec. 10, 1844	1,530	.....	.....	
.....	Stephen Martin	do	July 11	Sept. —, 1843	40	.....	.....	
.....	Driscoll & Child	do	June 12	.....	.....	.....	Lost at Swan River, New South Wales, April 15, 1842; oil, 400 barrels, saved. Sailed in 1840, and was condemned 1850; had sold 350 sperm at Maoui, and sent 132 sperm home.	
.....	Jos. Smith	Pacific Ocean	Aug. 2	Apr. —, 1845	500	1,600	10,000	Brought home 2,900 pounds of bone; had sent 10,000 pounds home.
.....	S. P. Child	New Zealand	Jan. 23	Nov. 1, 1844	150	2,250	18,000	.....
.....	Silas H. Cotterell	South Seas	Oct. 20	Apr. 25, 1846	200	.....	.....	Shipped home 631 barrels sperm.
.....	William Price	Atlantic	Mar. 15	June 2, 1841	350	50	.....	.....
.....	Thomas Hush	Pacific Ocean	Sept. 22	July 3, 1846	1,200	200	2,000	Condemned in Patagonia September, 1844.
.....	Gilbert Chase	Atlantic	Oct. 9	.....	.....	.....	.....	
.....	Charles P. Williams	Pacific Ocean	Aug. 23	May 8, 1844	150	2,400	20,600	Bought from Hudson 1842.
.....	do	N. W. Coast	Aug. 29	Mar. 30, 1844	160	2,540	25,000	.....
.....	do	South Seas	June 20	Feb. 26, 1845	460	3,040	25,000	.....
.....	do	Coast of Chili	Aug. —	May 30, 1844	(*)	(*)	(*)	.....
.....	do	Pacific Ocean	Jan. 18	Mar. 31, 1845	1,000	500	4,000	Sent home 400 barrels sperm.
.....	Joseph E. Smith	South Atlantic	July 11	Apr. 8, 1844	500	2,100	18,000	.....
.....	Charles P. Williams	South Seas	June 20	Feb. —, 1845	200	2,800	10,000	Sent home 20,000 pounds bone.
.....	John F. Trumbull	do	Apr. 27	Apr. —, 1843	60	2,600	.....	.....
.....	Charles Mallory	South Seas	July —	July 13, 1843	60	1,340	10,700	.....
.....	do	do	Aug. —	Feb. 17, 1844	175	2,150	21,500	.....
.....	J. & William P. Randall	South Atlantic	Aug. 13	July 19, 1844	.....	1,900	15,000	.....
.....	do	do	July 14	June 19, 1843	.....	2,000	17,000	.....
.....	do	South Seas	July 14	Apr. —, 1845	70	2,930	25,000	.....
.....	J. & William P. Randall	South Atlantic	Apr. 30	July 12, 1844	230	1,400	12,000	Second mate, Thomas Scannel, died July 17, 1843.
.....	Abner Bassett	Indian Ocean	Sept. 7	Mar. 7, 1844	200	2,750	28,000	.....
.....	Joseph Lawrence	do	July 18	.....	.....	120	.....	.....
.....	Havens & Smith	South Seas	Oct. 10	Mar. 3, 1845	400	1,330	11,000	Bought from Salem 1842.
.....	do	do	Oct. 1	Mar. 30, 1845	53	1,450	4,700	Second mate killed by a whale.
.....	do	Indian Ocean	Oct. 1	Apr. 8, 1844	.....	4,200	7,000	Mostly elephant-oil.
.....	do	South Atlantic	July 13	May 25, 1844	.....	1,800	14,400	.....
.....	Frank, Chew & Co.	South Seas	July 13	Apr. 8, 1844	.....	450	.....	.....
.....	Williams & Barnes	Atlantic	Nov. 12	Apr. 5, 1844	.....	1,000	15,000	.....
.....	Havens & Smith	South Atlantic	July 2	July 16, 1843	200	1,000	8,000	.....
.....	William Tate	do	Aug. 15	Sept. 1, 1844	100	1,000	8,000	Bought from Boston 1842.
.....	Havens & Smith	South Seas	Apr. 20	Mar. 18, 1844	100	600	.....	The Franklin was a tender and brought elephant-oil.
.....	Perkins & Smith	Crozettes	Aug. 13	Apr. 8, 1844	.....	600	.....	Returned June 15, 1843, crew having mutinied. Formerly a brig; rigged 1842.
.....	Havens & Smith	South Atlantic	Feb. 18	June —, 1843	.....	350	2,800	Bought from Boston.
.....	do	South Seas	June 29	Apr. 10, 1844	.....	300	.....	.....
.....	Joseph Lawrence	N. W. Coast	July 13	Apr. 5, 1844	300	2,600	26,000	Bought from Hudson 1842.
.....	Frank, Chew & Co.	Indian Ocean	Oct. 1	Apr. 5, 1844	130	2,650	28,000	.....
.....	do	South Atlantic	Aug. 12	May 31, 1844	.....	1,900	15,000	.....
.....	Havens & Smith	Indian Ocean	June 20	May 23, 1844	.....	2,450	19,600	.....
.....	Williams & Barnes	N. W. Coast	Oct. 3	July 22, 1844	400	2,800	26,000	.....
.....	Havens & Smith	Indian Ocean	June 20	June 23, 1844	170	1,800	18,000	.....
.....	do	New Zealand	Aug. 13	Apr. 4, 1844	200	950	6,000	.....
.....	Joseph Lawrence	South Seas	June 15	June 24, 1843	350	2,350	18,800	.....
.....	N. & W. W. Billings	South Atlantic	July 30	Feb. 28, 1844	200	4,600	40,000	.....
.....	do	Pacific Ocean	Oct. 5	Feb. 25, 1845	200	.....	.....	.....
.....	Williams & Barnes	Indian Ocean	June 11	June 29, 1843	.....	1,950	.....	.....

\* Seal and other skins.



Table showing returns of whaling-returns

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1844.</b>				
<i>New London, Conn.—Continued.</i>				
Superior	Ship	406	Hart	N. & W. W. Hulings
Shaw Perkins	Sloop	55	Strand	Havens & Smith
Tenedos	Bark	245	Chester	Joseph Lawrence
<i>Bridgeport, Conn.</i>				
Atlantic	Ship	291	Youngs	Sherwood Sterling
Harvest	Bark	265	do	do
<i>Say Harbor, N. Y.</i>				
Acasta	Ship	286	Havens	Mufford & Sleigh
Alcipo	do	377	Paine	Post & Sherry
American	do	284	Cooper	S. & B. Hunting & Co.
Ann Mary Ann	do	300	Winters	Mulford & Sleigh
Barbara	Bark	200	Howes	Charles T. Dering
Gem	Ship	332	Worth	Hunting Cooper
Hamilton	do	311	Ludlow	Charles T. Dering
Hannibal	do	311	Bennett	S. & B. Hunting & Co.
Henry Lee	do	400	Bennett	do
Hudson	do	368	Nickerson	Luther D. Cook
Harou	do	290	Green	do
John Jay	do	494	Rogers	N. & G. Howell
Nimrod	do	280	Howes	Charles T. Dering
Ontario	do	366	Greene	S. & B. Hunting & Co.
Phoenix	do	314	Briggs	L. D. Cook
Portland	do	294	Paine	S. & B. Hunting & Co.
Romulus	do	234	Case	Mulford & Howell
Superior	Bark	275	Cartwright	Post & Sherry
Timor	Ship	289	Kidridge	Hunting Cooper
Tuscany	do	299	Godbey	John Budd
<i>Cold Spring, N. Y.</i>				
Monmouth	Bark	250	Hedges	John H. Jones
<i>Greenport, N. Y.</i>				
Roanoke	Bark	252	Case	Wiggins & Parsons
<b>1843.</b>				
<i>New Bedford, Mass.</i>				
Abigail	Ship	310	D. Barnard	C. W. Morgan
Adeline	do	329	Cole	I. Howland, Jr., & Co.
Agato	Brig	81	Vincent	Barton Ricketson
America	Ship	418	Fisher	I. Howland, Jr., & Co.
Benjamin Tucker	do	349	Sands	Charles R. Tucker
Brandt	do	310	Sampson	Alexander Gibbs
Barclay	do	281	Ginnell	James Arnold
Braganza	do	470	Waterman	Pope & Morgan
Brunswick	do	295	Almy	Barton Ricketson
Canada	do	545	Topham	do
China	do	370	Porter	William Phillips
Corinthian	do	401	J. Munckley	George Howland
Cherokee	Bark	201	Devoll	Hathaway & Luce
Cornelia	do	216	Flaudera	Lemuel Kollock
Chit	Ship	291	R. W. Dexter	B. B. Howard
Congress	do	339	Weeks	Edward C. Jones
Draco	Bark	257	J. V. Cox	Jona. Bourne, Jr.
Desdemona	Ship	295	M. Baker	T. & A. R. Nye
Endeavour	Bark	252	Taber	C. R. Tucker
Emerald	Ship	359	Catheart	Hidell & Dix
Equator	Bark	263	T. Mathews	John A. Standish

Showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.	
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.		
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>		
N. & W. W. Billings	Pacific Ocean	Sept. 28	Apr. 10, 1844	100	1,000	9,000	
Havens & Smith	South Seas	June 29	Apr. 10, 1844	115	1,150	11,500	
Joseph Lawrence	Crozetie Island	Sept. 6	July 8, 1844	100	1,000	9,000	
Sherwood Sterling	South Seas	Aug. —	May 4, 1844	180	1,800	18,000	Sold to Mystic 1844.
do	do	July —	Apr. 24, 1844	2,300	23,000	230,000	
Mulford & Sleigh	South Seas	Aug. 29	June 26, 1844	1,600	16,000	160,000	Bought from Boston 1842.
Post & Sherry	Crozetie Island	Sept. 11	May 19, 1844	140	1,400	14,000	
S. & H. Hunting & Co.	do	July 18	—, 1843	50	500	5,000	
Mulford & Sleigh	South Seas	Nov. 25	May 27, 1845	75	750	7,500	Formerly a brig; rigged 1842.
Charles T. Dering	do	May 31	July 8, 1844	400	4,000	40,000	
Hunting Cooper	Crozetie Island	Sept. 1	Aug. 5, 1843	3,200	32,000	320,000	
Charles T. Dering	South Seas	July 11	May 24, 1844	350	3,500	35,000	
S. & H. Hunting & Co.	Crozetie Island	Aug. 4	—, 1843	50	500	5,000	
do	do	Sept. 2	Feb. 17, 1845	100	1,000	10,000	
Luther D. Cook	South Seas	Oct. 11	Apr. 14, 1844	2,450	24,500	245,000	
do	South Atlantic	Aug. 29	Aug. —, 1843	1,200	12,000	120,000	Third mate, Jehiel Penny, killed by a whale June 28, 1843; bought from Portsmouth 1842.
N. & G. Howell	Crozetie Island	Oct. 7	Feb. 10, 1845	500	5,000	50,000	
Charles T. Dering	South Seas	Aug. 28	July —, 1844	100	1,000	10,000	
S. & H. Hunting & Co.	Indian Ocean	June 30	July 8, 1844	80	800	8,000	
L. D. Cook	do	July 30	July 28, 1844	2,500	25,000	250,000	
S. & H. Hunting & Co.	Crozetie Island	Aug. 4	Apr. 14, 1844	2,500	25,000	250,000	
Mulford & Howell	South Seas	June 22	Aug. —, 1843	130	1,300	13,000	
Post & Sherry	do	July —	June 16, 1843	1,100	11,000	110,000	Bought from Boston 1842.
Hunting Cooper	Crozetie Island	Sept. 27	Apr. 30, 1844	2,500	25,000	250,000	Bought from Philadelphia 1842.
John Budd	do	Oct. 7	Feb. 20, 1845	3,300	33,000	330,000	
John H. Jones	South Atlantic	Aug. 13	July —, 1843	75	750	7,500	
Wiggins & Parsons	South Seas	Oct. 1	Apr. 18, 1844	100	1,000	10,000	
C. W. Morgan	Pacific Ocean	Nov. 27	July 26, 1847	1,400	14,000	140,000	Sent home 600 whale.
I. Howland, jr., & Co.	N. W. Coast	May 25	Apr. 27, 1840	140	1,400	14,000	Lost on Isle of St. Cape de Verdes, December 29, 1844; oil shipped home.
Barton Ricketson	Atlantic	July 20	—, 1844	60	600	6,000	
I. Howland, jr., & Co.	Ind. and Pacific	June 13	July 13, 1845	400	4,000	40,000	Sent home 750 sperm and 23,000 pounds bone.
Charles R. Tucker	Pacific Ocean	Nov. 20	Feb. 22, 1840	150	1,500	15,000	
Alexander Gibbs	South Seas	May 20	June 22, 1846	500	5,000	50,000	Returned July 9, 1844, with captain sick; sold again; Captain Mann took Captain Grinnell's place July 20, 1844.
James Arnold	Pacific Ocean	Dec. 12	July 9, 1844	—	—	—	Sailed under Captain Edward Gardner, who came home sick, 1840; sent home about 40 barrels whale.
Pope & Morgan	P. and N. W.	Aug. 1	May 6, 1846	400	4,000	40,000	Sent home some bone.
Barton Ricketson	Indian Ocean	Nov. 6	June 3, 1846	250	2,500	25,000	
do	N. W. Coast	Jan. 1	Apr. 8, 1840	330	3,300	33,000	
William Phillips	Ind. and Pacific	June 15	Oct. 30, 1845	800	8,000	80,000	
George Howland	Pacific Ocean	Nov. 12	May 21, 1847	2,700	27,000	270,000	
Hathaway & Luce	Indian Ocean	June 8	June 7, 1840	550	5,500	55,000	
Leumel Kollock	do	Dec. 12	Apr. 27, 1840	600	6,000	60,000	
B. B. Howard	do	June 28	May 19, 1845	400	4,000	40,000	Bought from Nantucket, 1843; sent home 600 sperm and 2,000 pounds bone.
Edward C. Jones	Pacific and Ind.	Dec. 8	Feb. 22, 1846	50	500	5,000	Bought from Fairhaven 1843.
Jona. Bourne, Jr.	Pacific Ocean	Dec. 18	Apr. 16, 1847	1,050	10,500	105,000	
T. & A. R. Nye	do	Oct. 18	July 21, 1840	1,000	10,000	100,000	
C. R. Tucker	Indian Ocean	Aug. 10	May 24, 1847	100	1,000	10,000	
Ribbitt & Dix	Pacific Ocean	Nov. 28	July 9, 1847	1,400	14,000	140,000	
John A. Standish	do	Oct. 10	May 19, 1847	1,400	14,000	140,000	

Table showing returns of whaling-crews.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1844.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Falcon	Ship	271	Richmond	Wilcox & Richmond
Florida	do	336	Cunningham	E. C. Jones
Frances	do	348	E. Gardner	J. Arnold
Frances Henrietta	do	405	Dexter	C. W. Morgan
Franklin	Bark	214	Winslow	West & Paine
Franklin	Ship	313	Chadwick	Alm. H. Howland
Gen. Pike	do	313	Pierce	William Gilford
George	do	373	McGeeve	J. A. Parker & Son
George Porter	do	385	E. A. Arthur	Riddell & Dix
G. Washington	Bark	230	Taylor	Charles Hitch
Goleonda	Ship	331	Howland	George Howland
Hercules, 2d	do	305	Mayhew	T. & A. R. Nye
Hector	do	350	George Minter	C. W. Morgan
Hercules, 2d	do	294	Marcell	D. R. Greene & Co
Hopo	do	316	Tucker	George Howland
Hopo	Bark	180	Taylor	William Watkins
Henqua	Ship	338	Brown	Alex. Gibbs
India	do	369	Walker	A. H. Howland
Iris	do	311	G. B. Spooner	E. C. Jones
Isaac Howland	do	309	Fisher	I. Howland, Jr., & Co.
Israel	do	355	Fluch	B. B. Howard
Java	do	277	Shookley	George Howland
John Howland	do	377	Leary	J. & J. Howland
Juno	Brig	163	Spooner	R. Ricketson
Lagoda	Ship	311	Henry Colt	Jona. Bourne, Jr.
Lucea	do	281	Borden	Edward W. Howland
Mercator	do	241	Cook	John A. Parker
Maria	Bark	20	Coffin	Samuel W. Rodman
Milo	Ship	309	Gardner	And. Kobeson
Minerva	Bark	195	King	C. R. Tucker
Messenger	Ship	214	Davens	John B. Thornton
Mount Vernon	do	355	G. A. Covell	D. R. Greene & Co
Nowton	do	285	Sawyer	J. Bourne, Jr.
Navy	do	354	Smith	J. B. Wood & Co
Octavia	do	257	Barker	Gideon Allen
Orozumbo	do	587	Barlett	B. Ricketson
Peri	Bark	190	Jose	Ra. Iny French
Phocion	Ship	268	P. Butler	J. B. Thornton
Phouglaby	do	39	S. Clark	T. & A. R. Nye
Parachute	do	23	Go. Co.	B. B. Howard
Persia	Bark	240	Whipsey	L. Samuel Kollock
Roseco	Ship	355	McGeeve	A. Robeson
Rodman	do	371	Newcomb	C. W. Morgan
Roman	do	371	Shookley	Edw. C. Jones
Roscius	Bark	50	Hazard	William P. Howland
St. George	Ship	40	Thomas	Abraham Barker
Statira	do	74	Adams	Hathaway & Luce
Sarah Louisa	Brig	14	Plaskett	William R. Rodman
Trident	Ship	44	Black	J. A. Parker & Son
Timoleon	do	34	W. Plasket	J. Dunbar & Co.
Two Sisters	Brig	12	Maxfield	Frederick P. Shaw
Uncas	Ship	47	Gelett	A. H. Howland
Virginia	do	34	Jos. T. Chase	Hathaway & Luce

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Vessel.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Amundson	Wheeler & Richmond	Ind. and N. W.	July 17	May 23, 1846	300	1,400	8,000	Captain Cunningham and one man drowned October, 1844.
Birmingham	E. C. Jones	Indian Ocean	Aug. 16	Mar. 13, 1846	350	1,250	17,000	
.....	J. Arnold	Pacific Ocean	Nov. 1	July 20, 1847	1,300	.....	.....	Captain Gardner returned sick, 1846; sent home 830 sperm.
.....	C. W. Morgan	P. and N. W.	Aug. 12	May 20, 1845	660	2,000	20,000	Third mate and two men lost; boat stove by a whale, 1844.
.....	West & Paine	Pacific Ocean	Aug. 29	Sept. 25, 1845	1,311	.....	.....	Temporarily withdrawn, 1847; sent home 300 sperm.
.....	Abm. H. Howland	Ind. and Pacific	Apr. 20	May 20, 1846	300	1,250	15,000	
.....	William Gifford	N. W. Coast	Sept. 9	Sept. 20, 1845	300	2,300	22,000	Temporarily withdrawn, 1847; sent home 300 sperm.
.....	J. A. Parker & Son	Pacific Ocean	Aug. 21	May 28, 1847	1,500	3.0	2,000	
.....	Riddell & Dix	.....do	Sept. 19	Mar. 3, 1847	1,400	.....	.....	
.....	Charles Hitch	Indian Ocean	June 6	July 2, 1845	750	450	.....	Wrecked and condemned at Bay of Islands September, 1845; had 1,600 sperm, 300 whale, which was saved.
.....	George Howland	Pacific Ocean	Sept. 9	June 6, 1847	1,400	900	.....	
.....	T. & A. R. Nye	.....do	July 5	June 5, 1847	600	100	.....	Mr. Williams, first mate, died at sea January, 1846.
.....	C. W. Morgan	.....do	Dec. 18	Oct. 28, 1847	1,700	.....	.....	
.....	D. R. Greene & Co	South Seas	Aug. 1	Mar. 1, 1845	400	400	3,200	Wrecked and condemned at Bay of Islands September, 1845; had 1,600 sperm, 300 whale, which was saved.
.....	George Howland	Pacific Ocean	Dec. 18	.....	.....	.....	.....	
.....	William Watkins	Indian Ocean	Jan. 17	July 31, 1847	1,350	.....	.....	Mr. Williams, first mate, died at sea January, 1846.
.....	Alex. Gibbs	N. W. Coast	Sept. 1	Apr. 13, 1846	75	2,925	13,000	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	A. H. Howland	Ind. and Pacific	May 11	Apr. 9, 1845	.....	3,260	30,000	
.....	E. C. Jones	Pacific Ocean	Nov. 7	Feb. 26, 1847	1,160	700	.....	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	I. Howland, Jr., & Co.	Indian Ocean	July 11	Feb. 4, 1845	150	3,280	32,000	
.....	H. H. Howard	.....do	Dec. 5	May 12, 1846	185	2,700	28,000	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	George Howland	Ind. and Pacific	June 24	Apr. 3, 1845	60	2,240	25,000	
.....	J. & J. Howland	Pacific Ocean	Aug. 24	Apr. 22, 1847	2,200	70	.....	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	R. Ricketson	Atlantic	July 24	.....	.....	.....	.....	
.....	Jona. Bourne, Jr.	N. W. Coast	Nov. 8	May 26, 1846	120	3,080	14,000	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	Edward W. Howland	Crozettes	July 10	.....	.....	.....	.....	
.....	John A. Parker	Indian Ocean	June 20	Sept. 11, 1845	750	850	5,000	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	Samuel W. Rodman	.....do	Nov. 12	May 20, 1846	900	.....	.....	
.....	And. Robeson	Pacific Ocean	May 11	May 19, 1846	369	2,500	7,000	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	C. R. Tucker	Indian Ocean	Dec. 18	May 6, 1846	1,000	.....	.....	
.....	John R. Thornton	Pacific Ocean	July 29	Apr. 7, 1847	1,400	300	2,500	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	D. R. Greene & Co	N. W. Coast	Nov. 21	May 21, 1846	270	2,230	20,000	
.....	J. Bourne, Jr.	.....do	Nov. 25	May 22, 1846	60	2,300	7,500	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	J. H. Wood & Co	Ind. and N. W.	Sept. 12	May 28, 1845	300	2,800	25,000	
.....	Glendon Allen	Ind. and Pacific	Aug. 1	Sept. 11, 1845	550	850	0,500	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	R. Ricketson	Indian Ocean	July 13	May 17, 1845	110	3,040	37,000	
.....	Robiney French	.....do	Aug. 22	Dec. 10, 1845	650	.....	.....	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	J. R. Thornton	.....do	Sept. 19	Apr. 24, 1846	89	1,400	.....	
.....	T. & A. R. Nye	Pacific Ocean	Oct. 19	Nov. 28, 1847	2,900	50	.....	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	B. B. Howard	N. W. Coast	May 24	July 9, 1845	100	2,400	20,000	
.....	Lamont Kellook	Ind. and Pacific	July 20	Apr. 27, 1846	100	1,600	0,000	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	A. Robeson	Pacific Ocean	Sept. 14	Apr. 4, 1847	1,900	250	2,000	
.....	C. W. Morgan	.....do	Aug. 15	May 11, 1847	2,400	.....	.....	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	Edw. C. Jones	Ind. and N. W.	July 19	Apr. 27, 1847	100	2,550	24,000	
.....	William P. Howland	Pacific Ocean	Nov. 23	May 6, 1846	975	800	7,000	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	Abraham Barker	N. W. Coast	July 11	July 9, 1847	150	2,950	6,000	
.....	Hathaway & Luce	.....do	Aug. 21	July 31, 1845	250	2,750	20,000	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	William R. Rodman	South Atlantic	Sept. 21	Mar. —, 1846	130	.....	.....	
.....	J. A. Parker & Son	Pacific Ocean	June 8	Sept. 13, 1846	120	.....	.....	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	J. Dunbar & Co	N. W. Coast	Oct. 9	July 12, 1845	500	30	8,800	
.....	Frederick P. Shaw	.....do	May 7	.....	.....	.....	.....	Disarmed in a gale off Elizabeth Islands February 4, 1845, on passage home.
.....	A. H. Howland	Ind. and N. W.	Aug. 5	Apr. 13, 1846	50	3,050	10,000	
.....	Hathaway & Luce	Pacific Ocean	Nov. 7	June 5, 1847	2,050	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1843.</b>				
<i>New Bedford, Mass.—Continued.</i>				
William Ketch .....	Ship .....	290	— Tobey .....	John Coggeshall .....
Zephyr .....	do .....	361	— Smith .....	Alex. Gibbs .....
Zoroaster .....	Brig .....	159	— Seabury .....	Pardon G. Seabury .....
<i>Fairhaven, Mass.</i>				
Ansel Gibbs .....	Ship .....	319	— West .....	Gibbs & Jenney .....
Arab .....	Bark .....	276	— Wrightington .....	L. P. Perry .....
Baltic .....	Ship .....	409	Charles Butler .....	Asa Swift .....
Columbus .....	do .....	382	— Fish .....	Gibbs & Jenney .....
Eagle .....	do .....	283	— Perry .....	Reuben Fish .....
Favorite .....	Bark .....	293	— Young .....	F. R. Whitwell .....
General Scott .....	Ship .....	333	— Daggett .....	L. C. Tripp .....
Harvest .....	Bark .....	314	J. D. Taber .....	Jabez Delano, jr .....
Herb .....	Ship .....	347	— West .....	Nathan Church .....
Jos. Maxwell .....	do .....	302	— Perry .....	F. R. Whitwell .....
Leonidas .....	do .....	243	— Tobey .....	L. Jenney & J. Tripp .....
London Paekot .....	do .....	333	J. Howland .....	Gibbs & Jenney .....
Omega .....	do .....	305	— Gardner .....	Nathan Church .....
Pacific .....	Bark .....	314	— Merrihew .....	Charles Butler .....
Sarah Frances .....	Ship .....	301	— Hiller .....	E. Sawin .....
<i>Holmes's Hole, Mass.</i>				
Dolphos .....	Ship .....	33-	— West .....	Thomas Bradley .....
<i>Nantucket, Mass.</i>				
Atlantic .....	Ship .....	321	James Coleman .....	R. Gardner .....
Barclay .....	do .....	301	Eben Baker .....	John H. Shaw .....
Catawba .....	do .....	353	William Coleman .....	C. G. & H. Coffin .....
Dan'l Webster .....	do .....	346	Reuben F. Starbuck .....	French & Coffin .....
Empire .....	do .....	403	Charles A. Veeder .....	G. & M. Starbuck & Co. ....
Mary .....	do .....	369	Charles Pitman, jr .....	Daniel Jones .....
Ootario .....	do .....	334	Stephen B. Gibbs .....	Barrett & Upton .....
Penobscot .....	Brig .....	138	— Kelley .....	Justin Lawsance .....
Porn .....	Bark .....	254	Edwin Barnard .....	David Joy .....
Rambler .....	Ship .....	312	Robert McCleave .....	F. C. Santord .....
Richard Mitchell .....	do .....	386	Joelab C. Long .....	R. Mitchell & Sons .....
Spartan .....	do .....	333	Nehemiah C. Flaher .....	Daniel Jones .....
Tyleston .....	Brig .....	300	— Luce .....	David Thain .....
Washington .....	Ship .....	308	Stephen Bailey .....	Matthew Crosby .....
Young Eagle .....	do .....	377	Benjamin Lathrop .....	Simson Starbuck .....
Zenus Coffin .....	do .....	332	Obed Ramsdell .....	C. G. & H. Coffin .....
Zone .....	do .....	365	Obed Starbuck .....	Levi Starbuck .....
<i>Edgartown, Mass.</i>				
Almira .....	Ship .....	362	— Alley .....	Abm. Osborne .....
Pavillion .....	Brig .....	150	— Adams .....	Calvin C. Adams .....
Splendid .....	Ship .....	392	— Smith .....	Abm. Osborne .....
<i>Westport, Mass.</i>				
Barclay .....	Bark .....	167	— Macomber .....	Davis & Corey .....
Dr. Franklin .....	do .....	171	— Francis .....	Job Davis .....
Juno .....	Brig .....	166	— Cook .....	A. B. Gifford .....
President .....	Bark .....	167	— Simons .....	Andrew Hicks .....
United States .....	do .....	217	— Gifford .....	do .....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Name	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					Bbls.	Bbls.	Lbs.	
Pacific Ocean	John Coggeshall		June 13	May 24, 1847	1,200			Withdrawn 1847; sold to Fairhaven.
do	Alex. Gibbs		June 15	Feb. 25, 1847	2,200			
Indian Ocean	Parlon G. Seabury		July 6	May 19, 1845	70			
Indian Ocean	Gibbs & Jenney		June 15	Feb. 12, 1845	370	2,100	23,000	Bought from Nantucket; sent home 15,539 pounds bone; transferred to New Bedford September, 1845; wrecked on Behring Isl. and June 15, 1846, with 2,000 barrels oil. First mate, Harvey Cole, died 1844.
Ind. and Pacific	I. F. Terry		Aug. 16	Sept. 17, 1846	80	1,000	17,000	
Pacific Ocean	Asa Swift		Dec. 10					
N. W. Coast	Gibbs & Jenney		Nov. 23	Apr. 13, 1846	800	2,400	14,000	Second mate, Pearce A. Stillman, killed by the falling of a whale-fin while cutting in, April 17, 1844; condemned at Rio Janeiro February, 1846.
Pacific Ocean	Reuben Fish		June 12					
Ind. and N. W.	F. R. Whitwell		Aug. 27	Feb. 22, 1846	900	1,600	6,000	Sent home 340 barrels whale and 100 barrels sperm oil and 9,000 pounds bone.
Pacific Ocean	L. C. Tripp		Aug. 14	Apr. 6, 1847	1,900	300	2,000	Captain Miller lost by upsetting of his boat while fast to a whale May 31, 1844.
Indian Ocean	Jabez Dolano, Jr.		Oct. 4	Apr. 20, 1846	55	1,900	20,000	
do	Nathan Church		June 14	Feb. 24, 1845	60	2,650	22,000	
Pacific and Ind.	F. R. Whitwell		Dec. 12	Nov. 26, 1847	1,400			Captain Miller lost by upsetting of his boat while fast to a whale May 31, 1844.
New Holland	E. R. Whitwell		July 1	Jan. 27, 1846	1,650	750	7,000	
Pacific Ocean	L. Jenney & J. Tripp		Nov. 9	May 23, 1847	2,050	25	2,000	
do	Gibbs & Jenney		Dec. 19	Oct. 27, 1846	800	1,400	14,000	Captain Miller lost by upsetting of his boat while fast to a whale May 31, 1844.
Ind. and Pacific	Nathan Church		Aug. 1	Mar. 30, 1845	90	2,060	19,000	
Pacific Ocean	Charles Buder		Dec. 13	Oct. 14, 1847	1,200			
N. W. Coast	Thomas Bradley		Oct. 3	Apr. 28, 1845	200	2,300	25,000	
Pacific Ocean	R. Gardner		Oct. 28	June 22, 1846	1,065			Sold 100 barrels whale-oil; new this voyage; built at Mattapoisett.
do	John H. Shaw		Oct. 20	June 16, 1847	1,200			
do	C. G. & H. Coffin		Dec. 24	Sept. 23, 1847	1,858			
do	F. Starbuck		May 18	Nov. —, 1847	1,264			— mate, — Brooks, shot by a mutineer 1844.
do	A. Veeder		May 18	Nov. 27, 1847	2,074			
do	Daniel Jones		Oct. 1	Apr. 16, 1847	862		83	Condemned at Simon's Bay, Cape of Good Hope, February, 1845.
do	Barrett & Upton		May 21	May 2, 1846	2,210			
Indian Ocean	Justin Lawrence		July 24		230		140	Sent home 63 barrels sperm; second mate, —, killed by a whale January, 1844.
Pacific Ocean	David Joy		May 10	Sept. 1, 1846	960			
do	F. C. Sanford		July 13	May 25, 1847	1,578		52	
do	R. Mitchell & Sons		Oct. 14	Sept. 30, 1847	1,808			Sunk at sea 1847 homeward bound.
do	Daniel Jones		Nov. 19	July —, 1847	1,387			
Atlantic	David Thain		Oct. 21	Oct. 15, 1845				
Pacific Ocean	Matthew Crosby		Dec. 2	June 12, 1847	1,613		20	Third mate, Manuel Yalado, knocked overboard and drowned April 29, 1844. Sold to Fairhaven 1847.
do	Simon Starbuck		Sept. 17	May 28, 1848	1,820		320	
do	C. G. & H. Coffin		Oct. 13	Nov. 10, 1840	1,226			
Pacific Ocean	Abm. Osborne		June 12	Apr. 6, 1847	1,200	300	2,500	First mate, James Brice, died at Lahaina, April 20, 1845.
Atlantic	Calvin C. Adams		May 10	Sept. 16, 1845	50		50	
Pacific Ocean	Abm. Osborne		Oct. 15	Apr. 23, 1846	430	1,900	19,000	
Atlantic	Davis & Corey		May 29	Oct. 20, 1844	550			First mate, James Brice, died at Lahaina, April 20, 1845.
do	Job Davis		Sept. 19	Apr. 6, 1844	370			
do	A. B. Gifford		June 20	Aug. 27, 1844	100		760	
South Atlantic	Andrew Hicks		May 31	May 31, 1844	230		120	
Indian Ocean	do		Sept. 13	Mar. 5, 1846	1,150			

402 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1843.</b>				
<i>Sippican, Mass.</i>				
Cossack .....	Bark	256	Delano	S. C. Luce
Popponnet .....	do	184	Flanders	Henry M. Allen
Quito .....	Brig	140	Chaso	J. S. Bates
<i>Mattapoisett, Mass.</i>				
Annawan .....	Brig	159	Dexter	Seth Freeman
Edward .....	do	134	Taber	Wilson Barstow
Lagrange .....	do	170	Lumbert	E. Willis
<i>Wareham, Mass.</i>				
Inga .....	Brig	169	Cndworth	M. S. F. Tobey
Montezuma .....	Bark	195	Allen	do
<i>Provincetown, Mass.</i>				
Carter Braxton .....	Shlp	13	Sparks	Joseph Atkins
Fairy .....	Bark	189	Cook	A. Braham Small
Franklin .....	Brig	173	Soper	Robert Soper
Gen .....	do	163	Nickerson	Timothy P. Johnson
John B. Dods .....	do	163	Genn	E. S. Smith
Pacific .....	do	130	Tilson	Stephen Cook, jr.
Phoenix .....	do	150	Small	Leonard Small
Samuel and Thomas .....	do	191	Nickerson	Samuel Soper
Wm. Henry .....	Schooner	111	Chase	Goufrey Ryder
<i>Plymouth, Mass.</i>				
Maracaibo .....	Brig	93	Nickerson	Atwood L. Drew
Triton .....	Ship	315	Russell	James Bartlett
Yeoman .....	Brig	175	Gooding	do
<i>Boston, Mass.</i>				
Malno .....	Brig	174	Tobey	N. Startevant
<i>Fall River, Mass.</i>				
Ann Marla .....	Brig	196	Carr	J. S. Barnard
Gold Hunter .....	Ship	281	Wood	Nathan Durfee
Leonidas .....	Brig	128	Marvel	do
Rowena .....	Ship	404	Eatea	do
<i>Providence, R. I.</i>				
Bowditch .....	Ship	396	Sowle	Thomas Fletcher
South America .....	do	616	Sowle	do
<i>Bristol, R. I.</i>				
Emigrant .....	Bark	186	Shearman	Samuel Church
Leonidas .....	Ship	353	Waldron	William R. Taylor
<i>Warren, R. I.</i>				
Boy .....	Shlp	253	Barton	N. M. Wheaton
do .....	do	351	Dovall	Manran & Fessenden
Covington .....	Bark	240	Barton	Samuel Barton
Franklin .....	do	371	Eddy	S. P. Child
Jano .....	Ship	133	Champlin	Stephen Martin
Montgomery .....	do	353	Mudro	Joseph Smith
Magnet .....	do	403	Webb	Driscoll & Child
Philip Tabb .....	do	363	Gardner	Joseph Smith
Warren .....	do	325	Borden	Child & Fessenden
Wm. Baker .....	do	325	do	do
<i>Newport, R. I.</i>				
Helen .....	Brig	120	Peabody	William Price

showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.	
		Of sailing.	Of arrival.	Sperm-oil.	Whale oil.	Whale bone.		
				<i>Dbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>		
Lano .....	S. C. Luce .....	N. W. Coast .....	Oct. 24	May 21, 1846	80	1,620	14,000	
nders .....	Henry M. Allen .....	Indian Ocean .....	Dec. 2	July 3, 1845	170	550	3,000	
aso .....	J. S. Bates .....	Atlantic .....	Jan. 0	Sept. 21, 1845	250	40	.....	
exter .....	Seth Freeman .....	Atlantic .....	Apr. 28	Oct. 3, 1844	530	.....	.....	
ber .....	Wilson Barstow .....	do .....	Oct. 19	Sept. 7, 1844	430	.....	.....	
mbert .....	E. Willis .....	do .....	Apr. 28	July 1, 1845	300	.....	.....	
ndworth .....	M. S. F. Tobey .....	Atlantic .....	June 26	Nov. 24, 1844	830	.....	.....	
llon .....	do .....	South Atlantic .....	Aug. 29	Oct. 25, 1845	500	100	800	Sold to New Bedford 1846.
arks .....	Joseph Atkins .....	Atlantic .....	July 6	Aug. 13, 1844	280	.....	.....	
ook .....	Abraham Small .....	Indian Ocean .....	Sept. 8	Oct. 25, 1844	490	.....	.....	
oper .....	Robert Soper .....	Atlantic .....	July 9	Oct. 5, 1844	90	.....	.....	
ickerson .....	Timothy P. Johnson .....	do .....	Mar. 27	June 30, 1844	250	.....	.....	
enn .....	E. S. Smith .....	South Atlantic .....	Oct. 20	Aug. 27, 1844	190	15	.....	
llson .....	Stephen Cook, jr. .....	do .....	Aug. 25	Sept. 12, 1844	230	.....	.....	
mall .....	Leonard Small .....	Atlantic .....	July 14	Oct. —, 1844	460	.....	.....	
ickerson .....	Samuel Soper .....	do .....	July 15	Oct. 10, 1844	290	.....	.....	
hase .....	Goufrey Ryder .....	do .....	Dec. 30	Aug. 13, 1844	30	.....	.....	
ickerson .....	Atwood L. Drew .....	Atlantic .....	July 16	July 12, 1844	.....	55	500	
nsell .....	James Bartlett .....	Pacific Ocean .....	Jan. 13	July 24, 1846	1,400	.....	.....	Sold to New Bedford 1846.
ooding .....	do .....	Atlantic .....	Oct. 20	Apr. 14, 1845	650	.....	.....	Bought 1843.
Fobey .....	N. Startevant .....	Indian Ocean .....	Nov. 18	May —, 1846	.....	.....	.....	Withdrawn 1846.
Carr .....	J. S. Barnard .....	Indian Ocean .....	June 11	Mar. 30, 1845	900	200	1,600	
Wood .....	Nathan Durfee .....	Pacific Ocean .....	Oct. 31	May 4, 1846	120	1,200	4,000	Sent home about 7,500 pounds bone.
Marvel .....	do .....	do .....	Nov. 7	June 6, 1845	280	.....	.....	
Eates .....	do .....	Pacific Ocean .....	Oct. 12	May 1, 1846	250	2,850	25,000	
Sowle .....	Thomas Fletcher .....	Pacific Ocean .....	June 9	May 8, 1846	.....	1,600	14,000	Captain Sowle drowned May 10, 1844, while fast to a whale; sold 1846.
Sowle .....	do .....	N. W. Coast .....	Nov. 14	Mar. 5, 1846	170	4,100	22,000	Formerly of the New York and Liverpool line of packets; bought for a whaler 1843; sent home 600 barrels whale, 100 barrels sperm, 36,000 pounds bone; sold at Bahia 1,000 barrels whale; largest voyage on record up to date.
Shearman .....	Samuel Church .....	Pacific Ocean .....	Feb. 8	Sept. 9, 1844	300	200	2,000	
Waldron .....	William R. Taylor .....	do .....	June 11	Apr. 9, 1846	170	4,100	22,000	Sold 1847.
Barton .....	N. M. Wheaton .....	Pacific Ocean .....	Dec. 17	Dec. 16, 1846	650	1,100	11,000	Sent home 14,700 pounds bone.
Dewell .....	Mannan & Fessenden .....	N. W. Coast .....	Dec. 8	Apr. 25, 1846	150	2,400	14,000	Bought from Baltimore 1843.
Barton .....	Samuel Barton .....	Pacific Ocean .....	Sept. 10	Dec. 21, 1840	650	1,100	.....	
Eddy .....	S. P. Child .....	N. W. Coast .....	July 30	.....	.....	.....	.....	Withdrawn 1844.
Champion .....	Stephen Martin .....	Indian Ocean .....	Oct. 28	Nov. 5, 1844	.....	.....	.....	
Munro .....	Joseph Smith .....	Pacific Ocean .....	June 4	Apr. 12, 1845	.....	2,500	25,000	
Webb .....	Joseph Smith .....	Ind. & N. W. .....	Aug. 4	Apr. 30, 1845	.....	2,800	28,000	
Gardner .....	Driscoll & Child .....	N. W. Coast .....	Aug. 4	June 9, 1846	30	2,100	3,000	
Borden .....	Child & Fessenden .....	do .....	Oct. 29	Apr. 18, 1846	100	1,300	4,000	Sold 1846.
Peabody .....	William Price .....	South Atlantic .....	Aug. 31	May 5, 1844	130	.....	.....	



404 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1843.</b>				
<i>Newport, R. I.—Continued.</i>				
Jno. Coggeshall .....	Ship ...	338	— Macey .....	Peleg Clarke.....
Pocahontas.....	Brig ...	114	— Barker .....	Samuel Barker.....
<i>Salem, Mass.</i>				
Emerald.....	Bark... 97	— Lakeman .....	S. C. Phillips .....	
<i>Somerset, Mass.</i>				
Jane .....	Bark... 231	— Manchester .....	Wheaton Luther.....	
Pilgrim .....	do ... 137	— Collins .....	George B. Hood.....	
<i>New Suffolk.</i>				
Noble .....	Bark... 274	— Sweeny .....	Ira B. Tutill.....	
<i>Greenport, N. Y.</i>				
Bayard .....	Ship... 349	— Fordham .....	Corwins & Howell .....	
Carolina .....	do ... 252	— Rose .....	Wiggins & Parsons.....	
Delta .....	do ... 314	— Weeks .....	Corwins & Howell .....	
Triad .....	do ... 339	— Case .....	do .....	
Washington .....	do ... 271	— Brown .....	Wiggins & Parsons.....	
Sarah and Esther .....	do ... 157	— Harlow .....	Ireland Wells & Carpenter.	
<i>New York, N. Y.</i>				
Autumn.....	Bark... 181	— Wady .....	D. & A. Kingsland & Co	
Sarah .....	Ship... 497	Frederick W. Myrick.	George B. Elkus .....	
<i>New London, Conn.</i>				
Alert.....	Ship... 39	— Middleton.....	Havens & Smith .....	
Benj. Morgan .....	do ... 407	— Pendleton.....	Perkins & Smith.....	
Clematis .....	do ... 311	Edwin J. Ames .....	Williams & Barnes .....	
Chelsea.....	do ... 390	— Potts.....	Perkins & Smith.....	
Clement .....	Bark... 278	— Fuller.....	Joseph Lawrence .....	
Cervantes .....	do ... 233	— Gibson .....	Benjamin Brown.....	
Connecticut .....	do ... 396	Benjamin Hempsted .....	Frink, Chew & Co.....	
Charles Henry .....	Ship... 367	— Jeffrey .....	Perkins & Smith.....	
Catharine .....	do ... 384	— Smith .....	Thomas Fitch, 2d.....	
Columbus .....	do ... 343	— Crocker .....	Lyman Allyn .....	
Electra.....	do ... 34	— Ward .....	Williams & Barnes .....	
Flora.....	do ... 336	— Allen .....	N. & W. W. Billings.....	
Friends .....	do ... 403	— Jeffrey .....	Benjamin Brown.....	
Gen. Williams .....	do ... 440	— Hoyt .....	Williams & Barnes .....	
Georgia .....	do ... 344	— Hull .....	Thomas Fitch, 2d.....	
George and Mary .....	do ... 354	— Baker .....	Lynan Allyn .....	
Haley.....	Bark... 257	— Bailey .....	Havens & Smith.....	
Hannibal.....	Ship... 441	— Brown .....	Benjamin Brown.....	
Julius Caesar .....	do ... 347	— Green .....	N. & W. W. Billings.....	
Lowell .....	do ... 414	— Benjamin .....	Williams & Barnes .....	
Montor.....	do ... 460	— Sweet .....	Benjamin Brown.....	
Nantasket .....	do ... 434	— Smith .....	Havens & Smith.....	
New England .....	do ... 368	— Pendleton .....	Joseph Lawrence.....	
Palladium .....	do ... 342	— McLane .....	Frink, Chew & Co.....	
Pembroke .....	Bark... 199	— Tate .....	Joseph Lawrence.....	
Perryville .....	Ship... 388	— Brown .....	E. H. Learned.....	
Superior.....	Bark... 277	— Bishop .....	Post & Sherry .....	
Stonington .....	Ship... 351	— Hanley .....	Williams & Barnes.....	

Showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
.....	Peleg Clarke.....	Pacific Ocean ..	Nov. 14	July 21, 1847	1,300	.....	.....	Sent home 12,160 pounds bone; sold to New Bedford 1847.
.....	Samuel Barker.....	Atlantic .....	Apr. 6	Mar. 18, 1844	100	.....	.....	Withdrawn 1844.
.....	S. C. Phillips.....	Indian Ocean ..	Sept. 3	.....	1,100	.....	.....	Wrecked off Fort Daughlin, Madagascar, March 10, 1845; oil saved.
.....	Wheaton Luther.....	New Zealand ..	July 11	.....	100	900	9,000	Condemned at Valparaiso March, 1845; cargo sent home.
.....	George B. Hood.....	South Atlantic.	Aug. 25	Oct. 9, 1844	350	.....	.....	.....
.....	Ira B. Tuthill.....	South Seas....	July 17	.....	.....	1,450	.....	Put into Auckland May 29, 1846, badly damaged in a gale; condemned; cargo saved.
.....	Corwin & Howell.....	N. W. Coast....	Sept. 27	July 31, 1845	43	2,160	20,000	.....
.....	Wiggins & Parsons.....	South Seas....	Mar. 25	Apr. 22, 1845	60	1,540	12,000	.....
.....	Corwin & Howell.....	Crozet Island ..	Aug. 17	July 3, 1845	200	1,300	11,000	.....
.....	.....do.....	South Seas....	July —	Feb. 26, 1845	100	2,500	25,000	.....
.....	Wiggins & Parsons.....	.....do.....	July 15	July 19, 1844	.....	1,400	11,000	.....
.....	Ireland Wells & Carpenter.	South Seas....	June 16	June 23, 1844	.....	600	4,500	.....
.....	D. & A. Kingsland & Co	Indian Ocean ..	Feb. 8	Mar. 30, 1845	130	1,650	15,000	Owned in Nantucket; condemned at Tahiti July, 1846; oil shipped to Bremen.
.....	George B. Elkins.....	Pacific Ocean ..	Dec. 31	.....	.....	3,000	.....	.....
.....	Havens & Smith.....	Ind. & N. W....	July 1	Mar. 17, 1845	30	3,270	30,000	Bought —, 1843.
.....	Perkins & Smith.....	N. W. Coast....	Nov. 9	Apr. 14, 1846	40	3,300	13,000	Bought from New York 1843.
.....	Williams & Barnes.....	Indian Ocean ..	May 9	Apr. 15, 1845	.....	2,500	22,000	Captain Ames and one man killed by a blow from a whale's fluke Nov. 21, 1843.
.....	Perkins & Smith.....	N. W. Coast....	Sept. 13	.....	.....	.....	.....	Second mate, John Massey, died at Honolulu October, 1844; lost on Chatham Island; vessel and cargo a total loss.
.....	Joseph Lawrence.....	Pacific Ocean ..	Aug. 19	May 21, 1840	.....	2,000	.....	.....
.....	Benjamin Brown.....	South Atlantic.	June 23	.....	.....	.....	.....	Lost June 29, 1844, on coast of New Holland.
.....	Frink, Chew & Co.....	Indian Ocean ..	Sept. 5	July 5, 1845	60	1,600	17,000	.....
.....	Perkins & Smith.....	.....do.....	Aug. 24	May 10, 1845	.....	1,250	13,000	.....
.....	Thomas Fitch, 2d.....	.....do.....	Sept. 20	Aug. 4, 1845	35	2,465	5,000	Bought from Nantucket; third mate, Erasmus T. Weaver, taken out of his boat by a lino and lost; sent home 17,000 pounds bone.
.....	Lyman Allyn.....	N. W. Coast....	Oct. 14	May 19, 1846	100	2,100	23,000	Bought from Nantucket 1843.
.....	Williams & Barnes.....	South Atlantic.	June 2	Mar. 7, 1845	150	1,350	18,000	.....
.....	N. & W. W. Billings.....	Indian Ocean ..	May 29	Jan. 28, 1845	180	2,200	22,000	.....
.....	Benjamin Brown.....	Chill & N. W....	May 17	Apr. 4, 1845	.....	3,000	27,000	.....
.....	Williams & Barnes.....	N. W. Coast....	May 23	Mar. 20, 1845	.....	4,000	40,000	.....
.....	Thomas Fitch, 2d.....	.....do.....	Aug. 30	Apr. 25, 1846	40	2,200	10,000	.....
.....	Lyman Allyn.....	Ind. & N. W....	July 19	Feb. 25, 1845	70	3,000	30,000	Lost August 5, 1844, in Geographie Bay; oil (500 barrels whale) saved.
.....	Havens & Smith.....	Indian Ocean ..	Aug. 2	.....	.....	.....	.....	Hannibal new 1843; Captain Brown left the ship and came home in the Daniel Webster, sick.
.....	Benjamin Brown.....	N. W. Coast....	Oct. 12	June 9, 1846	60	3,040	20,000	.....
.....	N. & W. W. Billings.....	Indian Ocean ..	May 9	June 17, 1844	.....	1,500	12,000	.....
.....	Williams & Barnes.....	N. W. Coast....	July 18	Apr. 27, 1845	300	4,000	37,500	Added 1843.
.....	Benjamin Brown.....	Indian Ocean ..	July 6	Apr. 2, 1845	80	2,600	29,000	.....
.....	Havens & Smith.....	Chill & N. W....	June 22	May 4, 1847	350	4,350	20,000	Added 1843; sold to New York 1847.
.....	Joseph Lawrence.....	N. W. Coast....	Aug. 8	May 1, 1845	60	2,920	22,000	.....
.....	Frink, Chew & Co.....	Indian Ocean ..	June 22	Feb. 23, 1845	.....	2,300	20,000	Sent home 230 sperm, 2,000 pounds bone.
.....	Joseph Lawrence.....	South Atlantic.	July 25	Apr. 6, 1845	.....	700	9,000	.....
.....	E. H. Learned.....	N. W. Coast....	Oct. 9	May 26, 1845	.....	3,000	30,000	.....
.....	Post & Sherry.....	Indian Ocean ..	July 24	June 21, 1844	190	2,500	7,000	Sent home 21,000 pounds bone.
.....	Williams & Barnes.....	N. W. Coast....	Sept. 9	Sept. 29, 1847	.....	500	500	Sent home 80 barrels sperm; sold 2,020 barrels whale at Rio Janeiro.

406 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1843.</b>				
<i>New London, Conn.—Continued.</i>				
White Oak	Ship	292	Nory	Joseph Lawrence
William C. Nye	do	385	Buddington	N. & W. W. Billings
<i>Stonington, Conn.</i>				
Bolton	Bark	220	Nash	Charles P. Williams
do	do	170	Wilcox	John F. Trumbull
Byron	Ship	303	Noyes	do
Cabinet	do	446	Forsyth	C. P. Williams
Caledonia	do	317	Hancock	do
Calumet	do	231	Williams	do
George	do	241	Morgan	do
Herald	Bark	278	Brewster	J. F. Trumbull
Philetus	do	137	Peck	do
Richard Henry	do	299	Swat	do
Tybee	Ship	299	Barnum	do
United States	do	344		
<i>Cold Spring, —</i>				
Monmouth	Bark	250	Hedges	John H. Jones
N. P. Tallmadge	Ship	320	Hedges	do
Richmond	do	447	Ludlow	do
Tuscarora	do	379	White	do
<i>Sag Harbor, N. Y.</i>				
Alexander	Ship	370	Jones	William A. Jones
American	Bark	294	Havens	S. & B. Hunting & Co.
Ann	Ship	299	Leek	Mulford & Howell
Barbara	Bark	268	Howes	Charles T. Dering
Cadmus	do	307	Smith	Mulford & Slight
Columbia	Ship	285	Edwards	Luther D. Cook
Concordia	Bark	365	Cartwright	Thomas Brown
Crescent	Ship	340	Miller	Post & Sherry
Chilsea	Bark	404	Lanalog	Mulford & Slight
Daniel Webster	Ship	397	Curry	Mulford & Howell
Fanny	do	393	Edwards	N. & G. Howell
France	do	411	Edwards	do
Gem	Bark	326	Worth	Hunting Cooper
Hamilton, 2d	Ship	455	Loper	Mulford & Slight
Hannibal	do	311	Canning	S. & B. Hunting & Co.
Henry	do	333	Brown	S. L. Hommedien
Huron	do	292	Green	L. D. Cook
Hebe	do	424	Cartwright	Charles T. Dering & Co.
Hilinois	do	413	Jagger	John Budd
Josephine	do	397	Royce	Post & Sherry
Marcus	do	287	Shearman	N. & G. Howell
Manhatta	do	440	Cooper	John Budd
Neptune	do	288	Pierson	S. & B. Hunting & Co.
Nimrod	Bark	280	Rogers	G. T. Dering
Ontario, 2d	Ship	481	Green	Post & Sherry
Romulus	do	231	Rogers	Mulford & Howell
Superior	Bark	271	Bishop	Thomas Brown
Thames	Ship	414	Sanford	Hunting Cooper
Washington	do	340	Glover	Thomas Brown
Wm. Tell	do	370		
<i>Mystic, Conn.</i>				
Aeronaut	Ship	263	West	Charles Mallory
Blackstone	Bark	253	Pendleton	do
Leander	do	213	Avery	do
Vermont	do	292	Nash	do
<i>Bridgeport, Conn.</i>				
Hamilton	Ship	351	Peck	Sherwood Sterling

showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling- ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
South Atlantic.	July 13	Feb. 17, 1845				Withdrawn 1847.
N. W. Coast.	Oct. 30	Feb. 5, 1846				
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
			.....	1,000	13,000	
			.....	3,100	12,000	
	July 30	May 24, 1841	.....	1,400		
	July 30	May 26, 1845	.....	1,300	2,400	Bought from Boston 1842.
N. W. Coast.	Apr. 28	Feb. 21, 1845	.....	25	2,500	
South Seas.	Aug. 10	Apr. 15, 1846	.....	104	2,100	Bought 1843.
New Zealand.	Nov. 8	June 4, 1846	.....	400	2,100	
	June 7	Mar. 6, 1845	.....	130	2,000	
	June 24	Aug. 11, 1845	.....	170	1,530	
	July 12	Apr. 3, 1845	.....	1,900	19,000	Lost at South Shetland Islands Feb., 1845.
	July 20	July 4, 1846	.....	200	1,300	
Indian Ocean.	Dec. 29	July 4, 1846	.....	110	1,200	
	June 19	May 30, 1844	.....			
	Oct. 11	Jan. 1, 1846	.....	150	2,000	Sent home 10,000 pounds bone.
South Seas.	June 14	Feb. 10, 1845	.....	200	2,500	Added 1843.
N. W. Coast.	Dec. 2	Mar. 13, 1846	.....	100	3,800	
	Sept. 23	May 26, 1845	.....	.....	2,400	23,000
	Sept. 15	July —, 1846	.....	.....	.....	Bought 1843; second mate died 1845.
	Sept. 18	Aug. 11, 1845	.....	100	1,500	13,000
	July 7	May 6, 1850	.....	200	1,800	5,000
	Aug. 23	July 10, 1844	.....	130	1,000	8,000
	June 30	Apr. 2, 1845	.....	300	1,100	8,000
	June 30	Apr. 2, 1845	.....	250	2,250	28,000
	June 30	May 31, 1845	.....	160	1,500	14,000
	Oct. 11	May 6, 1846	.....	.....	1,500	5,000
	Apr. 21	July 22, 1846	.....	130	3,000	9,000
	Aug. 17	Apr. 2, 1845	.....	.....	3,225	33,000
	Dec. 4	Mar. 12, 1846	.....	.....	3,100	13,000
	July 21	May 23, 1846	.....	90	2,710	10,000
	Sept. 15	May 11, 1845	.....	200	2,500	25,000
	Aug. 28	.....	.....	.....	.....	.....
	Aug. 29	Sept. 2, 1845	.....	100	1,500	10,000
	July 5	May 14, 1845	.....	100	2,250	22,000
	Sept. 21	May 19, 1845	.....	.....	2,400	24,000
	Oct. 12	Apr. 6, 1846	.....	.....	3,380	12,000
	Oct. 25	Apr. 5, 1845	.....	.....	2,000	35,000
	Oct. 29	Sept. 14, 1846	.....	.....	60	3,000
	Aug. 31	May 13, 1845	.....	.....	75	1,000
	Nov. 8	Oct. 14, 1846	.....	.....	90	2,16
	June 10	May 10, 1845	.....	.....	200	300
	Aug. 26	July 28, 1844	.....	.....	265	3,400
	Aug. 31	May 11, 1845	.....	.....	70	1,130
	Sept. 25	June 8, 1845	.....	.....	120	1,400
	July 24	May 10, 1845	.....	.....	.....	4,000
	July 7	June 2, 1846	.....	.....	25	2,675
	June 19	Mar. 30, 1845	.....	.....	.....	2,750
	Oct. 4	July 21, 1840	.....	.....	.....	.....
	Sept. 6	June 23, 1845	.....	100	1,400	11,200
	June 18	Apr. —, 1845	.....	100	1,900	18,000
	July 3	May 30, 1845	.....	.....	350	1,150
	Nov. 20	Apr. 14, 1846	.....	.....	.....	2,100
	Oct. 23	Apr. 20, 1846	.....	135	0,520	20,000

Captain Peck died at Lahaina May 3, 1845.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1844.</b>				
<i>New Bedford, Mass.</i>				
Alto.....	Bark.....	197	Nehemiah West.....	Richmond & Wood.....
Alex. Coilla.....	Ship.....	381	J. S. Hathaway.....	Jonathan Bourne, jr.....
America.....	Bark.....	257	H. F. Eastham.....	Barton Ricketson.....
Amethyst.....	Ship.....	350	J. A. Baylies.....	J. A. Parker & Son.....
Averick.....	do.....	385	Robert Reynard.....	do.....
Arnold.....	do.....	350	D. U. Coilla.....	James Arnold.....
Barclay.....	do.....	241	— Mann.....	do.....
Brighton.....	do.....	351	— Cox.....	C. H. Tucker.....
Barth. Gosnold.....	do.....	354	Edw. P. Mosher.....	I. Howland, jr., & Co.....
Chas. Drew.....	do.....	341	N. C. Carey.....	William Gifford.....
Chandler Price.....	do.....	441	— Pease.....	Pope & Morgan.....
Chase.....	Bark.....	153	— West.....	B. Ricketson.....
Cleora.....	Ship.....	252	— Howland.....	Leuel Killock.....
Condor.....	do.....	34	Jacob Taber.....	C. W. Morgan.....
Charleston Packet.....	Bark.....	184	W. Howland.....	Thos. Knowles & Co.....
Columbus.....	do.....	312	— Hutchins.....	William R. Rodman.....
Champion.....	Ship.....	336	Isaac J. Sanford.....	J. D. Thompson.....
Dartmouth.....	do.....	336	W. Upham.....	I. Howland, jr., & Co.....
Draper.....	do.....	201	G. T. Lawton.....	Jos. Dunbar & Co.....
Dragon.....	Bark.....	190	Joseph Bennett, jr.....	Tubey & Ricketson.....
Drymo.....	do.....	205	John Taber.....	Jas. H. Howland.....
Dryado.....	do.....	29	J. S. Bolles.....	Thomas & Dow.....
Emma.....	do.....	346	Ellin Russel.....	J. D. Thompson.....
Elizabeth.....	Ship.....	33	— Barker.....	T. & A. R. Nyo.....
Enterprise.....	do.....	291	S. Brayton.....	Robert Gibbs.....
Eagle.....	do.....	34	— Wood.....	Jereh Perry.....
Factor.....	do.....	343	S. Hawes.....	Chs. R. Tucker & Co.....
Fenelon.....	do.....	39	Luke Baker.....	B. B. Howard.....
Formosa.....	do.....	450	L. Briggs.....	O. N. Swift.....
Fortune.....	Bark.....	291	— Bailey.....	Gilbert Hathaway.....
Fabius.....	Ship.....	43	H. Nickerson.....	C. R. Tucker & Co.....
Gid'n Howland.....	do.....	379	— Mayhew.....	I. Howland, jr., & Co.....
Goleonda, 2d.....	do.....	35	— Studley.....	E. W. Howland.....
Good Return.....	do.....	371	— Swift.....	H. Taber & Co.....
Gov. Troup.....	do.....	431	G. H. Jenney.....	E. C. Jones.....
Hibernia.....	do.....	327	N. P. Simmons.....	Robert Gibbs.....
Hope, 2d.....	do.....	29	A. Wilcox.....	Wilcox & Richmond.....
Impress.....	do.....	391	Edw. T. Shearman.....	Robert Gibbs.....
James Allen.....	do.....	35	Harvey Shearman.....	Gideon Allen.....
Jasper.....	Bark.....	22	Amcol Pope.....	Alexander Gibbs.....
John Adams.....	Ship.....	20	F. A. Mason.....	Jirah Perry.....
John.....	do.....	30	Squire Sanford.....	Frederick Parker.....
John & Edward.....	do.....	31	— Christian.....	Wilcox & Richmond.....
Jullan.....	do.....	356	S. M. Blackmer.....	Hathaway & Luce.....

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Owner.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Westway	Richmond & Wood	Atlantic	Sept. 3	Apr. 26, 1847	Bbls. 240	Ibbs. 330	Lbs. 2,000	Bought from Fairhaven 1844.
	Jonathan Bourne, jr.	N. W. Coast	Oct. 20	Apr. 19, 1849	452	908	.....	Bought from Nantucket 1844; sold to California 1849.
Hambleton	Barton Ricketson	South Atlantic	Dec. 12	May 19, 1847	200	600	6,000	Bought from Bristol 1844.
Hambleton	J. A. Parker & Son	N. W. Coast	Oct. 12	June 22, 1848	85	1,817	16,000	Sailed June 10; returned October 3; captain sick.
Hambleton	do	Pacific Ocean	Aug. 15	.....	.....	.....	.....	Lost on island of Ulitea February 15, 1845; got off; sailed under Chilean flag in whaling business; renamed Recovery.
Hambleton	James Arnold	do	July 13	Mar. 29, 1848	1,550	.....	.....	Sold 400 sperm.
Hambleton	do	do	July 29	Jan. 5, 1850	445	.....	.....	Sailed October 1, returned October 6, damaged by a gale; sent home 20,382 pounds bone.
Hambleton	C. R. Tucker	Ind. and N. W.	Oct. 31	Apr. 22, 1847	160	2,500	9,000	Bought from Falmouth 1841; sold 2,765 whale at Rio Janeiro.
Hambleton	I. Howland, jr., & Co.	N. W. Coast	July 21	Apr. 2, 1847	150	.....	13,000	Bought 1844 from Philadelphia; sent home 15,862 pounds bone; withdrawn, 1847, for merchant-service.
Hambleton	William Gifford	do	Aug. 5	May 15, 1846	190	2,570	30,000	Added 1844.
Hambleton	Pope & Morgan	do	Sept. 12	May 18, 1847	400	3,100	15,000	Sent home 145 barrels oil.
Hambleton	B. Ricketson	Atlantic	Nov. 8	Sept. 9, 1840	350	.....	.....	Second mate, James Ashley, died March 19, 1846.
Hambleton	Lemuel Kollock	Indian Ocean	July 2	July 3, 1846	70	1,710	3,500	.....
Hambleton	C. W. Morgan	Pacific Ocean	May 29	Apr. 13, 1846	183	2,500	30,000	.....
Hambleton	Thos. Knowles & Co.	Indian Ocean	June 20	Aug. 14, 1846	700	.....	.....	Added 1843, from Boston; Captain Sandford was injured by the breaking of a tackle-fall, and died from the effect 1845; sent home 14,000 pounds bone.
Hambleton	William R. Rodman	Pacific Ocean	Apr. 1	Apr. 9, 1847	150	750	2,000	.....
Hambleton	J. D. Thompson	N. W. Coast	June 13	Mar. 3, 1847	115	3,100	14,000	.....
Hambleton	I. Howland, jr., & Co.	Pacific Ocean	Aug. 7	Aug. 6, 1847	500	2,100	10,000	.....
Hambleton	Joe. Dunbar & Co.	do	Sept. 15	Aug. 19, 1847	500	1,750	10,000	.....
Hambleton	Tobey & Ricketson	do	June 20	Apr. 17, 1847	50	300	2,000	.....
Hambleton	Jas. H. Howland	do	Aug. 23	.....	.....	.....	.....	Bought 1844 from Slippen; lost on a reef at Lahaina October 17, 1845; oil saved 350 barrels.
Hambleton	Thomas & Dow	do	Sept. 20	May 20, 1847	300	1,200	500	.....
Hambleton	J. D. Thompson	do	do	Jan. 9, 1847	1,000	.....	.....	Bought from Matta-slett 1844.
Hambleton	T. & A. R. Nye	do	July 25	May 24, 1847	700	1,800	4,000	.....
Hambleton	Robert Gibbs	do	do	Apr. 30, 1847	70	1,300	13,000	.....
Hambleton	Jirch Perry	Pacific Ocean	Dec. 3	Jan. 15, 1849	1,700	50	.....	.....
Hambleton	Chs. R. Tucker & Co.	Ind. and Pacific	Oct. 1	.....	500	2,200	.....	Sent home 350 sperm. Added 1844 from Poughkeepsie; sent home 85 sperm, 1,936 whale; condemned at Tahiti July 8, 1847.
Hambleton	B. B. Howard	South Seas	Nov. 21	Apr. 22, 1847	100	650	5,000	.....
Hambleton	O. N. Swift	N. W. Coast	Nov. 7	May 11, 1849	1,483	1,652	52,200	.....
Hambleton	Gilbert Hathaway	do	Nov. 17	May 19, 1847	180	2,020	10,000	.....
Hambleton	C. R. Tucker & Co.	Ind. and Pacific	July 7	Feb. 14, 1846	.....	2,600	28,000	.....
Hambleton	I. Howland, jr., & Co.	N. W. Coast	Dec. 20	Apr. 8, 1847	165	2,950	37,000	.....
Hambleton	E. W. Howland	do	Oct. 24	Oct. 25, 1848	640	1,400	16,000	.....
Hambleton	H. Taler & Co.	do	July 25	Oct. 12, 1847	150	2,231	15,000	.....
Hambleton	E. C. Jones	do	July 10	Feb. 5, 1847	120	3,400	14,000	.....
Hambleton	Robert Gibbs	South Seas	June 15	May 20, 1846	25	2,000	.....	.....
Hambleton	Wilcox & Richmond	Indian Ocean	May 23	May 4, 1847	350	1,000	1,500	.....
Hambleton	Robert Gibbs	South Seas	June 25	May 27, 1847	75	1,800	61,197	.....
Hambleton	Gileon Allen	Pacific Ocean	Oct. 12	May 29, 1848	2,700	.....	.....	Built 1844 at Fairhaven.
Hambleton	Alexander Gibbs	Atl. and Ind.	June 8	Apr. 14, 1846	200	1,250	10,000	.....
Hambleton	Jirch Perry	Pacific Ocean	July 23	May 30, 1848	2,700	.....	.....	Sent home 20 sperm. Captain Mason died at sea 1844. The John Adams is reported condemned in 1848 or '49, having sent home 1,010 sperm.
Hambleton	Frederick Parker	Atl. and Pacific	June 20	May 28, 1848	1,500	50	.....	.....
Hambleton	Wilcox & Richmond	Ind. and Pacific	Sept. 17	Mar. 25, 1847	750	30	.....	.....
Hambleton	Hathaway & Luce	Indian Ocean	Aug. 13	Mar. 25, 1847	300	2,700	14,000	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1844.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Junior .....	Ship	378	Silas Tinkham .....	D. B. Greene & Co .....
Juno .....	Brig	166	— Howland .....	Benj. F. Howland .....
Lafayette .....	Ship	264	— Sulth .....	Edw. W. Howland .....
Lalla Rookh .....	do	32	O. Reyn. v. l. ....	J. A. Parker & Son .....
Lewis .....	do	300	J. R. Tallman .....	J. D. Thompson .....
Liverpool .....	do	300	— Devoll .....	Abraham Barker .....
Logan .....	do	300	— Chandler Gardner .....	I. Howland, Jr., & Co .....
London Packet .....	Bark	289	Thos. J. Howland .....	A. H. Howland .....
L. C. Richmond .....	Ship	344	— Wood .....	Daniel Wood .....
Liverpool, 2d .....	do	42	J. Wilcox .....	Thomas Wilcox .....
Morea .....	do	333	— Cushman .....	H. B. Howland .....
Majestic .....	do	395	— Smith .....	Thomas & Dow .....
Mary .....	do	28	Thomas Corey .....	I. Howland, Jr., & Co .....
Mayflower .....	do	33	— Gifford .....	John C. Haskell .....
Milton .....	do	38	— Cash .....	H. Taber & Co .....
Misericordia Smyth .....	do	31	— Fisher .....	I. Howland, Jr., & Co .....
Marcellus .....	Bark	210	— Smith .....	C. R. Tucker .....
Millwood .....	do	255	R. W. Hathaway .....	G. Allen .....
Margaret Scott .....	Ship	30	Benjamin Price .....	S. H. & W. Ingalls .....
Mercury .....	do	34	F. D. Haskell .....	I. Howland, Jr., & Co .....
Massachusetts .....	do	30	William B. Cash .....	O. & G. O. Crocker .....
Midea .....	do	39	E. W. Collins .....	John Coggeshall .....
Misericordia .....	do	40	J. S. Macomber .....	William Gifford .....
Mobile .....	do	32	Charles G. Smith .....	E. C. Jones .....
Montpelier .....	do	32	— Taber .....	J. R. Thornton .....
Moctezuma .....	do	43	William E. Tower .....	West & Paine .....
March .....	do	31	H. Howland .....	E. W. Howland .....
Niger .....	do	437	James Gray .....	Hathaway & Luce .....
New Bedford .....	do	357	T. C. Swain .....	I. Howland, Jr., & Co .....
Nile .....	do	32	— Hamlin .....	Hathaway & Luce .....
Nye .....	do	211	R. F. Pease .....	T. & A. R. Nye .....
Olympia .....	do	29	— Taber .....	Ashley & Phillips .....
Otranto .....	Bark	154	— Coggeshall .....	Cranston Wilcox .....
Pioneer .....	do	23	— Wolverton .....	J. D. Thompson .....
Pacific .....	Ship	387	Asa Hoyle .....	Jiroh Perry .....
Pacific, 2d .....	do	33	L. Little .....	A. Hobson .....
Roscoe .....	Bark	23	W. N. Bourne .....	Jona. Bourne, Jr. ....
Roman, 2d .....	Ship	350	A. H. Barker .....	At m. Barker .....
Sally Anco .....	do	315	G. H. Clark .....	D. B. Greene & Co .....
Selma .....	do	281	— Sulth .....	Rainey French .....
Stephania .....	do	31	Samuel Coggeshall .....	John Coggeshall .....
South Carolina .....	do	35	— Gardner .....	J. D. Thompson .....
Science .....	do	38	William Wood .....	J. H. Wood & Co .....
Tacitos .....	do	414	S. S. Hathaway .....	Swift & Allen .....
Two Brothers .....	do	28	Isaac H. Jenny .....	D. B. Greene & Co .....
Tuscaloosa .....	Bark	284	— Goodwin .....	Swift & Allen .....
William and Eliza .....	Ship	321	W. H. Whitfield .....	Henry Taber & Co .....
Wade .....	Bark	301	George W. Downs .....	A. H. Howland .....
Washington .....	Ship	343	— Whelden .....	Jona. Bourne, Jr. ....
Young Phoenix .....	do	372	— Mickell .....	J. A. Parker & Son .....
<i>Fairhaven, Mass.</i>				
Albion .....	Ship	320	— Hathaway .....	E. Sawin .....

showing returns of whaling-vessels

sailing from American ports—Continued.

Name	Managing owner or agent	Whaling-ground	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-wh.	Whale-oil.	Whale-bone.	
ham	D. R. Greene & Co.	South Seas	June 6	May 21, 1847	40	2,300	25,000	
eland	Benj. F. Howland	Atlantic	Oct. 10					Bought 1841; condemned at Saint Catherine's February, 1845.
ith	Edw. W. Howland	Pacific Ocean	Sept. 7	Aug. 21, 1847	95	800	7,000	
an	J. A. Parker & Son	N. W. Coast	Nov. 14	July 31, 1848	1,300	308	1,300	Sold 190 barrels whale at Saint Catherine's.
oll	Abraham Barker	Indian Ocean	July 25	Mar. 5, 1847	50	1,800	18,000	Sent home 14,000 pounds bone.
ardner	L. Howland, Jr., & Co.	Pacific Ocean	May 21	May 25, 1845	206	1,630	15,000	Third mate, John Francis, killed by a whale July, 1846.
owland	A. H. Howland	do	Oct. 12	Sept. 30, 1848	1,300	130		
od	Daniel Wood	N. W. Coast	Dec. 16	Mar. 30, 1848	4,000	530	4,000	
shman	Thomas Wilcox	do	June 27	June 21, 1847	76	1,910	0,000	Bought from New York 1841.
ith	B. B. Howard	Pac. and N. W.	July 10	Feb. 13, 1847	7	2,613		Bought from Boston 1841; withdrawn 1847.
	Thomas & Dow	N. W. Coast	July 21	May 5, 1848	400	1,200	2,000	Sent home 10,685 pounds bone; sold 200 sperm and 200 whale on voyage.
Corey	L. Howland, Jr., & Co.	Indian Ocean	June 10	Apr. 10, 1847	500	1,500	7,000	
ford	John C. Haskell	N. W. Coast	July 9	Oct. 24, 1847	125	1,770	12,000	Went into California trade 1849.
shier	H. Taber & Co.	Ind. and N. W.	July 1	Apr. 1, 1847	350	2,700	11,000	Sent home 32,700 pounds bone.
ith	L. Howland, Jr., & Co.	Pacific Ocean	Jan. 4	Sept. 19, 1845	13	2,150	21,000	
thway	C. R. Tucker	Indian Ocean	Nov. 20	Jan. 5, 1847	80			
	G. Allen	do	July 25	July 3, 1846	290	1,300	10,000	Second mate, Barney Merrick, drowned by capsizing of a boat, November 8, 1841.
n Price	S. H. & W. Ingalls	Indian and Pac.	Sept. 11	Aug. 10, 1847	115	1,800	14,000	Sent home 44 sperm.
skell	L. Howland, Jr., & Co.	Pacific Ocean	Nov. 19	Feb. 11, 1848	500	800	600	Sent home 8,828 pounds bone.
B. Cash	O. & G. O. Crocker	do	Sept. 5	June 2, 1848	2,300			First mate killed by a whale, October, 1845; sent home 150 sperm.
llina	John Coggeshall	Indian & N. W.	June 19	Apr. 30, 1847	100	1,400		Captain Collins died February 4, 1845.
omber	William G. Ford	N. W. Coast	Oct. 30	Mar. 3, 1847	800	2,100	4,000	Added 1841; sent home 40 sperm.
G. Smith	E. C. Jones	Pacific Ocean	Aug. 2	June 26, 1848	900	200		
aler	J. R. Thurston	N. W. Coast	Sept. 22	July 29, 1847	400	2,100	10,000	
E. Tower	West & Faino	do	July 10	Apr. 28, 1847	600	2,200	10,000	
and	E. W. Howland	do	July 12	May 25, 1847		2,300	7,000	
ray	Hathaway & Luce	Pacific Ocean	July 30	Nov. 28, 1847	1,450	1,450	5,000	Bought from Fairhaven, 1844; sent home 7,200 pounds bone.
ain	L. Howland, Jr., & Co.	do	July 17	Feb. 28, 1848	300	2,600	1,500	Built at Mattpoissett, 1841; sent home 95 sperm.
lanin	Hathaway & Luce	do	Sept. 19					Sent home 13,221 pounds bone.
aso	T. & A. R. Nye	do	Oct. 24	May 12, 1848	750	50	1,150	Sold to parties in San Francisco for whaling thence; shipped 1,050 sperm and 250 whale to London.
aber	Ashley & Phillips	N. W. Coast	Oct. 21	May 25, 1847	250	2,250	23,000	Sailed October 1; returned October 15th, damaged by a gale.
oggeshall	Cranston Wilcox	Indian Ocean	Dec. 3	Nov. 23, 1846	720			Bought from Boston, 1844.
Volvarton	J. D. Thompson	do	Aug. 19	Mar. 8, 1847	130	1,850	18,000	
ate	Josh Perry	Pacific Ocean	Oct. 21	July 5, 1848	2,500			Lost on a reef off Pernambuco, March 23, 1848; had 200 sperm and 2,000 whale; saved about 500 barrels.
	A. Robeson	South Seas	Aug. 20					
onne	Jona. Bourne, Jr.	Indian Ocean	June 18	Mar. 17, 1846	140	1,900	18,000	
arker	Alm. Barker	N. W. Coast	Nov. 2	July 28, 1847	850	2,130	1,500	
ark	D. R. Greene & Co.	Indian Ocean	July 7	Apr. 14, 1847	500	1,500	10,500	Sent home 9,500 bone.
nth	Rodney French	do	Nov. 4	May 1, 1846	900	1,600	12,000	
oggeshall	John Coggeshall	N. W. Coast	Aug. 3	June 29, 1847	200	1,650	11,000	
ardner	J. D. Thompson	Indian & N. W.	July 2	May 10, 1848	300	1,100	4,500	Sent home 40 whale.
Wood	J. B. Wood & Co.	N. W. Coast	July 3	May 27, 1847	100	2,500	14,000	Bought from Portland, Me., 1844; sold, 1847.
thway	Swift & Allen	New Zealand	July 27					Bought from Boston, 1841; lost on Island of Rotatonga, March 11, 1845.
Jenny	D. R. Greene & Co.	Indian Ocean	May 8	June 4, 1847	1,000	400	3,000	
oodwin	Swift & Allen	Pacific Ocean	Nov. 7					Lost in St. Matthew's Bay, Patagonia, Oct. 5, 1845; saved 500 barrels oil.
Whitfield	Henry Taber & Co.	do	Oct. 6	July 4, 1848	1,700			
W. Downs	A. H. Howland	Indian Ocean	June 28	Apr. 15, 1846	200	1,800	20,000	
Whelden	Jona. Bourne, Jr.	N. W. Coast	Dec. 2	May 29, 1847	100	2,100	1,500	Sent home 21,622 pounds bone.
lickell	J. A. Parker & Son	Pacific Ocean	Nov. 13	Oct. 17, 1848		1,800		
Hathaway	E. Sawin	Indian Ocean	Aug. 6	Mar. 31, 1847	80	1,720	15,000	New 1844; was absent 7 years and 9 months; brought 400 barrels cocoa-nut oil; shipped to England on voyage 2,600 barrels sperm, 950 whale, 1,450 cocoa-nut; sent home 324 whale, 19,000 bone.



412 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1844.</b>				
<i>Fairhaven, Mass.—Continued.</i>				
Belle.....	Bark...	38	Handy.....	Edmond Allen.....
Bnee.....	do.....	11	Cochran.....	M. O. Bradford.....
Clifford Wayne.....	Ship...	30	Howland.....	E. Sawin.....
Eric.....	do.....	45	Holly.....	Nathan Church.....
Friendship.....	do.....	36	W. J. Stott.....	Gibbs & Jenney.....
George.....	do.....	36	Swift.....	Fish & Huttonstone.....
Herald.....	do.....	36	Luce.....	Samuel Borden.....
Hesper.....	Bark...	42	Pease.....	L. Jenney & J. Tripp.....
James Munroe.....	Ship...	36	Harding.....	F. H. Whitwell.....
Kingston.....	do.....	31	T. Ellis, Jr.....	Nathan Church.....
Marcus.....	do.....	29	S. H. Taber.....	Lemuel Tripp.....
Martha, 2d.....	do.....	30	H. Stewart.....	Atkins Adams.....
<i>Holmes' Hole, Mass.</i>				
Ocmulgee.....	Ship...	45	Manter.....	Thomas Bradley.....
Pocahontas.....	do.....	34	do.....	do.....
<i>Nantucket, Mass.</i>				
Charles Carroll.....	Ship...	37	Thomas L. Andrews.....	W. C. Swain.....
Citizen.....	do.....	36	Hiram Bailey.....	C. G. and H. Coffin.....
Harvest.....	do.....	36	George D. Coffin.....	Edward Field.....
Henry.....	do.....	34	William Brown.....	Daniel Jones.....
Henry Clay.....	do.....	35	Edward C. Austin.....	Christopher Wyer.....
Henry Astor.....	do.....	37	Thomas Coffin, 2d.....	William B. Easton.....
Lexington.....	do.....	39	Edward Weeks.....	F. C. Sanford.....
Mariner.....	do.....	31	Albert Ray.....	Matthew Crosby.....
Mount Vernon.....	do.....	35	Henry Coleman.....	John H. Shaw.....
Nippon.....	do.....	40	John Gardner, 2d.....	J. H. Shaw & W. Folger.....
Omega.....	do.....	36	Charles H. Morion.....	Joseph Starbuck.....
Perryman.....	do.....	34	George B. Folger.....	William B. Coffin.....
Phoenix.....	do.....	32	Perry Winslow.....	T. & P. Maey.....
Plauter.....	do.....	34	Barzillai T. Folger.....	Gilbert Coffin.....
Two Brothers.....	Schooner	33	Charles Grant.....	Barret & Upton.....
Walter Scott.....	Ship...	33	do.....	do.....
<i>Falmouth, Mass.</i>				
Awaschenka.....	Ship...	34	Ephraim Eldridge.....	Thomas Swift.....
Hobomok.....	do.....	41	Roland B. Jones.....	Elijah Swift.....
Harriet.....	Schooner	100	Gilford.....	S. Dillingham.....
<i>Edgartown, Mass.</i>				
Alfred Tyler.....	Bark...	22	Luce.....	Alex. P. Weeks.....
Mary.....	Ship...	34	Pease.....	Abraham Osborne.....
Milton.....	Bark...	17	Sprague.....	Thomas Milton.....
Vineyard.....	Ship...	38	Coffin.....	Benjamin Worth.....
York.....	do.....	43	do.....	John O. Morse.....
<i>Westport, Mass.</i>				
Champion.....	Bark...	200	Sowle.....	Andrew Hicks.....
Catherwood.....	Brig...	191	Boodry.....	Thomas W. Mayhew.....
Dr. Franklin.....	Bark...	171	Francis.....	Job Davis.....
Mexico.....	Brig...	136	Wing.....	Davis & Corey.....
President.....	Bark...	167	Simonds.....	A. Hicks.....
Rajah.....	do.....	250	West.....	Henry Willcox.....
Theo. Chase.....	do.....	168	Ball.....	do.....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-vessel.	Managing owner or agent.
Allen	Edmond Allen
Bradford	M. O. Bradford
Sawin	E. Sawin
Church	Nathan Church
Gibbs & Jenney	Gibbs & Jenney
Huttonstone	Fish & Huttonstone
Bordea	Samuel Bordea
Jenney & J. Tripp	I. Jenney & J. Tripp
Whitwell	F. R. Whitwell
Church	Nathan Church
Tripp	Lemuel Tripp
Adams	Atkins Adams
Bradley	Thomas Bradley
Swain	W. C. Swain
Coffin	C. G. and H. Coffin
Field	Edward Field
Jones	Daniel Jones
Wyer	Christopher Wyer
Easton	William H. Easton
Sanford	F. C. Sanford
Crosby	Matthew Crosby
Shaw	John H. Shaw
Shaw & Folger	J. H. Shaw & W. Folger
Starbuck	Joseph Starbuck
Coffin	William B. Coffin
Macy	T. & P. Macy
Coffin	Gilbert Coffin
Upton	Barret & Upton
Swift	Thomas Swift
Swift	Elijah Swift
Dillingham	S. Dillingham
Weeks	Alex. P. Weeks
Osborno	Abraham Osborno
Milton	Thomas Milton
Worth	Benjamin Worth
Morse	John O. Morse
Hicks	Andrew Hicks
Mayhew	Thomas W. Mayhew
Davis	Job Davis
Carey	Davis & Carey
Hicks	A. Hicks
Willeox	Henry Willeox
do	do

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean.	Dec. 10	Sept. 10, 1852	350	.....	.....	
Atlantic Ocean.	Nov. 22	May 25, 1847	570	.....	.....	
Indian and Pac.	Oct. 22	July 26, 1847	1,200	.....	.....	
do	June 8	Feb. 27, 1847	330	3,370	13,000	Sent home 13,279 pounds bone.
Indian & N. W.	July 9	Feb. 24, 1846	230	2,400	12,000	Sent home 23,333 pounds bone, 1846.
Pacific & N. W.	Sept. 16	Feb. 12, 1846	230	2,400	4,000	
Indian Ocean.	Sept. 14	Apr. 6, 1847	100	1,000	8,500	
Pacific Ocean.	Sept. 11	Apr. 26, 1848	1,300	.....	.....	
Indian and Pac.	May 5	July —, 1847	1,250	1,050	12,000	Added 1844, from Nantucket.
Pacific Ocean.	Sept. 14	May 26, 1848	50	.....	.....	Captain Taber left the ship at Palto, Alek.
do	Oct. 22	July 20, 1847	900	800	4,000	
Indian Ocean.	Aug. 5	Nov. 27, 1847	1,000	800	7,000	
N. W. Coast.	Nov. 21	May 25, 1847	280	2,520	24,000	Added 1844, from New York.
Pacific Ocean.	May 15	July 20, 1840	1,100	950	9,000	
Pacific Ocean.	May 16	May 29, 1848	1,261	473	9,000	Bull 1844, at Boston; sold 150 sperm, 425 whale.
do	Aug. 25	July 17, 1840	1,302	1,175	5,000	Lost second mate, ten men, spars, boats, &c., by shipping a sea; returned January 8, 1845, and sailed again in 1845.
do	Oct. 18	.....	.....	.....	.....	Sold 70 barrels whale.
do	July 1	Apr. 24, 1848	1,150	480	4,000	Sold 91 barrels sperm.
do	June 10	Aug. 15, 1847	2,756	.....	.....	Sold 130 barrels sperm.
do	Oct. 14	Oct. 10, 1848	1,790	.....	.....	Sold 220 sperm, 30 whale.
do	June 26	July 7, 1848	1,560	1,374	.....	
do	July 31	Sept. 15, 1848	1,236	405	3,000	
do	Oct. 3	Oct. 2, 1848	2,607	10	.....	Lost boats, spars, &c., in a gale, October 6; returned and sailed again November 8; sold to Mattapovett 1848.
do	Nov. 29	.....	.....	.....	.....	Built 1844; Captain Gardner left the ship at Sandwich Islands, sick; sunk at sea, homeward bound, January 12, 1849, bottom bored by worms.
do	Oct. 20	July 4, 1848	1,095	.....	.....	
do	Oct. 1	Jan. 29, 1848	1,515	.....	.....	
do	Sept. 17	June 3, 1848	1,048	24	.....	
do	Sept. 15	Apr. 26, 1847	1,276	914	7,500	Lost second mate, Andrew Brock, and two men by boat capsizing.
Atlantic	.....	June —, 1844	.....	20	.....	
Pacific Ocean.	Aug. 31	Mar. 10, 1849	1,868	53	.....	Sold to Edgartown.
South Sea.	June 7	July 22, 1848	1,400	1,190	10,000	
Pacific Ocean.	June 14	Apr. 29, 1845	1,000	1,00	.....	Added 1844.
Atlantic	May 16	Mar. 18, 1845	50	.....	.....	
Pacific Ocean.	Oct. 30	July 22, 1848	950	50	.....	Bought from New York 1844; sent home 85 handles bone.
do	Dec. 1	Apr. 20, 1848	400	1,300	10,000	First mate, Peter West, died at Valparaiso, May, 1847; sent home 109 sperm.
Atlantic	May 11	Dec. 21, 1845	60	340	.....	Bark Milton added 1844; withdrawn in 1846; Captain Sprague left the ship and came home sick.
Pacific Ocean.	Sept. 10	May 22, 1847	400	2,000	20,000	Sold 1847.
do	Apr. 28	Mar. 2, 1847	500	2,100	20,000	
Atlantic	Sept. 18	June 11, 1845	200	40	.....	
do	Jan. 25	July 2, 1845	750	.....	.....	Captain Doodry died November 14, 1844; first mate, Leonard, took command.
do	May 13	June 1, 1845	550	21	.....	
do	Apr. 12	Aug. 9, 1845	320	.....	.....	
do	Aug. 3	June 2, 1845	350	450	1,800	
Pacific Ocean.	Sept. 27	May 21, 1847	303	1,550	16,000	Added 1844.
Atlantic	Oct. 26	Dec. 8, 1845	800	.....	.....	

414 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Cap'n.	Managing owner or agent.
<b>1844.</b>				
<i>Mattapoisett, Mass.</i>				
Annawan	Brig	153	Dexter	Seth Freeman
Elizabeth	Bark	214	Jenny	R. L. Barstow
Edward	Brig	134	Southworth	Wilson Barstow
Joseph Meigs	Ship	338	Taber	Jos. Meigs
Mattapoisett	Bark	153	Brightman	Leonard Hammond
Sarah	do	171	Mathew	C. Barstow & Son
Solon	Brig	129	Dillingham	A. Daggett
Willis	Bark	163	Higgins	R. L. Barstow
<i>Wareham, Mass.</i>				
America	Brig	148	Delano	M. S. F. Tobey
Geo. Washington	Ship	374	Russell	S. C. Gibbs
<i>Provincetown, Mass.</i>				
Belle Isle	Schooner	104	Smith	Eben Cook
Edwin	do	103	Cook	Parker Cook
Esquimaux	Brig	163	Nickerson	Timothy P. Johnson
Gem	Schooner	114	Genn	Seth Nickerson
Joshua Brown	Brig	163	Winslow	E. S. Smith
John B. Dods	Schooner	98	Cook	Samuel Cook
Louisa	do	123	Cook	D. Small
Medford	Brig	130	Tilson	Abraham Small
Pacific	Schooner	130	Cook	Samuel Soper
Rhenzi	Brig	188	Small	Abraham Small
Rhenzi	Bark	188	Cook	Samuel Soper
Spartan	Schooner	101	Swift	Samuel Soper
Strauger	Bark	101	Swift	Samuel Soper
Sannel and Thomas	Bark	101	Swift	Samuel Soper
<i>Sippican, Mass.</i>				
Quito	Brig	140	Chase	J. S. Bates
<i>Plymouth, Mass.</i>				
Exchange	Schooner	99	Hopkins	Richard W. Holmes
Marnealbo	Brig	93	Nickerson	Atwood L. Drew
<i>Freetown, Mass.</i>				
Elizabeth	Bark	349	Ellis Gifford	E. P. Hathaway
Harriet	do	283	Darfee	
<i>Providence, R. I.</i>				
Balence	Ship	322	Reed	W. Humphrey
Cassander	do	299	King	Nathaniel Potter
Envoy	do	392	Fisher	Amherst Everett
Richmond	Bark	156	Swift	Pearce & Bullock
<i>Bristol, R. I.</i>				
Emlgrant	Bark	180	Shearman	Sammel Church
Troy	Brig	156	Grinnell	
<i>Warren, R. I.</i>				
Charlot	Ship	360	Luce	N. M. Wheaton
Exchange	Bark	180	Merry	John R. Wheaton
Hoglev	Ship	292	Townsend	do
Henry Tuko	do	363	Champlin	Joseph Smith
Hopewell	do	413	Littlefield	Burr & Smith
Luminary	do	432	Cleveland	Joseph Smith
<i>Newport, R. I.</i>				
Geo. Champlin	Ship	361	Swan	N. S. Ruggles

Showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling- ground.	Date— Of sailing. Of arrival.	Result of voyage. Sperm-oil. Whale-oil. Whale-bone.	Remarks.			
Atlantic	Nov. 28	June 3, 1846	470	1,000	Sent home 500 barrels sperm.	
Indian Ocean	July 17	May 16, 1846	340	128	Withdrawn 1846.	
Atlantic	Oct. 23	Oct. 30, 1845	320	240	Burned at anchor at Mattapoisett, June 27, 1846.	
Indian and Pac.	Sept. 25	June 19, 1846	240	2,368	Sold to Westport 1846.	
Atlantic	July 7	Aug. 5, 1846	350	.....	Sent home 200 barrels oil.	
do	Apr. 10	Feb. 14, 1846	550	.....	Added 1844; bought from Sippican.	
do	Nov. 12	Aug. 28, 1846	10	.....	Added 1844; first mate killed by a whale	
do	June 6	Aug. 11, 1845	250	.....	December, 1844.	
do	July 9	Sept. 20, 1845	220	.....	Sold to Mattapoisett 1846.	
Pacific Ocean	July 26	Aug. 3, 1847	400	1,600	6,000	
Atlantic	Jan. 26	Oct. 5, 1844	160	.....		
do	.....	July —, 1844	34	2		
do	Jan. 20	Sept. 29, 1844	70	.....		
do	July 20	Oct. 20, 1845	500	.....	Withdrawn 1845.	
do	Apr. 9	June 18, 1845	170	8	Withdrawn 1846.	
River Plate	Nov. 13	Mar. 15, 1846	50	50		
Atlantic	May 15	Oct. 16, 1844	.....	250	Added 1844.	
do	May 15	Sept. 29, 1844	274	6		
do	Nov. 30	May 14, 1846	440	.....		
do	Mar. 7	July 30, 1844	23	.....		
Bay Mexico	May 1	Oct. 31, 1844	300	.....	Added 1843 from Boston.	
Atlantic	.....	.....	.....	.....		
Brazil Banks	Jan. 26	Apr. 6, 1845	754	.....		
do	.....	Sept. —, 1844	.....	24		
Atlantic	Dec. 17	May 29, 1846	470	11		
Atlantic	Jan. 9	Sept. 21, 1845	280	4		
Atlantic	Dec. 14	Oct. 10, 1844	200	.....		
do	Apr. 29	Dec. 27, 1844	30	2		
Indian Ocean	July 14	.....	.....	1,100	Burned at Feejee Islands, February, 1846; cargo saved; added 1844; sent home 10,000 pounds bone and 128 barrels sperm. Condemned at Pernambuco, August, 1848.	
do	July 11	.....	.....	1,250		
N. W. Coast	June 7	May 19, 1847	154	1,10	12,000	A portion of the bone was on freight; sold 1847.
do	Oct. 7	Aug. 26, 1847	200	1,80	2,500	Withdrawn 1847; sold to New Bedford.
Indian and N. W.	July 7	Feb. —, 1847	154	2,854	50,000	Added 1844; sent home 19,654 pounds bone.
N. W. Coast	Oct. 19	Apr. 7, 1847	111	3,200	17,000	
Indian Ocean	Nov. 11	Feb. 2, 1847	27	13	.....	Sold to New Bedford 1848.
South Atlantic	Oct. 19	July 4, 1846	250	.....		
N. W. Coast	June 20	June 7, 1847	350	2,350	23,000	Sold for California 1848.
Indian Ocean	May 12	O. E. 7, 1846	350	.....		
Pacific Ocean	Sept. 4	Sept. 15, 1848	86	140	.....	
N. W. Coast	May 28	June 13, 1848	400	2,600	14,600	Added 1844; sent home 2,033 pounds bone; withdrawn 1849.
do	Aug. 1	Mar. 8, 1848	170	3,000	10,000	Added 1844 from New York.
Indian Ocean	May 21	Sept. 29, 1847	70	2,730	8,600	Sold for California 1848; sent home 23,931 pounds bone.
N. W. Coast	Nov. 3	.....	.....	.....	.....	Shipped 500 sperm, 21,000 pounds bone to London; from Sidney; changed her name to Sacramento and went into the Califor- nia trade 1851; sent home 1,750 whale.

Whaling- ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Nov. 28	June 3, 1846	470	.....	1,000	Sent home 500 barrels sperm.
Indian Ocean	July 17	May 16, 1846	340	128	.....	Withdrawn 1846.
Atlantic	Oct. 23	Oct. 30, 1845	320	240	.....	Burned at anchor at Mattapoisett, June 27, 1846.
Indian and Pac.	Sept. 25	June 19, 1846	240	2,368	.....	Sold to Westport 1846.
Atlantic	July 7	Aug. 5, 1846	350	.....	.....	Sent home 200 barrels oil.
do	Apr. 10	Feb. 14, 1846	550	.....	.....	Added 1844; bought from Sippican.
do	Nov. 12	Aug. 28, 1846	10	.....	.....	Added 1844; first mate killed by a whale
do	June 6	Aug. 11, 1845	250	.....	.....	December, 1844.
do	July 9	Sept. 20, 1845	220	.....	.....	Sold to Mattapoisett 1846.
Pacific Ocean	July 26	Aug. 3, 1847	400	1,600	6,000	
Atlantic	Jan. 26	Oct. 5, 1844	160	.....	.....	
do	.....	July —, 1844	34	2	.....	
do	Jan. 20	Sept. 29, 1844	70	.....	.....	
do	July 20	Oct. 20, 1845	500	.....	.....	Withdrawn 1845.
do	Apr. 9	June 18, 1845	170	8	.....	Withdrawn 1846.
River Plate	Nov. 13	Mar. 15, 1846	50	50	.....	
Atlantic	May 15	Oct. 16, 1844	.....	250	.....	Added 1844.
do	May 15	Sept. 29, 1844	274	6	.....	
do	Nov. 30	May 14, 1846	440	.....	.....	
do	Mar. 7	July 30, 1844	23	.....	.....	
Bay Mexico	May 1	Oct. 31, 1844	300	.....	.....	Added 1843 from Boston.
Atlantic	.....	.....	.....	.....	.....	
Brazil Banks	Jan. 26	Apr. 6, 1845	754	.....	.....	
do	.....	Sept. —, 1844	.....	24	.....	
Atlantic	Dec. 17	May 29, 1846	470	11	.....	
Atlantic	Jan. 9	Sept. 21, 1845	280	4	.....	
Atlantic	Dec. 14	Oct. 10, 1844	200	.....	.....	
do	Apr. 29	Dec. 27, 1844	30	2	.....	
Indian Ocean	July 14	.....	.....	1,100	.....	Burned at Feejee Islands, February, 1846; cargo saved; added 1844; sent home 10,000 pounds bone and 128 barrels sperm. Condemned at Pernambuco, August, 1848.
do	July 11	.....	.....	1,250	.....	
N. W. Coast	June 7	May 19, 1847	154	1,10	12,000	A portion of the bone was on freight; sold 1847.
do	Oct. 7	Aug. 26, 1847	200	1,80	2,500	Withdrawn 1847; sold to New Bedford.
Indian and N. W.	July 7	Feb. —, 1847	154	2,854	50,000	Added 1844; sent home 19,654 pounds bone.
N. W. Coast	Oct. 19	Apr. 7, 1847	111	3,200	17,000	
Indian Ocean	Nov. 11	Feb. 2, 1847	27	13	.....	Sold to New Bedford 1848.
South Atlantic	Oct. 19	July 4, 1846	250	.....	.....	
N. W. Coast	June 20	June 7, 1847	350	2,350	23,000	Sold for California 1848.
Indian Ocean	May 12	O. E. 7, 1846	350	.....	.....	Sold to New Bedford, 1847.
Pacific Ocean	Sept. 4	Sept. 15, 1848	86	140	.....	
N. W. Coast	May 28	June 13, 1848	400	2,600	14,600	Added 1844; sent home 2,033 pounds bone; withdrawn 1849.
do	Aug. 1	Mar. 8, 1848	170	3,000	10,000	Added 1844 from New York.
Indian Ocean	May 21	Sept. 29, 1847	70	2,730	8,600	Sold for California 1848; sent home 23,931 pounds bone.
N. W. Coast	Nov. 3	.....	.....	.....	.....	Shipped 500 sperm, 21,000 pounds bone to London; from Sidney; changed her name to Sacramento and went into the Califor- nia trade 1851; sent home 1,750 whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1844.</b>				
<i>Newport, R. I.—Continued.</i>				
Helen .....	Brig .....	120	T. B. Peabody .....	William Price .....
Le Baron .....	Bark .....	170	James Price .....	do .....
Pocahontas .....	Brig .....	114	— Barker .....	Samuel Barker .....
William Lee .....	Ship .....	31 t	— Wimpenny .....	J. S. Monroe .....
<i>Lynn, Mass.</i>				
Ninus .....	Ship .....	260	— Wyatt .....	Andrews Breed .....
<i>Salem, Mass.</i>				
Elizabeth .....	Ship .....	39 <sup>c</sup>	— Hall .....	S. C. Phillips .....
<i>Sonerset, Mass.</i>				
Pilgrim .....	Bark .....	137	— Clark .....	George B. Hood .....
<i>Cold Spring, Mass.</i>				
Alice .....	Bark .....	281	— Smith .....	John H. Jones .....
Huntsville .....	Ship .....	523	— Howe .....	do .....
Splendid .....	do .....	473	— Fordham .....	do .....
<i>Stonington, Conn.</i>				
America .....	Ship .....	464	— Nash .....	Charles P. Williams .....
Bolton .....	Bark .....	220	— Barber .....	do .....
Charles Phelps .....	Ship .....	362	— Pendleton .....	do .....
Eugene .....	do .....	297	— Pendleton .....	Pendleton & Trumbull .....
Mercury .....	do .....	393	— Hubbard .....	C. P. Williams .....
Mary and Susan .....	do .....	392	— Pendleton .....	John F. Trumbull .....
Newark .....	do .....	323	— Gray .....	Pendleton & Trumbull .....
Newburyport .....	Bark .....	311	— Brewster .....	C. P. Williams .....
Prudent .....	do .....	30 <sup>c</sup>	— Stevens .....	J. F. Trumbull .....
Sophia and Eliza .....	Ship .....	200	— Stevens .....	do .....
United States .....	do .....	244	— Barum .....	Pendleton & Stout .....
Warsaw .....	do .....	332	— Hull .....	Abner Bassett .....
<i>New London, Conn.</i>				
Armata .....	Ship .....	413	— Frink .....	Thomas Fitch, 2d .....
Bengal .....	Schooner .....	304	— Perkins .....	Joseph Lawrence .....
Betsy .....	do .....	125	— Long .....	Perkins & Smith .....
Chas. Carroll .....	Ship .....	404	— Chester .....	N. & W. W. Billings .....
Charleston .....	do .....	373	— Kelley .....	Perkins & Smith .....
Columbia .....	do .....	493	— Bailey .....	Frink, Chew & Co .....
Com. Perry .....	Bark .....	270	— Huntley .....	Williams & Barnes .....
Columbus .....	Brig .....	159	— Harris .....	Weaver & Rogers .....
Ceres .....	Bark .....	176	— Douglass .....	Havens & Smith .....
Dove .....	Ship .....	145	— Steel .....	Thomas Fitch, 2d .....
Dromo .....	Ship .....	306	— Bolls .....	Learned & Stoddard .....
Exilo .....	Schooner .....	70	— Mitchell .....	William Tate .....
Fame .....	Bark .....	258	— Stroud .....	Perkins & Smith .....
Franklin .....	Schooner .....	119	— Marks .....	William Tate .....
Garland .....	do .....	60	— Smith .....	Thomas Fitch, 2d .....
Hibernia .....	Ship .....	551		

Showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-vessel.	Managing owner or agent.
Body	William Price
do	do
Kor	Samuel Barker
Penney	J. S. Monroe
Watt	Andrews Breed
W. H.	S. C. Phillips
Wark	George B. Hood
Waltham	John H. Jones
Wowe	do
Wardham	do
Wash	Charles P. Williams
Washer	do
Wendleton	do
Wendleton	Pendleton & Trumbull
Wendleton	C. P. Williams
Wendleton	John F. Trumbull
Wendleton	Pendleton & Trumbull
Werny	C. P. Williams
Wroster	C. P. Williams
Wrosters	J. F. Trumbull
Stevens	do
Stearns	Pendleton & Stuart
Hull	Abner Bassett
Frink	Thomas Fitch, 2d
Perkins	Joseph Lawrence
Long	Perkins & Smith
Chester	N. & W. W. Billings
Kelley	Perkins & Smith
Balley	Frink, Chew & Co.
Huntley	Williams & Barnes
Harris	Weaver & Rogers
Douglass	Havens & Smith
Stool	Thomas Fitch, 2d
Bolls	Learned & Stoddard
Mitchell	William Tate
Stroud	Perkins & Smith
Marks	William Tate
Smith	Thomas Fitch, 2d

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	May 26	Aug. 22, 1845				Sold 1847.
do	Oct. 10	Aug. 23, 1846	320	15	15	Added 1844 from Mattapoisett; sold to New Bedford 1846.
South Atlantic	May 10	Aug. 29, 1844		15		Returned in consequence of a mutiny among the crew; withdrawn 1844.
Pacific Ocean	July 10	Oct. 12, 1847	500	1,300	12,000	
N. W. Coast	Aug. 30	May 24, 1847	150	1,850	19,000	Sent home 8,604 pounds bone; sold 1847.
Pacific Ocean	Dec. 17	May 15, 1848	620	1,580	14,600	
Atlantic	Dec. 19	June 4, 1846	117	30		
N. W. Coast	Sept. 18	June 17, 1846	156	2,000	19,000	Added 1844.
do	Oct. 23	June 29, 1847	200	2,900	31,000	Added 1844; third mate, — Weeks, killed by a whale, December, 1845.
do	June 28	Apr. 26, 1848		2,400	12,000	Added 1844; sent home 12,016 pounds bone; second mate, John Drury, died at Honolulu, March, 1845.
N. W. Coast	Dec. 16	June 17, 1847	150	2,650	25,000	Sold to New Bedford for California trade 1848.
Croizette Island	July 1	Mar. 30, 1845		600		
Indian Ocean	June 25	Apr. 15, 1847	50	1,750	16,000	
do	July 15	May 20, 1847	56	1,730	16,000	
Chili and N. W. Indian Ocean	July 30	Apr. 13, 1846	70	2,000	17,000	
do	July 30	May 23, 1847	100	2,650	20,000	Sent home 11,000 pounds bone; added 1844
Chili and N. W. Indian Ocean	June 20	Apr. 30, 1846	250	2,000	20,000	
do	July 8	Mar. 5, 1847	100	2,900	16,000	Added 1844.
N. W. Coast	Sept. 11	Mar. 1, 1847	25	2,300	20,000	Added 1844.
Indian Ocean	July 22					Run into by British bark Wellington, latitude 18° south, longitude 17° west, and abandoned in a sinking condition; added 1844 from Duxbury.
N. W. Coast	Sept. 27	July 20, 1847	60	1,540	7,900	
do	Dec. 1	May 12, 1847	100	800		Added 1844; withdrawn 1847.
Indian and N. W. South Atlantic	Aug. 1	Apr. 13, 1846	120	2,775	22,000	Added 1844 from Salem; sent home 68 barrels sperm and 14,000 pounds bone.
do	May 21	Mar. 9, 1847		2,100		Lost in Straits of Magellan, January 3, 1845.
Sealing	July 19					Added 1844.
Desolat'n Isl'd.	June 26	July 30, 1845		3,200	17,000	Added 1844 from Boston; sold 1847.
Indian and N. W.	June 26	Mar. 10, 1847	50	3,150	36,000	Lost January 6, 1846, on Sydenham's Island with 2,700 barrels oil.
do	June 18					
do	Aug. 20	May 24, 1847	250	1,750	6,000	Sent home 9,320 pounds bone; sold 200 barrels oil at Sidney; sold 1847 to be broken up.
Atlantic	May 28	Mar. 16, 1846	200	70		Condemned at Rio Janeiro 1847; sold whale oil; shipped sperm home.
N. W. Coast	Oct. 12		100	1,000		
Indian Ocean	June 14	Aug. 16, 1846	550			Added 1844 from Boston; sent home — pounds bone.
Chili and N. W.	June 20	Mar. 10, 1847	600	2,300	9,000	Added 1844.
Desolat'n Isl'd.	July 17	Jan. 8, 1846		322	8,500	Added 1844.
do	June 18					First mate, — Penny, killed by a whale; added 1844 from Boston; went into the slave trade 1847.
do	June 5	Apr. 7, 1846		500		Added 1844; lost on Desolation Island 1848.
do	June 17					
Ind. and N. W.	Aug. 13	Aug. 11, 1847		4,000	10,000	Added 1844; sent home 16,000 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1844.</b>				
<i>New London, Conn.—Continued.</i>				
Hand.....	Schooner	82	Butler.....	Perkins & Smith.....
Helvetia.....	Ship	332	Porter.....	Joseph Lawrence.....
Henry Thompson.....	do	311	Andrews.....	Frick, Chew & Co.....
India.....	do	43	Miller.....	Havens & Smith.....
Indian Chief.....	do	401	Hemsted.....	Frick, Chew & Co.....
Isaac Hicks.....	Ship	43	Haynes.....	do.....
Izaak Walton.....	do	44	Rice.....	Jos. Lawrence.....
Jason.....	do	33	Fitch.....	N. & W. W. Billings.....
Jefferson.....	do	39	Slate.....	Learned & Stoddard.....
John and Elizabeth.....	do	29	Harris.....	William P. B. Johnson.....
Julius Caesar.....	do	317	Walker.....	Havens & Smith.....
Louvre.....	do	37	Lyons.....	Learned & Stoddard.....
Mogul.....	do	39	Green.....	Lyman Allen.....
Montezuma.....	do	42	Andrews.....	Williams & Barnes.....
Merrimack.....	do	41	Baker.....	do.....
Morrison.....	do	56	Destin.....	Havens & Smith.....
Neptune.....	do	28	Greene.....	do.....
North America.....	do	38	Oat.....	do.....
Phoenix.....	do	40	Richards.....	do.....
Superior.....	do	406	Skinner.....	N. & W. W. Billings.....
Shaw Perkins.....	Sloop	53	Hart.....	do.....
Tenedos.....	Bark	245	Carr.....	Perkins & Smith.....
Venice.....	do	353	Constable.....	Jos. Lawrence.....
Vesper.....	do	321	Lester.....	Weaver & Rogers.....
<i>Greenport, N. Y.</i>				
Lucy Ann.....	Ship	309	Clark.....	Williams & Barnes.....
Nova.....	do	302	Brown.....	Wiggins, Parsons & Cook.....
Phillip, 1st.....	Bark	293	Case.....	Ireland, Wells & Carpenter.....
Romanok.....	do	25	Carr.....	do.....
Washington.....	Ship	331	Baldwin.....	Wiggins & Parsons.....
<i>New Suffolk, N. Y.</i>				
Gentleman.....	Bark	237	Corwin.....	do.....
<i>Sag Harbor, N. Y.</i>				
Acasta.....	Bark	284	Payne.....	Ira B. Tenthill.....
Acleope.....	Ship	377	Harlow.....	John Budd.....
Arabella.....	do	367	Halsey.....	Post & Sherry.....
Barbara.....	Bark	30	Babeock.....	N. & G. Howell.....
Franklin.....	Ship	301	French.....	Charles T. Dering.....
Hamilton.....	do	322	Halsey.....	Hunting Cooper.....
Hudson.....	do	365	Babeock.....	C. T. Dering.....
Italy.....	do	399	Nickerson.....	L. D. Cook & H. Green.....
John Wells.....	do	366	Weld.....	David G. Floyd.....
Levant.....	do	323	Hedges.....	Thomas Brown.....
Martha.....	do	369	Havens.....	Tiffany & Bennett.....
Niantle.....	do	452	Drake.....	L. D. Cook & H. Green.....
Nimrod.....	Bark	280	Slate.....	C. T. Dering.....
Noble.....	do	273	Fowler.....	do.....
Ontario.....	Ship	365	Howes.....	do.....
Ohio.....	do	295	Greene.....	S. & B. Hunting & Co.....
			Lowen.....	Post & Sherry.....





Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1844.</b>				
<i>Sag Harbor, N. Y.—Continued.</i>				
Oscar .....	Ship	369	Ludlow .....	Hunting Cooper .....
Panama .....	do	467	Crowell .....	N. & G. Howell .....
Phoenix .....	do	314	Braggs .....	Cook & Green .....
Portland .....	do	293	Wade .....	S. & B. Hunting & Co. .....
Salem .....	do	450	Hand .....	Mulford & Sleight .....
S. Richards .....	do	454	Dering .....	do .....
St. Lawrence .....	do	523	Baker .....	Cook & Green .....
Sabina .....	do	416	Vail .....	C. T. Dering .....
Thos. Dickason .....	do	454	Lowen .....	Mulford & Sleight .....
Timor .....	do	289	Edwards .....	H. Cooper .....
Wiscaesot .....	do	380	Palne .....	S. & B. Hunting & Co. .....
<i>Mystic, Conn.</i>				
Atlantic .....	Ship	291	Keeny .....	Charles Mallory .....
Alibree .....	Bark	378	Burrows .....	I. & W. P. Randall .....
Bingham .....	Ship	375	Eldredge .....	C. Mallory .....
Congress .....	Bark	280	Lester .....	I. & W. P. Randall .....
Coriolanus .....	Ship	268	Appleton .....	C. Mallory .....
Meteor .....	do	325	Lester .....	I. & W. P. Randall .....
Shepherdess .....	do	273	Chift .....	do .....
<i>Bridgeport, Conn.</i>				
Harvest .....	Bark	263	Hrooks .....	Sherwood Sterling .....
Stieglitz .....	Ship	350	Youngs .....	do .....
<b>1845.</b>				
<i>New Bedford, Mass.</i>				
Abm. H. Howland .....	Ship	414	Washington Walker .....	Abm. H. Howland .....
Abm. Barker .....	do	400	Brayton .....	Abraham Barker .....
Addison .....	do	426	West .....	Isaac E. Richmond .....
Alfred .....	Schooner	180	J. P. Davenport .....	Pops & Morgan .....
America .....	Ship	418	Crowell .....	I. Howland, jr., & Co. .....
Ann Alexander .....	do	253	Sawtelle .....	Geo. Howland .....
Archer .....	do	323	M. Snell .....	Tobey & Ricketson .....
Bahama .....	do	301	Dexter .....	J. & J. Howland .....
Bramin .....	Bark	245	Macomber .....	Gideon Allen .....
Callao .....	Ship	324	Sisson .....	Henry Taber & Co. .....
Ceres .....	do	328	Adams .....	Thomas Knowles & Co. .....
Canton, 2d .....	do	280	Taber .....	Charles R. Tucker & Co. .....
Canton Packet .....	do	274	H. Shearman .....	I. H. Bartlett .....
C. W. Morgan .....	do	353	J. D. Sampson .....	C. W. Morgan .....
Charles .....	do	296	E. Coan .....	Samuel Rodman .....
Copia .....	do	315	D. H. Taber .....	Lemuel Kollock .....
Clarlee .....	Bark	237	Wady .....	Pope & Morgan .....
Chill .....	Ship	291	H. H. Ricketson .....	B. B. Howard .....
Cowper .....	do	391	J. R. Hatheway .....	do .....
Dimou .....	Bark	220	Abner Smith .....	Ingalls & Lucas .....
Dragon .....	do	196	Bennett .....	Tobey & Ricketson .....
Edward .....	Ship	339	J. S. Barker .....	Pope & Morgan .....

sailing from American ports—Continued.

owing returns of whaling-vessels

Whaling-ground.	Date—	Result of voyage.	Remarks.			
of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.		
Crozettes	Oct. 31	Nov. 13, 1845	.....	700	5,600	Bought from New York 1844; returned in consequence of a mutiny among the crew.
N. W. Coast	May 21	May 26, 1847	80	2,920	10,000	
do	Oct. 10	June 5, 1847	.....	1,500	8,000	
New Zealand	June 1	June 5, 1848	100	1,300	12,000	Added 1844 from New York.
N. Z. and N. W.	Oct. 14	Apr. 29, 1848	300	1,470	12,000	Sold 1847.
New Zealand	May 2	July 26, 1847	70	1,800	.....	Added 1844; sent home 29,682 pounds bone.
N. W. Coast	July 29	May 20, 1848	300	4,500	11,000	Added 1844 from New York; sold 1847.
do	June 21	May 24, 1847	60	1,940	18,000	Sold 1847.
Cook & Green	Aug. 12	Apr. 14, 1847	.....	3,200	10,000	
do	July 1	May 1, 1846	140	2,310	29,000	Withdrawn 1847.
Mulford & Sleight	Sept. 27	Feb. 19, 1847	.....	3,700	34,000	
N. W. Coast	July 15	May 25, 1847	.....	2,300	9,000	Added 1844 from Bridgeport; lost 1847.
do	July 22	Apr. 8, 1847	150	2,100	20,000	Added 1844 from New York; Captain Burrows came home sick; Captain Avery took command; Captain Avery was killed by a whale 1846; withdrawn 1847.
do	May 23	Mar. 12, 1846	80	2,350	22,000	Sent home 150 sperm, 2,150 whale, and 20,000 pounds bone.
Ind. and N. W.	Oct. 12	Apr. 6, 1847	150	2,150	20,000	Added 1844 from Boston.
N. W. Coast	Oct. 3	July 7, 1847	70	1,000	5,000	
Ind. and N. W.	Sept. 15	Apr. 8, 1847	200	1,800	20,000	Sent home 10,000 pounds bone.
do	Sept. 3	June 5, 1847	150	1,700	16,000	
South Seas	June 27	May 26, 1847	400	1,400	5,000	Sold to New Bedford 1847.
N. W. Coast	Aug. 7	June 30, 1849	300	2,200	22,000	Added 1844; sold 1,200 barrels whale at Hobart Town; sold to New Bedford and withdrawn for California.
Ind. and N. W.	Sept. 2	Apr. 2, 1848	125	3,475	.....	Built at New Bedford 1845.
Pac. and N. W.	Sept. 25	May 4, 1848	500	2,400	15,000	Built at Fairhaven 1845.
N. W. Coast	Oct. 13	Apr. 4, 1848	150	2,650	11,000	First mate, Daniel Borden, died at sea June 13, 1847; sent home 15,877 pounds bone and 100 sperm.
Pacific Ocean	Aug. 28	Apr. 28, 1852	53	.....	.....	Built at Baltimore 1845; sold and sent home 2,147 barrels sperm.
N. W. Coast	Oct. 21	Apr. 24, 1848	80	1,800	2,000	Went into the California trade 1849; sent home 17,300 pounds of bone.
Pacific Ocean	Nov. 11	Nov. 4, 1849	1,243	12	.....	
Pac. and N. W.	May 27	Oct. 9, 1847	400	1,150	11,800	
Pacific Ocean	Oct. 23	May 7, 1849	1,800	180	1,000	
Atl. and Ind.	Aug. 31	Sept. 5, 1847	370	100	4,000	
Pacific Ocean	Aug. 19	July 1, 1849	2,007	81	.....	Sent home 110 sperm.
Ind. and N. W.	July 23	.....	.....	.....	.....	Bought from Wilmington 1845; lost in Torres Straits 1849.
Indian Ocean	July 29	June 15, 1847	150	1,850	.....	Sent home 9,679 pounds bone.
Pacific Ocean	Oct. 15	Oct. 12, 1849	1,747	87	500	Badly burned at Fejee Islands by crew June, 1846; repaired at Sydney.
do	Jan. 10	Dec. 9, 1848	2,100	100	.....	Sent home 70 sperm.
do	July 8	May 6, 1849	1,759	.....	.....	
Ind. and N. W.	June 17	May 5, 1848	290	2,100	6,000	
Pacific Ocean	Oct. 13	July 21, 1846	40	30	.....	Sent home 36 sperm.
Indian Ocean	July 10	June 29, 1848	150	1,550	10,000	Bought from Nowburyport 1845; withdrawn 1848.
Ind. and N. W.	June 3	Sept. 24, 1848	150	2,750	23,000	Formerly a brig; bought from New York 1845; sent home 125 sperm; sold for California 1848.
Atlantic	June 18	Sept. 2, 1848	700	.....	.....	Sailed; returned July 12 leaking badly; lost 1847.
South Atlantic	Aug. 13	.....	.....	.....	.....	
Ind. and N. W.	July 15	Apr. 5, 1849	179	2,050	7,400	Bought from Hudson 1845; Captain B. marched with his crew to relief of garrison at San José 1846. Captain B. left ship afterward and came home sick; sold to go to California 1849; sold to Nantucket 1851.

Whaling-ground.	Date—	Result of voyage.	Remarks.			
of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.		
Crozettes	Oct. 31	Nov. 13, 1845	.....	700	5,600	Bought from New York 1844; returned in consequence of a mutiny among the crew.
N. W. Coast	May 21	May 26, 1847	80	2,920	10,000	
do	Oct. 10	June 5, 1847	.....	1,500	8,000	
New Zealand	June 1	June 5, 1848	100	1,300	12,000	Added 1844 from New York.
N. Z. and N. W.	Oct. 14	Apr. 29, 1848	300	1,470	12,000	Sold 1847.
New Zealand	May 2	July 26, 1847	70	1,800	.....	Added 1844; sent home 29,682 pounds bone.
N. W. Coast	July 29	May 20, 1848	300	4,500	11,000	Added 1844 from New York; sold 1847.
do	June 21	May 24, 1847	60	1,940	18,000	Sold 1847.
Cook & Green	Aug. 12	Apr. 14, 1847	.....	3,200	10,000	
do	July 1	May 1, 1846	140	2,310	29,000	Withdrawn 1847.
Mulford & Sleight	Sept. 27	Feb. 19, 1847	.....	3,700	34,000	
N. W. Coast	July 15	May 25, 1847	.....	2,300	9,000	Added 1844 from Bridgeport; lost 1847.
do	July 22	Apr. 8, 1847	150	2,100	20,000	Added 1844 from New York; Captain Burrows came home sick; Captain Avery took command; Captain Avery was killed by a whale 1846; withdrawn 1847.
do	May 23	Mar. 12, 1846	80	2,350	22,000	Sent home 150 sperm, 2,150 whale, and 20,000 pounds bone.
Ind. and N. W.	Oct. 12	Apr. 6, 1847	150	2,150	20,000	Added 1844 from Boston.
N. W. Coast	Oct. 3	July 7, 1847	70	1,000	5,000	
Ind. and N. W.	Sept. 15	Apr. 8, 1847	200	1,800	20,000	Sent home 10,000 pounds bone.
do	Sept. 3	June 5, 1847	150	1,700	16,000	
South Seas	June 27	May 26, 1847	400	1,400	5,000	Sold to New Bedford 1847.
N. W. Coast	Aug. 7	June 30, 1849	300	2,200	22,000	Added 1844; sold 1,200 barrels whale at Hobart Town; sold to New Bedford and withdrawn for California.
Ind. and N. W.	Sept. 2	Apr. 2, 1848	125	3,475	.....	Built at New Bedford 1845.
Pac. and N. W.	Sept. 25	May 4, 1848	500	2,400	15,000	Built at Fairhaven 1845.
N. W. Coast	Oct. 13	Apr. 4, 1848	150	2,650	11,000	First mate, Daniel Borden, died at sea June 13, 1847; sent home 15,877 pounds bone and 100 sperm.
Pacific Ocean	Aug. 28	Apr. 28, 1852	53	.....	.....	Built at Baltimore 1845; sold and sent home 2,147 barrels sperm.
N. W. Coast	Oct. 21	Apr. 24, 1848	80	1,800	2,000	Went into the California trade 1849; sent home 17,300 pounds of bone.
Pacific Ocean	Nov. 11	Nov. 4, 1849	1,243	12	.....	
Pac. and N. W.	May 27	Oct. 9, 1847	400	1,150	11,800	
Pacific Ocean	Oct. 23	May 7, 1849	1,800	180	1,000	
Atl. and Ind.	Aug. 31	Sept. 5, 1847	370	100	4,000	
Pacific Ocean	Aug. 19	July 1, 1849	2,007	81	.....	Sent home 110 sperm.
Ind. and N. W.	July 23	.....	.....	.....	.....	Bought from Wilmington 1845; lost in Torres Straits 1849.
Indian Ocean	July 29	June 15, 1847	150	1,850	.....	Sent home 9,679 pounds bone.
Pacific Ocean	Oct. 15	Oct. 12, 1849	1,747	87	500	Badly burned at Fejee Islands by crew June, 1846; repaired at Sydney.
do	Jan. 10	Dec. 9, 1848	2,100	100	.....	Sent home 70 sperm.
do	July 8	May 6, 1849	1,759	.....	.....	
Ind. and N. W.	June 17	May 5, 1848	290	2,100	6,000	
Pacific Ocean	Oct. 13	July 21, 1846	40	30	.....	Sent home 36 sperm.
Indian Ocean	July 10	June 29, 1848	150	1,550	10,000	Bought from Nowburyport 1845; withdrawn 1848.
Ind. and N. W.	June 3	Sept. 24, 1848	150	2,750	23,000	Formerly a brig; bought from New York 1845; sent home 125 sperm; sold for California 1848.
Atlantic	June 18	Sept. 2, 1848	700	.....	.....	Sailed; returned July 12 leaking badly; lost 1847.
South Atlantic	Aug. 13	.....	.....	.....	.....	
Ind. and N. W.	July 15	Apr. 5, 1849	179	2,050	7,400	Bought from Hudson 1845; Captain B. marched with his crew to relief of garrison at San José 1846. Captain B. left ship afterward and came home sick; sold to go to California 1849; sold to Nantucket 1851.

422 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1845.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Endeavour .....	Bark .....	252	— West .....	C. R. Tucker & Co .....
Florida, 2d .....	Ship .....	524	Arthur Cox .....	Samuel W. Rodman .....
Frances .....	Bark .....	368	Benben Taber, jr. ....	G. Allen .....
Frances Henrietta .....	Ship .....	407	— Poole .....	S. W. Rodman .....
Gen. Pike .....	do .....	415	— Pierce .....	William Gilford .....
Gen. and Susan .....	do .....	354	— Taber .....	G. Howland .....
George and Martha .....	Bark .....	275	— Beard .....	Randall & Haskall .....
Globe .....	Ship .....	479	— Daggett .....	George Hussey .....
Geo. Washington .....	Ship .....	240	— Baker .....	Charles Hibel .....
Gratitude .....	do .....	337	— Wilcox .....	Swift & Allen .....
Harrison .....	do .....	371	— Shearman .....	Abraham Ashley, 2d .....
Herald .....	do .....	373	George Stewart .....	Tobey & Ricketson .....
Henry Kneeland .....	do .....	304	A. Fish .....	Gilbert Hatheway .....
Hercules .....	do .....	335	H. Beerte .....	Jereh Perry .....
Hercules, 2d .....	do .....	290	— Marvel .....	D. R. Greene & Co .....
Hope .....	Bark .....	181	B. Ellis .....	William Warkins .....
Hydaspe .....	Ship .....	333	— Taylor .....	J. B. Wood & Co .....
India .....	do .....	366	— Fisher .....	A. H. Howland .....
Inez .....	do .....	356	— Jackson .....	B. B. Howard .....
Isaac Howland .....	do .....	399	Andrew Corey .....	I. Howland, jr., & Co .....
Isabella .....	do .....	411	— Stewart .....	James H. Howland .....
Java .....	do .....	278	L. B. Bromson .....	George Howland .....
Janus .....	do .....	321	— Hammond .....	T. & A. R. Nye .....
James Maury .....	do .....	395	— Whelden .....	C. R. Tucker & Co .....
Junius .....	Bark .....	198	— Smith .....	A. Robeson .....
Jeannette .....	Ship .....	340	— Atkins .....	L. E. Richmond .....
J. E. Donnell .....	Bark .....	343	William A. Hussey .....	Swift & Allen .....
Katusoff .....	Ship .....	415	William Shockley .....	J. Dunbar & Co .....
Lancaster .....	do .....	353	James Coruell .....	T. & A. R. Nye .....
Leonidas .....	do .....	241	R. Swift .....	F. S. Hathaway .....
Marengo .....	do .....	436	I. Cole .....	Jona. Bourne, jr. ....
Maria Theresa .....	do .....	330	S. D. Fisher, jr. ....	T. & A. R. Nye .....
Mars .....	Bark .....	270	— Borden .....	C. R. Tucker & Co .....
Mercator .....	Ship .....	246	— Sanford .....	John A. Parker .....
Metacomb .....	do .....	366	— Smith .....	J. B. Wood & Co .....
Menkar .....	do .....	371	— Norton .....	Philip Anthony .....
Minerva Smyth .....	Ship .....	335	— Crocker .....	I. Howland, jr., & Co .....
Magnolia .....	do .....	326	B. Simmons .....	C. W. Morgan .....
Minerva, 2d .....	do .....	291	O. Smalley .....	Thomas Knowles & Co .....
Mt. Wollaston .....	do .....	325	M. Bowen .....	Dwight H. Perry .....
Nimrod .....	do .....	340	W. H. Shearman .....	B. Ricketson .....
Navy .....	do .....	356	J. Norton .....	J. B. Wood & Co .....
Obed Mitchell .....	do .....	355	P. S. Wing .....	Haskell & Randall .....
Ocean .....	do .....	319	— Almy .....	J. B. Thurston .....
Ohio .....	do .....	383	O. Webb .....	E. W. Howland .....

## HISTORY OF THE AMERICAN WHALE FISHERY.

423

Sailing from American ports—Continued.

No.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.		
						Bbls.	Lbs.	
	C. R. Tucker & Co. Samuel W. Rodman	Ind. and N. W.	July 4	May 21, 1847	100	1,600	15,000	Formerly in guano trade; sold to go to California 1843; sent home 328 sperm and 12,000 pounds bone.
			Aug. 4	May 2, 1849	35	3,553	10,200	Burnt at Mauritius April 24, 1846; sent home 80 sperm.
	G. Allen	do	Aug. 2					Sent home 40 sperm.
	S. W. Rodman	N. W. Coast	Aug. 12	June 3, 1848	160	2,840	28,000	
	William Gilford	Pac. and N. W.	Nov. 21	Oct. 5, 1849	1,260	178		
	G. Howland	Indian Ocean	Oct. 16	July 14, 1848	150	2,600	12,000	Sold to go to California 1849; sailed June 17, returned August 16, captain sick.
	Randall & Haskall	N. W. Coast	Aug. 27	Apr. 29, 1848	70	730	10,700	Bought from Philadelphia 1845; sent home 13,411 pounds bone.
	George Hussey	Indian Ocean	Sept. 13	Aug. 22, 1850	70	4,304	17,200	
	Charles Hiteh	Ind. and N. W.	Nov. 6	Apr. 4, 1848	1,050			Sent home 275 sperm, 20,897 pounds bone.
	Swift & Allen	do	June 11	June 12, 1848	120	2,800	10,000	Sold some oil at Sydney; shipped some thence to London; sent home 11,147 pounds bone.
	Abraham Ashley, 3d	do	May 21	Oct. 13, 1850	63	30		Sent home 117 sperm.
	Tobey & Ricketson	Pacific Ocean	May 23	Nov. 25, 1848	1,500			Added 1845 from New York.
	Gilbert Hatheway	N. W. Coast	Oct. 30	May 22, 1848	100	1,400	11,000	Sent home 240 sperm.
	Jereh Perry	Indian Ocean	July 18	May 15, 1849	243	1,407	14,100	Sent home 200 sperm.
	D. B. Greene & Co.	Atlantic	May 18	Mar. 25, 1847	250			
	William Watkins	Atl. and Ind.	May 22	July 31, 1847	1,300			Sent home 119 sperm.
	J. H. Wood & Co.	Indian Ocean	June 2	Sept. 30, 1848	1,400	300		Sent home 21,688 pounds bone.
	A. H. Howland	Ind. and N. W.	July 1	Mar. 24, 1848	250	2,650	10,000	Bought from Boston 1845; shipped oil to London and went into California trade; sent home 5,737 pounds bone.
	B. B. Howard	N. W. Coast	Oct. 30		3,000			
	I. Howland, Jr. & Co.	Ind. and N. W.	June 10	Apr. 29, 1848	150	2,650	24,000	
	James H. Howland	do	July 26	June 8, 1848	1,050	1,650	8,000	Sent home 7,172 pounds bone.
	George Howland	Pac. and N. W.	Aug. 26	June 18, 1848	40	1,510	8,000	Sailed under Capt. W. Taber, but he left the ship and came home sick.
	T. & A. R. Nye	Pacific Ocean	Oct. 4	May 8, 1848	50	1,600	8,000	Bought from Salem 1845; sent home 100 sperm.
	C. R. Tucker & Co.	Pac. and N. W.	June 5	May 14, 1848		3,600	38,000	
	A. Robeson	Indian Ocean	July 14	Apr. 8, 1850	196	34		Third mate, George S. Daniels, killed by a whale 1846; sent home 45 sperm.
	L. R. Richmond	N. W. Coast	July 31	June 21, 1848	500	1,300	13,000	Bought from Boston 1845; sent home 340 sperm, 22,000 pounds bone.
	Swift & Allen	Pac. and N. W.	Dec. 3	Apr. 5, 1849	49	3,066	17,600	
	J. Dunbar & Co.	N. W. Coast	July 26	Mar. 23, 1848	400	2,900	14,000	Sent home 9,148 pounds bone.
	T. & A. R. Nye	Pac. and N. W.	May 10	Jan. 18, 1847	425	2,225	14,000	
	F. S. Hathaway	Pacific Ocean	Nov. 21	May 22, 1850	665	8		Bought from New Orleans 1845; sent home 10,672 pounds bone.
	Jona. Bourne, Jr.	N. W. Coast	Oct. 5	Apr. 22, 1848	400	3,400	32,000	Sailed May 1st; May 14th lost first mate, Benjamin Golden, one hunt-steerer and three men in a gale; returned June 9th; sent home 16,000 pounds bone.
	T. & A. R. Nye	Ind. and N. W.	July 1	July 4, 1847	260	2,300	2,500	
	C. R. Tucker & Co.	Indian Ocean	Sept. 24	May 27, 1848	350	1,330	6,000	
	John A. Parker	do	Nov. 7	May 9, 1850	572	271	1,000	Sent home 70 whale, 29,000 pounds bone.
	J. H. Wood & Co.	N. W. Coast	Nov. 29	Mar. 12, 1848	100	2,700	1,200	Bought from Newport 1845; sent home 140 sperm, 12,303 pounds bone.
	Philip Anthony	Ind. and N. W.	Aug. 20	May 4, 1848	250	2,250	14,000	
	I. Howland, Jr. & Co.	South Seas	Oct. 23	Apr. 4, 1848	200	2,700	29,000	Captain Simmons and Captain Barker of the Edward landed their crews and marched to the relief of the garrison at San José 1846; withdrawn 1848; sent home 50 sperm.
	G. W. Morgan	Ind. and N. W.	June 25	Oct. 16, 1848	450	3,250	17,000	
	Thomas Knowles & Co.	Indian Ocean	May 2	Apr. 5, 1848	320	2,080	10,000	Added 1845 from Fairhaven; bought from Salem; shipped oil to London; return of bone not given; sent home 150 whale, 1,400 pounds bone.
	Dwight R. Perry	Ind. and N. W.	July 10	Apr. 24, 1849	726	110		Sent home 12,805 pounds bone.
	B. Ricketson	do	May 27	Apr. 6, 1848	300	2,300	500	
	J. B. Wood & Co.	do	Aug. 25	Mar. 11, 1848	25	2,500	15,000	Bought from Nantucket 1845.
	Haskoff & Randall	N. W. Coast	Oct. 27	May 10, 1848	350	2,000	8,000	Added 1844 from Nantucket.
	J. B. Thornton	Indian Ocean	Jan. 2	Nov. 7, 1848	1,380	20		Bought from Nantucket 1845; sent home 21,877 pounds bone.
	E. W. Howland	Ind. and N. W.	Sept. 2	Apr. 28, 1848	130	2,750	10,000	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1845.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Olive Branch	Ship	366	G. J. Place	James D. Thompson
Oreoluco	do	568	— Norton	B. Ricketson
Pantheon	Bark	271	W. Jenney	J. Bourne, Jr.
Parachute	Ship	331	— Devoll	B. B. Howard
Rebecca Sims	do	406	— Taber	William E. Rodman
Robert Edwards	do	356	N. Burgess	J. & J. Howland
Rodman	Brig	89	— Sowlo	B. Ricketson
Roman	Ship	375	H. Shockley	E. C. Jones
Rousseau	do	392	— Smith	George Howland
Russell	Bark	303	J. O. Morse	Edward Munroe
Saratoga	Ship	54	J. R. L. Smith	Abm. Ashley
Swift	do	323	— Jenkins	Thomas S. Hathaway
Statira	do	346	— Adams	Hathaway & Luce
Smyrna	Bark	319	— Hillman	B. Ricketson
Susan	Ship	264	— Manchester	A. B. Howland
Timolean	do	341	— Luseomb	J. Dunbar & Co.
Valparaiso	Bark	402	Richard Luce	Hathaway & Luce
W. Hamilton	Ship	462	— Fisher	I. Howland, Jr., & Co.
Winslow	Bark	263	— Simons	Samuel Rodman
Zoroaster	Brig	154	— Hammond	Pardon G. Seabury
<i>Fairhaven, Mass.</i>				
Aeushnet	Ship	353	— Rogers	Bradford, Fuller & Co.
Adaline Gibbs	do	354	— West	Gibbs & Jenney
Amazon	do	347	— Smith	Nathan Church
Ansel Gibbs	do	319	— Merrihew	Gibbs & Jenney
Arab	do	336	— Bradley	E. Sawin
Heroine	do	347	— West	N. Church
Java	do	294	— Lucas	Atkins Adams
John A. Robb	do	273	— Winslow	L. C. Tripp
Lagrange	Bark	284	— Dexter	Atkins Adams
Lydia	Ship	357	— Robinson	Sheffield Reed
Martha	do	296	R. N. Smith	N. Church
Oregon	do	330	— Wimponny	L. C. Tripp
Pacific	Bark	314	— Aiden	Asa Swift
Sharon	Ship	354	— Benjamin Clough	Gibbs & Jenney
South Boston	do	339	— Hoxlo	E. Sawin
Wm. & Henry	do	261	— Benjamin	L. F. Terry
<i>Dartmouth, Mass.</i>				
Russell	Ship	385	— Sowlo	Prince Sears
<i>Falmouth, Mass.</i>				
Com. Morris	Ship	350	Silas Jones	Oliver C. Swift
Wm. Penn.	do	364	— Wimpeny	do
<i>Mattapoisett, Mass.</i>				
Caehalot	Ship	230	— Taber	Wilson Barstow
Wills	Bark	164	— Higgins	R. L. Barstow
<i>Sippican, Mass.</i>				
Hecla	Bark	207	— Hedgo	J. S. Bates
Juno	Brig	123	— Bates	Elisha Luce
Popmuncet	Bark	184	— Tuton	Henry M. Allen
<i>Wareham, Mass.</i>				
Inga	Brig	169	— Cudworth	M. S. F. Tobey
Pleiades	Bark	261	— Russell	do

Showing returns of whaling-vessels

sailing from American ports—Continued.

Name	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-ohl.	Whale-ohl.	Whalebone.	
James D. Thompson		Pac. and N. W.	Oct. 21	May 4, 1849	224	2,670	21,200	Added 1845; sold 1,300 whale on voyage. Sold to go to California 1849.
R. Ricketson		N. W. Coast	Oct. 30	Apr. 6, 1848	100	3,100	11,100	
J. Bourne, jr.		Ind. and N. W.	May 15	May 13, 1849	501	1,140	2,500	
H. B. Howard		do	Sept. 2	Mar. 12, 1848	130	5,000	10,000	
William K. Rodman		New Zealand	May 21	June 1, 1849	1,435	1	1	Third mate and boat's crew lost; supposed to have been carried down by a whale.
J. & J. Howland		Pacific Ocean	June 14	Nov. 17, 1848	2,200	71	71	Added, 1845.
B. Ricketson		Atlantic	Oct. 28	May 20, 1846	14	2	2	Sent home 75 sperm, 9,800 pounds bone.
E. C. Jones		Ind. and N. W.	May 12	Apr. 27, 1847	100	2,550	21,000	
George Howland		Pacific Ocean	Aug. 7	Feb. 4, 1849	1,500	558	7,000	Went into California trade 1849; sent home 300 sperm.
Edward Munroe		do	Aug. 31	Jan. 17, 1849	2,300	1	1	Bought from New York 1845; sent home 32,592 pounds bone.
Abm. Ashley		Pac. and N. W.	Oct. 22	May 5, 1849	922	4,372	7,700	
Thomas S. Hathaway		Pacific Ocean	Aug. 31	Apr. 5, 1849	1,290	175	200	Sent home 9,075 pounds bone.
Hathaway & Luce		N. W. Coast	Oct. 21	May 15, 1848	210	2,400	15,000	Second mate, Mr. Fisher, died at sea 1848.
B. Ricketson		Pacific Ocean	Oct. 21	June 5, 1849	777	1	1	Sent home 101 sperm.
A. H. Howland		Ind. and N. W.	July 28	Nov. 17, 1848	500	750	1,000	Condemned and broken up at New Bedford 1849.
J. Dunbar & Co.		N. W. Coast	Aug. 21	Apr. 23, 1848	70	1,650	11,000	Bought from New York 1845; sent home 50 sperm.
Hathaway & Luce		Pac. and N. W.	July 28	Mar. 11, 1848	500	2,500	1,000	Sent home 25,740 bone.
I. Howland, jr. & Co.		Ind. and N. W.	July 10	Jan. 14, 1848	120	4,000	15,000	Withdrawn for California trade 1849.
Samuel Rodman		South Atlantic	Apr. 11	Sept. 7, 1849	371	23	23	Sold 1847.
Pardon G. Senbury		Atlantic	July 19	Oct. 15, 1846	260	1	1	
Bradford, Fuller & Co.		N. W. Coast	July 18	June 7, 1848	500	800	6,000	Had boat stove by a whale December, 1847. John Taber, third mate, and 4 men killed. Sent home 20,070 pounds bone.
Gibbs & Jenney		Pac. and N. W.	Oct. 16	July 1, 1848	400	2,100	7,000	Sent home 9,665 pounds bone.
Nathan Church		Ind. and N. W.	Aug. 2	May 5, 1848	70	2,230	10,000	
Gibbs & Jenney		do	June 5	July 9, 1849	25	2,300	14,000	
E. Sawin		South Atlantic	Nov. 22	June 2, 1849	1,800	1	1	
N. Church		Ind. and N. W.	June 4	Sept. 14, 1847	190	2,000	2,000	
Atkins Adams		Pac. and N. W.	Oct. 20	June 14, 1849	1,000	500	5,000	Bought from Baltimore 1845.
L. C. Tripp		Pacific Ocean	Nov. 28	July 10, 1849	900	500	5,000	Sent home 2,272 pounds bone.
Atkins Adams		Ind. and N. W.	July 19	July 11, 1850	340	99	1	Bought from Nantucket.
Sheffield Reed		Pac. and N. W.	Oct. 21	July 31, 1848	14	1,800	15,000	
N. Church		do	June 12	Mar. 10, 1849	1,750	700	6,000	
L. C. Tripp		Ind. and N. W.	July 13	June 14, 1849	390	1,100	5,000	Sent home 6,000 pounds bone.
Asa Swift		do	May 20	Apr. 23, 1848	200	2,000	15,000	
Gibbs & Jenney		do	May 21	Apr. 30, 1848	900	2,000	23,000	Sold for California 1848.
B. Sawin		do	Sept. 30	Dec. 4, 1848	850	1	1	
L. F. Terry		do	do	do	do	do	do	
Prnee Sears		Ind. and N. W.	June 17	do	do	do	do	Struck on a sunken rock off Feejee Islands, August 2, 1847; a total loss.
Oliver C. Swift		Pacific Ocean	July 9	Apr. 1, 1849	2,450	100	100	Sent home 90 barrels sperm 1845; third mate, E. Chadwick, and his boat's crew captured and lost on coast of Chili, 1846.
do		Ind. and N. W.	July 19	do	do	do	do	Sent home 9,798 pounds bone; totally lost on the Island of Whytootacke, November 28, 1847; had 100 sperm and 1,700 whale; saved 1,200 barrels and sold it at 50 cents per barrel.
Wilson Barstow		Atlantic	Apr. 28	Apr. 10, 1847	850	450	3,000	Now 1845.
R. L. Barstow		do	Nov. 20	Aug. 13, 1847	70	14	14	
J. S. Bates		Indian Ocean	Sept. 26	Nov. 10, 1848	450	1	1	Withdrawn 1847.
Elisha Luce		Atlantic	June 18	Aug. 21, 1846	300	1	1	Sent home 25 barrels sperm 1845; sold to Fairhaven 1847; first mate, ——— Lambert, and one man drowned 1846.
Henry M. Allen		Atl. and Ind.	Aug. 22	Sept. 10, 1847	300	1	1	
M. S. F. Tobey		Atlantic	Mar. 25	June 3, 1846	750	1	1	
do		Indian Ocean	June 1	Mar. 4, 1848	900	0	0	

426 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1845.</b>				
<i>Westport, Mass.</i>				
Barelay .....	Bark	167	— Grinnell .....	Davis & Corey .....
Champion .....	do	299	— Gilford .....	Andrew Hicks .....
Catberwood .....	Brig	169	— Cushing .....	Thomas W. Mayhew .....
Dr. Franklin .....	Bark	171	— Hazard .....	Job Davis .....
Harbinger .....	Ship	262	— Brownell .....	Davis & Corey .....
Mexico .....	Brig	139	— Wing .....	do .....
President .....	Bark	167	— Little .....	Andrew Hicks .....
Th. Winslow .....	do	190	— Baker .....	T. W. Mayhew .....
<i>Nantucket, Mass.</i>				
American .....	Ship	340	Frederick W. Luce ..	Daniel Jones .....
Aurora .....	do	346	Frederick W. Coffin	T. & P. Macy .....
Chris. Mitchell .....	do	387	Enoch Ackley .....	C. Mitchell & Co .....
Charles & Henry .....	do	339	Benjamin C. Sayer ..	do .....
Cyrus .....	do	328	Alex. M. Myrick .....	George Myrick, Jr .....
David Paddock .....	do	350	Charles B. Swain, 2d ..	D. Jones .....
Edward Cary .....	do	373	Benjamin C. Sayer ..	C. G. & H. Coffin .....
Elizabeth Starbuck .....	do	361	Elijah Parker .....	Levi Starbuck .....
Enterprise .....	do	413	Samuel C. Weyer .....	E. W. Gardner .....
Foster .....	do	317	Francis C. Coffin .....	Edward H. Barker .....
Franklin .....	do	246	Henry Starbuck .....	do .....
Ganges .....	do	315	James Nichols .....	Barker Burnell .....
Harvest .....	do	360	George D. Coffin .....	E. Swain & S. Rand ..
Howard .....	do	364	Alexander Bunker .....	Timothy Hussey .....
Japan .....	do	323	Valentine S. Riddell ..	Barker & Acheam .....
John Adams .....	do	296	William Rawson .....	Francis B. Folger .....
Levi Starbuck .....	do	376	Joseph P. Nye .....	Levi Starbuck .....
Martha .....	do	273	Henry B. Folger .....	Peter Folger .....
Massachusetts .....	do	360	James Codd .....	George C. Gardner .....
Montano .....	do	363	Uriah Russell .....	Edward Field .....
Monticello .....	do	368	John M. Folger .....	John H. Shaw .....
Nantucket .....	do	350	Benjamin C. Gardner ..	H. G. O. Dunham .....
Navigator .....	do	333	George Palmer .....	Mat. Crosby .....
Norman .....	do	338	Richard Gardner .....	G. & M. Starbuck .....
Orion .....	do	354	Edward S. Ray .....	Frederick Hussey .....
Potomac .....	do	356	Oliver C. Swain .....	T. & P. Macy .....
Sarah Parker .....	do	387	Thomas Russell .....	David Thain .....
Scotland .....	do	384	Veranna Smith .....	French & Coffin .....
Tyleston .....	Brig	377	do .....	David Thain .....
United States .....	Ship	373	Calvin G. Worth .....	Barrett & Upton .....
<i>Edgartown, Mass.</i>				
Champion .....	Ship	399	— Merry .....	Grafton Norton .....
Pavilion .....	Brig	159	— Adams .....	Calvin C. Adams .....
Vesta .....	do	156	— Mayhew .....	Benjamin Worth .....
<i>Hobbes' Hole, Mass.</i>				
Dolphos .....	Ship	338	— West .....	Thomas Bradley .....
Malta .....	Brig	150	— Smith .....	Thomas Barrows .....

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
rinnell	Davis & Corey	Atlantic	June 5	Nov. 22, 1846	200			
fford	Andrew Hicks	do	Sept. 10	Nov. 5, 1846	450	50		
Whiting	Thomas W. Mayhew	do	Oct. 14	Jan. —, 1848	450			
Lazard	Job Davis	do	July 26	Oct. 11, 1846	320	17		
rownell	Davis & Corey	do	Jan. 2	Oct. 1, 1847	450			
Indian Ocean	do	do	Jan. 2	Oct. 11, 1848	400			
Atlantic	Andrew Hicks	do	Oct. 8	Apr. 8, 1846	45			Returned in consequence of the death of Captain Little; sailed again in 1846.
Little	do	do	Aug. 22	May 22, 1846	280			
aker	T. W. Mayhew	do	June 22	May 22, 1846	280			
ck W. Luce	Daniel Jones	Pacific Ocean	Nov. 5	July 23, 1849	4,270	300		Sold 100 barrels sperm.
ck W. Coffin	T. & P. Macy	do	May 19	June 25, 1848	1,980	34		Sent home 101 barrels sperm 1845; sold 118 barrels sperm; struck on the "Hedge Fence" going out; returned and sailed July 18.
Ackley	C. Mitchell & Co.	do	June 29	July 4, 1848	1,936	66		Lost on Corvo June, 1845. Sent home 12 casks sperm 1845; condemned at Rio Janeiro December, 1845. Lost in La Perouse Straits with a full cargo, mostly whale. Sent home 11,578 pounds of bone. Condemned at Monterey.
in G. Sayer	George Myrick, jr.	do	June 4					Shipped 8,000 gallons oil to London; condemned at Seychelle Islands 1847.
Myrick	do	do	May 9					
B. Swain, 3d	D. Jones	do	Dec. 8					
in G. Sayer	C. G. & H. Coffin	do	Oct. 9	Mar. 28, 1848	175	2,232	11,000	
Parker	Levi Starbuck	do	Dec. 23					
U. W. Wier	E. W. Gardner	do	Dec. 28	Jan. 2, 1850	2,108			
C. Coffin	Edward H. Barker	do	Nov. 18					
Starbuck	do	do	July 13	May 1, 1849	1,463			
Nichols	Barker Burnell	do	July 15	June 28, 1849	1,970			
D. Coffin	E. Swain & N. Rand	do	Feb. 17	July —, —	365			Condemned and sold at Sydney.
nder Barker	Timothy Hussey	do	Nov. 29					
ms S. Riddell	Barker & A. Chearn	do	Sept. 25	May 3, 1849	1,490	456	5,000	
m Rayson	Francis B. Folger	do	Aug. 12	June 30, 1849	1,080	280		Sold to New Bedford 1850.
n P. Nye	Levi Starbuck	do	July 10	Apr. 19, 1850	1,418	136		
H. Folger	Peter Folger	do	Sept. 21	June 8, 1849	1,607	10		Sold 20 sperm and 40 whale. Third mate — Fuller, and three men drowned by the staving of a boat by a whale; sold in California; sold 290 whale.
Codd	George C. Gardner	do	May 31	Aug. 6, 1848	541	1,945	5,000	
Russell	Edward Field	do	Aug. 17	Mar. 9, 1849	294	1,320		
M. Folger	John H. Shaw	do	Oct. 13	May 7, 1850	1,071			
min C. Gardner	H. G. O. Dunham	do	Aug. 17	Jan. 7, 1850	2,054			
ge Palmer	Matt. Crosby	do	July 3	June 5, 1849	1,825	30		Sent home 25 casks sperm 1845; sold 250 sperm, 50 hump; built 1845 at Mattapoisett.
rd Gardner	G. & M. Starbuck	do	May 31	July 4, 1848	1,771	30		Condemned at New Zealand; repaired and sold by Captain Ray, in California. Jos. T. Upham, first mate, killed by a whale. Bought 1845; sold for California 1849; formerly a merchantman; built at Portsmouth, N. H., 1827.
ard S. Ray	Frederick Hussey	do	July 15					Built 1845; fitted from Boston; sold 70 sperm; sold to New Bedford 1851.
r C. Swain	T. & P. Macy	do	Sept. 4	May 31, 1849	2,617	26		
as Russell	David Thain	do	June 15	May 10, 1849	59	2,700	24,000	Lost in December, 1849, near Tongataboo.
ms Smith	French & Coffin	do	Oct. 31	Feb. 8, 1851	2,660	226		
in G. Worth	David Thain	Pacific Ocean	Dec. 8					
— Merry	Grafton Norton	Pacific Ocean	July 9	Mar. 10, 1848	140	2,150	14,000	
— Adams	Calvin C. Adams	South Atlantic	Dec. 27	Aug. 27, 1847	320			
— Mayhew	Benjamin Worth	Atlantic	Mar. —	Oct. 14, 1846	300			
— West	Thomas Bradley	N. W. Coast	Aug. 18					Sent home 75 barrels sperm 1845; struck on a reef near Palmerston's Island, S. I., and sunk in 15 minutes, with cargo of 1,400 barrels whale, 250 barrels sperm; two of the crew lost.
— Smith	Thomas Barrows	Atlantic	Apr. 28	June 5, 1847	350	100	600	Added 1843 from Boston.



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1845.</b>				
<i>Plymouth, Mass.</i>				
Maracaibo .....	Brig .....	93	Nickerson .....	Atwood L. Drew .....
Yeoman .....	Bark .....	175	Gooding .....	Bradford Barnes, jr .....
<i>Provincetown, Mass.</i>				
Belle Isle .....	Schooner .....	104	Howard .....	Parker Cook .....
Cadmus .....	Brig .....	130	Soper .....	Samuel Soper .....
Carter Braxton .....	Ship .....	132	Martin .....	J. Adams .....
Cornell .....	Schooner .....	100	Genu .....	Samuel Cook .....
Edwin .....	do .....	100	Cook .....	Leuel Cook .....
Fairy .....	Bark .....	189	Nickerson .....	Ebenezer Cook .....
Franklin .....	do .....	172	Nickerson .....	S. Soper .....
Gen .....	Brig .....	162	Nickerson .....	Timothy P. Johnson .....
Grand Island .....	Schooner .....	100	Cook .....	S. Cook .....
Jane Howe .....	Brig .....	130	Bowley .....	Abraham Small, jr .....
Joshua Brown .....	Schooner .....	113	Gunn .....	Abraham Small, jr .....
John Adams .....	do .....	98	Higgins .....	Samuel Cook .....
Lonisa .....	do .....	105	Cook .....	P. Cook .....
Medford .....	do .....	110	Chapman .....	C. A. Crozier .....
Outesio .....	Brig .....	135	Smith .....	Abraham Small .....
Parker Cook .....	do .....	150	Small .....	Abraham Small .....
Phenix .....	do .....	101	Small .....	A. Cook .....
Rienzi .....	Schooner .....	115	Cook .....	A. Cook .....
Rienzi .....	Bark .....	188	Cook .....	A. Small .....
Spartan .....	Schooner .....	100	Sparks .....	S. Hillyard .....
Stranger .....	do .....	100	Sparks .....	H. Sparks .....
Tarquin .....	do .....	100	Sparks .....	H. Sparks .....
<i>Fall River, Mass.</i>				
Ann Maria .....	Bark .....	196	Jefferson .....	Jesse Eddy .....
Catavan .....	Ship .....	330	Manchester .....	J. W. Lindsey .....
Leonidas .....	Brig .....	12	Cornell .....	Nathan Darlee .....
Pantheon .....	Bark .....	284	Dimon .....	do .....
Sol. Saitus .....	Ship .....	316	Fales .....	do .....
<i>Providence, R. I.</i>				
Lexington .....	Bark .....	291	Saunders .....	J. L. Joslin .....
Lion .....	Ship .....	298	Howland .....	Lloyd Bowers .....
<i>Bristol, R. I.</i>				
Anna .....	Ship .....	225	Moore .....	Byron Diman .....
<i>Warren, R. I.</i>				
Benj. Rnsh .....	Ship .....	385	Smith .....	Child & Coffin .....
Dromo .....	Bark .....	267	Grimmell .....	C. F. Child .....
Hector .....	do .....	225	Martin .....	R. B. Johnson .....
Harvest .....	do .....	300	Bowen .....	Child & Johnson .....
Lafayette .....	Ship .....	341	Bowen .....	Coffin & Gardner .....
Magnet .....	do .....	357	Wilbur .....	Joseph Smith .....
Philip Tabb .....	do .....	405	Jolls .....	Driscoll & Child .....
Sarah .....	Bark .....	288	Rice .....	John R. Wheaton .....
Triton .....	Ship .....	345	Jolls .....	S. P. Child .....
<i>Newport, R. I.</i>				
America .....	Bark .....	217	Smiley .....	W. H. Smiley & C. E. Bell .....
Audley Clark .....	Ship .....	331	Griswold .....	P. Clarke & T. Bach .....
Catharine .....	Schooner .....	75	Smiley .....	W. H. Smiley .....
Helen .....	Brig .....	120	Davis .....	William Price .....
Martha .....	Ship .....	271	E. Gifford .....	R. P. Lee .....
<i>Lynn, Mass.</i>				
Com. Preble .....	Ship .....	325	Lamphier .....	Andrews Breed .....
Wm. Badger .....	do .....	307	Perkins .....	do .....

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				<i>Rbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Jacksonson	Atwood L. Drew	Atlantic	Mar. 12	July 7, 1846	200	30	Sent home 170 barrels sperm 1845; withdrawn 1849.
Gooding	Bradford Barnes, jr.	Indian Ocean	July 2	Sept. 22, 1846	500		
Howard	Parker Cook	Atlantic	Jan. 29	Sept. —, 1845	135		Bought from Marblehead 1844. Withdrawn 1846.
Woper	Samuel Soper	do	Mar. 12	Oct. 31, 1845	110		
Martin	J. Adams	do	Feb. 24	Aug. 8, 1846	300	70	Sts. Belleisle
Wynn	Samuel Cook	do	Apr. 2	Sept. —, 1845	60	70	
Cook	Lemuel Cook	Atlantic	Mar. 28	Aug. 11, 1846	170		Atlantic
do	Ebenezer Cook	do	Feb. 20	Apr. —, 1846	610	40	
Nickerson	S. Soper	do	Mar. 17	Oct. 20, 1845	340		New 1845; withdrawn 1846. Blackfish-oil; withdrawn 1845.
Nickerson	Timothy P. Johnson	do	Apr. 2	June 7, 1846	200		
Cook	S. Cook	do	Apr. 23	Sept. —, 1845	60		do
do	do	do	July 24	Nov. 22, 1845	6	6	
Lowley	Abraham Small, jr.	do	Apr. 12	Sept. —, 1845	170		do
Wiggins	Samuel Cook	do	Mar. 12	Aug. 12, 1845	250	90	
Cook	P. Cook	do	Apr. 23	June 6, 1846	230	30	Added 1844. Withdrawn 1846.
Chapman	C. A. Crozier	do	Apr. 12	Oct. —, 1845	200		
Small	Abraham Small	do	May 21	Aug. 9, 1846	180		do
do	do	do	Mar. 22	May 15, 1846	430		
Small	A. Cook	do	Mar. 4	Sept. —, 1845	310	10	Withdrawn 1847. Added 1844; withdrawn 1846. Added 1844.
Cook	A. Small	do	July 22	Apr. 12, 1847	350		
Cook	S. Hillyard	do	May 4	Oct. —, 1845	20	120	do
Sparks	H. Sparks	do	Mar. 17	Aug. 14, 1845	70	100	
Jefferson	Jesse Eddy	Atlantic	June 2	Nov. 11, 1849	250	2,500 49,000	Lost 1847. Bought from Newburyport 1845. Sold to Westport 1848.
Manchewter	J. W. Lindsey	Pacific Ocean	Nov. 11	May 3, 1849	200	30	
Cornell	Nathan Durfee	Atlantic	Aug. 17	Apr. 2, 1847	50	1,350 13,000	Seized at St. Carlos, Chili, for alleged violation of the revenue laws, detained five months and released; sold for California 1849.
Dimon	do	N. W. Coast	Oct. 25	Apr. 28, 1849			
Fales	do	Pacific Ocean	Oct. 3	Mar. 12, 1848	150	2,000 30,000	do
Saunders	J. L. Joslin	Indian Ocean	July 17	Nov. 18, 1850	40		
Howland	Lloyd Bowers	Pacific Ocean	Aug. 28	July 8, 1849	2,100	60	Sold to New Bedford 1850.
Moore	Byron Diman	Pacific Ocean	Jan. 2	Dec. 10, 1848	700	100	
Smith	Child & Coffin	N. W. Coast	Oct. 13	Mar. 1, 1848	35	2,500 7,000	Bought from Salem 1845. Sent home 60 barrels sperm 1845. Added 1845; withdrawn 1849.
Grinnell	C. F. Child	Indian Ocean	July —	June 26, 1848	900	300	
Martin	R. B. Johnson	Pacific Ocean	July 8	Dec. 4, 1847	1,000	1,000	do
Howen	Child & Johnson	N. W. Coast	July 22	May 17, 1849	100	1,000	
Bowen	Coffin & Gardner	Indian Ocean	July 4	July 4, 1848	550	850	Condemned at Callao March, 1848. Condemned at Honolulu May, 1847. Bought from Boston 1845; sold to New Bedford 1849.
Wilbur	Joseph Smith	N. W. Coast	Aug. 8	Sept. 2	500	25	
Jolls	Driscoll & Child	do	Sept. 8	Feb. 9, 1849	1,300		do
Rice	John R. Wheaton	Pacific Ocean	July 22	Feb. 9, 1849	1,300		
Jolls	S. P. Child	N. W. Coast	Jan. 14	May 18, 1848	1,119	790 44,000	do
Smiley	W. H. Smiley & C. E. Bell	South Atlantic	Aug. 31	Sept. 9, 1847		1,400	
Griswold	P. Clarke & T. Bush	N. W. Coast	Jan. 14	Aug. 1, 1848	950		Sold for California 1848. Tender to bark America; lost at South Shetland 1847. Sold to New Bedford 1849.
Smiley	W. H. Smiley	Patagonia	Sept. —	Sept. —			
Davis	William Price	Atlantic	Nov. 29	Sept. 6, 1846	150		do
Hifford	R. P. Lee	Pacific Ocean	Apr. 21	June 11, 1849	1,100		
Lamphier	Andrews Ireed	Ind. and N. W.	July 19	June 21, 1848	180	1,800	Sent home 13,114 pounds of bone. Bought from Boston 1845; withdrawn 1849.
Perkins	do	Indian Ocean	Oct. 17	Feb. 11, 1849	900	1,600	

430 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1845.</b>				
<i>Salem, Mass.</i>				
Henry .....	Bark	262	— Lind .....	James W. Cheever .....
<i>Stonington, Conn.</i>				
Autumn .....	Bark	181	— Perry .....	Elisha Faxon, Jr. ....
Bolton .....	do	220	— Lewis .....	Charles P. Williams .....
Byron .....	do	170	— Reed .....	John P. Trumbull .....
Cincinnati .....	Ship	457	F. Stanton Williams .....	P. Pendleton & Co. ....
Cabinet .....	do	305	— Putnam .....	J. F. Trumbull .....
Cynosure .....	Bark	230	— Simonds .....	do .....
Cavalier .....	do	205	— Marchant .....	Charles P. Williams .....
Corvo .....	Ship	349	— Burrell .....	do .....
Followes .....	do	268	— Babcock .....	do .....
George .....	do	231	— Taber .....	do .....
Herald .....	do	241	— Barker .....	do .....
Philetus .....	Bark	278	— .....	J. F. Trumbull .....
Tiger .....	Ship	311	— Brewster .....	do .....
Thos. Williams .....	do	340	— Williams .....	C. P. Williams .....
<i>New London, Conn.</i>				
Alert .....	Ship	398	— Middleton .....	Havens & Smith .....
Atlantic .....	do	700	William Peck .....	Minor, Lawrence & Co. ....
Black Warrior .....	Bark	231	— Chappell .....	Havens & Smith .....
Brooklyn .....	Ship	360	— Jeffrey .....	Perkins & Smith .....
Candace .....	do	310	— Bolles .....	Havens & Smith .....
Catharine .....	do	384	— Smith .....	Thomas Fitch, 2d .....
Clematis .....	do	311	— Bailey .....	Williams & Barnes .....
Connecticut .....	Bark	398	— Towne .....	Frink, Chew & Co. ....
Charles Carroll .....	Ship	413	— Long .....	Perkins & Smith .....
Charles Henry .....	do	285	— Allen .....	do .....
Corea .....	do	395	— Charles Prentiss .....	Stoddard & Learned .....
Carolina .....	do	385	Benjamin Hempstead .....	Frink, Chew & Co. ....
Dover .....	do	430	— Jeffrey .....	Benjamin Brown .....
Electra .....	do	348	— Ward .....	Williams & Barnes .....
Emma .....	Schooner	181	— Bailey .....	William Tate .....
Flora .....	Bark	338	— Baker .....	N. & W. W. Billings .....
Friends .....	Ship	403	— Howard .....	B. Brown .....
Gen. Williams .....	do	446	— Ward .....	Williams & Barnes .....
Gen. Scott .....	do	360	— Sismiro .....	Weaver & Rogers .....
G. Washington .....	do	620	— Holt .....	Williams & Barnes .....
George & Mary .....	do	456	— Bailey .....	Lyman Allyn .....
Leader .....	Schooner	130	— Pray .....	Abner Bassett .....
Lowell .....	Ship	414	— Benjamin .....	Williams & Barnes .....
Mentor .....	do	460	— Sweet .....	B. Brown .....
New England .....	Ship	368	— Wilber .....	Minor, Lawrence & Co. ....
Palladium .....	do	342	— McLane .....	Frink, Chew & Co. ....
Pembroke .....	Bark	199	— Lax .....	Minor, Lawrence & Co. ....
Peruvian .....	Ship	388	— Brown .....	Stoddard & Learned .....
Robert Bouve .....	do	508	— Baker .....	N. & W. W. Billings .....

Showing the returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.	
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		
And .....	James W. Cheever .....	Pacific Ocean	June 12	.....	Bbls. 300 Bbls. 600	.....	Wrecked on the Marquesas Islands; got off and was taken to Tahiti and sold; 800 barrels oil saved.	
Perry .....	Ellsha Faxon, jr .....	Pacific Ocean	Nov. 13	June 17, 1849	950	.....	Bought from New York 1845; sold for California 1849.	
Lewis .....	Charles P. Williams .....	do	June 25	Mar. 8, 1848	700	.....	Sold to Boston 1849.	
Reed .....	John F. Trumbull .....	Falkland Islds	Aug. 12	Feb. 15, 1850	.....	8,000	Added 1845.	
Tom Williams .....	P. Pennington & Co .....	N. W. Coast	Nov. 24	Mar. 9, 1849	300	2,500	4,000	
Johnson .....	J. F. Trumbull .....	New Holland	May 29	Apr. 30, 1848	40	1,950	13,000	
Simonds .....	do .....	Indian Ocean	Aug. 17	.....	.....	.....	Bought from Boston 1845; sent home 110 barrels sperm 1845; the Cynosuro was sold in Bahia 1847.	
Marchant .....	Charles P. Williams .....	N. Z. & N. W.	Aug. 5	May 27, 1848	30	1,470	14,000	Bought from Salem 1845.
Burrell .....	do .....	Coast of Chili	May 31	Mar. 2, 1847	70	3,400	20,000	Withdrawn 1847.
Babcock .....	do .....	Pacific Ocean	June 7	June 18, 1850	400	1,200	10,000	
Tyber .....	do .....	N. Z. & N. W.	July 31	June 20, 1849	70	1,400	6,000	
Barker .....	do .....	Indian Ocean	Dec. 6	.....	.....	.....	Sold at Rio Janeiro (?) 1848 by the captain; also 600 sperm.	
Brewster .....	J. F. Trumbull .....	Ind. and N. W.	June —	May 4, 1848	430	1,100	6,000	Sent home 30 barrels sperm 1845.
Williams .....	C. P. Williams .....	N. W. Coast	Nov. 4	Mar. 8, 1848	100	2,700	8,000	Bought from New York 1845; sent home 15,300 pounds of bone.
Middleton .....	Havens & Smith .....	Ind. and N. W.	June 16	May 24, 1847	50	2,500	2,800	Burned at sea July 11, 1845, outward bound.
m Peck .....	Miner, Lawrence & Co .....	do	Aug. 4	Apr. 24, 1848	50	5,500	23,000	Sent home 27,120 pounds of bone. Formerly the Westchester of New York; added 1845; Captain Beck died at sea October, 1846; sent home 28,607 pounds of bone.
Chappell .....	Havens & Smith .....	Indian Ocean	May 3	Apr. 21, 1847	70	1,700	15,000	Sent home 14,495 pounds of bone.
Jeffrey .....	Perkins & Smith .....	Ind. and N. W.	July 7	Apr. 6, 1848	100	3,840	3,000	Sent home 21,135 pounds of bone.
Bolles .....	Havens & Smith .....	Indian Ocean	June 2	Apr. 26, 1847	100	2,100	23,000	
Smith .....	Thomas Fitch, 2d .....	Ind. and N. W.	Sept. 3	Apr. 29, 1848	150	1,650	11,000	
Bailey .....	Williams & Barnes .....	do	Sept. 17	June 3, 1848	120	1,480	14,000	
Towne .....	Frink, Chew & Co .....	Indian Ocean	Aug. 21	.....	.....	.....	Condemned and sold at Honolulu 1849; had 40 sperm, 900 whale; sent home 5,000 pounds of bone.	
Long .....	Perkins & Smith .....	Desolation Isld	Aug. 26	May 24, 1847	.....	3,500	14,000	Struck on a bar near Montauk Point, homeward bound, and was lost; cargo mostly saved; had sold 200 barrels whale at Hobart Town.
Allen .....	do .....	Ind. and N. W.	July 15	.....	50	1,600	12,000	
es Prentiss .....	Stoddard & Learned .....	Ind. and N. W.	July 1	June 1, 1849	250	2,450	.....	Bought from New York 1845; sent home 29,237 pounds of bone; sold 1847.
amin Hempstead .....	Frink, Chew & Co .....	N. W. Coast	Aug. 10	May 20, 1847	100	2,100	1,500	
Jeffrey .....	Benjamin Brown .....	do	Oct. 21	June 1, 1849	250	2,450	.....	Bought from New York 1845.
Ward .....	Williams & Barnes .....	Ind. and N. W.	Apr. 22	Apr. 7, 1848	260	3,400	3,500	
Bailey .....	William Tate .....	Falkland Islds	July 2	Mar. 5, 1847	250	1,150	12,000	Added 1845; lost on coast of Patagonia October 28, 1845.
Baker .....	N. & W. W. Billings .....	N. W. Coast	Apr. 24	Apr. 25, 1846	.....	2,200	20,000	Second mate, D. W. Chappell, taken out of his boat by a whale-line.
Howard .....	B. Brown .....	do	June 18	May 2, 1847	75	3,020	3,500	Sent home 28,754 pounds of bone.
Ward .....	Williams & Barnes .....	Ind. and N. W.	June 2	May 5, 1848	300	2,700	18,000	Sent home 20,020 pounds of bone.
Sjostrom .....	Weaver & Rogers .....	do	June 21	Mar. 27, 1848	200	1,150	2,000	Bought from Boston 1845.
Holt .....	Williams & Barnes .....	do	July 29	May 19, 1848	500	4,000	15,000	Formerly a New York packet; built at New Bedford 1832; added 1845 sent home 28,639 pounds of bone.
Halley .....	Lyman Allyn .....	do	June 2	May 26, 1847	250	2,350	1,600	
Pray .....	Abner Bassett .....	Whaling and sealing	July 6	.....	.....	.....	Seized in Chiloe, 1846, for infringement on the laws; released November, 1847, and sold at Valparaiso.	
Benjamin Sweet .....	Williams & Barnes .....	Ind. and N. W.	July 1	May 27, 1847	150	3,850	40,000	Sold to Boston for a merchantman 1848.
Wilder .....	B. Brown .....	do	July 10	Mar. 13, 1848	250	2,700	10,000	Withdrawn for California trade 1848; sent home 25,938 pounds of bone.
McLane .....	Miner, Lawrence & Co .....	N. W. Coast	Aug. 4	June 29, 1848	150	3,100	11,000	
Lax .....	Frink, Chew & Co .....	do	June 10	May 24, 1847	150	2,230	10,000	
Brown .....	Miner, Lawrence & Co .....	Indian Ocean	May 18	May 4, 1847	240	1,400	14,000	
Baker .....	Stoddard & Learned .....	Ind. and N. W.	July 24	Apr. 13, 1848	600	1,100	4,000	Sent home 21,990 pounds bone. Built at Stonington, 1832.
Baker .....	N. & W. W. Billings .....	do	June 10	May 8, 1848	180	4,400	22,000	

432 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1845.</b>				
<i>Say Harbor, N. Y.</i>				
American .....	Bark...	284	William Pierson .....	S. & B. Hunting & Co.
Ann Mary Ann .....	Ship...	380	I. Winters .....	Mulford & Slight .....
Cadmus .....	Bark...	307	— Smith .....	do .....
Columbia .....	do .....	357	S. B. Pierson .....	Cook & Green .....
Concordia .....	do .....	365	— Loper .....	Thomas Brown .....
Daniel Webster .....	Ship...	397	— Curry .....	Ezekiel Mulford .....
Eliz. Frith .....	Bark...	355	John Bishop .....	Post & Sherry .....
Gem .....	do .....	320	— Worth .....	Hunting Cooper .....
Hamilton .....	Ship...	322	— Babcock .....	Charles T. Dering .....
Haribal .....	do .....	311	— Canning .....	S. & B. Hunting & Co.
Henry .....	do .....	333	— Brown .....	S. L. Hommedieu .....
Henry Lee .....	do .....	409	B. C. Payne .....	S. & B. Hunting & Co.
Huron .....	do .....	292	— Woodruff .....	Cook & Green .....
Illinois .....	do .....	413	— Jagger .....	John Budd .....
Jefferson .....	do .....	435	— Smith .....	T. Brown .....
John Jay .....	do .....	494	— Harwood .....	N. & G. Howell .....
Konohassett .....	do .....	426	T. B. Worth .....	Hunting Cooper .....
Laurens .....	Bark...	420	— Eldredge .....	Tiffany & Halsey .....
Marcus .....	do .....	283	— Rydes .....	N. & G. Howell .....
Neptune .....	Ship...	388	— Nichols .....	S. & B. Hunting & Co.
Ontario, ad .....	do .....	489	B. R. Green .....	Post & Sherry .....
Oscar .....	do .....	369	— Green .....	Hunting Cooper .....
Plymouth .....	do .....	425	L. B. Edwards .....	Cook & Green .....
Romulus .....	do .....	233	P. Winters .....	Ezekiel Mulford .....
Superior .....	Bark...	275	— Mulford .....	Post & Sherry .....
Tuscany .....	Ship...	279	— Gondalo .....	John Budd .....
Washington .....	do .....	340	— Sandford .....	Hunting Cooper .....
<i>Greenport, N. Y.</i>				
Bayard .....	Ship...	339	J. W. Fordham .....	H. & N. Corwin .....
Caroline .....	do .....	252	— Halsey .....	Wiggins & Parsons .....
Delta .....	do .....	313	D. Weeks .....	H. & N. Corwin .....
Nilo .....	do .....	403	— Case .....	Ireland, Wells & Car- penter.
Roanoke .....	Bark...	252	— Baldwin .....	Wiggins & Parsons .....
Sarah and Esther .....	Ship...	157	— Bennett .....	Ireland, Wells & Car- penter.
Triad .....	do .....	336	— Horton .....	H. & N. Corwin .....
<i>New Suffolk, Mass.</i>				
Gentleman .....	Bark...	227	A. G. Post .....	Ira B. Tuttle .....
<i>Cold Spring, N. Y.</i>				
N. P. Tallmadge .....	Ship...	370	— Mumford .....	John H. Jones .....
Shedfield .....	do .....	579	— White .....	do .....
Tuscarora .....	do .....	379	— Doan .....	do .....
<i>Mytic, Conn.</i>				
Aeronaut .....	Ship...	265	— Holmes .....	Charles Mallory .....
Blackstone .....	Bark...	252	— Bellows .....	do .....
Eleanor .....	Ship...	301	— Pendleton .....	George W. Ashbey & Co.
Globe .....	do .....	316	— West .....	Joseph Avery .....
Holiespont .....	do .....	346	— Manwarring .....	I. & W. P. Randall .....
Highlander .....	do .....	238	— Cleaveland .....	G. W. Ashbey & Co.
Leander .....	Bark...	213	— Breton .....	C. Mallory .....
Robin Hood .....	Ship...	395	— Pendleton .....	do .....

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Pierson	S. & B. Hunting & Co.	N. W. Coast	Sept. 25					Captain and three men lost by a whale running over their boat, June, 1846; the American was condemned at St. Thomas, August, 1848.
	Mulford & Slight	South Seas	July 21	Apr. 29, 1848	3,100	10,000		Sent home 21,351 pounds bone.
	do	N. W. Coast	Sept. 2	May 12, 1847	15	1,854	8,000	Sent home 7,000 pounds bone.
	Cook & Green	do	July 11	June 5, 1848	208	2,103	11,000	Returned home in consequence of mutiny among the crew.
	Thomas Brown	do	Aug. 24	May 20, 1847	25	706	8,000	Sold for California 1848.
	Ezekiel Mulford	do	July 21	July 4, 1848	206	2,454	15,000	Sent home 90 barrels sperm 1845.
	Post & Sherry	do	Oct. 30	May 20, 1848	100	2,000	10,000	
	Hunting Cooper	do	Aug. 9	July 8, 1847	400	1,254	12,000	
	Charles T. Deing	do	Sept. 5	Apr. 29, 1848	59	1,304	12,000	Condemned at Rio Janeiro 1849; sent home 2,000 whale, 9,360 pounds bone.
	S. & B. Hunting & Co.	South Seas	Oct. 16					Sent home 17,610 pounds bone; sold 1847.
	S. L. Hommedieu	N. W. Coast	Aug. 22	May 24, 1847	130	1,900		
	S. & B. Hunting & Co.	do	June 17	May 24, 1847	35	2,800	27,000	Sent home 18,839 pounds bone; withdrawn.
	Cook & Green	do	Sept. 15	May 8, 1848				
	John Budd	do	July 4	July 27, 1847	200	2,100	20,000	
	T. Brown	Indian and N. W.	July 15	May 24, 1847	55	2,604	23,000	Sent home 33,060 pounds bone.
	N. & G. Howell	N. W. Coast	June 13	Mar. 11, 1849	60	4,300	13,000	Bought from Boston 1845; wrecked at Pell's Island, May 24, 1846.
	Hunting Cooper	do	Dec. 6					Bought from Kennebunk 1845.
	Tiffany & Halsey	do	Aug. 21	Jan. —, 1848		1,400		
	N. & G. Howell	Indian and N. W.	July 4	May 24, 1847	50	1,470	12,000	Sold for California 1849.
	S. & B. Hunting & Co.	N. W. Coast	July 23	July 2, 1849	400	3,704	17,000	Sent home 21,196 pounds bone.
	Post & Sherry	N. Z. and N. W.	Aug. 13	Apr. 22, 1848	24	3,600	17,000	Sold to Mattapoisett 1849.
	Hunting Cooper	N. W. Coast	Dec. 9	May 9, 1849	2	2,800	30,000	Bought from Boston 1845; sent home 16,000 pounds bone.
	Cook & Green	do	Dec. 2	Apr. 30, 1849		4,800	13,000	Captain Whittors returned home sick 1846. No report.
	Ezekiel Mulford	South Atlantic	Sept. 24	Aug. 18, 1846				
	Post & Sherry	N. W. Coast	July 9	June 6, 1847	75	1,125	9,000	Sent home 13,553 pounds bone.
	John Budd	do	June 18	Apr. 26, 1847	120	1,300	13,000	
	Hunting Cooper	do	July 7	May 24, 1847	200	1,400	13,000	
	H. & N. Corwin	N. W. Coast	Dec. 9	May 13, 1849		2,700	17,000	
	Wiggins & Parsons	do	July 12	July 26, 1847		950	9,000	
	H. & N. Corwin	do	Sept. 9	June 4, 1848	70	2,368	15,000	Bought from New York 1845; second mate, F. Ackley, died January 1846.
	Ireland, Wells & Carpenter	do	Oct. 15	June 7, 1848	17	2,400	14,000	
	Wiggins & Parsons	South Seas	Sept. —	May 21, 1847	100	1,500	15,000	
	Ireland, Wells & Carpenter	South Atlantic	Oct. 15					
	H. & N. Corwin	N. W. Coast	June 22	Apr. 7, 1848	180	1,700	5,000	
	Ira B. Tenthill	S. A. and India	Nov. 13	May 10, 1848	360	200	1,500	
	John H. Jones	N. W. Coast	June 5	May 1, 1848	45	1,775		Bought from New York 1845; sent home some oil and bone.
	White	do	Nov. 11	Feb. 7, 1849	206	4,000	22,000	
	Doan	do	Aug. 12	Mar. 24, 1848	300	150	1,000	
	Charles Mallory	N. W. Coast	Oct. 13	Aug. 14, 1848	370	1,050		Condemned at Cape Town 1846.
	do	Indian and N. W.	July 7					Sent home 13,560 pounds bone; sold for California 1849.
	George W. Ashbey & Co.	N. W. Coast	Aug. 12	Apr. 5, 1849	150	1,850	5,000	Added 1845; sent home 5,191 pounds bone; condemned at Valparaiso 1849; had 100 sperm; 3,000 whale.
	Joseph Avery	do	Oct. 28					Sent home 13,532 pounds bone; bought from New York 1845.
	I. & W. P. Randall	Indian and N. W.	July 3	Apr. 30, 1848	50	2,800	12,000	Added 1845; condemned at Talcahuano 1849; sent home 600 sperm.
	G. W. Ashbey & Co.	Pacific Ocean	July 21					
	C. Mallory	Crozet Islands	Aug. 15	July 7, 1847	70	1,030	8,000	Bought from Boston 1845.
	do	N. W. Coast	Oct. 8	June 26, 1848	200	3,400	34,000	

434 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1845.</b>				
<i>Mystic, Conn.—Continued.</i>				
Romulus .....	Ship	36	Montgomery	C. Mallory
Trescott .....	do	34	Mallory	do
<i>Boston, Mass.</i>				
Ontario .....	Schooner	10		
<i>Portsmouth, N. H.</i>				
Ann Parry .....	Ship	34	Dennett	James Kennard
<b>1846.</b>				
<i>New Bedford, Mass.</i>				
Adeline .....	Ship	32	Jernegan	I. Howland, jr., & Co.
Alexander .....	do	42	Reynard	J. A. Parker
Amethyst .....	do	35	Haws	J. A. Parker & Son
Brandt .....	do	31	Sampson	Alexander Gibbs
Benj Tucker .....	do	47	J. R. Sands	Charles R. Tucker & Co.
Braganza .....	do	29	Devol	Pope & Morgan
Brunswick .....	do	39	Almy	R. Ricketson
California .....	do	54	Fisher	I. Howland, jr., & Co.
Canada .....	do	54	W. H. Reynard	B. Ricketson
Caroline .....	do	36	Carey	William Gifford
Chas. Drew .....	do	34	Coffin	do
Canton .....	do	49	Fisher	Perry & Tillinghast
Chase .....	Bark	15	Brownell	B. Ricketson
Charles Frederick .....	Ship	31	H. P. Barnes	J. A. Parker & Son
China .....	do	170	Fisher	William Phillips
Cleopatra .....	do	25	Jacob Howland	Lanuel Kollock
Cortes .....	do	38	Swift	George Howland
Courier .....	do	24	Holley	Randall & Haskell
Cherokee .....	Bark	261	Cleveland	Hathaway & Luce
Clarice .....	do	247	Gifford	Edward C. Jones
Comber .....	Ship	34	J. Taber	C. W. Morgan
Cornelia .....	Bark	216	Flanders	L. Kollock
Clas tu Packet .....	do	15	Bess	Thomas Knowles & Co.
Coral .....	Ship	376	Seabury	Gideon Allen
Congress .....	do	32	Charles Little	E. C. Jones
Congress .....	do	32	Cushman	Thomas Wilcox
Congress .....	do	29	Walter Taser	T. & A. R. Nye
Desdemona .....	Bark	274	Luce	T. Knowles & Co.
Edward .....	Ship	36	Ewer	William J. Rotch
Emily Morgan .....	do	36	Edwards	Edw. W. Howland
Euphrates .....	do	36	Kirby	Wilcox & Richmond
Falcon .....	do	27	Gray	E. C. Jones
Florida .....	do	33		
Franklin .....	Bark	273	I. Davis	West & Paine
Franklin .....	Ship	333	Hazard	W. P. Howland
Fabius .....	do	43	Smith	C. R. Tucker & Co.
Garland .....	do	243	Crowell	Rodney French
Geo. Howland .....	do	374	Owen Fisher	George Howland
Hibernia .....	do	327	Shearman	Robert Gibbs
Honqua .....	do	339	Brown	Alex. Gibbs
Israel .....	do	357	Dexter	B. B. Howard
Jasper .....	Bark	223	Pope	Alexander Gibbs
Lageda .....	Ship	343	Finch	Jona. Bourne, jr.
Mary Frazier .....	do	28	James Smith	A. H. Howland
Milwood .....	Bark	254	F. W. Deane	G. Allen
Marla .....	do	202	Coffin	Samuel W. Rodman
Milo .....	Ship	398	Plaskett	Thomas R. Robeson
Montezuma .....	Bark	195	Allen	Ingalis & Lucas
Mount Vernon .....	Ship	352	A. Covell	D. R. Greene & Co.

Showing returns of whaling-vessels.

sailing from American ports—Continued.

Captain.	Managing owner or agent.
Montgomery	C. Malloy
Malloy	do
Dennett	James Kennard
Fernegan	I. Howland, Jr., & Co.
Reynard	J. A. Parker
H. W. S.	J. A. Parker & Son
Sampson	Alexander Gibbs
Woods	Charles R. Tucker & Co.
Devol	Pope & Morgan
Mohy	B. Ricketson
Fisher	I. Howland, Jr., & Co.
Reynard	B. Ricketson
Carey	William Gifford
Collin	do
Fisher	Perry & Tillinghast
Brownell	B. Ricketson
Hanes	J. A. Parker & Son
Fisher	William Phillips
Howland	Leannal Kollock
Swift	George Howland
Holley	Randall & Haskell
Cleveland	Hathaway & Luce
Gifford	Edward C. Jones
ber	C. W. Morgan
Flaudors	L. Kollock
Desso	Thomas Knowles & Co.
Seabury	Gideon Allen
Les Little	E. C. Jones
Cushman	Thomas Wileox
er Tabor	T. & A. R. Nye
Luce	T. Knowles & Co.
Ewer	William J. Roth
Edwards	Edw. W. Howland
Kirby	Wileox & Richmond
Gray	E. C. Jones
Davis	West & Palno
Hazard	W. P. Howland
Smith	C. R. Tucker & Co.
Crowell	Rodney French
Fisher	George Howland
Shearman	Robert Gibbs
Brown	Alex. Gibbs
Dexter	B. B. Howard
Pope	Alexander Gibbs
Finch	Jona. Bourne, Jr.
es Smith	A. H. Howland
V. Deane	G. Allen
Collin	Samuel W. Rollman
Plaskett	Thomas R. Robeson
Allen	Ingalls & Lucas
Covell	D. R. Greene & Co.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
N. W. Coast	June 13	July —, 1848				Withdrawn for California 1848.
Indian and N. W.	Aug. 25	Sept. 29, 1848	50	3,450	18,000	
Atlantic	Dec. —	Sept. 21, 1846	115	65		
Indian Ocean	Oct. 23	July 23, 1848	650			Captain Dennett left the ship sick at Zanzibar; first mate, Abial P. Perry, took command; sold to Salem 1848.
Pacific Ocean	July 28	Mar. 23, 1850	350	2,861	19,300	Sent home 402 barrels whale, 27,000 pounds bone.
do	June 22	Feb. 24, 1848	400	2,400	25,000	
do	Nov. 5	Apr. 24, 1850	1,800	6,321	7,100	
Indian Ocean	Oct. 10	Sept. 17, 1849	296	1,540	1,000	Sent home 800 whale and some bone.
Pacific Ocean	July 6	Apr. 1, 1849	188	2,509	21,800	Sent home 33 barrels sperm.
Pacific and N. W.	Sept. 8	Mar. 15, 1850	169	3,661	25,300	
South Seas	Sept. 18	Sept. 30, 1848	250	2,350	23,000	
Indian and N. W.	Aug. 17	Jan. 13, 1849	400	2,600	12,000	
N. W. Coast	July 11	Apr. 2, 1849	650	3,400		Went into California trade 1849; sent home 25,790 pounds bone.
Indian and N. W.	Aug. 22	Mar. 8, 1849	410	2,080	3,600	
Pacific and N. W.	Sept. 1	May 5, 1849	150	2,462	21,500	Third mate, Hiram Gifford, died at Cape Town, May, 1848; sent home 79 pounds bone.
Pacific Ocean	Aug. 17	Mar. 24, 1850	73	1,830	4,200	Went into the California trade 1849.
South Atlantic	Oct. 10	Aug. 14, 1847	490	20		
Pacific Ocean	Sept. 19	May 12, 1850	1,790	20		Second mate, Obad H. Coleman, taken out of boat by a line, 1846.
do	July 2	June 2, 1850	2,138	38		
Indian Ocean	Sept. 10	June 11, 1849	350	400		Third mate, George Bailey, killed by a whale 1847.
Pacific Ocean	Nov. 15	Jan. 14, 1849	125	2,675	15,000	
do	Oct. 10	Aug. 6, 1850	1,800	300		
Indian and N. W.	Aug. 6	Apr. 7, 1849	288	2,311	16,000	
Indian Ocean	Sept. 5	July 11, 1849	837	10		Sent home 100 sperm.
do	July 7	Mar. 7, 1848	320	2,600	24,000	
do	June 23	July 31, 1848	630	70	4,600	
South Seas	Oct. 7	May 27, 1848	420	180	1,500	Cargo sold for \$121,000.
Pacific Ocean	Nov. 17	June 11, 1850	3,350			
N. W. Coast	June 21	Nov. 24, 1848	850	1,400	13,000	Added 1846, from Boston.
Pacific Ocean	Nov. 22	Oct. 27, 1850	2,725			
do	Oct. 28	June 2, 1849	1,883			
Indian Ocean	June 7	Apr. 1, 1849	1,750			
Pacific and N. W.	Sept. 12	July 10, 1849	408	2,230	19,900	Sent home 40 sperm, 12,200 bone.
do	Aug. 5	Mar. 11, 1849	133	2,405	6,200	
Indian and N. W.	July 22	May 6, 1849	40	1,001	7,000	Third mate, G. Thing, drowned by starting of boat by a whale, December 25, 1846.
Ind. and N. W.	Aug. 2	Sept. 7, 1848	750	1,950	17,000	Captain Davis came home sick 1848.
Indian Ocean	May 10	Sept. 23, 1849	815			
N. W. Coast	Nov. 3	Apr. 30, 1850	1,563	450	500	
Pacific Ocean	Aug. 10	Jan. 8, 1849	200	2,400	6,400	
do	Jan. 19	Apr. 30, 1849	954	20		
do	Jan. 25	Dec. 27, 1849	1,450	50		
Ind. and N. W.	Aug. 10	June 25, 1849	1,025	620		
do	Aug. 1	May 23, 1849	3	3,025	10,000	Lost in Table Bay, Cape Good Hope, April, 1847; oil saved.
Indian and Pac	Aug. 15		175	70		
Indian Ocean	Sept. 7	June 13, 1849	552	542		Sent home about 23,000 pounds bone.
Pac. and N. W.	Aug. 25	Apr. 24, 1850	68	2,734	5,400	
Ind. and N. W.	Aug. 6	July 7, 1849	632	1,781	8,000	
Indian Ocean	July 29	Nov. 21, 1850	77			
do	July 25	Sept. 1, 1849	1,013			
Pacific Ocean	Oct. 21	Apr. 5, 1849	308	2,868	19,000	Added 1846, from Wareham.
Indian Ocean	Oct. 10	Aug. 14, 1849	700			First mate, John L. Spooner, killed by a whale.
N. W. Coast	Aug. 6	July 1, 1849	140	3,140	12,000	



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1816.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Nassau.....	Ship	404	Weeks.....	J. R. Perry.....
Newton.....	do	283	Hale.....	J. Bourne, Jr.....
Octavia.....	do	257	J. J. Pell.....	G. Allen.....
Perl.....	Bark	191	Mayhew.....	Rodney French.....
Phocion.....	Ship	241	Worth.....	J. R. Thornton.....
Persia.....	Bark	241	Manchester.....	L. Kollisk.....
Rhine.....	do	171	Francis.....	E. C. Jones.....
Roseac.....	do	232	A. S. Tobey.....	J. Bourne, Jr.....
Rodman.....	Brig	83	Flanders.....	H. Ricketson.....
Rosebus.....	Bark	306	Winslow.....	W. P. Howland.....
Sarah Louisa.....	Brig	144	Slocumb.....	William R. Rodman.....
Seine.....	Ship	281	Slocumb.....	Rodney French.....
St. Peter.....	do	265	Simmons.....	J. H. Wood & Co.....
Tubacco Plant.....	do	271	A. Allen.....	W. P. Rodman.....
Trident.....	do	419	Stetson.....	J. A. Parker & Son.....
Triton.....	do	301	Spencer.....	I. Howland, Jr. & Co.....
Triton, 24.....	Ship	315	King.....	C. R. Tucker & Co.....
Lucas.....	do	413	C. W. Gelett.....	A. H. Howland.....
Waverly.....	do	347	Crowell.....	I. Howland, Jr. & Co.....
W. Thompson.....	do	495	Ellis.....	J. R. Perry.....
Wade.....	Bark	261	Bradbury.....	A. H. Howland.....
<i>Fairhaven, Mass.</i>				
Arab.....	Bark	276	Terry.....	I. F. Terry.....
Atkins Adams.....	Ship	336	Lane.....	Atkins Adams.....
Columbus.....	do	382	Fish.....	Gibbs & Jenney.....
E. L. H. Jenney.....	do	384	Allen.....	do.....
Eliza Adams.....	do	403	E. Harding.....	Atkins Adams.....
Favorite.....	Bark	293	Young.....	F. R. Whitwell.....
Friendship.....	Ship	369	William Stott.....	Gibbs & Jenney.....
George.....	do	366	Marston.....	Fish & Hattlestone.....
Harvest.....	Bark	314	Lakey.....	Jabez Delano, Jr.....
Leonidas.....	Ship	243	J. N. Tatch.....	Jenney & Tripp.....
Malcolm.....	do	225	Netcher.....	E. Savin.....
Mary Ann.....	do	335	Taber.....	L. C. Tripp.....
Sam Robertson.....	do	421	J. K. Turner.....	U. F. Terry.....
Wm. Wirt.....	do	385	Jesse Luce.....	Warren Delano.....
Wolga.....	Bark	325	Luce.....	James Tripp.....
<i>Dartmouth, Mass.</i>				
Gov. Hopkins.....	Brig	111	Pease.....	D. H. Bartlett.....
<i>Mattapoisett, Mass.</i>				
America.....	Brig	145	Lambert.....	R. L. Barstow.....
Annawan.....	do	159	Mayhew.....	Seah Freeman.....
Dumbarton.....	Bark	199	Handy.....	Wilson Barstow.....
Elizabeth.....	do	219	Flanders.....	R. L. Barstow.....
Lagrange.....	do	170	Southworth.....	E. Willis.....
Sarah.....	do	171	Snow.....	Wilson Barstow.....
Solon.....	Brig	129	Hanmond.....	Samuel Strievaud, Jr.....
Sarah.....	Ship	370	Purrlington.....	Joseph Meigs.....

\* When two ships of the same name sail from the same port it is extremely difficult at times to tell

ailing from American -ts—Continued.

Showing returns of whaling-vessels

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm oil.	Whale oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
		Pacific Ocean	June 22	May 8, 1850	442	2,664	15,600	Sent home 501 sperm, 15,000 pounds bone.
		Ind. and Pac.	Sept. 15	Apr. 30, 1849	434	2,620	20,500	
		Pacific Ocean	July 2	.....	.....	.....	.....	
		Atl. and Ind.	June 16	Nov. 9, 1848	500	70	.....	
		Pacific Ocean	July 21	Aug. 29, 1849	815	2,612	600	
		do	July 29	Apr. 2, 1849	1,065	71	300	Bought from Edgartown 1845.
		South Atlantic	Mar. 30	May 13, 1849	800	25	.....	Sent home 60 sperm.
		Indian Ocean	July 2	Jan. 30, 1849	740	1,100	4,500	Sent home 80 sperm; sold 1847; lost in Straits of Magellan 1850.
		South Atlantic	June 16	June 4, 1847	.....	70	.....	
		Ind. and N. W.	Aug. 1	Feb. 18, 1850	2,020	.....	.....	Abandoned at sea 1846.
		Atlantic	.....	.....	.....	.....	.....	
		Pacific Ocean	July 8	Mar. 14, 1849	100	1,800	4,000	
		Indian Ocean	Sept. 10	Aug. 14, 1849	1,115	541	3,700	Burned at Honolulu 1843; total loss; sent home 67 sperm.
		Pacific Ocean	Sept. 11	.....	.....	.....	.....	Added 1846 from Plymouth. Attacked by natives at Sydney's Island; 5 of the crew killed, 7 wounded; Captain Spencer rescued by the ships United States and Alabama, of Nantucket. Sent home 600 sperm, 40,000 pounds bone (7)
		do	Nov. 21	June 2, 1850	23	2,327	27,000	
		do	July 21	May 31, 1850	185	1,746	.....	
		Pacific Ocean	Nov. 15	Sept. 26, 1849	980	.....	.....	
		Pac. and N. W.	Aug. 27	May 11, 1849	460	2,940	19,000	
		do	Sept. 10	Apr. 6, 1849	299	2,100	3,800	
		Pacific Ocean	Nov. 5	Apr. 30, 1850	76	3,378	15,700	Was set on fire three times on the voyage by the crew; sent home 12,500 lbs. bone. Condemned at Bermuda, January, 1851.
		Indian Ocean	Aug. 12	.....	.....	.....	.....	
		Indian Ocean	Dec. 5	Feb. 12, 1850	450	1,450	2,000	Added 1846; 500 barrels were on freight.
		Pacific Ocean	Aug. 22	June 16, 1850	2,200	.....	.....	
		Ind. and Pac.	Sept. 8	Apr. 25, 1849	350	2,250	4,000	
		Ind. and Japan	Nov. 30	May 15, 1851	2,570	.....	.....	Sent home 15,660 pounds bone; sold to N. Bedford 1849.
		Ind. and Pac.	June 12	Apr. 25, 1849	150	2,950	26,000	
		Ind. and N. W.	Aug. 1	Nov. 25, 1849	1,550	250	1,400	
		Ind. and Pac.	Oct. 18	Apr. 29, 1849	600	2,400	30,000	
		Ind. and N. W.	Sept. 10	Apr. 2, 1849	200	2,500	25,000	
		Pacific Ocean	July 18	May 16, 1850	450	1,800	.....	Sent home 6,128 pounds bone.
		Ind. and N. W.	Aug. 11	June 9, 1849	1,450	30	.....	Lost in Columbia River, August 25, 1848; had on board 1,400 whale; nothing saved; sent home 6,900 bone.
		do	Aug. 11	.....	.....	.....	.....	
		Pacific Ocean	Nov. 17	July 18, 1850	1,600	.....	.....	Bought from New Bedford 1846; sent home 150 sperm, 16,000 pounds bone.
		N. W. Coast	June 20	May 2, 1849	25	3,700	30,000	Wilson Barnes, fourth mate, died October, 1847; Captain Luce killed by a whale 1848.
		Pacific Ocean	Nov. 14	May 8, 1850	1,705	75	.....	Added 1846 from New Bedford; sent home 400 whale, 6,750 pounds bone.
		Indian Ocean	Aug. 7	June 10, 1852	118	343	4,700	
		South Atlantic	Sept. 12	Apr. 8, 1849	15	25	.....	Added 1846; sold 1849.
		Atlantic	Apr. 29	Sept. 9, 1847	450	.....	.....	Added 1846, from Wareham.
		do	Aug. 15	.....	575	.....	.....	Sent home 65 barrels 1846; added 1846.
		do	June 4	June 3, 1848	300	.....	.....	
		do	Aug. 12	Sept. 9, 1848	1,045	150	.....	
		Indian Ocean	Aug. 18	Nov. 24, 1840	50	.....	.....	Captain Southworth drowned by the upsetting of his boat October, 1846; the cargo returned dismasted by a gale; added 1846.
		Atlantic	May 11	June 27, 1848	250	.....	.....	
		do	Oct. 26	Oct. 26, 1847	110	.....	.....	
		Pac. and N. W.	Sept. 1	Apr. 23, 1848	120	2,480	25,000	which to credit with oil and bone sent home. A portion of this probably belongs to the Triton. 24.

port it is extremely difficult at times to tell

438 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-results

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1846.</b>				
<i>Sippican, Mass.</i>				
Cosauck .....	Bark	256	— Dexter .....	S. C. Luce .....
Quito .....	Brig	140	— Chase .....	J. S. Bates .....
<i>Westport, Mass.</i>				
Janet .....	Bark	194	— Davis .....	Henry Willcox .....
President .....	do	167	— Hicks .....	Andrew Hicks .....
Th. Winslow .....	do	120	— Stanton .....	Thomas W. Mayhew ..
Theo. Chase .....	do	168	— Ball .....	Henry Willcox .....
U. States .....	do	217	— Smith .....	Andrew Hicks .....
<i>Nantucket, Mass.</i>				
Alabama .....	Ship	340	Benjamin Coggeshall ..	John H. Shaw .....
Alpha .....	do	345	Joseph W. Folger .....	Hadwen & Barney .....
Atlantic .....	do	321	James Coleman .....	R. F. Gardner .....
Columbia .....	do	329	Joseph C. Chase .....	C. G. & H. Collin .....
Hero .....	do	313	Sylvanus Swain .....	Joseph Starbuck .....
James Loper .....	do	348	William S. Whipple .....	Levi Starbuck .....
Marie .....	do	365	George A. Collin .....	J. W. Barrett & Sons ..
Napoleon .....	do	360	Stephen B. Gibbs .....	do .....
Narragansett .....	do	399	John B. Rogers .....	Christopher Wyer .....
Ontario .....	do	354	John Horn .....	J. W. Barrett & Sons ..
Rosa .....	do	343	William Miller .....	Simon Starbuck .....
Susan .....	do	349	Charles B. Ray .....	Aaron Mitchell .....
Sophia .....	Schooner	170	— Swain .....	J. Cook, Jr., & Co. ....
Three Brothers .....	Ship	384	Joseph Mitchell, 2d .....	G. & M. Starbuck & Co. .
Two Brothers .....	Schooner	70	— Hatch .....	J. Cook, Jr., & Co. ....
Young Hero .....	Ship	340	William B. Swain .....	J. Starbuck .....
<i>Edgartown, Mass.</i>				
Splendid .....	Ship	392	— Baylea .....	Abm. Osborne .....
<i>Newport, R. I.</i>				
Damon .....	Bark	195	— Davenport .....	Silas H. Cotterell .....
Mechanic .....	Ship	335	Oliver Potter .....	R. P. Lee .....
<i>Provincetown, Mass.</i>				
Hell Isle .....	Schooner	104	.....	Parker Cook .....
Cadmus .....	Brig	130	— Soper .....	Samuel Soper .....
Council .....	Schooner	100	.....	Samuel Cook .....
Edwin .....	do	100	— Nickerson .....	R. L. Thatcher .....
Fairy .....	Bark	1-6	.....	Ebenezer Cook .....
Franklin .....	Brig	172	— Tillson .....	Samuel Soper .....
Gem .....	do	102	— Cook .....	Timothy P. Johnson ..
Grand Island .....	Schooner	104	.....	Samuel Cook .....
John Adams .....	do	110	.....	R. L. Thatcher .....
Louisa .....	do	98	.....	Samuel Cook .....
Madford .....	do	105	— Cook .....	Parker Cook .....
Pacific .....	Brig	130	— Petty .....	D. Small .....
Parker Cook .....	Bark	135	— Smith .....	Parker Cook .....
Phoenix .....	Brig	150	— Small .....	Abm. Small .....
Rienzi .....	Schooner	115	.....	A. Cook .....
Rienzi .....	Brig	104	Samuel Small .....	James Small .....

Showing returns of whaling—results

ailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Dexter.....	S. C. Lucas.....	Pacific Ocean.....	Sept. 29	June 26, 1850	74	1,500	9,000	Sent home 129 sperm, 4,000 pounds bone; sold to New Bedford 1850.
Chaso.....	J. S. Bates.....	Atlantic.....	June 11	Nov. 11, 1847	270	100	.....	Sold to Nantucket 1848.
Days.....	Henry Wilcox.....	Indian Ocean.....	July 31	June 18, 1844	101	.....	.....	Added 1846.
Hicks.....	Andrew Hicks.....	South Seas.....	Aug. —	Oct. 15, 1847	25	.....	.....	Condemned and broken up at Westport 1848.
Stanton.....	Thomas W. Mayhew.....	South Atlantic.....	July 31	Sept. 9, 1847	170	.....	.....	Returned in consequence of a defective forecast.
Ball.....	Henry Wilcox.....	.....do.....	May 6	May 4, 1844	30	.....	.....	Sailed March 18; returned April 6, having lost her five boats and davits, and sustained other damage, in a gale; sent home 200 barrels 1846.
Smith.....	Andrew Hicks.....	Indian Ocean.....	June 11	Oct. 18, 1849	20	70	.....	Second mate died from a wound received in cutting in —; sent home 135 sperm.
in Coggeshall.....	John H. Shaw.....	Pacific Ocean.....	May 26	Sept. 26, 1850	1,454	.....	.....	Built 1846, at Medford.
W. Folger.....	Hadwen & Barney.....	.....do.....	July 2	Apr. 21, 1850	1,182	180	3,000	Reuben Coleman, second mate, died August 29, 1849.
.....do.....	.....do.....	.....do.....	Sept. 13	Dec. 2, 1849	2,091	.....	.....	Sent home 25 barrels sperm.
.....do.....	.....do.....	.....do.....	Aug. 7	June 12, 1850	1,081	180	.....	Returned leaking; was rebottomed and sailed in 1847.
.....do.....	.....do.....	.....do.....	Nov. 2	Nov. 13, 1846	.....	.....	.....	.....
.....do.....	.....do.....	.....do.....	Dec. —	May 10, 1851	1,200	40	.....	Crew all deserted in California 1849; Capt. Coffin left the ship at Takahama, sick.
.....do.....	.....do.....	.....do.....	Sept. 20	June 27, 1850	890	13	.....	Captain Gibbs came home sick; sold 90 sperm on voyage.
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	1,609	.....	.....	Sold some oil on the voyage.
.....do.....	.....do.....	.....do.....	Aug. 9	Apr. 1, 1851	2,220	.....	.....	.....
.....do.....	.....do.....	.....do.....	July 10	Apr. 30, —	1,205	170	.....	Took about 900 barrels of sperm, went to California, and was sold.
.....do.....	.....do.....	.....do.....	Nov. 7	.....	.....	.....	.....	Sold 120 sperm.
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	741	.....	.....	Added 1846; built at Baltimore 1838.
.....do.....	.....do.....	.....do.....	Nov. 16	Aug. 16, 1851	130	.....	.....	.....
.....do.....	.....do.....	.....do.....	June 30	Oct. 20, 1847	1,331	170	.....	Added 1849; built at Newcastle, Me., 1829.
.....do.....	.....do.....	.....do.....	July 7	July 15, 1851	70	.....	.....	Captain Swain left the ship sick.
.....do.....	.....do.....	.....do.....	Dec. 17	Oct. —, 1840	.....	.....	.....	.....
.....do.....	.....do.....	.....do.....	July 12	June 17, 1850	2,141	150	.....	.....
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	.....	.....	.....	.....
.....do.....	.....do.....	.....do.....	Aug. 17	Apr. 1, 1849	100	3,000	15,000	Withdrawn for California 1849.
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	.....	.....	.....	.....
.....do.....	.....do.....	.....do.....	Oct. 6	.....	.....	.....	.....	Lost on a reef near Gallapagos Islands, June 28, 1847.
.....do.....	.....do.....	.....do.....	Nov. 11	May 10, 1851	145	1,635	12,200	Sent home 438 sperm, 19,165 pounds bone.
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	.....	.....	.....	.....
.....do.....	.....do.....	.....do.....	Apr. 18	Apr. 18, 1846	.....	25	.....	The Belle Isle sailed again in April and returned Oct. 7, 1846, with 90 barrels sperm.
.....do.....	.....do.....	.....do.....	Mar. 19	Nov. 15, 1846	40	.....	.....	.....
.....do.....	.....do.....	.....do.....	Apr. 16	Oct. 23, 1846	80	20	.....	Added 1845.
.....do.....	.....do.....	.....do.....	Mar. 21	Sept. 13, 1846	195	25	.....	.....
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	610	40	.....	.....
.....do.....	.....do.....	.....do.....	Sept. 8	June 23, 1848	250	.....	.....	.....
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	260	.....	.....	Added 1845; withdrawn 1847.
.....do.....	.....do.....	.....do.....	June 26	Sept. 17, 1847	40	30	.....	.....
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	285	15	.....	.....
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	207	.....	.....	.....
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	130	.....	.....	.....
.....do.....	.....do.....	.....do.....	Aug. —	Sept. 25, 1847	40	.....	.....	Sold 1847.
.....do.....	.....do.....	.....do.....	July 25	May 26, 1847	.....	.....	.....	.....
.....do.....	.....do.....	.....do.....	Oct. 24	May —, 1848	270	.....	.....	.....
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	189	.....	.....	.....
.....do.....	.....do.....	.....do.....	July 28	Oct. 13, 1847	256	.....	.....	.....
.....do.....	.....do.....	.....do.....	.....do.....	.....do.....	.....	.....	.....	.....
.....do.....	.....do.....	.....do.....	April 3	.....	.....	.....	.....	Totally wrecked at sea September 16, 1846. Of the brig's company, twenty-one all told, only the second mate and four men survived and were taken from the wreck, after the most extreme suffering, by ship Minerva, of New Bedford.

440 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1846.</b>				
<i>Provincetown, Mass.—Continued.</i>				
Sam'l Cook .....	Brig ...	140	— Cook .....	Samuel Soper .....
Samuel and Thomas .....	Bark ...	151	— Swift .....	H. Sparks .....
Tarquin .....	Schooner	100	.....	.....
<i>Plymouth, Mass.</i>				
Exchange .....	Schooner	99	— Hopkins .....	Richard W. Holmes .....
Mancalbo .....	Brig ...	93	.....	Atwood L. Drew .....
<i>Wareham, Mass.</i>				
Inga .....	Brig ...	100	— Cudworth .....	M. S. F. Tobey .....
<i>Boston, Mass.</i>				
Ontario .....	Schooner	100	— Prior .....	.....
<i>Fall River, Mass.</i>				
Gold Hunter .....	Ship ...	291	— Marvel .....	Nathan Durfee .....
Rowena .....	do ...	404	— Adams .....	do .....
<i>Providence, R. I.</i>				
South America .....	Ship ...	616	R. N. Sowb .....	Pearce & Bullock .....
<i>Bristol, R. I.</i>				
Troy .....	Brig ...	150	— Easterbrooks ..	Samuel Church .....
<i>Warren, R. I.</i>				
Bowditch .....	Ship ...	309	— Borden .....	S. P. Child .....
Covington .....	do ...	351	— Devo .....	Maurin & Peasenden ..
Portsmouth .....	do ...	520	— Munroe .....	Burr & Smith .....
Powhattan .....	Bark ...	237	— Mayhew .....	do .....
<i>Barnstable, Mass.</i>				
March .....	Brig ...	90	Seth Weeks .....	Silas Baker .....
<i>Somerset, Mass.</i>				
Pilgrim .....	Bark ...	137	— Pettis .....	George B. Hood .....
<i>Myatie, Conn.</i>				
Bingham .....	Ship ...	375	— Scholfield .....	Charles Mallory .....
Vermont .....	Bark ...	292	— Bailey .....	do .....
<i>Bridgeport, Conn.</i>				
Hamilton .....	Ship ...	350	— Wade .....	Sherwood Sterling .....
<i>New London, Conn.</i>				
Armata .....	Ship ...	413	— Fitch .....	Abner Bassett .....
Benj. Morgan .....	do ...	407	— Bellows .....	Perkins & Smith .....
Clement .....	Bark ...	279	— Lane .....	Miner, Lawrence & Co.
Columbus .....	Brig ...	159	— Porsyth .....	Williams & Barnes .....
Columbus .....	Ship ...	344	— Buchanan .....	Lyman Allen .....
Dovo .....	Bark ...	151	— Douglas .....	Williams & Haven .....
Exile .....	Schooner	83	— Church .....	Stoddard & Learned ..
Flora .....	Bark ...	328	— Potter .....	N. & W. W. Billings ..
Franklin .....	Schooner	119	— Butler .....	Perkins & Smith .....
Georgia .....	Ship ...	344	— Holt .....	Thomas Fitch .....
Hannibal .....	do ...	411	— Brown .....	Benjamin Brown .....
Jason .....	do ...	353	— Morgan .....	Stoddard & Learned ..
McLellan .....	do ...	366	— Slato .....	Perkins & Smith .....
<i>.....</i>				
Phoenix .....	do ...	404	— Higgins .....	N. & W. W. Billings ..
Sarah Lavinia .....	Schooner	114	— Fuller .....	B. Brown .....
Vesper .....	Ship ...	321	— Clark .....	Williams & Barnes .....

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling ground.	Date—		Result of voyage.			Remarks.	
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		
						Hbls.	Bbls.	Lbs.	
Cook	Samuel Seper	Atlantic	Mar. 9	Oct. —, 1840	230				Brig Sam'l Cook added 1846.
Swift	U. Sparks	do	Sept 11	Apr. 13, 1842	410				Sold to Mattapoisett 1850. Withdrawn 1840; no report.
Hopkins	Richard W. Holmes	Atlantic	Apr. —						Lost on Island of Margarita 1847.
	Atwood L. Drew	do	Oct. 12						Totally wrecked October 19, 1843; second mate and two of the crew washed overboard and drowned.
Cudworth	M. S. F. Tobey	Atlantic	Aug. 10	Dec. 23, 1847	350				Returned in consequence of a leak; sold 1848.
Prior		North Atlantic	Dec. 14	Sept. 10, 1847	250	20			
Marsel	Nathan Durfee	Pacific Ocean	Oct. 24	Apr. 9, 1849	500	1,500			Withdrawn for California 1849.
Adams	do	Northwest	Aug. 29	Apr. 23, 1849	40	3,280	15,000		Do.
Sowlo	Pearce & Bullock	Pacific Ocean	Nov. 4	Jan. 13, 1849	200	5,300	23,000		Went into California trade 1849; sent home 23,000 pounds bone; sold to New Bedford 1851.
Easterbrooks	Samuel Church	Atlantic	Aug. 26						Put into St. Catharines in distress May, 1847, and was condemned; had taken three barrels blackfish.
Borden	S. P. Child	N. W. Coast	Nov. 29	Apr. 23, 1849	75	3,027	23,000		Added 1846.
Devol	Mauran & Feasenden	do	Aug. 24	Apr. 4, 1849	450	2,300	10,000		Bought from New York 1845; sent home 19,000 pounds bone.
Munroe	Hurr & Smith	do	Feb. 4	June 5, 1849	100	4,500	19,000		Added 1845; formerly a merchantman; withdrawn for California 1849.
Mayhew	do	Pacific Ocean	Feb. 1	Mar. 9, 1849	360				
Weeks	Silas Baker	Atlantic	June 4	Aug. 21, 1847	250	30			Formerly a schooner; altered to a hermaphrodite brig 1846; sold to Yarmouth 1847.
Pettit	George B. Hood	South Seas	Aug. 19	May 1, 1848	400				
Scholfield	Charles Mallory	N. W. Coast	July 2						Sent home 6,100 pounds bone; withdrawn at Honolulu for California trade 1848.
Bailey	do	Indian Ocean	July 14						Lost on Islands of St. Paul's 1847.
Wade	Sherwood Sterling	South Seas	Aug. —						Condemned at Hong Kong 1849.
Fitch	Abner Bassett	Indian & N. W.	July 24	Apr. 2, 1849	40	2,760	28,000		
Bellows	Perkins & Smith	Chili & N. W.	June 25	May 16, 1848	75	2,841	29,000		
Lane	Mimer, Lawrence & Co.	Indian & N. W.	July 15	May 6, 1849	400	2,000	8,000		
Forsyth	Williams & Barnes	South Atlantic	June 3	May 15, 1848	250	50			
Buchanan	Lynn & Allen	Indian & N. W.	July 2	May 3, 1849	50	1,750	15,000		Sent home 70 barrels 1846; withdrawn 1849.
Honglas	Williams & Haven	South Atlantic	Nov. 4	June 10, 1849	850				
Church	Stoddard & Learned	Desolation Idl	Apr. 0	May —, 1848		350			
Potter	N. & W. W. Billings	Coast of Chili	June 4	May 4, 1849	20	800	20,000		
Butler	Perkins & Smith	South Seas	July 28	July 19, 1847	50	400			
Holl	Thomas Fitch	Chili & N. W.	June 23	May 5, 1848		3,000	20,000		
Brown	Benjamin Brown	Falkland Idls	July 23	June 14, 1849		4,000	16,000		
Morgan	Stoddard & Learned	Desolation Idl	Apr. 0	May 20, 1848		2,000	16,000		Added 1846; resumption of Davis Strait fishery; part of the officers and crew of the McLeilan were English.
Slato	Perkins & Smith	Davis Straits	Apr. 8	Sept. 17, 1846		140			
Higgins	N. & W. W. Billings	Indian Ocean	Aug. 6	Sept. 2, 1850	830	70			Added 1846; withdrawn for California 1849.
Fuller	B. Brown	Falkland Idls	July 23	June 13, 1849		30			
Clark	Williams & Barnes	N. W. Coast	Sept. 15	June 1, 1849	250	2,800	32,000		

## 442 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1816.</b>				
<i>New London, Conn.—Continued.</i>				
Wm. C. Nye.....	Ship	350	— Church.....	N. & W. W. Hillings....
<i>Stonington, Conn.</i>				
Betsy Williams.....	Ship	400	Palmer Hall.....	C. P. Williams.....
Caledonia.....	do	446	Barber.....	do.....
Calumet.....	do	347	Skinner.....	do.....
Mercury.....	do	305	Pendleton.....	Pendleton & Trumbull..
Newark.....	do	323	B. T. Pendl- ton.....	John F. Trumbull.....
Tybee.....	do	280	Dukens.....	do.....
<i>Sag Harbor, L. I.</i>				
Ann.....	Ship	296	— Curry.....	Mulford & Howell.....
Crescent.....	do	340	— Westfall.....	Post & Sherry.....
Citizen.....	do	461	— Lansing.....	Mulford & Slight.....
Fanny.....	do	291	— Edwards.....	N. & G. Howell.....
Josephine.....	do	397	— Hedges.....	Post & Sherry.....
John Wells.....	do	366	— French.....	Thomas Brown.....
Nimrod.....	Bark	280	— Jennings.....	Charles T. Doring.....
Noble.....	do	273	— Howes.....	do.....
Portland.....	Ship	292	— Corwin.....	S. & B. Hunting & Co..
Romulus.....	do	233	— Cartwright.....	Ezekiel Mulford.....
Thamos.....	do	414	James Bishop.....	T. Brown.....
Timor.....	do	280	— Edwards.....	Hunting Cooper.....
Wm. Tell.....	do	370	— Glover.....	T. Brown.....
<i>Greenport, N. Y.</i>				
Phillip 1st.....	Ship	293	— Case.....	Ireland, Wells & Carpen- ter.....
Washington.....	do	236	— Corwin.....	Wiggins & Parsons.....
<i>Cold Spring, N. Y.</i>				
Alice.....	Bark	281	— Woolley.....	John H. Jones.....
Monmouth.....	do	273	— Haley.....	do.....
Richmond.....	Ship	437	— Winters.....	do.....
<i>Holmes Hole.</i>				
Pocahontas.....	Ship	341	— Cottle.....	Thomas Bradley.....
<b>1817.</b>				
<i>New Bedford, Mass.</i>				
Abigail.....	Ship	310	— Young.....	Pope & Morgan.....
Alto.....	Bark	226	E. F. Lakeman.....	Richmond & Wood.....
Brighton.....	Ship	351	— West.....	C. R. Tucker & Co.....
Bramin.....	Bark	245	— Butts.....	Grison Allen.....
Barth. Gosnold.....	Ship	356	— Taber.....	I. Howland, jr., & Co..
Cambria.....	do	363	— Harding.....	James Arnold.....
Canton, 2d.....	do	380	— Taber.....	C. R. Tucker & Co.....
Corinthian.....	do	401	— Arrington.....	George Howland.....
Columbus.....	Bark	313	— Davis.....	William R. Robman.....
Champion.....	Ship	336	— Parker.....	J. D. Thompson.....
Draco.....	Bark	257	J. V. Cox.....	Jona. Bourne, jr.....
Dartmouth.....	Ship	336	— Osborn.....	I. Howland, jr., & Co..
Draper.....	do	291	— Lawton.....	Joseph Dunbar & Co..
Dragon.....	Bark	291	S. E. Cook.....	do.....
Dryade.....	do	263	S. C. Fisher.....	S. Thomas & Co.....
Emma.....	do	246	— Hussey.....	Rodney French.....
Elizabeth.....	Ship	339	M. Baker.....	T. & A. R. Nye.....
Endeavour.....	Bark	252	— Hamblin.....	C. R. Tucker & Co.....

showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.	
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.		
Arch.	N. & W. W. Billings...	Chili & N. W.	Apr. 30	Feb. 10, 1851	90	2,900	25,000	Sold to New Bedford 1851; Captain Church died 1848.
Will.	C. P. Williams.....	N. W. Coast.	Nov. 11	Feb. 1, 1849	250	2,650	30,000	New 1846.
Cher.	do	do	July 4	Apr. 25, 1848	35	2,150	.....	Sent home 40 barrels 1846.
Under.	do	Pacific Ocean	Sept. 29	May 24, 1849	80	2,600	27,000	Withdrawn 1849.
Adleton.	Pendleton & Trumbull.	Coast of Chili.	June 10	Mar. 30, 1848	65	2,300	20,000	
Bl-ton.	John F. Trumbull.	N. W. Coast.	Aug. 22	Mar. 11, 1849	40	2,100	12,000	Sent home 12,000 pounds bone.
Wens.	do	do	Sept. 14	May 4, 1849	50	2,200	12,000	
Try.	Mulford & Howell.....	Coast of Chili.	Aug. 27	June 10, 1850	40	2,300	7,000	
St-full.	Post & Sherry.....	N. Z. & N. W.	July 28	June 4, 1849	44	2,200	12,000	
Using.	Mulford & Slight.....	Pac. & N. W.	Sept. 19	Feb. 1, 1849	700	2,900	18,000	Sold for California 1849.
Wards.	N. & G. Howell.....	Chili & N. W.	Aug. 5	Mar. 10, 1849	80	2,900	14,000	Sold to New Bedford 1849; sent home 16,000 pounds bone.
Diges.	Post & Sherry.....	Pacific Ocean.	Oct. 15	Aug. 28, 1849	60	2,400	.....	Sold to New Bedford 1849.
Such.	Thomas Brown.....	N. W. Coast.	Aug. 12	July 29, 1849	140	2,160	8,000	
Whales.	Charles T. Dering.....	Crozettes	Nov. 11	June 30, 1848	250	600	5,000	
Wes.	do	S. A. & Indian.	Aug. 24	June 10, 1848	300	900	8,000	Withdrawn for California 1849.
Wrin.	S. & R. Hunting & Co.	Chili & N. W.	Aug. 1	July 15, 1848	40	1,650	12,000	Wrecked and condemned at Honolulu, Dec. 1849; sent home 26,765 pounds bone.
Wright.	Ezekiel Mulford.....	Japan.	Sept. 29	.....	.....	.....	.....	
Shop.	T. Brown.....	Chili & N. W.	Sept. 3	.....	.....	.....	.....	
Wards.	Hunting Cooper.....	do	July 28	July 26, 1849	80	1,650	9,000	
Over.	T. Brown.....	Pacific Ocean.	Oct. 7	June 21, 1848	300	1,300	12,000	
So	Ireland, Wells & Carpenter.	N. W. Coast.	July —	May 27, 1848	30	1,270	11,000	
Wrin.	Wiggins & Parsons.....	do	Aug. —	June 26, 1848	250	1,600	16,000	
Woolley.	John H. Jones.....	South Seas.	Sept. 3	Apr. 27, 1849	.....	1,900	18,000	Sent home 300 sperm, 2,432 pounds bone.
Woolley.	do	do	Mar. 13	Aug. 8, 1850	.....	1,600	.....	Sent home 99 sperm, 430 whale, 13,500 bone; lost in Bebring's Straits 1848 with 3,500 barrels oil. Captain Winters died on passage home.
Winters.	do	N. W. Coast.	July 21	.....	.....	.....	.....	
Wottle.	Thomas Bradley.....	South Pacific.	Oct. 5	Mar. 21, 1850	400	1,600	16,000	
Wung.	Pope & Morgan.....	Pacific Ocean.	Oct. 27	May 29, 1852	321	30	1,300	Sent home 140 sperm.
Wuman.	Richmond & Wood.....	Indian Ocean.	Sept. 14	Aug. 16, 1851	1,595	.....	.....	Sent home 2,420 bone
Wust.	C. R. Tucker & Co.....	do	Aug. 11	May 3, 1850	.....	1,558	19,100	
Watts.	Giouon Allen.....	Pacific Ocean.	Nov. 30	July 14, 1851	178	1,534	18,700	Third mate, John M. Austin, died at sea July, 1850; sent home 75 barrels sperm.
Waber.	I. Howland, Jr., & Co.	Indian Ocean.	June 28	Apr. 9, 1851	1,796	435	.....	Sent home 9,800 pounds bone.
Wardling.	James Arnold.....	Pacific Ocean.	Jan. 12	Mar. 21, 1851	1,140	1,940	.....	
Waber.	C. R. Tucker & Co.....	Indian & Pac.	Oct. 4	Feb. 23, 1851	425	1,095	9,100	
Warmington.	George Howland.....	Pacific Ocean.	Oct. 9	Jan. 5, 1851	668	56	.....	Sent home 65 sperm.
Wavis.	William R. Rodman.....	do	July 2	Oct. 4, 1850	1,527	.....	.....	Sent home 46 sperm and 11,000 pounds bone.
Warker.	J. D. Thompson.....	Indian & N. W.	Aug. 5	Apr. 8, 1850	307	2,619	23,300	
Wax.	Jona. Bourne, Jr.....	Indian & Pac.	Aug. 21	Nov. 30, 1850	1,382	.....	.....	Returned March 30, 1848; captain sick.
Washorn.	I. Howland, Jr., & Co.	N. W. Coast.	Nov. 16	Nov. 1, 1851	268	235	800	Lost at Cape de Verdes 1847.
Wawton.	Joseph Droubar & Co.	South Seas.	Dec. 20	Apr. 1, 1851	.....	.....	.....	Sold at San Francisco 1851; sent home 81 sperm.
Wook.	do	Pacific Ocean.	Aug. 10	.....	.....	.....	.....	Sent home 52 sperm.
Wisher.	S. Thomas & Co.....	do	.....	.....	.....	.....	.....	
Wussey.	Rodney French.....	Indian Ocean.	May 19	Sept. 17, 1851	691	.....	.....	
Wor.	T. & A. R. Nye.....	Pacific Ocean.	Oct. 26	June 25, 1851	1,730	325	.....	
Wamblin.	C. R. Tucker & Co.....	Indian Ocean.	July 21	Aug. 3, 1851	630	255	.....	



414 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1817.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Enterprise .....	Ship .....	29	Little .....	Robert Gibbs .....
Emerald .....	do .....	35	Munkley .....	J. Dunbar & Co. ....
Equator .....	Bark .....	253	F. H. Mathews .....	D. & G. O. Crocker ..
Exchange .....	do .....	184	Reynolds .....	Thomas Knowles & Co.
Furcron .....	Ship .....	328	E. P. Mosher .....	B. B. Howard .....
Fortune .....	Bark .....	221	E. Woodbridge .....	Albert Hathaway .....
Francois .....	Ship .....	348	E. Gardner .....	J. Arnold .....
George .....	do .....	273	D. Clark .....	J. A. Parker & Son .....
Gideon Howland .....	do .....	379	William Cash .....	I. Howland, jr. & Co. ...
Goleonda .....	do .....	341	Brush .....	George Howland .....
Good Return .....	do .....	370	Cook .....	H. Taber & Co. ....
Gov. Truitt .....	do .....	43	Coggeshall .....	E. C. Jones .....
Harvest .....	Bark .....	263	Thomas Bailey .....	Swift & Allen .....
Herald, 2d .....	Ship .....	363	Macomber .....	T. & A. R. Nye .....
Hercules, 2d .....	do .....	290	L. E. Inbert .....	D. R. Greene & Co .....
Hope, 2d .....	do .....	295	Christian .....	Wileox & Richmond .....
Hope .....	Bark .....	186	S. Brayton .....	William Watkins .....
Huntress .....	Ship .....	391	Shearman .....	Robert Gibbs .....
Iris .....	do .....	311	William Weeks .....	E. C. Jones .....
John Coggeshall .....	do .....	338	West .....	Edward M. Robinson .....
John Howland .....	do .....	377	Leary .....	J. & J. Howland .....
John & Edward .....	do .....	318	Coggeshall .....	Wileox & Richmond .....
Julian .....	do .....	356	Taber .....	Hathaway & Luce .....
Junior .....	do .....	378	Tinkham .....	D. R. Greene & Co .....
Lafayette .....	do .....	260	Lawrence .....	Edw. W. Howland .....
Le Baron .....	Bark .....	170	Chadwick .....	Lorenzo Pierce .....
Liverpool .....	Ship .....	300	Tripp .....	Abraham Barker .....
Logan .....	do .....	302	Nickerson .....	I. Howland, jr. & Co. ...
Liverpool, 2d .....	do .....	428	West .....	Thomas Wileox .....
Morea .....	do .....	330	R. T. Wyatt .....	B. B. Howard .....
Maria Theresa .....	do .....	330	Swift .....	T. & A. R. Nye .....
Mary .....	do .....	287	T. J. Corey .....	I. Howland, jr. & Co. ...
Milton .....	do .....	388	Smith .....	H. Taber & Co. ....
Marcella .....	Bark .....	211	Worth .....	C. R. Tucker & Co .....
Margaret Scott .....	Ship .....	307	Luce .....	R. French .....
Midas .....	do .....	326	D. P. Eldridge .....	J. B. Wood & Co .....
Minerva .....	do .....	408	Jason Seabury .....	William Gifford .....
Mherva .....	Bark .....	195	Perry .....	William O. Brownell .....
Messenger .....	Ship .....	291	A. E. Arthur .....	J. R. Thornton .....
Montpelier .....	do .....	320	Young .....	J. R. Thornton .....
Moctezuma .....	do .....	436	Tower .....	West & Paine .....
Marcia .....	do .....	315	Elliason .....	E. W. Howland .....
Olympia .....	do .....	296	Woodward .....	Ashley & Phillips .....
Otranto .....	Bark .....	150	Winslow .....	Cranston Wileox .....
Phoenix .....	Ship .....	423	McCleave .....	John A. Parker .....
Pioneer .....	Bark .....	231	Hathaway .....	J. D. Thompson .....
Roscoe .....	Ship .....	362	McCleave .....	Andrew Robeson .....
Rodman .....	do .....	374	Allyne .....	C. W. Morgan .....
Roman .....	do .....	375	S. Wilbur .....	E. C. Jones .....
Roman, 2d .....	do .....	350	Blackmer .....	A. Barker .....
Sally Anne .....	do .....	312	J. B. Brooks .....	D. R. Greene & Co .....
St. George .....	do .....	408	Hawes .....	A. Barker .....
Stephanie .....	do .....	315	W. N. Bourne .....	J. Bourne .....
Two Brothers .....	do .....	288	Jonney .....	D. R. Greene & Co .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Little	Robert Gibbs	Indian & N. W.	Aug. 2	June 15, 1849			
Lunkley	J. Dunbar & Co.	Pacific Ocean	Oct. 27	June 13, 1851	1,517	1,114	6,000
Mathews	O. & G. O. Crocker	do	Sept. 4	May 2, 1849	408		No report.
Myrland	Thomas Knowles & Co.	do	May 4	May 2, 1849			Bought from Warren 1847.
Osler	R. B. Howard	Indian & N. W.	Aug. 3	June 6, 1850			Condemned and sold at St. Catharine's 1848
Overton	Gilbert Hathaway	do	Aug. 5	June 6, 1850		2,430	Sent home 29,000 pounds bone.
Packer	J. Arnold	Pacific Ocean	Oct. 4	June 29, 1850	823		Captain Gardner returned sick 1846.
Parker	J. A. Parker & Son	do	Nov. 30	Aug. 1, 1851	1	817	Sent home 404 whale.
Perkins	I. Howland, jr. & Co.	Indian & N. W.	July 17	Apr. 8, 1850	186	3,133	Captain Brush came home sick 1850.
Pratt	George Howland	Pacific Ocean	Aug. 25	Apr. 2, 1851	1,148	43	Sent home 9,979 pounds bone.
Reed	H. Taber & Co.	N. W. Coast	Dec. 9	Jan. 29, 1850	543	2,715	Sent home 458 barrels sperm and 17,000 pounds bone.
Reid	E. C. Jones	Pacific & N. W.	Aug. 30	May 8, 1850	34	3,161	Arctic 1847; second mate and boat's crew lost April 22, 1850.
Reynolds	Swift & Allen	Indian & Pac.	Dec. 4	July 13, 1850	384	1,493	Lost off Navigator's Islands, April 17, 1850; sent home 166 sperm.
Rice	T. & A. R. Nye	Pacific Ocean	Nov. 5	May 6, 1851	117	2,471	
Ridgely	D. R. Greene & Co.	do	July 27				
Ridgely	do	do	Sept. 1	May 8, 1851	745	64	
Ridgely	do	do	Oct. 26	May 9, 1850	1,177		Sent home 11,500 pounds bone.
Ridgely	do	do	Oct. 4	May 8, 1850	135	2,675	
Ridgely	do	do	June 24	Jan. 2, 1850	1,541	324	Bought from Newport 1847; Captain West left the ship and went to California; sent to California 1850; sold to Fairhaven 1852.
Ridgely	do	do	Nov. 20	June 10, 1850	423	700	
Ridgely	do	do	Nov. 2	July 21, 1851	1,824	15	Sent home 67 sperm.
Ridgely	do	do	May 25	Dec. 18, 1850	591	161	Captain Taber left at Honolulu 1850; sent home 2,318 bone.
Ridgely	do	do	June 23	May 8, 1851	92	2,530	
Ridgely	do	do	Dec. 15	Mar. 15, 1850	32	2,518	Lost off Gallapagos Islands, June, 1850; oil (600 sperm 200 whale) saved by Nantucket, of Nantucket.
Ridgely	do	do	Dec. 27				Added 1846 from Newport; lost 1851; sent home 117 sperm; sold 130 sperm at Sydney.
Ridgely	do	do	Apr. 28				Sent home 550 whale, 39,898 pounds bone.
Ridgely	do	do	June 16	June 2, 1850	69	2,062	
Ridgely	do	do	Nov. 11	May 3, 1851	116	1,056	Sent home 500 whale, 31,703 pounds bone.
Ridgely	do	do	Oct. 3	Apr. 12, 1851	27	4,043	
Ridgely	do	do	Oct. 13	June 12, 1850	40	2,800	Sent home 82 sperm, 338 whale, 37,200 pounds bone.
Ridgely	do	do	Nov. 26	Mar. 22, 1851	117	2,389	
Ridgely	do	do	July 21	Apr. 8, 1850	481	772	Sent home 16,728 pounds bone.
Ridgely	do	do	Sept. 1	July 15, 1851	2,594	10	Sent home 15,655 pounds bone.
Ridgely	do	do	Apr. 5	Apr. 18, 1850	613		Sent home 50 sperm, 20,000 pounds bone.
Ridgely	do	do	Nov. 20	May 13, 1851	70	2,540	Voyage broken up by crew deserting to California; run as a packet from Valparaiso to San Francisco; sold in California; sent home 51 sperm.
Ridgely	do	do	Aug. 19	June 3, 1850	167	1,393	
Ridgely	do	do	July 20	Jan. 13, 1850	226	2,656	Sent home 79 sperm.
Ridgely	do	do	June 9				Sent home 10,000 pounds bone.
Ridgely	do	do	July 27	Sept. 8, 1851	1,010	22	
Ridgely	do	do	Oct. 9	Apr. 18, 1850	334	2,407	Sent home 99 sperm.
Ridgely	do	do	Aug. 16	Mar. 25, 1851	97	2,943	Sold to go to California 1849.
Ridgely	do	do	July 29	May 11, 1850	314	2,219	Sent home 97 sperm, 19,430 pounds bone.
Ridgely	do	do	Aug. 19	June 21, 1851	1,148	3	
Ridgely	do	do	Jan. 17	Apr. 30, 1849	420		Sent home 90 sperm.
Ridgely	do	do	Aug. 3	May 27, 1851	72	1,774	
Ridgely	do	do	June 20	Apr. 26, 1851	102	1,636	Sent home 90 sperm.
Ridgely	do	do	Oct. 7	June 2, 1851	1,828		
Ridgely	do	do	Nov. 5	May 10, 1851	276	2,519	
Ridgely	do	do	Nov. 18	Aug. 8, 1851	2,335	52	
Ridgely	do	do	Oct. 30	Apr. 13, 1850	361	2,812	Sent home 94 sperm.
Ridgely	do	do	June 3	Sept. 11, 1850	783	742	Sent home 17,028 pounds bone.
Ridgely	do	do	Sept. 9	Apr. 5, 1850	497	2,422	
Ridgely	do	do	Sept. 15	Oct. 22, 1850	229	1,191	Sent home 140 sperm, 16,500 pounds bone
Ridgely	do	do	Sept. 1	Mar. 31, 1851	801	903	

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1847.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Virginia.....	Ship...	346	— Marter .....	Hathaway & Luce.....
Washington.....	do .....	344	S. D. Fisher .....	J. Bonrne, jr .....
Zephyr.....	do .....	361	— Shearman .....	Alex. Gibbs.....
<i>Fairhaven, Mass.</i>				
Albion.....	Ship...	326	— Hathaway .....	E. Sawin.....
Eto.....	do .....	451	— Norton.....	Nathan Church.....
Gen. Scott.....	do .....	333	— Fisher.....	L. C. Tripp.....
Heroine.....	do .....	337	Thomas Wall.....	N. Church.....
Herald.....	do .....	262	— Terry.....	Seth A. Mitchell.....
James Monroe.....	do .....	424	— Bowman.....	F. R. Whitwell.....
London Packet.....	do .....	335	Jabez B. Howland .....	Gibbs & Jenney.....
Marcus.....	do .....	266	— Osborn.....	Lemuel Tripp.....
Omega.....	do .....	305	— Morey.....	N. Church.....
Popgunnet.....	Bark...	184	— Eldridge.....	I. F. Terry.....
Sarah Frances.....	Ship...	301	— Wood.....	E. Sawin.....
Sylph.....	do .....	336	— Gardner.....	Edmund Allen.....
William Rotch.....	do .....	290	— Kempton.....	Fish & Huttleston.....
<i>Mattapoisett, Mass.</i>				
Cachelot.....	Bark...	230	— Luther.....	Wilson Baratow.....
Helen.....	Brig...	120	— Jenney.....	R. L. Baratow.....
Lagrange.....	Bark...	170	— Dornin.....	E. Willis.....
Solon.....	Brig...	129	J. W. Bolles.....	Samuel Starvamt, jr.....
Willis.....	Bark...	164	— Tabor.....	R. L. Baratow.....
<i>Westport, Mass.</i>				
Barclay.....	Bark...	167	— King.....	Alex. H. Corey.....
Champion.....	do .....	209	— Gardner.....	Andrew Hicks.....
Dr. Franklin.....	do .....	171	— Hazard.....	Job Davis.....
Leonidas.....	Brig...	128	— Corneil.....	John L. Anthony.....
Mattapoisett.....	do .....	150	— Briggs.....	Freeman Lawrence.....
Mexico.....	do .....	130	— Macomber.....	Gideon Davis.....
Platina.....	Ship...	266	— Gifford.....	Andrew Hicks.....
President.....	Bark...	167	— Worth.....	do .....
Rajah.....	do .....	250	— West.....	Henry Wilcox.....
<i>Nantucket, Mass.</i>				
Barclay.....	Ship...	301	Eben Baker.....	John H. Shaw.....
Constitution.....	do .....	318	Obed Bunker.....	C. G. & H. Coffin.....
Henry Clay.....	do .....	355	Samuel P. Skinner.....	Christopher Wyer.....
Hero.....	do .....	313	Sylvanus Swain.....	Joseph Starbuck.....
Kirkwood.....	Brig...	201	Charles Alley.....	J. Cook, jr., & Co.....
Mary.....	Ship...	369	William B. Harris.....	Edward Perry.....
Peru.....	Bark...	257	Conelder Fisher.....	R. F. Gardner.....
Planter.....	Ship...	340	Isaac B. Hussey.....	do .....
President.....	do .....	299	Joseph Marshall.....	J. Starbuck.....
Rambler.....	do .....	318	James H. Houghton.....	F. C. Sanford.....
Spartan.....	do .....	333	Crom. Morselander.....	Daniel Jones.....
Two Brothers.....	Schooner	70	— Carey.....	J. Cook, jr., & Co.....
Washington.....	Ship...	308	Stephen Bailey.....	do .....
<i>Edgartown, Mass.</i>				
Almira.....	Ship...	362	— Coffin.....	Abm. Osborne.....

showing returns of whaling vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Master	Hathaway & Luce	Pacific Ocean	Aug. 18	Aug. 6, 1851	Bbls. 1,580	Bbls. 125	Lbs. ....	First mate, Mr. Luce, died at Callao, May, 1849.
Master	J. Bourne, jr.	Pac. & N. W.	Oct. 12	May 28, 1850	348	1,790	1,400	Sent home 15,000 pounds bone.
Master	Alex. Gibbs	Ind. & Pacific	Oct. 21	June 1, 1851	719	194	1,800	
Master	E. Sawin	Indian Ocean	Aug. 30	Mar. 27, 1851	300	1,200	30,000	Sent home 116 sperm, 22,500 pounds bone.
Master	Nathan Church	Ind. & N. W.	Sept. 1	Apr. 11, 1850	159	3,200	21,000	Sent home 8 casks sperm.
Master	L. C. Tripp	Pacific Ocean	July 14	May 8, 1851	727	1,352	12,600	Sent home 434 sperm, 16,000 bone.
Master	N. Church	Ind. & Pacific	Nov. 18	May 28, 1851	.....	2,685	.....	Sent home 27 whale, 25,497 bone; shipped oil to London; sold at Honolulu, March, 1854.
Master	Seth A. Mitchell	Indian Ocean	Nov. 11	.....	.....	.....	.....	Sold at San Francisco 1849.
Master	F. R. Whitwell	Pacific Ocean	Oct. 30	.....	.....	.....	.....	Condemned at Sydney 1850; refitted and sailed whaling from there.
Master	Gibbs & Jenney	South Seas	Oct. 11	.....	.....	.....	.....	
Master	Lemuel Tripp	Pacific Ocean	Oct. 1	Sept. 1, 1850	700	800	.....	Crew all deserted save one in California; added 1847, from Sippican.
Master	N. Church	Ind. & Pacific	Jan. 6	July 6, 1850	600	1,600	23,000	
Master	I. F. Terry	Pacific Ocean	Nov. 26	.....	.....	.....	.....	
Master	E. Sawin	do	Dec. 22	.....	.....	.....	.....	Added 1847; sent home 1,471 sperm.
Master	Edmund Allen	do	July 8	May 22, 1850	30	400	4,000	Bought from New Bedford, 1847.
Master	Fish & Huttleston	do	Sept. 30	Aug. 18, 1851	748	577	10,000	
Master	Wilson Barstow	Pacific Ocean	Aug. 4	Sept. 2, 1851	.....	.....	.....	No report.
Master	R. L. Barstow	Atlantic	June 8	Sept. 30, 1847	97	.....	.....	Added 1847.
Master	E. Willis	Pacific Ocean	Feb. 5	Apr. 6, 1849	230	.....	.....	Sent home 6,414 pounds bone.
Master	Samuel Starbuck, jr.	Atlantic	Dec. 21	July 29, 1849	80	.....	.....	Sold to Westport 1849.
Master	R. L. Barstow	do	Dec. 4	Sept. 29, 1848	500	.....	.....	
Master	Alex. H. Corey	Atlantic	May 27	Dec. 31, 1848	450	.....	.....	Sent home 131 sperm.
Master	Andrew Hicks	Atl. & Pacific	Jan. 22	Nov. 7, 1848	300	50	.....	
Master	Job Davis	Indian Ocean	June 24	Feb. 2, 1849	700	.....	.....	Sailed from Fall River 1847; sold to Westport, 1848.
Master	John L. Anthony	Atlantic	Nov. 5	May 10, 1850	400	.....	.....	Bought from Mattapoisett
Master	Freeman Lawrence	do	Apr. 15	Dec. 10, 1848	200	.....	.....	
Master	Gideon Davis	do	Mar. —	June 21, 1848	300	.....	.....	Added 1847.
Master	Andrew Hicks	Pacific Ocean	July 20	May 28, 1850	600	275	.....	
Master	do	Atlantic	Nov. 18	Oct. —, 1848	75	.....	.....	
Master	Henry Wilcox	Ind. & Pacific	Oct. 30	June 10, 1851	224	1,702	14,400	
Master	John H. Shaw	Pacific Ocean	Oct. 29	Oct. 15, 1851	1,150	.....	.....	Mr. Prince, third mate, died at sea; sold and sent home about 50 barrels.
Master	C. G. & H. Coffin	do	Sept. 5	Apr. 23, 1852	555	90	.....	Condemned at Rio Janeiro.
Master	Christopher Wyer	do	Oct. 27	July 7, 1851	852	.....	.....	Sold 50 barrels sperm.
Master	Joseph Starbuck	do	Apr. 2	July 7, 1851	.....	.....	.....	Bought from Baltimore 1847; built 1843; third mate killed 1849; Captain Alley died at Panama, and the brig was sold there.
Master	J. Cook, jr., & Co	do	Oct. 19	.....	.....	.....	.....	Sold 30 barrels sperm.
Master	Edward Perry	do	Oct. 17	Sept. 21, 1851	717	30	.....	Sold 60 barrels blackfish.
Master	R. F. Gardner	do	Aug. 21	Dec. 27, 1850	750	150	.....	Sent home 8 casks sperm; Captain Hussey shipped on board brig Wm. Penn. of San Francisco, and was killed in a mutiny November 6, 1852.
Master	do	do	July 5	July 12, 1851	1,095	530	.....	Got ashore on Gallipagos Islands and came home damaged.
Master	J. Starbuck	do	Sept. 1	Dec. 9, 1850	1,369	20	.....	Sold 125 barrels sperm; second mate killed by a whale December, 1847.
Master	F. C. Sanford	do	Dec. 5	July 28, 1851	1,837	8	.....	Returned to Edgartown, damaged in gale, and refitted.
Master	Daniel Jones	do	Oct. 0	June 21, 1851	868	.....	.....	Returned in consequence of illness of captain.
Master	J. Cook, jr., & Co	South Atlantic	Nov. 21	June 21, 1851	.....	.....	.....	
Master	do	do	June 19	Nov. 15, 1847	50	.....	.....	Condemned at Oahu in 1849.
Master	do	Pacific Ocean	Oct. 30	.....	.....	.....	.....	
Master	Abm. Osborne	Pacific Ocean	July 29	Mar. 20, 1851	1,000	1,500	18,000	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1847.</b>				
<i>Edgartown, Mass.—Continued.</i>				
Vineyard .....	Ship	321	— Coon .....	Benjamin Werth .....
Vesta .....	Brig	154	— Mayhew .....	do .....
<i>Holmes's Hole, Mass.</i>				
Malta .....	Bark	150	— Cromwell .....	Thomas Barrows .....
Ocmulgee .....	Ship	452	— Mauter .....	Thomas Bradley .....
<i>Provincetown, Mass.</i>				
Bello Isle .....	Schooner	104	— Cook .....	Parker Cook .....
Cadmus .....	Brig	130	— Nickerson .....	Samuel Soper .....
Council .....	Schooner	100	— Genn .....	Howe & Lord .....
Edwin .....	do	100	— Nickerson .....	R. L. Thatcher .....
Fairy .....	Bark	184	— Cook .....	Ebenezer Cook .....
John Adams .....	Schooner	110	— Turner .....	R. L. Thatcher .....
Louisa .....	do	98	— Young .....	Samuel Cook .....
Renzl .....	do	115	— Young .....	A. Cook .....
Samuel Cook .....	Brig	140	—	do .....
<i>Wareham, Mass.</i>				
G. Washington .....	Ship	374	— Gibbs .....	S. C. Gibbs .....
<i>Fall River, Mass.</i>				
Leonidas .....	Brig	128	— Cornell .....	Nathan Durfee .....
<i>Providence, R. I.</i>				
Cassander .....	Ship	293	— Winslow .....	Nathaniel F. Potter .....
Richmond .....	Bark	343	E. A. Swift .....	Pearce & Bullock .....
<i>Warren, R. I.</i>				
Boy .....	Ship	252	Obed Luco .....	John R. Wheaton .....
Franklin .....	Bark	240	— Barton .....	Samuel Barton .....
Warren .....	Ship	383	— Evans .....	Joseph Smith .....
<i>Yarmouth, Mass.</i>				
March .....	Brig	90	— Wood .....	Silas Baker .....
<i>Mystic, Conn.</i>				
Antaretic .....	Ship	377	— Kenney .....	do .....
Alibree .....	Bark	378	— Hull .....	I. & W. P. Randall .....
Congress .....	do	380	— Taylor .....	do .....
Coriolaus .....	Ship	288	— Maguly .....	Charles Mallory .....
Leander .....	Bark	213	— Brerleton .....	do .....
<i>Cold Spring, N. Y.</i>				
Huntsville .....	Ship	523	— Smith .....	John H. Jones .....
<i>New London, Conn.</i>				
Alert .....	Ship	392	— Green .....	Williams & Haven .....
Atlas .....	Schooner	81	— Lyon .....	Perkins & Smith .....
Blk. Warrior .....	Bark	231	— Babcock .....	Williams & Haven .....
Bengal .....	Ship	304	— Hempsted .....	Thomas Fitch, 2d .....
Chas. Carroll .....	do	413	— Long .....	Perkins & Smith .....
Caroline .....	do	310	— Hempsted .....	Williams & Haven .....
Corinthian .....	do	505	— Slate .....	Perkins & Smith .....

showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.	
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.		
on .....	Benjamin Worth .....	Pacific Ocean ..	Oct. 30	May 7, 1850	Bbls. 2,000	Bbls. 150	Lbs. ....	Sent home 95 sperm; withdrawn 1848.
aychew .....	do .....	Atlantic .....	Apr. 12	Oct. 6, 1848	300	.....	.....	
omwell .....	Thomas Barrows .....	Pacific Ocean ..	Sept. 2	Apr. 8, 1850	90	.....	.....	.....
autor .....	Thomas Bradley .....	N. W. Coast ...	Sept. 2	Apr. 21, 1850	60	3,000	30,000	
ook .....	Parker Cook .....	North Atlantic ..	Feb. 11	Aug. 20, 1847	300	.....	.....	Sailed again September 6, 1847, for Straits Belle Isle; returned July 4, 1848, with 90 barrels sperm.
ickerson .....	Samuel Soper .....	Atlantic .....	Feb. 1	Sept. 24, 1847	24	.....	.....	
eu .....	Howe & Lord .....	North Atlantic ..	Mar. 13	July 14, 1847	120	8	.....	
ickerson .....	R. L. Thatcher .....	Atlantic .....	.....	May —, 1848	14	.....	.....	Withdrawn 1848.
ook .....	Elbeoezer Cook .....	do .....	.....	Oct. 12, 1848	41	.....	.....	
urner .....	R. L. Thatcher .....	do .....	Apr. 13	Oct. 22, 1847	100	60	.....	.....
.....	Samuel Cook .....	do .....	Mar. 28	Oct. 25, 1847	110	.....	.....	
.....	A. Cook .....	do .....	Feb. 17	Aug. 13, 1847	210	10	.....	
.....	.....	do .....	Apr. 1	May 13, 1848	200	10	.....	
Gibbs .....	S. C. Gibbs .....	N. W. Coast ...	Nov. 17	Mar. 17, 1850	200	2,800	31,000	Lost 100 barrels whale in a heavy gale on the passage home.
Cornell .....	Nathan Durfee .....	Atlantic .....	Nov. 5	.....	.....	.....	.....	Sold to Westport 1848, and returned to that port.
Winslow .....	Nathaniel F. Potter ..	Pacific Ocean ..	Nov. 16	.....	.....	.....	.....	Burned at sea June 10, 1848. Crew landed at St. Martha Grande after being 10 days in their boats without provisions, during which time two died; sent home 1,500 pounds bone.
wift .....	Pearce & Bullock .....	N. W. Coast ...	July 10	Feb. 11, 1850	6	3,400	20,000	Sold for California 1850; sent home 99 sperm, 14,000 bone.
nce .....	John R. Wheaton .....	Pacific Ocean ..	Dec. 19	July 31, 1852	200	.....	.....	Captain Luce and 5 men massacred by natives of Mackill's Island January, 1851; sold to Bristol for Cuba trade, 1852; sold to Boston 1853; shipped oil to London.
Barton .....	Samuel Barton .....	do .....	Dec. 22	June 26, 1848	900	300	.....	Withdrawn 1852.
Evans .....	Joseph Smith .....	N. W. Coast ...	Nov. 29	May 8, 1851	140	2,780	29,100	
Wood .....	Silas Baker .....	Atlantic .....	Oct. 23	Aug. 21, 1847	250	30	.....	Bought from Barnstable 1847; sailed again October 23, 1847, and arrived at New Bedford October 21, 1848, with 30 barrels sperm.
Kenney .....	.....	do .....	Aug. 10	.....	.....	.....	.....	Lost at Fayal September 23, 1847.
Hull .....	L. & W. P. Randall .....	N. W. Coast ...	June 24	Apr. 25, 1849	300	3,000	30,000	
Taylor .....	do .....	Indian Ocean ..	July 1	July 27, 1849	.....	800	7,000	Thomas White, second mate, died September 30, 1849.
Maginly .....	Charles Mallory .....	Crozettes .....	Sept. 6	July 7, 1849	2	1,070	13,000	
Brereton .....	do .....	do .....	Sept. 29	Mar. 29, 1850	250	500	4,000	
Smith .....	John H. Jones .....	South Pacific ..	Sept. 30	Apr. 21, 1849	.....	4,200	50,000	.....
Green .....	Williams & Haven .....	Indian and N. W.	Aug. 3	Feb. 13, 1850	80	3,400	4,000	Sent home 52 sperm, 18,680 pounds bone.
Lynn .....	Perkins & Smith .....	Desolation Isl.	Aug. 11	May 2, 1849	.....	300	.....	
Babcock .....	Williams & Haven .....	Indian Ocean ..	June 2	Aug. 20, 1849	1	1,600	.....	Added 1847.
Hempsted .....	Thomas Fitch, 2d .....	do .....	June 2	Mar. 16, 1850	.....	2,300	25,000	Sent home 9 casks sperm, 14,500 pounds bone.
Long .....	Perkins & Smith .....	Desolation Isl.	July 21	June 3, 1849	.....	3,600	.....	Withdrawn for California 1849.
Hempsted .....	Williams & Haven .....	Indian Ocean ..	July 13	Apr. 27, 1849	.....	2,100	21,000	
Slate .....	.....	Desolation Isl.	Sept. 23	June 26, 1849	.....	3,700	.....	Bought from Bristol 1847.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1847.</b>				
<i>New London, Conn.—Continued.</i>				
Promo	Ship	301	Steele	T. Fitch, 2d
Electra	do	344	Brown	Williams & Barnes
Friends	do	403	Howard	Benjamin Brown
Franklin	Schooner	119	Norie	Perkins & Smith
Gen. & Mary	Ship	336	Middleton	Lyman Alyn
Ibernia	do	315	Smith	T. Fitch, 2d
Hy Thompson	do	438	Helm	Prink, Chew & Co.
India	do	401	Miller	Williams & Haven
Indian Chief	do	306	Bailey	Prink, Chew & Co.
Jefferson	do	296	Gray	William P. Benjamin
John & Elizabeth	do	347	Chappell	Williams & Haven
Julius Cæsar	Bark	288	Morgan	Stoddard & Learned
Lark	Ship	395	Kelley	Perkins & Smith
Mogul	do	414	Huntley	Williams & Barnes
McLellan	do	287	Perkins	Perkins & Smith
Merrimack	do	387	Destin	Williams & Haven
Neptune	Bark	196	Holt	do
N. America	do	247	Bolles	Minor, Lawrence & Co.
Pembruko	do	35	Potter	Joseph Lawrence
Tendos	do	35	Cumstock	Weaver, Rogers & Co.
Veneco	do	363	Harris	do
<i>Stonington, Conn.</i>				
Charles Phelps	Ship	297	Hurch	Charles P. Williams
Engene	do	344	Brown	do
Mary & Susan	do	341	Pendleton	Stoddard & Trumbull
Newburyport	do	214	Lester	John F. Trumbull
United States	do	214	Barnum	do
<i>Sag Harbor, N. Y.</i>				
Acasta	Bark	284	Harlow	John Budd
Arabella	Ship	367	Ludlow	N. & G. Howell
Cadmus	Bark	305	Smith	Milford & Sleigh
Concordia	do	265	Hedges	Thomas Brown
Franklin	Ship	391	Mercator Cooper	Hunting Cooper
Gem	Bark	326	Worth	do
Illinois	Ship	413	Jaggard	John Budd
Jefferson	do	437	Smith	T. Brown
Levant	do	283	Lowen	Tiffany & Halcy
Marens	Bark	362	Babeock	N. & G. Howell
Ontario	Ship	467	Brown	S. & B. Hunting & Co.
Panama	do	467	Hallock	N. & G. Howell
Phoenix	do	314	Green	Cook & Green
Superior	Bark	275	Royce	Post & Sherry
Tuscany	Ship	299	S. W. Edwards	John Budd
<i>Greenport, N. Y.</i>				
Caroline	Ship	258	Babeock	Ireland, Wells & Carpenter
Italy	do	296	Weld	David G. Floyd
Lucy Ann	do	309	Brown	Wiggins, Parsons & Cook
Neva	do	362	Case	Ireland, Wells & Carpenter
Roanoke	Bark	252	Baldwin	Wiggins & Parsons

showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
McClellan	T. Fitch, 2d	N. W. Coast	Oct. 9	May 31, 1850	1,600	3,500		Sent home 11,500 pounds bone.
McClellan	Williams & Harms	Indian and N. W.	July 20	Mar. 23, 1850	2,300	22,000		Sent home 1,100 whale, 15,500 pounds bone.
McClellan	Benjamin Brown	Pacific Ocean	July 14	May 7, 1849	2,300	3,000		Sent home 141 sperm, 18,630 pounds bone.
McClellan	Perkins & Smith	Crozettes	Aug. 24	Aug. —, 1849	—	—		
McClellan	Lyman Allyn	Indian and N. W.	Aug. 14	Apr. 8, 1850	330	2,250	16,000	Sold to New Bedford 1849; no report.
McClellan	T. Fitch, 2d	Patagonia	Nov. 5	—	—	—	—	Sent home 23,500 pounds bone.
McClellan	Frank, Chew & Co.	Indian and N. W.	July 31	June 16, 1850	100	2,300	—	Sent home 27,990 bone.
McClellan	Williams & Haven	do	June 23	Mar. 29, 1850	200	4,000	25,000	Sailed October 21; was damaged by a gale on the 26th and returned; sailed again 16th November; sent home 17,500 pounds bone.
McClellan	Frank, Chew & Co.	N. W. Coast	Nov. 18	Feb. 15, 1851	75	3,100	18,000	
McClellan	William P. Benjamin	Indian and N. W.	Aug. 10	Mar. 31, 1849	—	2,700	27,000	Sent home 85 sperm.
McClellan	Williams & Haven	do	July 7	May 7, 1850	150	2,000	18,000	Sent home 7 casks sperm.
McClellan	Stoddard & Learned	Indian Ocean	Aug. 12	June 13, 1849	50	2,300	18,000	Bought from New York 1847.
McClellan	Perkins & Smith	do	Oct. 9	June 16, 1850	450	4,700	14,000	Sent home 19,350 pounds bone.
McClellan	Williams & Barnes	Indian and N. W.	June 7	May 2, 1851	80	3,730	3,000	Brought 845 seal-skins.
McClellan	Perkins & Smith	Bays Straits	Mar. 5	Oct. 5, 1847	—	1,11	—	
McClellan	Williams & Haven	N. W. Coast	Oct. 9	—	50	3,300	—	
McClellan	do	Indian Ocean	July 21	Jan. 28, 1850	100	2,000	10,000	Sent home 13,000 bone.
McClellan	do	Chili and N. W.	Aug. 11	Mar. 23, 1849	70	2,300	9,000	Lost 1851.
McClellan	Minor, Lawrence & Co.	Indian Ocean	July 14	—	—	—	—	Sent home 100 sperm, 9,800 bone
McClellan	Joseph Lawrence	Indian and Pac	Aug. 12	June 31, 1850	10	1,500	3,000	Sent home 16,500 pounds bone.
McClellan	Weaver, Rogers & Co.	Indian and N. W.	June 15	May 13, 1849	50	2,600	18,000	
McClellan	Charles P. Williams	do	June 12	Jan. 13, 1850	270	2,700	33,000	Sent home 15 casks sperm.
McClellan	do	Chili and N. W.	July 13	Apr. 7, 1850	100	2,300	25,000	
McClellan	do	N. W. Coast	Oct. 23	Mar. 23, 1850	—	3,200	45,000	
McClellan	Pendleton & Trumbull	Indian and N. W.	Sept. 14	Apr. 18, 1850	—	2,700	34,000	
McClellan	John F. Trumbull	Atlantic and In	Dec. 4	May 3, 1849	—	2,075	1,300	
McClellan	John Budd	Indian Ocean	Oct. 14	Aug. 22, 1840	150	525	4,000	Withdrawn 1850; returned in consequence of the illness of Captain Harlow; second mate killed by a whale December, 1847.
McClellan	N. & G. Howell	Pacific Ocean	Aug. 10	July 9, 1849	50	2,000	10,500	Sold to New Bedford 1849.
McClellan	Milford & Sleigh	Indian Ocean	Sept. 30	June 24, 1849	80	1,720	9,000	Sent home 4,000 pounds bone.
McClellan	Thomas Brown	South Atlantic	July 13	July 9, 1849	350	600	5,500	Sent home 39 sperm.
McClellan	Hunting Cooper	N. W. Coast	July 21	—	—	—	—	Lost on coast of Brazil June 7, 1850; had 3,300 whale; saved about 2,300; sent home 60 sperm.
McClellan	do	do	Oct. 9	—	—	—	—	Totally lost with her cargo near Suvarrow Island December, 1845; had 170 sperm, 2,400 whale, 27,000 bone.
McClellan	John Budd	do	Oct. 29	Mar. 31, 1850	60	2,800	14,000	Sent home 13,563 pounds bone; sold to New Bedford 1850.
McClellan	T. Brown	do	July 20	May 28, 1850	—	3,200	9,000	Sent home 25,193 pounds bone.
McClellan	Tiffany & Halsey	do	Oct. 13	Mar. 26, 1851	—	3,500	8,000	Sent home 7,500 pounds bone.
McClellan	N. & G. Howell	South Atlantic	July 21	—	—	—	—	Condemned at Honolulu November, 1850.
McClellan	S. & B. Hunting & Co.	N. W. Coast	Oct. 11	Feb. 5, 1850	—	3,000	10,000	Sold to New Bedford 1850.
McClellan	N. & G. Howell	do	Sept. 15	Mar. 25, 1850	—	3,800	30,000	Withdrawn 1850; condemned at Valparaiso 1851.
McClellan	Cook & Green	do	Oct. 22	May 31, 1849	80	2,400	20,000	Sold to Boston 1849.
McClellan	Post & Sherry	South Atlantic	July 11	May 5, 1849	—	1,700	—	Sent home 22,336 pounds bone.
McClellan	John Budd	Indian Ocean	Aug. 12	Apr. 28, 1851	50	2,780	17,400	Sent home 96 sperm, 21,750 pounds bone; Captain Edwards died October 29, 1849.
McClellan	Ireland, Wells & Carpenter	Indian Ocean	Dec. 4	June 4, 1850	500	500	6,000	George Tubcock, first mate, died September 18, 1849.
McClellan	David G. Floyd	N. W. Coast	Aug. 17	Apr. 7, 1849	200	2,400	30,000	Sent home 53 sperm.
McClellan	Wiggins, Parsons & Cook	do	Aug. 21	July 8, 1849	120	2,250	32,000	Sent home 20,290 pounds bone; sailed 1849, and was condemned at Rio Janeiro 1850.
McClellan	Ireland, Wells & Carpenter	do	Aug. 17	May 3, 1851	80	2,785	25,700	Sent home 32 sperm, 12,000 bone.
McClellan	Wiggins & Parsons	do	Aug. 25	July 12, 1849	250	350	3,000	



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1848.</b>				
<i>New Bedford, Mass.</i>				
Abma. H. Howland .....	Ship	414	— Fisher .....	Abm. H. Howland .....
Abm. Barker .....	do	406	A. R. Barker .....	Abm. Barker .....
Addison .....	do	421	— Lawrence .....	Isaac B. Richmond .....
Alexander .....	do	421	— Black .....	J. A. Parker .....
Amerlea .....	do	412	— Adams .....	I. Howland, jr., & Co. ....
America .....	Bark	257	— Tuckee .....	G. B. Tucker & Co. ....
Archer .....	Ship	322	— Smith .....	Edward W. Howland .....
Arnold .....	do	353	H. Wood .....	J. B. Wood & Co. ....
Brunswick .....	do	293	— Johnson .....	Barton Ricketson .....
Chandler Price .....	do	441	— Taber .....	Pope & Morgan .....
Copda .....	do	317	— Taber .....	Lemuel Kollock .....
Condor .....	do	349	J. Allen .....	Pope & Morgan .....
Cornelia .....	Bark	211	— Devoll .....	L. Kollock .....
Charleston Packet .....	do	184	— Lewis .....	Thomas Knowles & Co. ....
Chill .....	Ship	291	— Dexter .....	H. B. Howard .....
Cowper .....	do	311	— Cole .....	do .....
Dartmouth .....	do	336	— Pierce .....	I. Howland, jr. & Co. ....
Dunbarton .....	Bark	199	M. Mathew .....	I. B. Richmond .....
Envoy .....	do	329	W. T. Walker .....	William C. Brownell .....
Emigrant .....	do	181	Bartholomew West .....	Russell Maxfield .....
Florida .....	Ship	430	— Weeks .....	E. C. Jones .....
Frances Henrietta .....	do	407	— Clough .....	Samuel W. Rodman .....
George and Susan .....	do	354	— Wight .....	George Howland .....
George Porter .....	Bark	283	— Ellis .....	William Watkins .....
Geo. Washington .....	do	242	— Baker .....	Charles Hitch .....
Gratitude .....	Ship	337	P. S. Wilcox .....	Swift & Allen .....
Hector .....	do	366	Peter Smith .....	William J. Rotch .....
Henry Kneeland .....	do	304	G. H. Clark .....	H. B. Howard .....
Hyanope .....	do	311	— Tullman .....	J. B. Wood & Co. ....
India .....	do	369	— Swift .....	A. H. Howland .....
Inga .....	Belg	164	— Barnes .....	Ingalls & Lucas .....
Isaac Howland .....	Ship	399	— West .....	I. Howland, jr., & Co. ....
Isabella .....	do	411	— Brayton .....	L. P. Ashmead .....
James Allen .....	do	353	— Smith .....	Gideon Allen .....
Java .....	do	278	— Stanton .....	George Howland .....
James .....	do	321	— Cornell .....	T. & A. R. Nye .....
James Maury .....	do	323	— Whelden .....	Charles R. Tucker & Co. ....
Jeannette .....	do	240	— West .....	I. B. Richmond .....
John .....	do	307	— Anderson .....	Frederick Parker .....
Katusoff .....	do	415	— Slocum .....	J. Dunbar & Co. ....
Lancaster .....	do	322	— Almy .....	T. & A. R. Nye .....
London Packet .....	do	280	.....	A. H. Howland .....

sailing from American ports—Continued.

able showing returns of whaling-vessels.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
		Kamohatka ..	Aug. 9	Mar. 19, 1851	<i>Bbls.</i> 137	<i>Bbls.</i> 4,224	<i>Lbs.</i> 47,308	Sent home 200 barrels oil and 6,197 pounds bone.
Fisher .....	Abm. H. Howland .....	Ind. and Pacific	July 1	June 11, 1850	47	2,609	.....	
Maker .....	Abm. Barker .....	Pacific Ocean ..	Aug. 17	June 10, 1852	1,905	25	.....	Captain Black died at sea November 25, 1848. Sent home 307 barrels oil and about 13,500 pounds bone.
Lawrence .....	Isaac B. Richmond ..	Ind. and Pacific	May 23	Mar. 25, 1851	30	2,705	18,200	
Black .....	J. A. Parker .....							
Adams .....	I. Howland, Jr. & Co. .	N. W. Coast ..	Oct. 23	Apr. 20, 1851	430	3,620	56,400	
Tucker .....	C. H. Tucker & Co. .	Pacific Ocean ..	Feb. 2	May 28, 1851	207	1,002	9,000	
Smith .....	Edward W. Howland ..	do ..	May 17	May 1, 1852	2,133	.....	.....	Sent home 160 sperm.
Ed. .....	J. B. Wood & Co. ....	do ..	July 1	Mar. 19, 1852	1,910	67	.....	Sold to Dartmouth 1851.
Johnson .....	Harton Ricketson .....	South Seas .....	Nov. 17	May 9, 1851	186	1,050	30,600	Sent home 31,283 pounds bone.
Taber .....	Pope & Morgan .....	N. W. Coast ..	July 3	Jan. 14, 1851	224	3,685	24,700	Captain Taber came home in the Julian 1851; sent home 2,056 whale, 18,700 bone.
Taber .....	Lemuel Kollock .....	do ..	July 3	June 2, 1852	12	585	8,700	
en .....	Pope & Morgan .....	Ind. and Pacific	June 23	May 3, 1850	70	2,628	39,500	
Devoll .....	L. Kollock .....	Indian Ocean ..	Sept. 11	July 18, 1850	024	.....	.....	Sent home 400 whale.
Lewis .....	Thomas Knowles & Co.	do ..	Aug. 3	Dec. 11, 1850	431	.....	.....	Sent home 29,600 pounds bone.
Dexter .....	B. B. Howard .....	Ind. and Pacific	Aug. 31	Apr. 9, 1852	87	.....	.....	Sailed early in season; went as far as Pernambuco and returned; captain sick; shipped to London from Hong-Kong 1850
Cole .....	do ..	N. W. Coast ..	Nov. 11	Mar. 24, 1851	108	3,627	25,800	Bought from Mattapissett 1848.
Pierce .....	I. Howland, Jr. & Co. .	do ..	June 1	Mar. 31, 1851	.....	3,015	25,400	Bought from Providence 1847; built 1820; sold at San Francisco 1851; took on voyage 5,300 whale, 75,000 pounds bone.
ayhow .....	I. B. Richmond .....	Pacific Ocean ..	Sept. 5	June 24, 1850	261	.....	.....	Bought from Bristol 1848; found in 1849 (bottom up); crew never heard from; sent home 20 sperm.
Walker .....	William C. Brownell ..	N. W. Coast ..	July 12	.....	.....	.....	.....	
Polomew West ..	Russell Maxfield .....	Indian Ocean ..	June 1	.....	.....	.....	.....	
Weeks .....	E. C. Jones .....	do ..	Nov. 7	Dec. 21, 1850	990	550	3,000	Sent home 21,522 pounds bone.
Clough .....	Samuel W. Rodman .....	N. W. Coast ..	Aug. 29	Jan. 17, 1851	303	2,614	19,200	
Wright .....	George Howland .....	Pacific Ocean ..	Oct. 20	May 11, 1852	04	1,030	17,300	
Ellis .....	William Watkins .....	Indian Ocean ..	Mar. 29	.....	.....	.....	.....	Wrecked and condemned at Mahe 1850; oil (700 sperm) sent home.
Baker .....	Charles Hitch .....	do ..	June 21	June 30, 1851	028	.....	.....	Enlarged 1848; built at New Bedford 1832.
Wilcox .....	Swift & Allen .....	South Seas .....	Dec. 5	May 6, 1851	171	2,820	37,600	
Smith .....	William J. Rotch .....	Ind. and Pacific	June 13	Aug. 9, 1852	2,275	.....	.....	Dropped anchor but four times on voyage. Sent home 30 sperm.
Clark .....	B. B. Howard .....	do ..	July 19	May 4, 1851	.....	2,026	39,000	
Tallman .....	J. H. Wood & Co. ....	Pacific Ocean ..	Dec. 13	Mar. 17, 1852	1,305	.....	.....	
Swift .....	A. H. Howland .....	N. W. Coast ..	Aug. 9	May 9, 1851	70	3,272	.....	Sent home 273 sperm, 1,015 whale, 70,500 pounds bone.
Barnes .....	Ingalls & Lucas .....	do ..	May 9	.....	.....	.....	.....	Added 1848; cut off at Pleasant Island December, 1852. Captain Barnes and most of the crew murdered by the natives. Sold 150 sperm at Hobart Town.
West .....	I. Howland, Jr. & Co. .	N. W. Coast ..	June 30	Mar. 26, 1851	07	3,260	.....	Shipped 180 sperm, 600 whale, to London, from Hong-Kong. Sent home 37,417 pounds bone.
Brayton .....	L. P. Ashmead .....	Pacific Ocean ..	Sept. 13	.....	.....	.....	.....	Lost on island of Chiloe January 31, 1850. Captain Brayton died immediately after the wreck.
Smith .....	Gideon Allen .....	N. W. Coast ..	Dec. 28	Feb. 17, 1851	136	3,025	1,800	Sold 100 whale at Lahaina; sent home 44,000 bone.
Stanton .....	George Howland .....	Pacific Ocean ..	Aug. 22	Mar. 6, 1852	558	114	2,100	First mate, Nathan Manter, killed by a whale December 4, 1850.
Cornell .....	T. & A. R. Nye .....	do ..	Aug. 23	Aug. 1, 1851	55	1,876	.....	Sent home on the voyage 500 sperm, 27,000 pounds bone.
Whelden .....	Charles R. Tucker & Co.	N. W. Coast ..	Nov. 1	June 25, 1851	85	1,924	20,500	Sold 1,600 barrels whale at Bahia, and took part load of sugar for New York; sent home 450 bone.
West .....	I. B. Richmond .....	do ..	Nov. 7	Oct. 14, 1850	214	2,707	.....	Sent home 28,407 bone.
Anderson .....	Fredrick Parker .....	Pacific Ocean ..	Sept. 28	Nov. 4, 1851	000	1,330	.....	
Slocum .....	J. Dunbar & Co. ....	N. W. Coast ..	July 6	May 7, 1851	16	3,035	34,600	Sailed early in year under Captain Cornell; returned September 30. Captain badly injured by a man falling from aloft and striking him on the back.
Almy .....	T. & A. R. Nye .....	Indian Ocean ..	Nov. 2	Mar. 15, 1851	366	2,108	25,550	Lost at sea near Cape de Verde January 28, 1849; four of the crew lost.
	A. H. Howland .....							

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1848.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Lalla-Rookh	Ship	323	Gardner	J. A. Parker & Son
L. C. Richmond	do	341	C. S. Norton	J. B. Wood & Co.
Marvengo	do	426	Devoll	Jona. Bourne, jr.
Mobilo	do	263	George H. Long	E. C. Jones
Majestic	do	297	Hall	Thomas & Dow
Mara	Bark	376	Borden	C. R. Tucker & Co.
Metacomb	Ship	360	Shockley	J. B. Wood & Co.
Menkar	do	371	Norton	Phillip Anthony
Mexican	do	226	Cudworth	C. R. Tucker & Co.
Minerva Smyth	do	337	Childs	I. Howland, jr., & Co.
Morant	do	340	West	do
Massachusetts	do	364	Chase	O. & G. D. Drucker
Minerva, 21	do	291	O. Smalley	T. Knowles & Co.
Niger	do	437	Gray	Hathaway & Luce
New Bedford	do	351	Hamblin	I. Howland, jr., & Co.
Nimrod	do	340	Sherrin	B. Hicketson
Nys	do	241	Francis	T. & A. B. New
Navy	do	336	Norton	J. B. Wood & Co.
Ohio	do	353	Norton	E. W. Howland
Orozimbo	do	586	Bartlett	B. Hicketson
Pacific	do	385	Hexle	J. Perry
Ploughday	do	304	Phelon	O. N. Swift
Parachute	do	331	Fisher	R. B. Howard
Rhioe	Bark	174	Downs	E. C. Jones
Sappho	do	329	Cushman	O. & E. W. Seabury
Seine	Ship	281	Frederick Sloeum	R. French
Statira	Bark	346	Coon	Hathaway & Luce
South Carolina	Ship	302	Corey	J. D. Thompson
Vidmarso	Bark	402	Cleveland	Hathaway & Luce
William and Eliza	Ship	324	Allen	Henry Taber & Co.
W. Hamilton	do	463	H. Shockley	I. Howland, jr., & Co.
<i>Fairhaven, Mass.</i>				
Acushnet	Ship	359	Bradley	Bradford, Fuller & Co.
Adeline Gibbs	do	354	Weeks	Gilbs & Jenney
Amazon	Bark	148	Daggett	Nathan Church
Bruce	do	148	Fuller	M. O. Bradford
Chilford Wayno	Ship	305	Wady	E. Sawin
Hesper	Bark	262	Slocum	Jenny & Tripp
Jos. Maxwell	Ship	362	E. T. Howland	E. R. Whitwell
Kingston	do	313	Lascomb	N. Church
Lydia	do	353	Worth	Sheffield Reed
Martha	do	298	Skinner	N. Church
Martha, 21	do	301	Stewart	Atkins Adams
Philo Delanoys	do	383	Morse	Warren Delano
Sharon	do	354	Boucoy	Gilbs & Jenney
South Boston	do	339	Sowle	E. Sawin
<i>Plymouth, Mass.</i>				
Awashonks	Ship	343	Smith	Oliver C. Swift
Hobonok	do	414	Roland R. Jones	Elijah Switt
<i>Mattapoisett, Mass.</i>				
America	Brig	148	Lambert	R. L. Barstow
Annawan	do	159	Taber	Seth Freeman
Helen	do	130	Cushing	R. L. Barstow
Sarah	Ship	370	Parrington	Joseph Melza
Sarah	Bark	171	Mayhow	Wilson Barstow

Showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date.		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Cardner	J. A. Parker & Son	Pacific Ocean	Sept. 31					First mate, Mr. McNulty, drowned at Tahiti August, 1850. Shipped 600 sperm to London from Hobart Town. Lost.
Con	J. B. Wood & Co.	N.W. Coast	July 15	Mar. 26, 1851	775	1,814	30,400	Sent home 120 whale, 150 sperm, 290 whale, 15,480 pounds bone.
Evall	Jona. Bourne, Jr.		Aug. 1	May 16, 1851	158	4,080		Lost at sea September 21, 1848; Captain Long, first mate, and eight men, washed overboard and drowned.
H. Long	E. C. Jones							Sent home 400 whale, 18,250 pounds bone.
fall	Thomas & Dew	N. W. Coast	Nov. 1	Apr. 25, 1851	55	2,618	30,400	
Jordan	E. R. Tucker & Co.	Pacific Ocean	Aug. 27	Mar. 16, 1852	913		61	
Lockley	J. B. Wood & Co.	Pac. and N. W.	July 15	Apr. 24, 1850	934		1,074	
orton	Philip Anthony	Atlantic	Sept. 5	May 8, 1851				Bought from New York 1848; lost in Arctic 1851. Sent home 55 sperm.
ndworth	C. R. Tucker & Co.	Atlantic	May 31					
Phelps	I. Howland, Jr. & Co.	Pacific Ocean	Oct. 5	Apr. 18, 1852	639	73	2,100	
Vest	O. & G. O. Crocker		June 1	Sept. 1, 1852	1,350	70		Fourth mate, William Henson, killed by a whale August 28, 1848.
Chase	O. & G. O. Crocker		Aug. 17	Nov. 1, 1851	673			
ley	T. Knowles & Co.	Pac. and N. W.	June 26	Apr. 22, 1851	914	1,562	18,000	Captain Gray left ship 1851, sick.
Gray	Hathaway & Luce	Pacific Ocean	June 21	June 8, 1852	1,687	310		Sent home 70 sperm.
amblin	I. Howland, Jr. & Co.		May 27	Sept. 2, 1850	506	946		Sent home 250 sperm, 33,000 pounds bone.
Sherman	B. Ricketson		Sept. 23	July 1, 1851	46	2,570		Sent home 214 sperm.
Francis	T. & A. E. Nye	Atlantic	Sept. 11	Feb. 7, 1850	1,315	12		Sent home 20,850 pounds bone.
Norton	J. B. Wood & Co.	N. W. Coast	Aug. 10	Mar. 21, 1851	217	2,003	36,900	Sent home 275 whale, 22,730 pounds bone.
Norton	E. W. Howland		Oct. 18	Mar. 31, 1851	181	2,908		Sold 600 whale at Lahaina; sent home 22,500 bone.
Hartlett	B. Ricketson		Nov. 28	Mar. 22, 1851	96	4,199		
Hoxie	J. Perry	Pacific Ocean	Nov. 11	July 22, 1852	367	3	400	Sold 140 sperm at Maul.
Phelon	O. N. Swift		June 10					Lost near Tombez 1849; saved 200 barrels of oil.
Fisher	R. H. Howard		June 8	Mar. 30, 1851		2,571	31,400	Sent home 53 sperm.
Downs	E. C. Jones		July 21	Jan. 17, 1852	1,077	860		Sold 180 sperm at Valparaiso. No report.
Cushman	O. & E. W. Sealbury	Indian and Pac.	June 6	Mar. 15, 1850	69	1,071	19,000	Bought from Salem 1848.
Lock Sloeum	R. French	Pacific Ocean	Nov. 28	Mar. 17, 1853	1,948	34		
Coon	Hathaway & Luce	Indian Ocean	Aug. 22	Jan. 17, 1851	105	1,351	8,100	
Corey	J. D. Thompson	Pacific Ocean	June 27	June 10, 1852	1,218	53		
Cleveland	Hathaway & Luce		Nov. 26	Oct. 4, 1852	1,461	23		
Allen	Henry Taber & Co.	Indian & N. W.	June 17	Feb. 20, 1850	197	3,370	31,000	
Lockley	I. Howland, Jr. & Co.							
Bradley	Bradford, Fuller & Co.	Pacific Ocean	Aug. 31					Lost on St. Lawrence Island August 16, 1851. Had 1,300 whale; saved 250.
Weeks	Gibbs & Jenney	New Zealand	Nov. 16	July 16, 1853	2,107	8		A. N. Briggs, first mate, died June, 1849.
Daggett	Nathan Church	Pacific Ocean	Aug. 19	June 10, 1852	991	8		
Fuller	M. O. Bradford	Indian Ocean	May 20	May 14, 1851	498			
Wady	E. Sawin	South Seas	Jan. 4	May 19, 1851	1,439			
Sloeum	F. R. Whitwell	Indian Ocean	Nov. 6	June 26, 1853	333	207		
Howland	F. R. Whitwell	Pacific Ocean	June 27	Apr. 2, 1852	1,608			Returned in consequence of sickness of captain. Sold 1850.
Luscomb	N. Church		Dec. 16	Dec. 4, 1848	30			
Worth	Sheffield Reed	P. O. & N. W.	Aug. 16	July 1, 1851	875	1,190	18,800	
Skinner	N. Chareh	Pacific Ocean	Nov. 27	Sept. 11, 1852	1,347			
Stewart	Atkins Adams	Indian Ocean	May 25	Sept. 8, 1851	1,532			Bullt 1848.
Morse	Warren Delano	Pacific Ocean	June 28	May 25, 1853	518	230	4,300	Captain Honney came home sick 1850. Sent home 100 sperm.
Bonney	Gibbs & Jenney		July 25	July 31, 1853	1,431			
Sowle	E. Sawin	P. O. & N. W.	Sept. 5	Jan. 28, 1851	300	2,600	11,000	
Smith	Oliver C. Swift	Pacific Ocean	Oct. 25	Apr. 5, 1851		2,600		Mr. Slater, second mate, lost overboard August, 1849. Sent home 13,300 bone.
nd R. Jones	Elijah Swift	Indian and Pac.	Aug. 13	Apr. 28, 1853	669	604	7,400	Captain Jones died 1850. Sent home 75 sperm.
Lambert	R. L. Barstow	Atlantic	May 8	Sept. 2, 1849	500			
Taber	Seth Freeman		Oct. 1	Jan. 27, 1850	550			
Cushing	R. L. Barstow		May 13	Sept. 6, 1848	050	150		
Purrlington	Joseph Meigs	Pac. and N. W.	Aug. 15	Mar. 21, 1851	250	2,600	15,000	The 50 barrels were humpback.
Mayhow	Wilson Barstow	Atlantic	Oct. 9	July 2, 1850	700	50		

Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1848.</b>				
<i>Westport, Mass.</i>				
Catherwood .....	Brig .....	194	Stanton .....	Thomas W. Mayhew ..
Janet .....	Bark .....	194	Hosmer .....	Henry Wilcox .....
Harbinger .....	Ship .....	265	Fisher .....	Alexander H. Corey ..
Mexico .....	Brig .....	139	Whites .....	Henry Wilcox .....
Th. Winslow .....	do .....	120	Mayhew .....	Thomas W. Mayhew ..
Theo. Chase .....	Bark .....	167	Macomber .....	H. Wilcox .....
<i>Nantucket, Mass.</i>				
Catawba .....	Ship .....	335	Obed Swain, 2d .....	C. G. & H. Coffin .....
Charles Carroll .....	do .....	370	Josiah C. Long .....	W. C. Swain .....
Christopher Mitchell .....	do .....	387	Thomas Sullivan .....	C. Mitchell & Co. ....
Daniel Webster .....	do .....	330	Henry C. Bunker .....	Benjamin Coffin .....
Empire .....	do .....	403	William Upham .....	G. & M. Starbuck & Co.
Harvest .....	do .....	360	William H. Tico .....	Rand & Paddock .....
Henry .....	do .....	340	Benjamin A. Coleman .....	Perry & Gardner .....
Laura .....	Schooner .....	399	Pratt .....	Field & Sanford .....
Lexington .....	Ship .....	399	David Bunker, 2d .....	Zenas Adams .....
Massachusetts .....	do .....	360	Seth Nickerson, jr. ....	G. & M. Starbuck & Co.
Nauticon .....	do .....	375	Charles A. Veeder .....	do .....
Norman .....	do .....	338	John J. Gardner .....	Frederick Arthur .....
Peruvian .....	do .....	334	George B. Folger .....	Thomas Macy .....
Phoenix .....	do .....	323	Perry Winslow .....	J. Cook, Jr., & Co. ....
Quito .....	Brig .....	140	John C. Brock .....	do .....
Richard Mitchell .....	Ship .....	384	Robert McCleave .....	Field & Sanford .....
Sophia .....	Schooner .....	170	William Baldwin .....	J. Cook, Jr., & Co. ....
Zenas Coffin .....	Ship .....	335	Charles G. Arthur .....	C. G. & H. Coffin .....
<i>Provincetown, Mass.</i>				
Belle Isle .....	Schooner .....	104	Cook .....	Parker Cook .....
Cadmus .....	Brig .....	131	Soper .....	Samuel Soper .....
John Adams .....	Schooner .....	110	Freeman .....	R. L. Thatcher .....
Louisa .....	do .....	98	Young .....	Samuel Cook .....
Medford .....	do .....	105	Dyer .....	Parker Cook .....
Rienzi .....	do .....	111	do .....	A. Cook .....
<i>Edgartown, Mass.</i>				
Alfred Tyler .....	Bark .....	227	Lucas .....	Alex. P. Weeks .....
Champion .....	Ship .....	399	Codd .....	Benjamin Worth .....
Mary .....	do .....	347	Crocker .....	Ab'm Osborne .....
Davillon .....	Brig .....	120	Adams .....	Calvin C. Adams .....
<i>Fall River, Mass.</i>				
Sol Saltus .....	Ship .....	310	Stafford .....	Nathan Durfee .....
<i>Chilmark, Mass.</i>				
Rodman .....	Brig .....	83	Tilton .....	do .....
<i>Warren, R. I.</i>				
Dromo .....	Bark .....	207	Daggett .....	Charles T. Child .....
Franklin .....	do .....	240	Barton .....	Samuel Barton .....
Hector .....	do .....	225	Cutler .....	R. B. Johnson .....
Lafayette .....	Ship .....	341	Barton .....	Coffin & Gardner .....
Luminary .....	do .....	432	Norton .....	Joseph Smith .....
Millnoket .....	Bark .....	186	Martin .....	R. B. Johnson .....
Neutic .....	Ship .....	452	Cleveland .....	Burr & Smith .....

Showing the returns of whaling-vessels

sailing from American ports—Continued.

Whaling-vessel.	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Indian Ocean	Thomas W. Mayhew	Apr. 3	Sept. 1, 1850	600			Sent home 394 sperm.
Pacific Ocean	Henry Wilcox	Nov. 7	Dec. 31, 1851	475			Sold 150 sperm at Lahaina.
do	Alexander H. Corey	May 15	July 23, 1851	1,000			Third mate, Peleg M. Brownell, drowned August, 1850.
Atlantic	Henry Willeox	Oct. 28	June 30, 1850	250			Sold 150 whale at Bahia.
do	Thomas W. Mayhew	June 4	Apr. 1, 1849	170			
do	H. Willeox	Aug. 2	June 22, 1849	600			
Pacific Ocean	C. G. & H. Coffin	Apr. 24	June 10, 1852	1,415	29		Sold 35 sperm, 200 whale. Sold in California 1853.
do	W. C. Swain	Dec. 2	Dec. 29, 1852	1,050	93		Sold to New Bedford.
do	C. Mitchell & Co.	Dec. 11	—, 1852	2,023	860	2,500	Captain Bunker came home sick.
do	Bunker	May 19	May 17, 1852	230			Sold to New Bedford.
do	Benjamin Collin	Jan. 2	June 7, 1852	1,847			Sailed September 23; returned dismasted.
do	G. & M. Starbuck & Co.	do	do	1,446	7		Sold 150 sperm, 50 whale.
do	Rand & Paddock	Oct. 27	Mar. 20, 1853				
do	Perry & Gardner	July 15	Aug. 10, 1853	900			
Atlantic	Field & Sanford	Nov. 10	Sept. 3, 1848	40			Sent home 3,400 pounds bone.
Pacific Ocean	Zenas Adams	Nov. 16	Jan. 22, 1853	743	223		Sold 200 barrels whale; sent home 3,500 pounds bone. Built 1848 at Mattapoisett; sold to New Bedford 1853.
do	G. & M. Starbuck & Co.	Sept. 12	Mar. 27, 1853	1,100	145	1,400	Went to California—voyage broken up. Sold 30 barrels sperm, 40 blackfish.
do	do	Aug. 8	Aug. 10, 1852	534	70		
do	Frederick Arthur	July 16	Aug. 10, 1852	1,138	10		Added 1848 from Sippiann. Sent home some sperm-oil; went to California and was sold.
do	Thomas Macey	Nov. 7	Feb. 3, 1853				Sold to New Bedford 1853.
do	J. Cook, Jr., & Co.	Nov. 10	Aug. 31, 1852	1,745	53		Sent home some oil, and was sold in California.
do	Field & Sanford	Aug. 31	Aug. 31, 1852				
do	J. Cook, Jr., & Co.	June 15	July 12, 1853	478	11		
do	C. G. & H. Coffin	Nov. 9					
North Atlantic	Parker Cook	Mar. —	Aug. 27, 1848	380			
Atlantic	Samuel Soper	Feb. 17	Sept. 15, 1848	300			
do	R. L. Thatcher	Apr. 10	Aug. 4, 1848	270	10		
do	Samuel Cook	Mar. 7	Sept. 27, 1848	180			
do	Parker Cook	May 12	Oct. 19, 1848	280	10		
do	A. Cook	Apr. 12	Sept. 29, 1848	250			
Pacific Ocean	Alex. P. Weeks	Nov. 27	May 7, 1853	300	1,200	1,000	Sent home 67 sperm, 86 whale, 800 bone.
Pac. & N. W.	Benjamin Worth	Aug. 16	Apr. 25, 1851	100	2,600	25,000	Sent home 6,660 pounds bone.
do	Ab'm Osborne	Aug. 3	Nov. 8, 1851	1,915			Sent home 68 sperm; condemned at Bermudas 1853.
Atlantic	Calvin C. Adams	May 23					
Indian Ocean	Nathan Durfee	Sept. 9					Took 600 barrels sperm and whale; was condemned at Sydney August, 1850; afterwards went whaling from there; finally lost on the Feejee Islands 1852.
Atlantic		May 4	Sept. 4, 1849	60	30		Withdrawn for California 1848.
Indian Ocean	Charles T. Child	Oct. 11	Aug. 29, 1853	615	120		Sold to New Bedford 1852; sent home 300 sperm.
Pacific Ocean	Samuel Barton	Dec. 22	June 10, 1852	632			Sent home 91 sperm.
Indian Ocean	R. B. Johnson	May 3	Apr. 22, 1850	1,000			Sold to New Bedford 1852; repaired and renamed Gazelle.
Pacific Ocean	Collin & Gardner	Dec. 9	May 3, 1852	047			Withdrawn for merchant service 1852; sold to Providence 1853.
N. W. Coast	Joseph Smith	Sept. 30	May 17, 1852	93	2,254	5,600	Added 1848.
Indian Ocean	R. B. Johnson	Dec. 9	Jan. 27, 1852	802			Bought from Sag Harbor 1817; sold at San Francisco 1849.
N. W. Coast	Burr & Smith	Sept. 16					

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1848.</b>				
<i>Newport, R. I.</i>				
Margaret .....	Ship	377	Fales	J. S. Munroe
Wm. Lee .....	do	311	Leo	do
<i>Lynn, Mass.</i>				
Com. Proble .....	Ship	323	Lamphier	Andrews Breed
<i>Somerset, Mass.</i>				
Pilgrim .....	Bark	135	Clark	George B. Hood
<i>Mystic, Conn.</i>				
Hellospont .....	Ship	34	Manwarring	I. & W. P. Randall
Hudson .....	do	30	Clift	Geo. W. Ashley & Co.
Meteor .....	do	32	Kenney	I. & W. P. Randall
Robin Hood .....	do	35	Baker	Charles Mallory
do	do	36	C. Hull	do
Romulus .....	do	27	Benjamin	I. & W. P. Randall
Shepherdess .....	Schooner	154	Oat	G. W. Ashley & Co.
Washington .....	do	154	do	do
<i>Stonington, Conn.</i>				
Cabinet .....	Ship	30	Hathaway	John F. Trumbull
Cavalier .....	Bark	29	Barber	Charles P. Williams
Mercury .....	Ship	30	Pendleton	F. Pendleton
Prudent .....	Bark	39	Nash	C. P. Williams
Tiger .....	Ship	31	Brewster	J. F. Trumbull
<i>Cold Spring, Conn.</i>				
N. P. Tallmadge .....	Ship	37	Mulford	John H. Jones
Splendid .....	do	47	Fordham	do
Tuscarora .....	do	37	Leck	do
<i>Greenport, N. Y.</i>				
Delta .....	Ship	314	do	Ireland, Wells & Carpenter
Nile .....	do	40	do	do
Philip 1st .....	do	23	Woodruff	do
Washington .....	do	23	do	Wiggins & Parsons
<i>New London, Conn.</i>				
Benj. Morgan .....	Ship	40	Chappel	Perkins & Smith
Brooklyn .....	do	36	Jeffrey	do
Clematis .....	do	31	Bellows	Williams & Barnes
Columbus .....	Brig	15	Andrews	do
Catharine .....	do	38	Green	Thomas Fitch & Co.
Dover .....	do	40	Jeffrey	Benjamin F. Brown
Exile .....	Schooner	8	Butler	E. V. Stoddard
Gen. Williams .....	Ship	44	Forsyth	Williams & Barnes
Garland .....	Schooner	360	Harris	Weaver, Rogers & Co.
Gen. Scott .....	Bark	49	Rice	Miner, Lawrence & Co.
Isaac Hicks .....	Ship	424	Benjamin	Williams & Barnes
Montezuma .....	do	36	Wilcox	Miner, Lawrence & Co.
New England .....	do	38	Brown	E. V. Stoddard
Peruvian .....	do	40	Sloan	B. F. Brown
Superior .....	do	40	do	do
<i>Sag Harbor, N. Y.</i>				
Columbia .....	Bark	285	Sweeney	John Rudd
Eliz. Frith .....	do	353	Winters	Post & Sherry
Henry .....	Ship	333	Lowen	Hunting Cooper
Niured .....	Bark	280	Hunting	Charles T. Dering

Showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
.....	J. S. Munroe .....	Indian & N. W.	June 17	.....	.....	.....	.....	Added 1818 from New Bedford; lost on Society Islands February 27, 1850; had 2,400 whales; two of the crew lost; oil, about 1,200 barrels, sent home.
.....	do .....	Pacific Ocean.	Mar. 22	Nov. 10, 1851	1,117	130	.....	.....
.....	Andrews Breed .....	Indian Ocean.	Sept. 23	Apr. 26, 1851	120	2,600	25,000	.....
.....	George B. Hood .....	Indian Ocean.	Aug. 7	May 3, 1849	140	.....	.....	Sold for California 1849.
.....	I. & W. P. Randall .....	Kamschatka ..	Sept. 6	Apr. 8, 1851	20	2,760	15,000	Bought from Sag Harbor 1848.
.....	Geo. W. Ashley & Co. ....	Falkland Islids.	Nov. 3	Feb. 26, 1852	.....	2,382	18,000	.....
.....	I. & W. P. Randall .....	N. W. Coast....	Apr. 22	Apr. 28, 1851	.....	2,553	24,700	.....
.....	Charles Mallory .....	.....	Oct. 6	Mar. 10, 1849	800	.....	.....	The Robin Hood took her oil from the wreck of the freight-ship <i>Carmelita</i> , and was proceeding on her voyage, but sprung a leak and returned.
.....	do .....	.....	Aug. 27	Jan. 19, 1851	10	3,200	.....	Sent home 17,500 pounds bone.
.....	I. & W. P. Randall .....	.....	Aug. 1	Jan. 28, 1851	.....	2,300	12,000	Added 1848.
.....	G. W. Ashley & Co. ....	Falkland Islids.	Nov. 3	Feb. 26, 1852	.....	10	.....	.....
.....	John F. Trumbull .....	N. W. Coast ..	Aug. 9	May 2, 1851	143	2,444	21,700	.....
.....	Charles P. Williams .....	.....	Oct. 7	Apr. 1, 1851	250	2,400	15,000	.....
.....	F. Pendleton .....	.....	July 21	.....	.....	.....	.....	Burned at Honolulu, with about 1,200 barrels of oil, November, 1849.
.....	C. P. Williams .....	Chili & N. W.	June 6	June 3, 1850	40	2,000	30,000	.....
.....	J. F. Trumbull .....	N. W. Coast....	June 29	May 7, 1851	41	2,629	31,000	Sent home 17,000 pounds bone.
.....	John H. Jones .....	N. W. Coast ..	Sept. 26	Mar. 26, 1851	.....	2,700	.....	Built 1836.
.....	.....	.....	Oct. 29	Mar. 15, 1851	.....	3,400	38,000	.....
.....	.....	Indian & Pacific	Aug. 3	.....	.....	.....	.....	Condemned at Sydney March, 1851; had 2,000 whale; shipped it to London.
.....	Ireland, Wells & Carpenter.	.....	Oct. —	June 3, 1851	267	1,334	5,800	.....
.....	do .....	N. W. Coast....	Sept. —	Mar. 22, 1851	.....	3,000	.....	Sent home 22,656 pounds bone.
.....	do .....	.....	Sept. 1	Mar. 27, 1851	110	2,200	22,000	Sent home 3,000 pounds bone; sold to Sag Harbor 1851.
.....	Wiggins & Parsons .....	.....	Sept. —	May 12, 1851	17	1,636	22,000	.....
.....	Perkins & Smith .....	Chili & N. W.	July 26	Apr. 8, 1851	28	3,325	8,300	Sent home 33 sperm.
.....	do .....	.....	July 10	May 7, 1851	3	3,440	.....	Sent home 135 sperm.
.....	Jeffrey .....	N. W. Coast....	Oct. 5	Mar. 21, 1851	75	2,400	17,000	Sent home 13,000 pounds bone.
.....	Williams & Barnes .....	Atl. & Ind.	July 6	.....	.....	350	.....	Mate died 1850; condemned at Jobanua September, 1850.
.....	do .....	.....	.....	.....	.....	.....	.....	.....
.....	Thomas Fitch, 2d .....	Ind. & N. W.	Aug. 10	Mar. 28, 1850	250	2,300	25,000	.....
.....	Benjamin F. Brown .....	Chili & N. W.	July 5	Mar. 23, 1851	50	3,350	.....	.....
.....	E. V. Stoddard .....	Desolation Isld	Aug. 14	July 3, 1851	.....	260	.....	Sent home 335 sperm, 32,000 bone.
.....	William, & Barnes .....	N. W. Coast....	Aug. 1	May 17, 1851	253	3,314	.....	Garland lost on Desolation Isld.
.....	do .....	.....	.....	.....	.....	.....	.....	.....
.....	Weaver, Rogers & Co.	Ind. & N. W.	July 5	Mar. 22, 1851	.....	2,800	32,000	.....
.....	Miner, Lawrence & Co.	Chili & N. W.	Aug. 1	May 8, 1851	35	3,700	34,000	.....
.....	Williams & Barnes .....	S. A. & N. W.	Aug. 17	Feb. 17, 1850	400	3,000	.....	Added 1849; sent home 43 sperm.
.....	do .....	Ind. & N. W.	Aug. 16	Feb. 12, 1851	.....	3,150	30,000	.....
.....	Miner, Lawrence & Co.	Desolation Isld	Aug. 14	Aug. 8, 1850	.....	2,900	6,000	1,300 barrels were elephant.
.....	E. V. Stoddard .....	Ind. & N. W.	May 21	Apr. 4, 1851	71	1,787	29,700	.....
.....	B. F. Brown .....	.....	.....	.....	.....	.....	.....	.....
.....	John Rudd .....	N. W. Coast ..	Oct. 12	May 17, 1851	.....	2,237	14,500	Sent home 160 sperm; withdrawn 1850.
.....	Post & Sherry .....	.....	July 13	May 13, 1850	95	2,700	35,000	Sold for California 1850.
.....	Hunting Cooper .....	.....	July 10	Sept. 13, 1850	190	216	3,000	Sent home 160 sperm, 5,000 pounds bone.
.....	Charles T. Dering .....	South Atlantic	Sept. 5	Sept. 2, 1850	120	1,050	3,000	.....



Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1848.</b>				
<i>Sag Harbor, N. Y.—Continued.</i>				
Noble .....	Bark	273	— Glover .....	Charles T. Dering .....
Ontario, 2d .....	Ship	480	— Paine .....	Post & Sherry .....
Washington .....	do	340	— Drake .....	Hunting Cooper .....
Wm. Tell .....	do	370	— Taber .....	Thomas Brown .....
<i>New Suffolk.</i>				
Gentleman .....	Bark	227		Ira B. Tutthill .....
<b>1849.</b>				
<i>New Bedford, Mass.</i>				
Arabella .....	Ship	367	Wm. Maxfield .....	Chas. R. Tucker & Co. ...
Bahena .....	do	303	— Dexter .....	J. & J. Howland .....
Benj. Tucker .....	do	342	— Wood .....	C. R. Tucker & Co. ...
Bradt .....	do	316	— Honeywell .....	Alexander Gibbs .....
Callio .....	do	321	— Sisson .....	Henry Taber & Co. ...
California .....	do	398	— Adams .....	I. Howland, Jr. & Co. ...
Caroline .....	do	364	— Plaskett .....	William Gilford .....
Charles Drew .....	do	344	— Carey .....	do .....
Canton Packet .....	do	274	— Howland .....	I. H. Bartlett & Son .....
C. W. Morgan .....	do	351	— Sampson .....	Edward M. Robinson .....
Charles .....	do	290	— Manchester .....	Lemuel Kollock .....
Chase .....	Bark	152	— Rickatson .....	Barton Rickatson .....
Cleero .....	Ship	352	— Fox .....	Lemuel Kollock .....
Cortes .....	do	382	— Cromwell .....	George Howland .....
Cherokee .....	Bark	261	— Cleveland .....	Bathaway & Luce .....
Congress .....	Ship	338	— Mendall .....	Edward C. Jones .....
Desdemona .....	do	295	John A. Beckerman .....	T. & A. R. Nye .....
Edward .....	Bark	274	— Luce .....	Thomas Knowles & Co. ...
Emma C. Jones .....	Ship	347	Charles Little .....	E. C. Jones .....
Emily Morgan .....	do	368	— Ewer .....	William J. Rotch .....
Enterprise .....	do	291	— Swift .....	Charles Hitch .....
Euphrates .....	do	365	— Crosby .....	E. W. Howland .....
Eagle .....	do	330	— Polter .....	J. Perry .....
Exchange .....	Bark	186	— Hazard .....	Thos. Knowles & Co. ...
Falcon .....	Ship	273	— Smith .....	do .....
Formosa .....	do	456	— Swift .....	O. N. Swift .....
Franklin .....	Bark	273	— Lake .....	John P. West .....
Fabius .....	Ship	43	Peleg S. Wing .....	C. R. Tucker & Co. ...
Garland .....	do	243	John N. Smith .....	Rodney French .....
Herald .....	do	274	— Stevens .....	E. W. Howland .....
Hercules .....	do	335	— Fisher .....	J. Perry .....
Hecla .....	Bark	207	— Besse .....	T. Knowles & Co. ...
Hibernia .....	Ship	327	— Baker .....	Robert Gibbs .....
Honqua .....	do	339	— Brown .....	Alex. Gibbs .....
J. E. Donnell .....	Bark	342	— Bennett .....	Swift & Allen .....
Lewis .....	Ship	308	— Clement .....	I. H. Bartlett & Son .....
Mary Frazier .....	do	282	— Hagerty .....	A. H. Howland .....
Matia .....	Bark	202	— Movers .....	Sam'l W. Rodman .....
Milo .....	Ship	398	— Sowle .....	E. C. Jones .....
Montezuma .....	Bark	197	— Allen .....	James Slocum .....
Mount Vernon .....	Ship	352	— Willis .....	D. R. Greene & Co. ...

showing returns of whaling vessels

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports—Continued.

Whaling ground.	Date— Of sailing Of arrival.	Result of voyage. Sperm-oil. Whale-oil. Whale-bone.	Remarks.
South Atlantic	Sept. 12	May 13, 1850	Sent home 5,000 pounds bone.
N. W. Coast	Aug. 7	Apr. 30, 1850	
Chili & N. W.	June 3	May 3, 1850	
N. W. Coast	Sept. 1	Mar. 30, 1851	
	Aug. 8	Nov. 12, 1849	
Japan Sea	Dec. 30		Bought from Sag Harbor 1849; sailed Octo-ber 17; returned December 6, leaking 2,000 strokes in 24 hours; lost in ice near East Cape 1851.
Pacific Ocean	Sept. 1	June 23, 1853	Sent home about 20,000 pounds bone.
N. W. Coast	July 18	June 1, 1851	
Indian Ocean	Nov. 20	Sept. 12, 1852	Sent home 100 whale.
Pacific Ocean	Oct. 16	May 16, 1852	
North Pacific	Aug. 15	Mar. 15, 1851	Sold 150 sperm, 300 whale; sent home 30,298 bone.
Pacific Ocean	Aug. 1	Apr. 16, 1853	Lost at Honolulu October 22, 1850; had 1,309 whale, 10,000 pounds bone; saved 600 barrels whale; sent home 11,600 bone.
North Pacific	Nov. 17		Sent home 134 sperm, 282 whale, 11,830 bone.
New Zealand	Dec. 28	July 4, 1853	Sold 240 whale at Valparaiso.
Pacific Ocean	June 5	May 27, 1853	Lost 1851; sent home 160 sperm.
	July 25	May 8, 1853	Captain Fox came home sick 1852; Captain Churchill died at Honolulu October 30, 1852; shipped 450 sperm, 80 whale, 1,000 bone to London from Hobart Town; sent home 198 whale, 4,898 bone.
Atlantic	Apr. 18		
Indian Ocean	Sept. 13	Apr. 20, 1853	
Pacific Ocean	July 29	Mar. 15, 1851	Sent home 8,800 bone.
South Seas	July 24	June 19, 1851	Sent home 20,700 bone
Indian Ocean	May 27	June 16, 1851	Sent home 100 sperm.
Pacific Ocean	Aug. 11	July 29, 1852	Sent home 126 sperm.
	June 30	June 20, 1853	Sent home 60 sperm.
Indian Ocean	Oct. 30	June 22, 1852	Built at Fairhaven 1849; sent home 70 sperm, 9,000 pounds bone.
Pacific Ocean	Oct. 23	Apr. 13, 1854	1,892
Japan Sea	Oct. 4	Apr. 22, 1851	69 2,107 13,800
Pacific Ocean	July 25	Mar. 21, 1851	2,757 40,300
	June 5	July 1, 1853	1,700
Atlantic	June 12	Apr. 29, 1850	
Indian Ocean	Oct. 5	Apr. 30, 1852	44 2,327 20
Japan	Sept. 1	May 30, 1853	802 51
Pacific Ocean	Nov. 27	Feb. 14, 1851	57 2,613 38,800
Japan	June 16	Sept. 4, 1853	73
Pacific Ocean	June 19	Sept. 4, 1853	
	May 15	July 31, 1852	1,305 12
	Oct. 3	July 3, 1853	242 1,747 28,800
Atlantic & Pac	May 29	Dec. 0, 1852	1,006 10
Indian Ocean	Oct. 2	Apr. 5, 1853	329 1,450 5,400
North Pacific	Sept. 8		
	June 19	May 28, 1851	193 2,402 41,500
New Zealand	May 15	Jan. 7, 1853	1,263
Pacific Ocean	Oct. 31	Apr. 29, 1853	177 2,289 18,500
Indian Ocean	Nov. 5	Aug. 15, 1852	330
	Aug. 16	July 20, 1851	331 2,826
	Dec. 28	Aug. 24, 1851	796
Pacific Ocean	Sept. 5	May 18, 1852	270 1,756 4,600

Whaling ground.	Date—		Result of voyage.			Remarks.
	Of sailing	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic	Sept. 12	May 13, 1850	40	1,247	6,000	Sent home 5,000 pounds bone.
N. W. Coast	Aug. 7	Apr. 30, 1850	30	2,700	30,000	
Chili & N. W.	June 3	May 3, 1850	60	2,000	20,000	
N. W. Coast	Sept. 1	Mar. 30, 1851	80	2,720	25,000	
	Aug. 8	Nov. 12, 1849	300	300	2,500	
Japan Sea	Dec. 30					Bought from Sag Harbor 1849; sailed Octo-ber 17; returned December 6, leaking 2,000 strokes in 24 hours; lost in ice near East Cape 1851.
Pacific Ocean	Sept. 1	June 23, 1853	1,500	6		Sent home about 20,000 pounds bone.
N. W. Coast	July 18	June 1, 1851	170	2,330		
Indian Ocean	Nov. 20	Sept. 12, 1852	1,088	141	1,200	Sent home 100 whale.
Pacific Ocean	Oct. 16	May 16, 1852	649	1,577		
North Pacific	Aug. 15	Mar. 15, 1851	47	2,995	44,500	Sold 150 sperm, 300 whale; sent home 30,298 bone.
Pacific Ocean	Aug. 1	Apr. 16, 1853	73	1,800	16,000	Lost at Honolulu October 22, 1850; had 1,309 whale, 10,000 pounds bone; saved 600 barrels whale; sent home 11,600 bone.
North Pacific	Nov. 17					Sent home 134 sperm, 282 whale, 11,830 bone.
New Zealand	Dec. 28	July 4, 1853	135	1,584	21,000	Sold 240 whale at Valparaiso.
Pacific Ocean	June 5	May 27, 1853	1,121			Lost 1851; sent home 160 sperm.
	July 25	May 8, 1853	840	716	14,400	Captain Fox came home sick 1852; Captain Churchill died at Honolulu October 30, 1852; shipped 450 sperm, 80 whale, 1,000 bone to London from Hobart Town; sent home 198 whale, 4,898 bone.
Atlantic	Apr. 18			291		
Indian Ocean	Sept. 13	Apr. 20, 1853				
Pacific Ocean	July 29	Mar. 15, 1851	91	2,737	44,000	Sent home 8,800 bone.
South Seas	July 24	June 19, 1851	68	1,908	200	Sent home 20,700 bone
Indian Ocean	May 27	June 16, 1851	1,002	1,149	9,000	Sent home 100 sperm.
Pacific Ocean	Aug. 11	July 29, 1852	1,766			Sent home 126 sperm.
	June 30	June 20, 1853	900			Sent home 60 sperm.
Indian Ocean	Oct. 30	June 22, 1852	608	1,583	3,400	Built at Fairhaven 1849; sent home 70 sperm, 9,000 pounds bone.
Pacific Ocean	Oct. 23	Apr. 13, 1854	1,892			
Japan Sea	Oct. 4	Apr. 22, 1851	69	2,107	13,800	Sent home 26 sperm; 10,000 pounds bone.
Pacific Ocean	July 25	Mar. 21, 1851		2,757	40,300	
	June 5	July 1, 1853		1,700		Captain Hazard died at St. Thomas April, 1850. No oil.
Atlantic	June 12	Apr. 29, 1850				Sent home 40 sperm, 80 whale, 40,000 bone.
Indian Ocean	Oct. 5	Apr. 30, 1852	44	2,327	20	Lost near Woosung February 15, 1850.
Japan	Sept. 1	May 30, 1853	802	51		
Pacific Ocean	Nov. 27	Feb. 14, 1851	57	2,613	38,800	Voyage abandoned; went into California; trade temporarily.
Japan	June 16	Sept. 4, 1853	73			Sent home 169 sperm.
Pacific Ocean	June 19	Sept. 4, 1853				Sent home 194 sperm, 120 whale, 3,471 bone.
	May 15	July 31, 1852	1,305	12		Added 1848; sent home 220 sperm.
	Oct. 3	July 3, 1853	242	1,747	28,800	Sent home 31,000 bone.
Atlantic & Pac	May 29	Dec. 0, 1852	1,006	10		Lost in Arctic July, 1851, near Cape Oliver.
Indian Ocean	Oct. 2	Apr. 5, 1853	329	1,450	5,400	had 2,700 barrels of oil; saved 1,100.
North Pacific	Sept. 8					
	June 19	May 28, 1851	193	2,402	41,500	
New Zealand	May 15	Jan. 7, 1853	1,263			Seized by natives of Johanna Islands;
Pacific Ocean	Oct. 31	Apr. 29, 1853	177	2,289	18,500	Captain Movers imprisoned; afterward released.
Indian Ocean	Nov. 5	Aug. 15, 1852	330			Sent home 32,400 bone.
	Aug. 16	July 20, 1851	331	2,826		
	Dec. 28	Aug. 24, 1851	796			Bought from Nantucket 1848; sent home 399 whale, 36,533 bone; sold 50 whale at Maui.
Pacific Ocean	Sept. 5	May 18, 1852	270	1,756	4,600	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1840.</b>				
<i>Neo Bedford, Mass.—Continued.</i>				
Mt. Wallaston .....	Bark ...	325	— Barker .....	Abraham Barker .....
Newton .....	do .....	253	— Watson .....	Jona. Bourne, jr. ....
Ocean .....	Ship ...	341	— Driggs .....	J. R. Thornton .....
Paulina .....	Bark ...	271	— Tateb .....	Swift & Allen .....
Peri .....	do .....	191	— Russell .....	R. French .....
Phoclon .....	Ship ...	260	— Nichols .....	J. R. Thornton .....
Pantheon .....	Bark ...	271	— Worth .....	J. Bourne, jr. ....
Persia .....	do .....	240	— Hazell .....	L. Kollock .....
Rebecca Simms .....	Ship ...	400	— Jernegan .....	W. R. Rodman .....
Ruscoe .....	Bark ...	243	— Gorham .....	J. Bourne, jr. ....
Robert Edwards .....	Ship ...	374	— Burgess .....	J. & J. Howland .....
Rousseau .....	do .....	300	— Taber .....	Geo. Howland .....
Saratoga .....	do .....	54	— Harding .....	Abraham Ashley .....
Swift .....	do .....	321	— Vincent .....	Thos. S. Hathaway .....
Smyrna .....	Bark ...	211	— Tobey .....	Richmond & Wood .....
St. Peter .....	Ship ...	265	— Almy .....	J. B. Wood & Co. ....
Susan .....	Bark ...	261	— Howland .....	A. H. Howland .....
Superior .....	do .....	277	— Luce .....	J. B. Wood & Co. ....
Triton, 2d .....	Ship ...	311	— Sands .....	C. R. Tucker & Co. ....
Uneas .....	do .....	41	— Edwards .....	A. H. Howland .....
Waverly .....	do .....	327	— Nell .....	L. Howland, jr. & Co. ...
Young Phoenix .....	do .....	377	— Isaac B. Thompkins .....	John A. Parker & Son ..
<i>Fairhaven, Mass.</i>				
Anael Gibbs .....	Ship ...	311	— Worth .....	Gibbs & Jenney .....
Atab .....	do .....	33	— Braley .....	E. Sawin .....
Columbus .....	do .....	38	— Crowell .....	Gibbs & Jenney .....
George .....	do .....	36	— Marston .....	Rauben Fish .....
Java .....	do .....	294	— Thompson .....	Atkins Adams .....
John A. Robb .....	do .....	27	— Wimpenny .....	L. C. Tripp .....
Leonidas .....	do .....	24	— Gifford .....	Jouney & Tripp .....
Oregon .....	do .....	33	— Wimpenny .....	L. C. Tripp .....
Sam. Robertson .....	do .....	421	— Washburn .....	I. F. Terry .....
<i>Mattapoisett, Mass.</i>				
Elizabeth .....	Bark ...	21	— Flanders .....	R. I. Barstow .....
Willis .....	do .....	16	— Taber .....	do .....
<i>Westport, Mass.</i>				
Barclay .....	Bark ...	16	— King .....	Alexander H. Corey .....
Champion .....	do .....	20	— Gardner .....	Andrew Hicks .....
Dr. Franklin .....	do .....	171	— Gifford .....	Job Davis .....
Mattapoisett .....	do .....	150	— Wing .....	Freeman Lawrence .....
President .....	do .....	18	— Sowle .....	A. Hicks .....
Thos. Chase .....	do .....	16	— Pardon Macomber .....	Henry Wilcox .....
U. States .....	do .....	21	— Perkins .....	A. Hicks .....
<i>Dartmouth, Mass.</i>				
Gov. Hopkins .....	Ship ...	111	— Baker .....	A. R. Tucker .....
<i>Nantucket, Mass.</i>				
Edward Carey .....	Ship ...	35	— Roland Plimney .....	C. G. & H. Coffin .....
Gaucha .....	do .....	31	— Thomas Coffin, 2d .....	Barker Burnell .....
Mariner .....	do .....	34	— Albert S. Ray .....	Matthew Crosby .....

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Barker	Abraham Barker	Japan	Oct. 12	Apr. 16, 1853	19	1,483	10,500	Sent home 14,015 bone.
Watson	Jona. Bourne, jr.	Pacific Ocean	July 16	June 22, 1851	85	2,019	30,400	Fourth mate, Michael Taylor, died 1852. Bought from Boston 1849.
Driggs	J. R. Thornton	Indian Ocean	Dec. 2	May 19, 1853	1,270	49	.....	Sent home 49 sperm.
Fatch	Swift & Allen	do	May 7	Oct. 13, 1851	607	30	.....	Built at New York 1807; sold and broken up after this voyage; was of a "remarkably bad model."
Russell	R. French	do	Nov. 17	Sept. 1, 1852	1,390	248	.....	
Nichols	J. R. Thornton	do	.....	.....	.....	.....	.....	
Worth	J. Bourne, jr.	Indian & Pac.	Oct. 3	July 16, 1853	1,093	.....	.....	Sailed May 26; returned July 26, captain sick; sailed again and was condemned in 1852 at Callao; sent home 91 sperm.
Hazell	L. Kollock	Pacific Ocean	May 26	July 26, 1849	136	.....	.....	
.....do	.....	.....	Aug. 4	.....	.....	.....	.....	
Fernegan	W. R. Rodman	do	Oct. 16	June 20, 1853	1,817	.....	.....	
Gorham	J. Bourne, jr.	Indian Ocean	May 15	July 20, 1853	635	.....	.....	Sent home 63 sperm.
Burgess	J. & J. Howland	Pacific Ocean	June 1	May 26, 1853	1,344	210	.....	Sent home 201 sperm.
Paper	Geo. Howland	do	May 9	June 2, 1853	896	185	.....	Sent home 301 whale, 58,500 bone; cargo sold for \$124,000.
Harding	Abraham Ashley	North Pacific	Sept. 5	May 26, 1852	309	3,607	21,900	Sent home 110 sperm.
Vincent	Thos. S. Hathaway	New Zealand	June 25	Nov. 26, 1852	1,991	.....	.....	
Tobey	Richmond & Wood	Pacific Ocean	Dec. 27	Sept. 30, 1853	870	.....	.....	
Almy	J. B. Wood & Co.	Indian Ocean	Oct. 17	Oct. 10, 1852	1,043	07	.....	Added 1849.
Howland	A. H. Howland	Pacific Ocean	July 21	July 26, 1853	1,131	21	.....	
Luce	J. B. Wood & Co.	do	Nov. 29	Feb. 8, 1853	1,118	31	.....	
Sands	C. R. Tucker & Co.	North Pacific	Nov. 23	June 25, 1851	205	1,821	.....	Sent home 8,800 bone.
Edwards	A. H. Howland	do	July 20	Mar. 21, 1851	93	3,127	37,200	
Nell	L. Howland, jr., & Co.	Japan	July 9	Apr. 25, 1851	157	2,295	34,100	Sent home 54 sperm.
B. Thompkins	John A. Parker & Son	Indian Ocean	May 8	Mar. 14, 1853	1,460	.....	.....	
Worth	Gibbs & Jenney	Indian Ocean	Nov. 28	Sept. 11, 1853	1,004	.....	.....	Sent home 300 sperm.
Braley	E. Sawin	do	Nov. 21	Sept. 15, 1851	1,057	.....	.....	Sent home 200 sperm, 700 whale.
Crowell	Gibbs & Jenney	North Pacific	Nov. 14	July 1, 1851	262	2,50	20,400	Sent home 13,750 pounds bone.
Marston	Ranben Fish	do	June 27	May 16, 1851	41	2,261	.....	Charles Crashing, third mate, and one man drowned at Tombez 1852.
Thompson	Atkins Adams	Pacific Ocean	Oct. 27	July 29, 1853	900	31	.....	
Wimpenny	L. C. Tripp	do	Oct. 21	July 1, 1853	603	87	.....	Condemned at Mauritius 1851; had 575 sperm, 75 hump; shipped it to London.
Gifford	Jenney & Tripp	Indian Ocean	Oct. 18	.....	.....	.....	.....	Sent home 37 sperm.
Wimpenny	L. C. Tripp	Pacific Ocean	July 5	July 6, 1853	463	.....	.....	Second mate died 1850; sent home 500 whale, 30,822 bone.
Washburn	I. E. Terry	North Pacific	Aug. 25	Apr. 24, 1852	95	2,600	13,000	
Flanders	R. L. Barstow	Atlantic	Apr. 27	Sept. 25, 1850	820	.....	.....	Sent home 240 sperm.
Taber	do	do	.....	June 3, 1850	660	40	.....	40 barrels were humpback.
King	Alexander H. Corey	Atlantic	June 1	Sept. 1, 1850	600	.....	.....	Sent home 218 sperm.
Gardner	Andrew Hicks	Atl. and Pacific	Apr. 13	Aug. 4, 1853	530	.....	.....	
Gifford	Job Davis	Atlantic	May 20	Jan. 18, 1851	40	.....	.....	Built 1849 at Mattapoisett; sent home 203 sperm.
Wing	Freeman Lawrence	do	June 7	Aug. 22, 1850	550	.....	.....	Missing.
Sowle	A. Hicks	do	May 26	Aug. 22, 1850	500	45	.....	
on Macomber	Henry Wilcox	do	Aug. 23	.....	.....	.....	.....	
Perkins	A. Hicks	Indian Ocean	Dec. 21	Sept. 3, 1852	900	.....	.....	
Baker	A. R. Tucker	Atlantic	May 17	Aug. 2, 1850	37	7	.....	
nd Phlney	C. G. & H. Coffin	Pacific Ocean	Oct. 8	Nov. 12, 1853	1,133	50	.....	Returned July 30, with Captain Ray sick and first mate hurt by falling from aloft; sailed again August 5 under Captain David U. Coffin; took 837 barrels sperm, and was condemned at Payta; refitted under Payta under name of "Sophia So-montes."
omas Coffin, 2d.	Barker Burnell	do	Sept. 12	July 20, 1853	1,815	.....	.....	
ert S. Ray	Matthew Crosby	do	May 20	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1849.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Navigator.....	Ship.....	333	George Palmer.....	M. Crosby.....
Omega.....	do.....	363	Charles C. Russell.....	Joseph Starbuck.....
Potomac.....	do.....	356	Charles Grant.....	I. & P. Macy.....
Tyleston.....	Brig.....	111	Renben F. Starbuck.....	.....
<i>Fall River, Mass.</i>				
Caravan.....	Ship.....	330	— Dimon.....	J. W. Lindsay.....
<i>Falmouth, Mass.</i>				
Com. Morris.....	Ship.....	350	Lewis H. Lawrence.....	Oliver C. Swift.....
<i>Provincetown, Mass.</i>				
Allstrum.....	Schooner.....	.....	— Genn.....	.....
Bello Islo.....	do.....	104	.....	.....
Council.....	do.....	100	.....	.....
Cadmus.....	Brig.....	130	— Nickerson.....	Samuel Soper.....
Chanticleer.....	Schooner.....	.....	.....	.....
E. R. Cook.....	do.....	.....	.....	.....
Fairy.....	Bark.....	186	— Soper.....	Ebenezer Cook.....
Jane Howes.....	Brig.....	.....	— Nickerson.....	.....
John Adams.....	Schooner.....	110	— Young.....	R. L. Thatcher.....
Louis Bruce.....	Brig.....	.....	— Cook.....	Samuel Cook.....
Louisa.....	do.....	103	— Iyer.....	Parker Cook.....
Medford.....	do.....	103	— Cook.....	.....
Parker Cook.....	Bark.....	133	— Cook.....	A. Cook.....
Rienzi.....	Schooner.....	115	— Snow.....	Ephraim Cook.....
Robert Raikes.....	do.....	110	— Swift.....	.....
Sam. Cook.....	Brig.....	140	— Atsud.....	.....
Shylock.....	do.....	.....	— Hersey.....	.....
<i>Beverly, Mass.</i>				
Gem.....	Brig.....	162	— Small.....	F. W. Choate.....
<i>Quincy, Mass.</i>				
Curacoa.....	Brig.....	.....	— Prior.....	.....
<i>Yarmouth, Mass.</i>				
March.....	Brig.....	90	— Weeks.....	Silas Baker.....
<i>Warren, R. I.</i>				
Benj. Rush.....	Ship.....	385	— Swan.....	S. P. Child and Jas. Coffin.....
Bowditch.....	do.....	396	— Waldron.....	S. P. Child.....
Covington.....	do.....	351	— Devell.....	.....
Hooley.....	do.....	29	— Morse.....	John R. Wheaton.....
Mary Frances.....	do.....	311	— Smith.....	S. P. Smith.....
<i>Stonington, Conn.</i>				
B. Williams.....	Ship.....	404	— Hancox.....	C. P. Williams.....
Cincinnati.....	do.....	451	— Williams.....	F. Pendleton & Co.....
George.....	Bark.....	351	— Pendleton.....	C. P. Williams.....
Newark.....	Ship.....	327	— Dickens.....	J. F. Trumbull.....
Philetus.....	Bark.....	278	— Stevens.....	John F. Trumbull.....
Tybee.....	Ship.....	291	— Barber.....	J. F. Trumbull.....
United States.....	do.....	244	— Barnum.....	do.....
<i>Lynn, Mass.</i>				
William Badger.....	Ship.....	337	— Perkins.....	Andrews Breed.....
<i>Providence, R. I.</i>				
Lion.....	Ship.....	296	— Nichols.....	Lloyd Bowers.....
<i>Myatie, Conn.</i>				
Zeropot.....	Ship.....	265	— Guyn.....	Charles Mallory.....
Coriolanus.....	do.....	208	— Maginly.....	do.....
Robin Hood.....	do.....	393	— Baker.....	do.....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Palmer.....	M. Crosby	Pacific Ocean	Aug. 27	June 10, 1854	837	.....	.....	Sold and sent home 60 barrels.
.....	Joseph Starbuck	do	June 5	Oct. 3, 1853	696	.....	.....	
C. Russell.....	I. & P. Macy	do	Aug. 7	May 10, 1853	1,970	25	.....	
Grant.....	.....	Atlantic	Apr. 7	July 27, 1850	30	80	.....	
F. Starbuck.....	.....	.....	.....	.....	.....	.....	.....	.....
Dimon.....	J. W. Lindaey	Pacific Ocean	Nov. 3	May 11, 1852	.....	2,525	15,000	Sent home 400 whale, 30,569 pounds bone.
H. Lawrence.....	Oliver C. Swift	Pacific Ocean	Aug. 13	Aug. 19, 1853	1,860	.....	.....	.....
Genn.....	.....	Atlantic	Mar. 6	Sept. 22, 1849	150	.....	.....	Withdrawn 1850.
.....	.....	.....	.....	Oct. 16, 1849	240	.....	.....	
.....	.....	.....	.....	Sept. —, 1849	.....	160	.....	
Nickerson.....	Samuel Soper	Atlantic	Mar. 20	Sept. 11, 1849	160	.....	.....	
.....	.....	do	.....	July —, 1849	210	.....	.....	
.....	.....	do	.....	Aug. —, 1849	.....	50	.....	
Soper.....	Ebenezer Cook	South Atlantic	Jan. 15	Sept. 13, 1849	210	.....	.....	
Nickerson.....	R. L. Thatcher	Atlantic	Jan. 16	Sept. 13, 1849	60	20	.....	
.....	.....	do	Apr. 11	Sept. 28, 1849	200	.....	.....	
Young.....	Samuel Cook	do	Apr. 11	Oct. 30, 1849	160	.....	.....	
Cook.....	.....	do	Feb. 6	Sept. 30, 1849	100	.....	.....	
Ryer.....	Parker Cook	do	Apr. 18	Nov. 3, 1849	285	.....	.....	
Cook.....	.....	do	Mar. 20	Sept. 6, 1849	100	.....	.....	
Snow.....	A. Cook	do	May 23	Sept. 17, 1850	110	.....	.....	
Swift.....	Ephraim Cook	do	Feb. 6	Oct. 16, 1850	325	.....	.....	
Hershey.....	.....	do	Apr. 12	Oct. 16, 1850	215	.....	.....	
Small.....	F. W. Choate	Atlantic	Apr. 14	Oct. 21, 1850	60	.....	.....	Sent home 240 sperm.
Prior.....	.....	Atlantic	May 14	Sept. 29, 1849	.....	4	.....	Withdrawn 1850.
Weeks.....	Silas Baker	Atlantic	Apr. 10	Aug. 4, 1850	70	30	.....	The 30 barrels were blackfish; sold 1850.
Swan.....	S. P. Child and Jas. Coffin	Pacific Ocean	Sept. 5	June 10, 1852	520	1,244	.....	Sent home 15 sperm, 22,370 pounds bone.
Waldron.....	S. P. Child	Japan	Sept. 18	Apr. 23, 1852	81	2,460	17,000	Sent home 1,000 whale, 32,915 pounds bone.
Devoll.....	.....	N.W. Coast	July 25	Mar. 7, 1852	198	1,728	7,800	
Morse.....	John R. Wheaton	Pacific Ocean	Aug. 16	July 18, 1853	113	1,012	8,900	Added 1848.
Smith.....	S. P. Smith	do	Jan. 6	May 27, 1852	850	.....	.....	
Hancock.....	C. P. Williams	Indian Ocean	June 20	Apr. 6, 1851	400	2,300	35,000	Sent home 18,500 pounds bone.
Williams.....	F. Pendleton & Co	N.W. Coast	Aug. 22	Apr. 2, 1852	147	2,528	3,800	
Pendleton.....	C. P. Williams	do	Oct. 16	Aug. 7, 1851	221	1,631	.....	
Dickens.....	J. F. Trumbull	do	Aug. 1	Aug. 3, 1851	79	1,758	.....	
Stevens.....	John F. Trumbull	Indian Ocean	Jan. 1	.....	.....	.....	.....	Sent home 21,669 pounds bone.
Barber.....	J. F. Trumbull	N.W. Coast	Oct. 15	Apr. 26, 1851	124	1,869	31,000	
Barnum.....	.....	Crozeite Island	June 18	May 24, 1851	.....	845	.....	Condemned at Mauritius October, 1850.
Perkins.....	Andrews Breed	Indian Ocean	Sept. 15	May 11, 1853	1,484	.....	.....	Sold 1853.
Nichols.....	Lloyd Bowers	Pacific Ocean	Dec. 2	Oct. 23, 1853	1,870	.....	.....	.....
Guy.....	Charles Mallory	Indian Ocean	June 21	May 31, 1852	59	1,971	.....	Sent home 31,000 pounds bone.
Mingely.....	.....	do	Oct. 12	May 3, 1851	152	1,632	25,000	
Baker.....	.....	Ind. and N. P.	July 11	Mar. 27, 1851	.....	3,263	44,200	

466 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1849.</b>				
<i>New London, Conn.</i>				
Armata .....	Ship	41	C. Strong Holt	Williams & Barnes
Atlas .....	Schooner	61	Lyon	Perkins & Smith
Black Warrior .....	Bark	211	Babcock	Williams & Haven
Candace .....	do	310	Walker	do
Clement .....	do	273	Lano	Miner, Lawrence & Co.
Corinthian .....	Ship	507	Slate	Perkins & Smith
Charles Carroll .....	do	415	Chapel	do
Hope .....	Bark	151	Forstli	Williams & Haven
Franklin .....	Schooner	147	Noerio	Perkins & Smith
Hannibal .....	Ship	441	Gray	Benjamin Brown Sons
Jefferson .....	do	390	Skinner	Miner, Lawrence & Co.
Julius Caesar .....	do	345	Morgan	Perkins & Smith
McLellan .....	do	370	Chappell	Williams & Haven
N. America .....	Bark	367	Pendleton	Weaver, Rogers & Co.
Venice .....	do	355	Harris	Williams & Barnes
Vesper .....	Ship	321	Fournior	do
<i>Greenport, L. I.</i>				
Dayard .....	Ship	336	Graham	Ireland, Wells & Carpenter
Italy .....	do	291	Weld	David G. Floyd
<i>Sag Harbor, L. I.</i>				
Cancorilla .....	Bark	267	French	Thomas Brown
Timor .....	do	281	Baker	Hunting Cooper
<i>Cold Spring, N. Y.</i>				
Alice .....	Bark	281	Smith	John H. Jones
Huntsville .....	Ship	527	Smith	do
Sheffield .....	do	571	Roya	do
<b>1850.</b>				
<i>New Bedford, Mass.</i>				
Abraham Barker .....	Ship	400	Norton	Abraham Barker
Adeline .....	do	329	Carr	I. Howland, Jr. & Co.
America, 2d .....	do	464	Charles P. Scabury	William O. Brownell
Amethyst .....	do	350	Howes	John A. Parker & Son
Ann Alexander .....	do	253	Doblois	George Howland
Andrews .....	Bark	307	James L. Nye	William P. Howland
Devils .....	do	214	A. Snell	Benjamin B. Howard
Barelay .....	Ship	281	Taber	Henry Taber & Co.
Brighton .....	do	354	Weaver	James D. Thompson
Braganza .....	do	470	W. Devoll	William G. E. Pope
Canton .....	do	409	J. Allen	Perry & Tillinghast
Chas. Frederick .....	do	317	Haskins	J. A. Parker & Son
China .....	do	370	C. C. Reynard	William Phillips
City .....	do	351	Henry Eldridge	Abm. H. Howland
Courier .....	do	381	C. Howland	O. & G. O. Creaker
Charles .....	Bark	237	Gifford	Edward C. Jones
Condor .....	Ship	346	Rempton	C. W. Morgan
Cornelia .....	Bark	246	Devoll	Lemuel Kollock
Coral .....	Ship	450	E. P. Sherman	Gideon Allen
Columbus .....	Bark	313	Carr	William R. Rodman
Champion .....	Ship	330	Joseph Bailey	J. D. Thompson
Cossack .....	Bark	256	Storum	Charles Hitch
Danbarton .....	do	199	Davis	Issac B. Richmond

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.	
			Of sailing.	Of arrival.	Sperm oil.	Whale-oil.	Whale-bone.		
g Holt	Williams & Barnes	N. W. Coast	Oct. 2					Lost on a reef near Cape North July 15, 1851; shipped home 200 sperm, 4,500 whale.	
yon	Perkins & Smith	Desolation Isld	Sept 1	Apr. 22, 1851	4	1,381	.....	Sent home 28,131 pounds bone.	
aberek	Williams & Haven	Ind. and N. P.	Oct. 11	May 10, 1851	27	2,100	21,000		
Walker	do	do	July 17	Mar. 15, 1851	27	1,877	37,200		
ano	Minor, Lawrence & Co.	N. W. Coast	July 11	May 10, 1851	21	2,871	11,000		
ano	Perkins & Smith	Desolation Isld	Sept. 7	Apr. 27, 1851	17	784	12,800	Sent home 3,315 whale, 37,049 bone.	
Chapel	do	North Pacific	.....	Mar. 21, 1851	.....	.....	.....		
Forayth	Williams & Haven	Indian Ocean	Aug. 15	Nov. 6, 1851	793	5	.....		
Noerle	Perkins & Smith	Desolation Isld	Sept. 7	May 10, 1851	17	3,400	15,000		
Tray	Benjamin Brown Sons	Ind. and N. P.	Sept. 6	Mar. 21, 1851	100	2,630	.....	Sent home 27,000 pounds bone.	
Skinner	Minor, Lawrence & Co.	N. W. Coast	Aug. 22	Mar. 23, 1851	170	2,470	14,200		
Morgan	E. V. Stoddard	Desolation &	Sept. 7	May 10, 1851	.....	.....	.....		
Chapell	Perkins & Smith	Bays Straits	Mar. 3	Oct. 10, 1849	.....	.....	.....		
Pendleton	Williams & Haven	Ind. and N. P.	June 20	Mar. 26, 1851	.....	2,700	28,000		
Harris	Weaver, Rogers & Co.	do	Aug. 7	Mar. 26, 1851	.....	2,900	10,000		
Fournier	Williams & Barnes	N. W. Coast	Aug. 28	Mar. 23, 1851	330	2,670	.....		
Grubham	Ireland, Wells & Carpenter	Pacific Ocean	Aug. 21	Apr. 20, 1853	.....	1,604	20,800	Sent home 450 whale, 20,719 bone.	
Weld	David G. Floyd	N. W. Coast	Aug. —	May 14, 1851	.....	2,577	18,100	Added 1848.	
French	Thomas Brown	South Atlantic	Oct. 12	June 4, 1854	.....	69	.....	Sent home 50 sperm, 577 whale, 5,350 bone.	
Baker	Hunting Cooper	North Pacific	Oct. 12	Oct. 11, 1852	125	1,477	15,000	Sent home 90 sperm, 11,994 pounds bone.	
Smith	John H. Jones	Arctic	Sept. —	Mar. 23, 1851	.....	2,800	25,000	Sent home 21,214 bone.	
Smith	do	Bering Straits	Oct. 26	Mar. 21, 1851	.....	3,350	15,000		
Boys	do	Whaling & Cal	Aug. 17	Jan. 24, 1854	.....	2,532	10,900	Shipped 1 609 whale, 22,000 pounds bone, to London from Sydney.	
Norton	Abraham Barker	North Pacific	Sept. 10	Mar. 14, 1853	56	2,300	22,000	Sold 80 barrels whale; sent home 62 barrels sperm, 417 whale.	
Carr	I. Howland, Jr. & Co.	do	Sept. 21	June 13, 1853	.....	894	15,500	Sent home about 10,000 pounds bone.	
lea P. Seabury	William O. Brownell	do	Sept. 10	.....	.....	.....	.....	Added 1850; formerly in California trade; crushed by the ice in Anadir Sea 1851.	
Howes	John A. Parker & Son	Pacific Ocean	Sept. 28	June 18, 1854	2,300	.....	.....	Lost 1851; sunk by a whale; sent home 115 sperm.	
Doblois	George Howland	do	June 1	.....	.....	.....	.....	Built 1850; Captain Nye and two men killed by a whale December 29, 1854; sold 80 sperm at Callao.	
es L. Nyo	William P. Howland	do	June 3	May 3, 1853	900	.....	.....	Bought from Boston 1850.	
nell	Benjamin B. Howard	Indian Ocean	June 4	May 25, 1853	931	.....	.....	Sent home 450 sperm.	
Taber	Henry Taber & Co.	Ind. and Ind	May 11	Apr. 22, 1852	541	.....	.....	Sold to Dartmouth 1853; sent home 159 sperm, 947 whale, 17,996 pounds bone.	
Weaver	James D. Thompson	North Pacific	Oct. 9	June 1, 1854	.....	791	4,000	Sent home 158 sperm, 947 whale, 4,351 pounds bone.	
Devoll	William G. E. Pope	do	Sept. 10	Apr. 22, 1854	40	1,714	5,000		
Allen	Perry & Tillbush	do	Oct. 1	Apr. 1, 1852	149	2,940	600	Lost 1854.	
Hoakna	J. A. Parker & Son	Pacific Ocean	Aug. 22	.....	.....	342	2,222	36,700	
Reynard	William Phillips	North Pacific	Sept. 24	Mar. 3, 1852	.....	78	1,800	10,000	Built 1850; sent home 18,329 bone.
ary Eldridge	Abm. H. Howland	do	Oct. 1	Mar. 13, 1853	.....	615	26	.....	Sent home 621 sperm.
Howland	O. & G. O. Crocker	Pacific Ocean	Oct. 7	July 16, 1854	.....	.....	.....		
Gifford	Edward C. Jones	Indian Ocean	Jan. 2	Apr. 28, 1853	665	.....	.....	Sent home 74 sperm, 173 whale, 17,600 bone.	
Rempton	C. W. Morgan	North Pacific	Sept. 21	May 22, 1853	254	1,563	11,300		
Devoll	Leonard Kollock	Indian Ocean	Sept. 20	Aug. 20, 1853	543	271	2,200	Sent home 5,893 pounds bone.	
P. Sherman	Gideon Allen	North Pacific	Sept. 10	Apr. 6, 1854	12	2,627	21,300	Sent home 600 barrels sperm.	
Carr	William B. Rodman	Pacific Ocean	Dec. 4	Sept. 27, 1854	340	.....	.....	Captain Bailey died at Hong-Kong February 27, 1852; sent home 175 whale, 3,500 pounds bone.	
eph Bailey	J. D. Thompson	North Pacific	June 18	Mar. 24, 1853	34	1,001	10,000	Bought from Slippean 1850; sent home 5,800 pounds bone.	
Stocum	Charles Hitch	do	Oct. 8	May 10, 1853	56	1,153	12,900	Sent home 360 sperm.	
Davis	Isaac B. Richmond	Pacific Ocean	July 25	Oct. 24, 1852	152	5	.....		



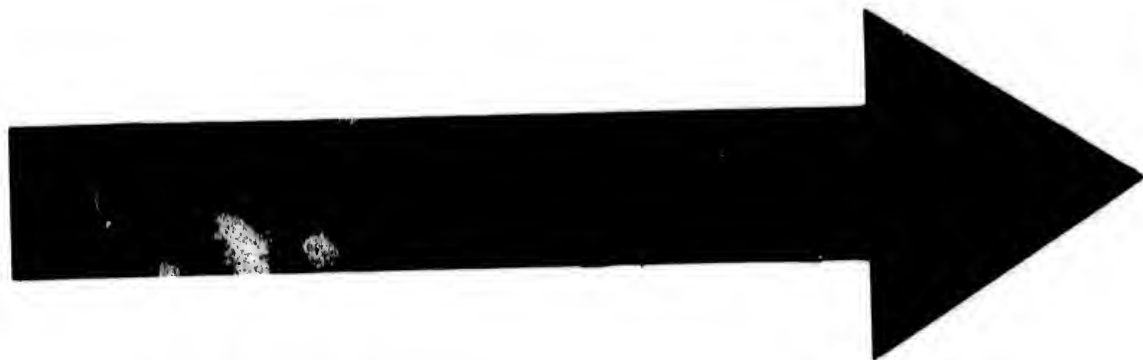
Table showing returns of whaling-vessels

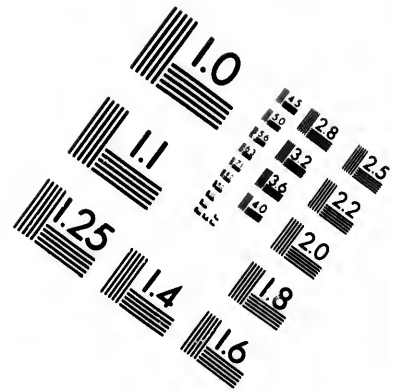
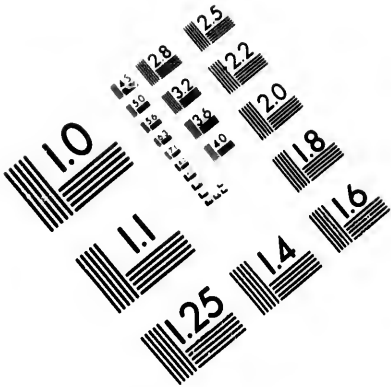
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1850.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Exchange .....	Bark ..	180	George W. Stewart ..	Thomas Knowles & Co. ....
Fortune .....	do .....	201	— Hathaway .....	Gilbert Hathaway .....
Frances .....	Ship .....	34½	W. Swain, jr .....	Henry Taber & Co. ....
Franklin .....	do .....	333	— Lamb .....	William P. Howland .....
Geo. Pike .....	do .....	313	N. P. Baker .....	William Gilford .....
Geo. Howland .....	do .....	374	— Cromwell .....	George Howland .....
Gideon Howland .....	do .....	379	— Jernegan .....	I. Howland, Jr., & Co. ....
Gladiator .....	do .....	650	James K. Turner .....	do .....
Globe .....	do .....	479	Asa Taber .....	George Hussey .....
Globe .....	Bark ..	217	— Handy .....	Ingalls & Lucas .....
Gov. Troup .....	Ship ..	430	F. Coggeshall .....	Edw. C. Jones .....
Harrison .....	do .....	371	— Hathaway .....	Gilbert Hathaway .....
Harvest .....	Bark ..	263	— Almy .....	Swift & Allen .....
Hop .....	do .....	180	C. H. Robbins .....	William Watkins .....
Huntress .....	Ship ..	391	George Gibbs .....	Robert Gibbs .....
Illinois .....	do .....	413	A. Covell .....	Wood & Nye .....
Iris .....	do .....	311	— Sherman .....	E. C. Jones .....
Junius .....	Bark ..	198	— Kendrick .....	do .....
Jasper .....	do .....	223	— Roleh .....	Alex. Gibbs .....
Jeanette .....	Shlp ..	310	— West .....	Isaac B. Richmond .....
John Wells .....	do .....	306	— Cross .....	T. Knowles & Co. ....
Joseph Melga .....	do .....	356	George Allen .....	George Hussey .....
Junior .....	do .....	37½	S. Tinkham .....	D. K. Greene & Co. ....
Lagoda .....	do .....	341	— Toboy .....	Jona. Bourne, jr .....
Leonidas .....	do .....	231	B. S. Clark .....	Russell Maxfield .....
Levi Starchuck .....	do .....	370	W. M. Ellison .....	Edw. W. Howland .....
Liverpool .....	do .....	266	Henry P. Barker .....	Abm. Barker .....
Louisiana .....	do .....	300	Walter Taber .....	T. & A. R. Nye .....
Louis .....	Bark ..	316	R. T. Wyatt .....	Swift & Allen .....
Morea .....	Ship ..	340	— Kelley .....	R. B. Howard .....
March .....	Brlg ..	90	— Reynolds .....	William P. Howland .....
Mary .....	Ship ..	287	— Henry .....	I. Howland, Jr., & Co. ....
Mercator .....	Bark ..	246	— Macomber .....	John A. Parker .....
Metacom .....	Ship ..	360	— B. B. B. .....	J. B. Wood & Co. ....
Marcella .....	Bark ..	270	Pardon C. Winslow .....	C. R. Tucker & Co. ....
Midas .....	Ship ..	326	E. Woodbridge .....	J. B. Wood & Co. ....
Minerva .....	do .....	408	G. Hazard .....	William Gilford .....
Montpelier .....	do .....	320	M. G. Tucker .....	John R. Thornton .....
Montreal .....	do .....	547	Frederick Fish .....	C. R. Tucker & Co. ....
Monongahela .....	do .....	407	Jason Senbury .....	O. & E. W. Seabury .....
Marcla .....	do .....	315	I. Wing .....	Edw. W. Howland .....

**FISH AND FISHERIES.**

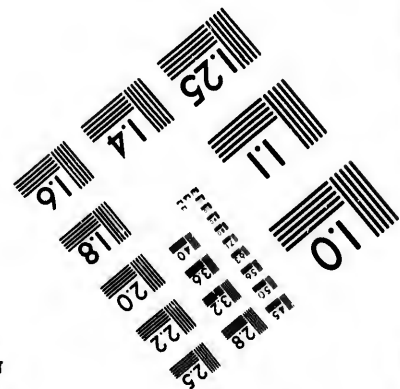
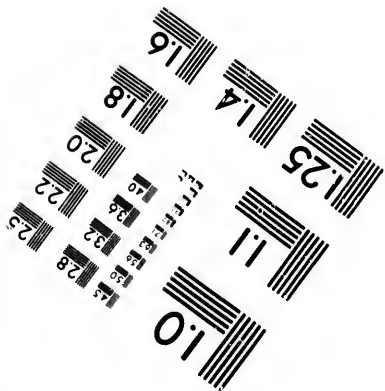
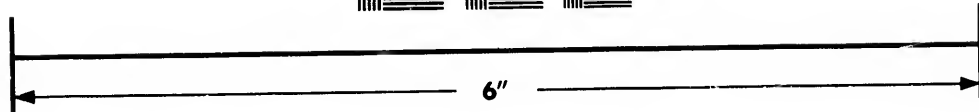
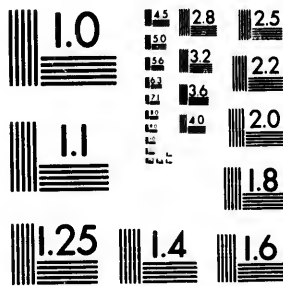
*Table showing returns of whaling- vessels*

Captain.	Managing owner or agent.
W. Stewart.	Thomas Knowles & Co.
Hathaway	Gilbert Hathaway
John, Jr.	Henry Taber & Co.
Lamb	William P. Howland
Eaker	William Gifford
Crosswell	George Howland
Jernegan	I. Howland, Jr., & Co.
K. Turner	do
Taber	George Hussey
Handy	Ingalls & Lucas
Gosdall	Edw. C. Jones
Hathaway	Gilbert Hathaway
Almy	Swift & Allen
Robbins	William Watkins
George Gibbs	Robert Gibbs
Well	Wood & Nye
Sheerman	E. C. Jones
Kendrick	do
Botch	Alex. Gibbs
West	Isaac H. Richmond
Cross	T. Knowles & Co.
George Allen	George Hussey
Arkham	D. R. Greene & Co.
Tobey	Jona. Bourne, Jr.
Clark	Russell Maxfield
E. Ellison	Edw. W. Howland
Y. P. Barker	Abm. Barker
er Taber	T. & A. H. Nye
Wyatt	Swift & Allen
Kelloy	B. B. Howard
Reynolds	William P. Howland
Henry	I. Howland, Jr., & Co.
Macomber	John A. Parker
Bunney	J. B. Wood & Co.
on C. Winslow	C. K. Tacker & Co.
Goodbridge	J. B. Wood & Co.
azard	William Gifford
Tucker	John R. Thomson
erick Fish	C. R. Tucker & Co.
Seabury	O. & E. W. Seabury
ing	Edw. W. Howland





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sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale oil.	Whale-bone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic .....	May 18	.....	.....	.....	.....	A missing vessel; her fate was never known.
North Pacific ..	Oct. 19	May 18, 1854	102	2, 125	24, 000	Captain Hathaway died at Petro Paulovski June, 1852; sold 100 sperm, 300 whale, at Valparaiso; sent home 8,308 pounds bone. Sent home 131 sperm, 841 whale, 18,578 bone; lost on Mangan Island 1851.
.....do .....	Sept. 4	.....	.....	.....	.....	Sent home 366 whale, 25,992 bone.
.....do .....	July 15	July 16, 1853	124	2, 049	.....	Sent home 82 sperm, 6,993 bone.
.....do .....	June 13	July 18, 1853	8	2, 425	25, 400	Seized by convicts at Galapagos Islands; recaptured by a Swedish frigate; sent home 25 sperm.
Pacific Ocean ..	Aug. 20	Oct. 29, 1852	218	70	.....	
North Pacific ..	Sept. 4	Mar. 10, 1853	1	3, 139	32, 000	Bought from New York 1850; formerly New York and London packet; took in all 6,200 whale, 95,000 bone; withdrawn 1854.
.....do .....	Aug. 15	Apr. 7, 1854	.....	3, 200	39, 705	Lost on East Cape (Behring Straits) August, 1851.
.....do .....	Nov. 16	.....	.....	.....	.....	Bought from New York 1850.
Pacific Ocean ..	Sept. 9	Jan. 2, 1855	250	650	.....	Sent home 16 sperm.
North Pacific ..	Aug. 15	May 7, 1853	797	3, 058	24, 800	Sent home 41,360 bone.
.....do .....	Dec. 24	Apr. 20, 1854	177	2, 549	.....	Sent home 31; whale, 18,300 bone.
.....do .....	Oct. 1	May 1, 1854	.....	697	11, 000	Sent home 200 sperm.
Indian Ocean ..	Aug. 17	May 7, 1853	99	.....	.....	Lost on Kaiaghusky Island (Kamschatka) April 25, 1852; the crew suffered severely from cold; sent home 63 sperm, 585 whale, 10,800 bone.
North Pacific ..	Aug. 10	.....	.....	.....	.....	Bought from Sag Harbor 1850; sent home 8,352 bone.
.....do .....	Aug. 15	May 20, 1853	31	2, 637	34, 900	
Indian Ocean ..	May 8	Mar. 16, 1853	1, 291	373	1, 400	Lost in Mozambique Channel October 21, 1851; sent home 108 sperm.
.....do .....	Aug. 5	.....	.....	.....	.....	Condemned at New Zealand September, 1851; oil (850 sperm) shipped to London.
Pacific Ocean ..	Feb. 26	.....	.....	.....	.....	Sent home 20 sperm, 506 whale, 43,300 bone.
North Pacific ..	Nov. 21	Apr. 20, 1854	.....	902	11, 700	Bought from Sag Harbor 1849; sent home 175 sperm, 31,874 bone.
.....do .....	June 18	Apr. 25, 1854	317	1, 639	25, 000	Formerly in merchant-service; added 1850; sent home 225 sperm.
Pacific Ocean ..	Oct. 22	Aug. 2, 1854	1, 255	16	.....	
North Pacific ..	July 1	July 10, 1853	64	959	16, 600	Captain Tinkham died at sea November 27, 1850; sent home 251 whale, 2,000 bone.
.....do .....	July 1	Apr. 21, 1853	38	2, 413	34, 500	Sent home 309 sperm, 400 whale, 5,670 bone.
Pacific Ocean ..	Oct. 1	June 9, 1854	854	37	.....	
North Pacific ..	Oct. 21	July 10, 1853	175	1, 508	21, 000	Bought from Nantucket 1850; sent home 35 sperm, 6,408 bone.
.....do .....	Oct. 5	May 27, 1853	11	1, 009	23, 200	Sent home 243 sperm, 717 whale, 6,117 bone.
Pacific Ocean ..	Aug. 15	May 18, 1853	1, 157	29	.....	Bought from New York 1850.
North Pacific ..	Nov. 20	May 12, 1853	221	1, 155	16, 300	Bought from Baltimore 1850.
.....do .....	Oct. 2	June 7, 1853	6	1, 128	20, 100	Second mate killed by a whale 1852; sent home 60 sperm, 973 whale.
Atlantic .....	Sept. 25	Sept. 20, 1851	65	8	.....	Sailed September 16; returned September 20; captain sick; sailed again September 25; added 1850; sold to Mattapoisett 1852.
Indian Ocean ..	June 20	Apr. 2, 1852	39	1, 911	40, 800	First mate, William B. Eaton, died April 20, 1851.
Atland Ind ..	July 6	Sept. 9, 1852	416	7	.....	Sent home 450 sperm, 588 bone.
North Pacific ..	July 1	May 9, 1853	187	1, 148	12, 400	Mate and boat's crew lost; fast to a whale.
Indian Ocean ..	June 12	Dec. 6, 1852	416	50	500	Captain Winslow died at Jolanna July 11, 1852.
North Pacific ..	Oct. 3	Mar. 30, 1853	.....	2, 060	21, 500	Sent home 4,647 bone.
.....do .....	Aug. 20	Mar. 19, 1853	66	2, 224	31, 600	Sent home 370 sperm, 250 whale, 8,300 bone.
.....do .....	Aug. 3	May 23, 1853	75	2, 250	23, 700	Sent home 55 sperm, 338 whale, 13,680 bone.
.....do .....	July 15	Mar. 30, 1853	195	3, 823	31, 700	Bought from Boston 1850; sent home 209 sperm, 1,026 whale, 45,950 bone; total value of cargo, \$136,023.19
.....do .....	Oct. 1	.....	.....	.....	.....	Bought from Philadelphia 1850; supposed to have been lost in the Arctic with all on board 1853; sent home 83 sperm, 36,200 bone.
.....do .....	Aug. 20	June 21, 1853	428	1, 282	12, 100	Shipped 3,834 pounds bone to London.

470 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1850.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Martha .....	Bark .....	271	Chase .....	Swift & Allen .....
Nassau .....	Shlp .....	408	J. W. White .....	Irish Perry .....
New Bedford .....	do .....	351	Gray .....	I. Howland, jr., & Co. ....
Ohio .....	Bark .....	237	Sawtelle .....	Cook & Snow .....
Oliver Crocker .....	Shlp .....	357	William B. Cash .....	James B. Wood & Co. ....
Ontario .....	do .....	368	Frederick Slocum .....	David B. Kempton .....
Osceola .....	Brig .....	152	Maxam .....	William C. N. Swift .....
Roman, 2d .....	Shlp .....	350	Tripp .....	Abm. Barker .....
Roscins .....	do .....	309	J. Winslow .....	William P. Howland .....
Sally Anne .....	do .....	312	S. H. Andrews .....	D. R. Greene & Co. ....
St. George .....	do .....	408	W. Hawes .....	A. Barker .....
Seine .....	do .....	251	Landra .....	Rodney French .....
Stephania .....	do .....	315	Terry .....	John Bourne .....
Tamela .....	do .....	337	Shockley .....	T. Knowles & Co. ....
Triton .....	do .....	449	Taber .....	J. A. Parker & Son .....
Triton .....	do .....	300	Fish .....	I. Howland, jr., & Co. ....
Wm. Hamilton .....	do .....	403	H. Shockley .....	do .....
Wm. Thompson .....	do .....	495	Jernegan .....	J. Perry .....
Washington .....	do .....	344	Martin Palmer .....	J. Bourne, jr. ....
<i>Fairhaven, Mass.</i>				
Arab .....	Bark .....	270	Snell .....	I. F. Terry .....
Arctic .....	Shlp .....	431	C. W. Gullett .....	Edmund Allen .....
Atkins Adams .....	do .....	330	Fish .....	William G. Blackler .....
Erie .....	do .....	451	Blackmer .....	Nathan Church .....
Favorito .....	Bark .....	233	E. Pierce .....	F. R. Whitwell .....
Harvest .....	do .....	314	Spooner .....	Jabez Delano, jr. ....
Lagrange .....	do .....	260	Hammond .....	William G. Blackler .....
Marcus .....	Shlp .....	226	Sherman .....	Lemuel Tripp .....
Mary Ann .....	do .....	335	Tallman .....	L. C. Tripp .....
Omega .....	do .....	305	Fisher .....	N. Church .....
Pacific .....	do .....	314	Alden .....	Reuben Fish .....
Sylph .....	do .....	336	F. M. Gardner .....	E. Allen .....
William Wirt .....	do .....	327	Fisher .....	Warren Delano .....
<i>Mattapoisett, Mass.</i>				
America .....	Brig .....	148	West .....	R. L. Barstow .....
Amawan .....	do .....	159	Phinney .....	Sech Freeman .....
Elizabeth .....	Bark .....	219	Dexter .....	R. L. Barstow .....
Lagrange .....	do .....	270	Flanders .....	do .....
Sarah .....	do .....	171	Mayhew .....	Wilson Barstow .....
Samuel and Thomas .....	do .....	191	Lambert .....	R. L. Barstow .....
Wells .....	do .....	164	Driggs .....	do .....
<i>Westport, Mass.</i>				
Barclay .....	Bark .....	167	Tripp .....	Alexander H. Corey .....
Gov. Carter .....	do .....	185	Hosmer .....	Henry Wilcox .....
Leonidas .....	Brig .....	128	Cortell .....	John L. Anthony .....
Mexico .....	do .....	130	Whitnes .....	H. Wilcox .....
Platina .....	Bark .....	206	Lee .....	Andrew Hicks .....
President .....	do .....	120	Sowle .....	do .....
Solon .....	Brig .....	129	Smith .....	Henry Smith .....
Th. Winslow .....	Bark .....	136	Chase .....	Thomas W. Mayhew .....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					Bbls.	Bbls.	Lbs.	
.....	Swift & Allen.....	New Zealand	May 18	Nov. 20, 1853	1,616	.....	.....	Bought from Newport 1849; second mate killed by a whale July, 1853; shipped 75 whale, 700 pounds bone to London from Hobart Town; sent home 83 whale, 108 sperm.
.....	Jirch Perry..... L. Howland, jr., & Co.....	North Pacific Pacific Ocean	Aug. 5 Oct. 10	May 22, 1853	148	2,612	35,800	Sent home 22 sperm. Lost on Fox Islands June, 1851; four of her crew lost.
.....	Cook & Snow..... James H. Wood & Co.....	.....do.....	Oct. 1 Aug. 12	July 10, 1854 July 6, 1854	1,405 979	35	.....	Bought from Philadelphia 1850. Built 1850 at Mattapoisett.
.....	David B. Knopson.....	North Pacific	Sept. 4	Apr. 21, 1854	.....	573	11,000	Bought from Sag Harbor 1850; sent home 275 sperm, 588 whale, 35,000 bone.
.....	William C. N. Swift.....	Atlantic	Sept. 5	Oct. 1, 1853	187	17	.....	Bought from Boston 1850; sent home 30 sperm.
.....	Abm. Barker..... William P. Howland.....	North Pacific Pacific Ocean	Aug. 1 June 3	May 11, 1854 Jan. 2, 1854	336 928	1,501	7,400 16,000	Sent home 325 sperm on the voyage. Sent home 4,096 bone.
.....	D. R. Greene & Co.....	North Pacific	Nov. 20	May 8, 1853	218	1,446	18,600	Sent home 137 sperm, 84 whale.
.....	A. Barker.....	.....do.....	Sept. 4	May 18, 1853	360	1,811	18,900	Sent home 662 whale, 14,400 bone.
.....	Rodney French.....	.....do.....	Aug. 10	May 21, 1853	.....	1,429	18,000	Sent home 993 whale, 13,449 bone.
.....	Jonas Bourne.....	.....do.....	Nov. 27	Apr. 4, 1854	69	594	8,300	Owned in Savannah, Georgia; sent home 368 sperm, 1,177 whale, 13,130 bone.
.....	T. Knowles & Co.....	.....do.....	Oct. 28	Apr. 24, 1854	.....	1,517	32,000	Sent home 22,360 bone.
.....	J. A. Parker & Son.....	.....do.....	Oct. 21	Apr. 24, 1854	65	3,292	.....	Sent home 650 whale, 9,918 bone.
.....	L. Howland, jr., & Co.....	.....do.....	Aug. 22	June 30, 1853	1,600	50	.....	Captain Shoekley came home sick 1851; sent home 80 sperm, 1,440 whale, 34,242 bone.
.....	.....do.....	.....do.....	June 20	May 1, 1854	.....	339	3,000	Sent home 54 sperm, 317 whale.
.....	J. Perry.....	.....do.....	July 30	Mar. 3, 1853	88	2,557	35,600	Sent home 25,329 bone.
.....	J. Bourne, jr.....	.....do.....	Oct. 15	Mar. 17, 1853	105	2,524	.....	Sent home 32 sperm, 900 whale, 12,000 bone.
.....	I. F. Terry.....	Indian Ocean	Aug. 7	Apr. 7, 1853	.....	1,735	29,000	Built at Mattapoisett 1850; sent home 1,624 whale, 28,091 bone.
.....	Edmund Allen.....	North Pacific	Dec. 10	Apr. 8, 1854	80	970	16,800	Sent home 300 sperm, 4,484 whale, 41,000 bone.
.....	William G. Blackler.....	Pacific Ocean	Sept. 30	Aug. 21, 1854	1,367	.....	.....	Lost in the ice near East Cape September, 1853; saved 900 barrels oil; sent home 12,000 bone.
.....	Nathan Church.....	North Pacific	Oct. 1	July 16, 1853	80	2,920	40,000	Sent home 85 sperm, 382 whale, 21,992 bone.
.....	F. R. Whitwell.....	.....do.....	June 15	June 10, 1853	84	2,211	31,000	Sent home 121 sperm, 970 whale, 5,936 bone.
.....	Jabez Delano, jr.....	.....do.....	Dec. 10	July 17, 1853	69	1,905	.....	Returned in consequence of illness of Captain Alden.
.....	William G. Blackler.....	Pacific Ocean	Dec. 10	Nov. 16, 1853	556	.....	.....	Sent home 536 sperm, 150 whale; lost on Isle of Sol January 9, 1854.
.....	Lemuel Tripp.....	North Pacific	Nov. 9	.....	.....	.....	.....	Sold to New Bedford, 1853; sent home 79 sperm.
.....	L. C. Tripp.....	.....do.....	Oct. 29	May 14, 1854	98	1,057	3,500	.....
.....	N. Church.....	.....do.....	Oct. 12	May 23, 1854	159	1,101	7,600	.....
.....	Reuben Fish.....	.....do.....	June 14	Jan. 21, 1851	115	.....	.....	.....
.....	E. Allen.....	Pacific Ocean	Sept. 12	.....	.....	.....	.....	.....
.....	Warren Delano.....	.....do.....	Oct. 15	May 21, 1851	210	2,326	19,800	.....
.....	R. L. Barstow.....	Atlantic	Apr. 10	Sept. 19, 1851	205	2	.....	.....
.....	Seth Freeman.....	.....do.....	May	Oct. 7, 1851	360	6	.....	.....
.....	R. L. Barstow.....	.....do.....	Dec. 22	Dec. 7, 1852	140	6	.....	.....
.....	.....do.....	.....do.....	Apr. 16	Aug. 25, 1851	510	18	.....	.....
.....	Wilson Barstow.....	.....do.....	Aug. 20	Aug. 9, 1852	422	150	1,500	.....
.....	R. L. Barstow.....	.....do.....	July 18	June 11, 1852	449	2	.....	.....
.....	.....do.....	.....do.....	Aug. 7	Oct. 1, 1851	321	7	.....	.....
.....	Alexander H. Corey.....	Atlantic	Dec. 4	May 26, 1852	310	8	.....	.....
.....	Henry Wilcox.....	.....do.....	June 12	Aug. 21, 1851	602	30	.....	.....
.....	John L. Anthony.....	Indian Ocean	July 2	Sept. 24, 1851	400	20	.....	.....
.....	H. Wilcox.....	.....do.....	Oct. 7	Oct. 4, 1852	244	20	.....	.....
.....	Andrew Hicks.....	Atlantic	Oct. 7	July 10, 1853	1,011	.....	.....	.....
.....	.....do.....	Pacific Ocean	Oct. 30	Sept. 19, 1851	405	12	.....	.....
.....	Henry Smith.....	Atlantic	May 2	Sept. 2, 1851	141	25	.....	.....
.....	Thomas W. Mayhew.....	.....do.....	July 2	Apr. 28, 1853	31	3	.....	.....



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1850.</b>				
<i>Edgartown, Mass.</i>				
Vineyard .....	Ship ..	38	Edwin Collin .....	Benjamin Worth .....
<i>Nantucket, Mass.</i>				
Alpha .....	Ship ..	31	Joseph Congdon .....	Hadwon & Barney .....
American .....	do ..	32	Frederick W. Luce ..	E. F. Gardner .....
Apphia Maria .....	do ..	32	Hiram Folger .....	John H. Shaw .....
Atlantic .....	do ..	32	Zenas M. Coleman ..	H. F. Gardner .....
Columbia .....	do ..	32	William Cash .....	C. G. & H. Collin .....
Enterpris .....	do ..	41	Charles B. Swain, 2d ..	E. W. Gardner .....
Maria .....	do ..	36	David Baker .....	J. W. Barrett & Sons ..
Mohawk .....	do ..	35	Oliver C. Swain .....	L. & P. Maey .....
Monticlio .....	do ..	36	John M. Folger .....	J. H. Shaw .....
Nantucket .....	do ..	35	Richard C. Gibbs .....	H. G. O. Dunham .....
Ontario .....	do ..	35	Obed Cathcart .....	J. W. Barrett & Sons ..
Paragon .....	Bark ..	30	Thomas Nelson .....	H. G. O. Dunham .....
Tyleston .....	Brig ..	111	Shadrach Gifford .....	Zenas Adams .....
Young Hero .....	Ship ..	304	Samuel C. Wyer .....	G. & M. Starbuck .....
<i>Dartmouth, Mass.</i>				
Gov. Hopkins .....	Ship ..	111	— Briggs .....	A. R. Tucker .....
<i>Provincetown, Mass.</i>				
A. Nickerson .....	Schooner	108	— Sparks .....	J. H. Hilliard .....
Belle Isle .....	do ..	104	— Turnor .....	Ebenezer Cook .....
C. Allstrum .....	do ..	104	— Snow .....	John Adams .....
Cadmus .....	do ..	11	— Soper .....	Samuel Soper .....
Chanticleer .....	do ..	85	— Cook .....	Samuel Cook .....
Council .....	do ..	100	— Higgins .....	H. P. Higgins .....
E. Nickerson .....	Brig ..	131	— Nickerson .....	Enoch Nickerson .....
Franklin .....	do ..	173	— Soper .....	Samuel Soper .....
Harriet Neal .....	Schooner	12	— Bush .....	R. L. Thatcher .....
H. N. Williams .....	do ..	108	— Young .....	Philip Cook .....
Jano Howes .....	Brig ..	108	— Young .....	J. E. Bowley .....
John Adams .....	Schooner	104	— Freeman .....	John Adams .....
Louis Bruce .....	Brig ..	11	— Young .....	H. Allstrum .....
Louisa .....	Schooner	109	— Young .....	S. Cook .....
Medford .....	Brig ..	107	— Dyer .....	Ephraim Cook .....
Parker Cook .....	Bark ..	133	— Cook .....	do ..
R. E. Cook .....	Schooner	80	— Cook .....	John Dunsap .....
Renzi .....	do ..	105	— Iverson .....	J. E. Bowley .....
Sam'l Cook .....	Brig ..	129	— Handy .....	S. Cook .....
Shylock .....	Schooner	112	— Hersey .....	Nathaniel Holmes .....
Spartan .....	Bark ..	190	— Cook .....	Stephen Nickerson .....
Union .....	Schooner	90	— Smith .....	Jonathan Nickerson .....
Vesta .....	do ..	98	— Rich .....	Philip S. Rich .....
Virginia .....	do ..	117	— Morton .....	Winsor Snow .....
Walter Ervin .....	do ..	110	— Nickerson .....	Atkins Nickerson .....
Walter K .....	do ..	114	— Tilson .....	Henry Cook .....
Willis Putnam .....	do ..	100	— Foster .....	E. L. Smith .....
<i>Holmes' Hole, Mass.</i>				
Malta .....	Bark ..	150	— Duggett .....	Thomas Barrows .....
Ocmulgee .....	Ship ..	458	— Cottle .....	Thomas Bradley .....
Pocahontas .....	do ..	341	— Dias .....	do ..

able showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Collin.....	Benjamin Worth.....	North Pacific	Nov. 29	Mar. 14, 1853	Bbls. 450	Lbs. 2,150	Sent home 112 sperm, 11,173 pounds bone.
Congdon.....	Hadwin & Barney.....	Pacific Ocean	Aug. 17	July 25, 1854	1,625	.....	Sold to Edgartown.
.....	R. F. Gardner.....	.....	Aug. 17	July 10, 1853	300	22	Bought from Portsmouth, N. H.; built 1846.
.....	John H. Shaw.....	.....	July 25	Aug. 21, 1854	341	282	Sent home 90 barrels sperm.
.....	R. F. Gardner.....	.....	July 7	Nov. 10, 1853	1,340	.....	The bone with the oil sent home on the voyage brought \$22,000.
.....	C. G. & H. Coffin.....	North Pacific	Oct. 13	May 28, 1854	.....	1,634 10,400	Captain Swain left the ship at Taleahuano.
.....	E. W. Gardner.....	.....	July 10	May 28, 1851	67	1,194 10,000	Sent home 17,630 bone.
.....	J. W. Barrett & Sons.....	Pacific Ocean	Sept. 15	.....	1,320	30	Captain Baker came home sick. Condemned at Rio Janeiro September 1854.
.....	J. W. Barrett & Sons.....	North Pacific	May 29	Apr. 20, 1854	1,890	70	Built 1-30 at Melford.
.....	I. & P. Macy.....	Pacific Ocean	Sept. 10	Sept. 6, 1853	691	1,001	Sold 80 barrels whale.
.....	J. H. Shaw.....	.....	June 8	Aug. 31, 1854	1,025	63	Sent home 769 sperm, 100 whale.
.....	H. G. O. Dunham.....	.....	Sept. 12	.....	700	.....	Condemned at Tahiti; oil shipped to England.
.....	J. W. Barrett & Sons.....	.....	Nov. 22	.....	.....	.....	Built 1859 at Melford; sent home and sold \$10 over 2; lost March 20, 1853, on Strong's Island.
.....	H. G. O. Dunham.....	Atlantic	Sept. 2	May 4, 1851	2	.....	Edward Narbeth, first mate, died.
.....	Zenas Adams.....	Pacific Ocean	Nov. 4	June 27, 1853	1,275	.....	.....
.....	G. & M. Starbuck.....	Atlantic	Aug. 15	May 28, 1851	4	14	The 14 barrels were blackfish.
.....	A. R. Tucker.....	Atlantic	Apr. 9	Oct. 17, 1850	41	.....	Added 1850.
.....	J. H. Hilliard.....	.....	Apr. 10	Oct. 19, 1850	147	.....	Added 1850; withdrawn 1852.
.....	Ebenezer Cook.....	.....	Apr. 30	July 20, 1851	30	20	Withdrawn 1852.
.....	John Adams.....	Six of Belleisle	June 4	Sept. 9, 1851	71	.....	Added 1850.
.....	Samuel Soper.....	Atlantic	May 15	Sept. 1, 1850	147	35	Blackfish.
.....	Samuel Cook.....	Six of Belleisle	May 23	Sept. 13, 1850	22	50	Added 1850; sailed again December 27, 1850; returned August 17, 1851, with 360 barrels sperm, 100 barrels whale.
.....	H. P. Higgins.....	Atlantic	Apr. 21	Oct. 27, 1850	117	.....	Sailed again December 20, 1850; returned September 26, 1851, with 215 sperm, 60 whale.
.....	Enoch Nickerson.....	.....	Mar. 13	Oct. 27, 1850	60	.....	Added 1850; sailed again December 25, 1850; returned October 18, 1851, with 75 barrels sperm.
.....	Samuel Soper.....	.....	Apr. 17	Oct. 27, 1850	60	.....	Added 1850.
.....	R. L. Thatcher.....	.....	Apr. 17	Sept. 22, 1850	24	.....	Added 1850.
.....	Philip Cook.....	.....	Apr. 3	Sept. 18, 1850	100	.....	Added 1850.
.....	J. E. Bowley.....	North Atlantic	Feb. 25	Sept. 2, 1850	71	.....	Added 1850.
.....	John Adams.....	Atlantic	Apr. 8	Oct. 27, 1850	71	.....	Added 1850.
.....	B. Allstrum.....	.....	Apr. 30	Nov. 1, 1851	4	.....	Withdrawn 1852.
.....	S. Cook.....	.....	Apr. 19	June 20, 1851	154	25	Added 1850.
.....	Ephraim Cook.....	.....	Apr. 17	Nov. 3, 1851	350	.....	Added 1850.
.....	John Dunlap.....	North Atlantic	Apr. 19	Aug. 13, 1850	130	.....	Added 1850.
.....	J. E. Bowley.....	Atlantic	Feb. 25	Oct. 21, 1850	210	.....	Added 1850.
.....	J. E. Bowley.....	.....	Apr. 17	Nov. 1, 1850	140	.....	Added 1850.
.....	S. Cook.....	.....	Apr. 17	Oct. 18, 1850	90	.....	Added 1850.
.....	Nathaniel Holmes.....	.....	Mar. 25	Dec. 29, 1850	560	.....	Added 1850.
.....	Stephen Nickerson.....	.....	May 1	Oct. 1, 1850	110	.....	Added 1850; humpback; withdrawn 1851.
.....	Jonathan Nickerson.....	.....	June 8	Sept. 18, 1850	.....	80	.....
.....	Phillip S. Rich.....	.....	June 16	Nov. 27, 1850	24	.....	Added 1851.
.....	Winsor Snow.....	.....	Apr. 21	Sept. 10, 1850	315	.....	Added 1-30.
.....	Atkins Nickerson.....	.....	Apr. 20	Nov. 20, 1850	200	.....	Added 1850; clean.
.....	Henry Cook.....	North Atlantic	Apr. 20	Nov. 6, 1850	.....	.....	.....
.....	E. L. Smith.....	.....	.....	.....	.....	.....	.....
.....	Thomas Barrows.....	Pacific Ocean	July 18	May 6, 1852	.....	Clean	Sold 1852; sent home 263 sperm.
.....	Thomas Bradley.....	North Pacific	Sept. 20	Apr. 4, 1854	105	2,320	Sent home 68 sperm, 707 whale, 4,900 bone.
.....	.....	Pacific Ocean	July 10	May 7, 1853	324	1,720 1,000	Sent home 10,998 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1850.</b>				
<i>Boston, Mass.</i>				
Rothschild .....	Bark	261	Small .....	Phillip A. Locke .....
<i>Beverly, Mass.</i>				
H. Franklin .....	Brig	104	Brown .....	F. W. Choate .....
<i>Truro, Mass.</i>				
Eschol .....	Brig	143	Smith .....	Richard Stevens .....
<i>Wareham, Mass.</i>				
G. Washington .....	Ship	374	Benjamin F. Gibbs ..	S. C. Gibbs .....
<i>Warren, R. I.</i>				
Dolphin .....	Bark	325	Cutter .....	R. B. Johnson .....
Hector .....	do	223	Cole .....	do .....
Wm. Henry .....	do	180	J. H. Jolls .....	S. P. Child .....
<i>Newport, R. I.</i>				
Helen Augusta .....	Ship	530	Nathaniel Fales, jr. .	J. S. Monroe .....
<i>Providence, R. I.</i>				
Oec .....	Ship	567	E. A. Swift .....	Edward Pearce .....
<i>Mystic, Conn.</i>				
Leander .....	Bark	213	B. Glover .....	Charles Mallory .....
<i>New London, Conn.</i>				
Alert .....	Ships	398	Dolles .....	Williams & Haven .....
Beugal .....	do	304	Phillips .....	Thomas Fitch, 2d. . .
Catharino .....	do	394	Hull .....	do .....
Dromo .....	do	306	Starr .....	do .....
Electra .....	do	348	Clark .....	Williams & Barnes ..
Friends .....	do	403	Low .....	Benjamin Brown Sons.
George and Mary .....	do	356	Greene .....	Lyman Allyn .....
Hy. Thompson .....	do	315	Holme .....	Frink, Chew & Co ..
Iudla .....	do	433	Miller .....	Williams & Haven .....
John and Elizabeth .....	do	296	Chappell .....	do .....
Lark .....	Bark	388	Kelley .....	Perkins & Smith .....
Merrimack .....	Ship	414	Destly .....	Williams & Haven .....
McLellan .....	do	376	Perkins .....	Perkins & Smith .....
Neptune .....	do	285	Allen .....	Williams & Haven .....
North Star .....	do	399	Robert Brown .....	Williams & Barnes ..
Peruvian .....	do	388	Brown .....	E. V. Stoddard .....
Phoenix .....	do	404	Brewster .....	Minor Lawrence & Co.
Tenedos .....	Bark	245	Middletown .....	do .....
W. T. Wheaton .....	do	437	James Green .....	James Green .....

ble showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.
Small	Phillip A. Locke
Brown	F. W. Choate
Smith	Richard Stevens
Sam'l F. Gibbs	S. C. Gibbs
Cutter	R. B. Johnson
Colo.	do
Jolls	S. P. Child
Mancl Fales, jr.	J. S. Munroe
Swift	Edward Pearce
lover	Charles Mallory
Bolles	Williams & Haven
Phillips	Thomas Fison, 2d
Hull	do
Starr	do
Clark	Williams & Barnes
Low	Benjamin Brown Sons
Greene	Lyman Allyn
Holmo	Frink, Chow & Co
Miller	Williams & Haven
Chappell	do
Kolley	Perkins & Smith
Deatin	Williams & Haven
Perkins	Perkins & Smith
Allen	Williams & Haven
Robert Brown	Williams & Barnes
Brown	E. V. Stoddard
Brewster	Mlner Lawrence & Co
Middleton	do
James Green	James Green

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
N. and S. Atl.	June 6	Apr. 24, 1851	Ibbls. 300	Ibbls.	Lbs.	Added 1850.
Atlantic	Dec. 14	Nov. 17, 1850	350			Added 1850; sailed again December 14, 1850; returned April 27, 1852, with 500 sperm, 2 whale.
Atlantic	Mar. 13	Nov. 5, 1850	130			Added 1849.
North Pacific	Aug. 7	Apr. 24, 1853		2,513	27,700	Sent home 172 sperm, 13,683 bone.
Indian Ocean	Nov. 15	Sept. 5, 1851	359	1		Built 1850 at Somerset.
do	Aug. 5	Nov. 22, 1852	600			Added 1850.
do	July 8	Feb. 2, 1854	411			
North Pacific	Dec. 10	May 1, 1854		1,050		Sent home 10,286 bone; bought from New York 1850.
North Pacific	Aug. 6	May 10, 1853		4,200	54,000	Added 1850; sold to Warren 1853; sent home 306 sperm, 28,230 bone.
South Atlantic	July 5	July 31, 1852	400	311	1,000	Captain G over came home sick 1851; sent home 100 sperm.
North Pacific	June 18	May 21, 1853	205	2,402	27,800	Sent home 14,500 pounds bone.
Ind. and N. P.	Sept. 25	Mar. 24, 1856	14	931		Sent home 1,334 whale, 10,560 bone; shipped some oil to London; rebuilt in 1856, and named North-west.
North Pacific	July 9	Apr. 20, 1854	82	751	8,500	Sent home 4,341 whale, 45,829 bone.
Ind. and N. P.	Oct. 3	May 2, 1854		224	3,000	Sent home 1-0 sperm, 1,878 whale, 40,270 pounds bone.
North Pacific	June 1	Mar. 30, 1854	40	1,052	17,600	Sent home 211 sperm, 3,363 whale, 51,618 bone.
do	July 25					Sent home on voyage 90 sperm, 1,200 whale, 26,143 bone; sold 500 whale; loaded with guano at Chingha Islands.
do	July 20	Apr. 4, 1853		1,070	24,50	Sent home 1,300 whale; shipped some oil to London.
Ind. and Pac.	Oct. 22					Lost in the ice near Diomedes Island July 15, 1851.
North Pacific	Aug. 28	Apr. 13, 1854		2,261	36,200	Sent home some bone; shipped some oil to London.
do	July 20	June 2, 1855		830		Sent home 4-5 whale, 12,000 bone.
Indian Ocean	Aug. 15	May 8, 1853	140	1,522	21,000	Sent home 5-7 whale.
Ind. and Pac.	Oct. 17	July 7, 1853	280	2,984	47,000	
Davis's Strait	Mar. 7	Oct. 22, 1850		450	7,000	Shipped oil to London; withdrawn 1857; sailed and taken up at Sandwich Islands; sent home 235 sperm, 3,101 whale, 12,925 bone.
Ind. and N. P.	May 7					
North Pacific	July 30	June 5, 1855		600	8,200	Sent home 2,007 whale, 22,497 bone; bought from Philadelphia 1850.
Desolation Isld	Sept. 11	July 21, 1852	15	2,047	9,100	Sent home 60 sperm.
Ind. and Pac.	Nov. 7	May 24, 1853	30	2,150	21,500	Sent home 32,292 pounds bone.
North Pacific	Sept. 3	Apr. 19, 1853	1,856			Bought from Warren 1850; fourth mate died July, 1852; sold at Honolulu 1853; sent home 82 sperm, 2,658 whale, 15,000 bone; lost March 29, 1855, 60 miles south of San Francisco; sold 1,000 whale and some sperm at San Francisco.
do	Sept. 4					

476 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1850.</b>				
<i>Stonington, Conn.</i>				
Byron	Bark	170	Wileox	John E. Trumbull
Charles Phelps	Ship	309	Burch	C. P. Williams
Eugene	do	297	Pendleton	do
Followes	do	298	Pendleton	do
Mary and Susan	do	393	Brown	do
Nowburyport	do	341	Leaher	J. E. Trumbull
Prudent	Bark	298	Nash	C. P. Williams
<i>Greenport, L. I.</i>				
Caroline	Ship	253	Hedges Babcock	Ireland, Wells & Carpenter
Pioneer	Bark	215	Weeks	David G. Floyd
Roanoke	do	232	Hand	Parsons & Brown
<i>Sag Harbor, L. I.</i>				
Ann	Bark	299	J. Steen	Thomas Brown
Charlotto	Brig	230	Winters	William R. Post
Jefferson	Ship	41	Hunting	T. Brown
Old Fellow	Bark	23	Hedges	do
Ontario	Ship	489	Brown	W. R. Post
Washington	do	340	Rose	Hunting Cooper
<i>New Suffolk.</i>				
Gentleman	Bark	237	Cartwright	Ira D. Tutbill
<b>1851.</b>				
<i>New Bedford, Mass.</i>				
Abm. H. Howland	Ship	414	P. Pease	Abra. H. Howland
Alexander	do	421	J. Ryan	John A. Parker
Alexander Coffin	do	381	Parrington	Jonathan Bourne, Jr.
Aliso Frazier	Bark	400	D. H. Taber	Lemuel Kollock
Alice Mandell	Ship	42	P. S. Wing	Charles R. Tucker & Co.
Alto	Bark	23	Carr	Richmond & Wood
Alfred Gibbs	Ship	42	Isaac H. Jenney	Wood & Nye
America	do	41	L. Fisher	I. Howland, Jr. & Co.
America	Bark	257	Abner West	Jos. A. Beans
Audir	do	612	J. H. Swift	Swift & Perry
Atlantic	do	367	Luce	Hathaway & Luce
Battle	do	390	Jeffro B. Brooks	Rindall & Stead
Barstable	Ship	377	R. M. Corn	William F. Dow
Benj. Tucker	do	341	B. B. Sands	Charles H. Tucker & Co.
Branch	do	247	Childs	Gideon Allen
Bartholomew Gosnold	do	351	C. B. Heustis	I. Howland, Jr. & Co.
Cambria	do	368	J. Coffin	James B. Wood & Co.
California	do	397	H. D. Wood	I. Howland, Jr. & Co.
Canada	do	54	Thomas West	Barton Rickerson
Canton, Ed	do	29	Folger	C. R. Tucker & Co.
Chandler Price	do	441	J. Taber	William G. E. Pope

able showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.
Wileox .....	John F. Trumbull .....
Burch .....	C. P. Williams .....
Pendleton .....	do .....
Pendleton .....	do .....
Brown .....	do .....
Lester .....	J. F. Trumbull .....
Nash .....	C. P. Williams .....
ges Babcock .....	Ireland, Wells & Carpen ter .....
Weeks .....	David G. Floyd .....
Hand .....	Parsons & Brown .....
cen .....	Thomas Brown .....
Winters .....	William H. Post .....
Hunting .....	T. Brown .....
Hedges .....	do .....
Brown .....	W. R. Post .....
Rose .....	Hunting Cooper .....
Cartwright .....	Ira B. Tutill .....
Pease .....	Abra. H. Howland .....
Ryan .....	John A. Parker .....
Parrington .....	Jonathan Bourne, Jr. .....
H. Taber .....	Lennel Koller's .....
S. Wing .....	Charles R. Tucker & Co Richmond & Wood .....
Corr .....	Wood & Nye .....
Maie H. Jenney .....	do .....
Fisher .....	I. Howland, Jr. & Co .....
Wester West .....	Jos. A. Beaumont .....
H. H. Swift .....	Swift & Peary .....
Loce .....	Hathaway & Loce .....
John B. Brooks .....	Randall & Stead .....
R. M. Corn .....	William F. Dow .....
B. B. Sands .....	Charles H. Tucker & Co Gideon Allen .....
Childs .....	do .....
C. B. Heustis .....	I. Howland, Jr. & Co .....
A. Gottle .....	James B. Wood & Co .....
D. D. Wood .....	I. Howland, Jr. & Co .....
Thomas West .....	Barton Hicketson .....
Folger .....	C. R. Tucker & Co .....
J. Taber .....	William G. E. Pope .....

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Panagoola .....	May 25	Feb. 26, 1852			240 18,000	
North Pacific .....	Oct. 1	Jan. 22, 1851	320	2,600	32,000	
do .....	Oct. 5	Apr. 28, 1853			2,007 37,600	Sent home 7,500 pounds bone.
do .....	Sept. 21					Sent home 3,500 bone; condemned at Hon- olulu December 5, 1853.
do .....	Oct. 1	May 24, 1851	90	1,000	1,600	Sent home 9,300 bone.
do .....	Aug. 8	Mar. 21, 1853		2,120	25,500	Third mate, William Hancock, and boat's crew lost October 14, 1851; sent home 150 sperm, 22,000 pounds bone.
N. W. Coast .....	Oct. 8	May 31, 1855		1,107	10,800	Sent home 20,700 pounds bone, 2,419 whale; sold to Greenport 1855.
South Atlantic .....	Aug. 7	July 9, 1852	920	75		Added 1849.
do .....	Jan. 19	Sept. 9, 1851	900	60	550	Sent home 40 sperm, 100 whale.
do .....	June 4	Apr. 5, 1853	224	1,080	7,500	
North Pacific .....	Oct. 9	Apr. 7, 1853	32	730	7,500	Sent home 150 whale.
South Pacific .....	July 25	May 28, 1852	307	2		Added 1850; sent home 416 sperm.
Arctic Ocean .....	Nov. 17	Mar. 21, 1851	21	2,872	30,000	Sent home 600 whale, 18,000 pounds bone.
South Atlantic .....	July 20	June 2, 1852	401	320	1,900	Added 1850.
North Pacific .....	Sept. 4					Captain Brown killed whale "cutting in" 1853; sent home 230 whale.
do .....	Sept. 4					Lost on Pitt's Island 1851; sent home 10,000 pounds bone.
do .....	June —	May 20, 1852		1,385	10,500	Sold to Sag Harbor 1852.
North Pacific .....	Aug. 18					Sent home 45 sperm, 1,858 whale, 17,100 bone; lost at Honolulu December, 1852.
do .....	June 11	Apr. 19, 1855		2,350	17,100	Sold 50 whale at Honolulu; sent home 600 whale, 17,500 bone.
do .....	Nov. 13	May 19, 1854	70	2,272	6,000	From California trade; restored 1851; sent home 28,307 bone.
do .....	Sept. 10	Sept. 4, 1853	130		12,000	Bought from Boston 1851; built 1848; sent home 841 whale, 14,081 bone; sold 1,100 whale at Melbourne.
do .....	Sept. 10	Apr. 10, 1855	85	1,729	4,000	Added 1851; sent home 31,969 bone.
At. and Indian .....	Sept. 8	Feb. 22, 1854	1,508			Sent home 61 sperm.
North Pacific .....	Nov. 13	July 20, 1854	200	1,031		Built at Bath, Me., 1851; sent home 40 sperm, 130 whale, 19,227 bone.
do .....	June 25	June 21, 1854	127	2,021	8,200	Sent home 18,600 bone; withdrawn 1854.
Atlantic .....	July 24	Oct. 2, 1852	400	2		Formerly United States store-ship Erie; bought from New York 1850; whale drawn 1851; sent home 500 whale, 25,000 bone.
North Pacific .....	Jan. 2	Mar. 10, 1854		2,408	18,800	Built at New Bedford 1851; sent home 444 sperm.
Atlantic, &c .....	Oct. 31	July 17, 1854	1,097	196	600	Bought from Providence 1851; sold 97 whale at Honolulu; sent home 400 sperm, 600 whale, 21,043 bone.
North Pacific .....	Nov. 16	Mar. 24, 1855	107	1,651	11,000	Bought from Boston 1851; sent home 110 sperm.
Pacific Ocean .....	May 6	Aug. 4, 1855	824	257		Sent home 664 whale, 15,858 bone.
North Pacific .....	Nov. 5	May 30, 1855	124	833	8,300	Lost in Arctic September 25, 1852.
do .....	Sept. 9					Sent home 23,124 bone.
Pacific Ocean .....	July 15	Apr. 20, 1854	148	2,435		Sent home 900 whale, 32,300 bone.
North Pacific .....	Sept. 3	May 10, 1854	182	1,536	11,500	Sent home 17,200 bone.
do .....	Oct. 22	May 24, 1854	136	2,110	8,800	Added 1851; sent home 010 whale, 13,227 bone.
do .....	Oct. 1	Apr. 9, 1855		1,200	8,600	
Pacific Ocean .....	July 31	June 20, 1855		1,171	2	Sold part of her cargo at Sydney.
North Pacific .....	July 25	May 1, 1854		3,297	33,700	Sent home 25 sperm, 300 whale, 29,730 bone.

478 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1851.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Citizen .....	Ship	464	Thomas A. Norton	I. Howland, Jr., & Co.
Corinthian .....	do	401	A. Stewart	George Howland
Caul's Howland .....	do	431	S. W. Crosby	Edward W. Howland
Cachelot .....	Bark	230	— Homer	I. H. Bartlett & Son
Cortes .....	Ship	382	P. Cronwell	G. Howland
Cherokee .....	Bark	261	P. Smith	Hathaway & Luce
Charleston Packet .....	do	184	H. Lewis	Thomas Knowles & Co.
Congress .....	Ship	339	— Mendall	Edward C. Jones
Cowper .....	do	391	N. C. Fisher	Benjamin H. Howard
Congaroo .....	do	321	M. Maloy	Thomas Wilcox
Draco .....	Bark	235	George Kimball	J. Bourne, Jr.
Dartmouth .....	Ship	330	— Manchester	I. Howland, Jr., & Co.
Dominga .....	Bark	230	— Tripp	John L. Anthony
Draper .....	Ship	291	G. Collin	Henry F. Thomas
Emma .....	Bark	246	Jeremiah Austin	Rodney French
Elisba Dunbar .....	do	257	Benjamin Ellis	W. & G. D. Watkins
Eliza Adams .....	Ship	403	— Smith	E. C. Jones
Elizabeth .....	do	329	— Baker	T. & A. R. Nye
Eudeavour .....	Bark	352	Jacob Howland	Abraham Ashley, 2d
Enterprise .....	Ship	291	H. Jernegan	Charles Hiltch
Eugenia .....	Bark	356	William Wood	Swift & Allen
Euphrates .....	Ship	365	Thomas M. Penkes	E. W. Howland
Europa .....	do	389	— Weeks	E. C. Jones
Emerald .....	do	359	J. Munkley	Henry F. Thomas
Florida .....	do	330	J. C. Little	E. C. Jones
Frances Henrietta .....	do	405	George Swain	Samuel W. Rodman
Fabius .....	do	432	J. S. Smith	C. R. Tucker & Co.
Garland .....	do	243	J. King	R. French
Geo. Washington .....	do	609	— Edwards	I. Howland, Jr., & Co.
Geo. Washington .....	Bark	243	W. O. Harps	C. Hiltch
Golconda .....	Ship	331	F. Dougherty	G. Howland
Good Return .....	do	376	B. F. Wing	H. Taber & Co.
Gratitude .....	do	337	— Cornell	Swift & Allen
Gypsy .....	Bark	356	— Mickleth	I. Howland, Jr., & Co.
Helen Snow .....	do	300	Shubael Brayton	Cook & Snow
Herald, 2d .....	Ship	363	H. A. Stocum	T. & A. R. Nye
Henry Kneeland .....	do	394	W. H. Vinal	B. B. Howard
Hibernia, 2d .....	do	551	— Jeffrey	Seth H. Ingalls
Hillman .....	do	383	Chris. Cook	H. Taber & Co.
Hope, 2d .....	do	295	— Gifford	Wilcox & Richmond
Hunter .....	do	453	John S. Holt	J. Bourne, Jr.
India .....	do	366	F. E. Stranburg	A. H. Howland
Ionla .....	Bark	234	— Coggeshall	Cranston Wilcox
Isaac Howland .....	Ship	399	— West	I. Howland, Jr., & Co.

Showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
A. Norton	I. Howland, jr., & Co.	North Pacific	Oct. 29					Formerly in California trade; added 1851; lost 300 m. lower h of East Cape October 11, 1851; 6 of the crew lost, and 1 died subsequently; sent home 69 sperm.
George Howland	Edward W. Howland	Pacific Ocean	June 4	June 11, 1854	24	53	1,000	Sent home 3,125 bone.
Thomas	I. H. Bartlett & Son	Atlantic	Dec. 10	Apr. 17, 1854	454	156	600	Built at New Bedford 1851; sent home 320 whale, 32,007 bone.
well	G. Howland	Pacific Ocean	June 26	Apr. 12, 1854	48	2,576	11,100	Sent home 61 sperm.
Thomas Knowles & Co.	Hathaway & Luce	do	Aug. 19	Apr. 27, 1855		1,100	14,900	Sent home 8,240 bone.
Edmund	Edward G. Jones	Indian Ocean	Apr. 19	July 10, 1853	272	6		
slor	Benjamin B. Howard	do	Dec. 3	May 8, 1854	153	807	6,100	
Knoball	Thomas Wilcox	North Pacific	Sept. 10	May 6, 1855		3,217	29,208	Sent home 221 whale, 22,400 bone.
Manchester	J. Bourne, Jr.	Pacific Ocean	May 8	May 6, 1855	1,174	7		
Fripp	I. Howland, jr., & Co.	Indian Ocean	May 22	Apr. 13, 1854	1,186			
John L. Anthony	Henry F. Thomas	North Pacific	Sept. 1	Mar. 23, 1854	200	2,227		Sent home 29,100 bone.
ah Austin	Rodney French	Atlantic	Nov. 20	June 3, 1854	4	363	1,300	Added 1851; built 1831; bought from Boston. Sailed September 2; returned leaking 1,200 strokes in 24 hours.
John Ellis	W. & G. D. Watkins	Pacific Ocean	Dec. 11					Harmed by the crew at Palta October 13, 1851, with 650 barrels of oil on board.
Smith	E. C. Jones	Indian Ocean	June 19	May 9, 1854	1,113			Built at Mattapoisett 1851.
Baker	T. & A. R. Nye	North Pacific	Nov. 3	Sept. 24, 1854	184	1,220	11,000	Added 1851; sent home 437 sperm, 1,400 whale, 12,621 bone; sold 150 sperm at Valparaiso.
Howland	Abraham Ashley, 2d	Pacific Ocean	Nov. 11	June 9, 1855	2,060			First mate, Mr. Johnson, killed by a whale 1851; sent home 150 sperm.
Morgan	Charles Hitch	South Seas	Oct. 26	June 1, 1854	80	1,780		Captain Jernegan died at sea September 20, 1853; sent home 110 sperm, 350 whale, 15,221 bone.
Wood	Swift & Allen	North Pacific	July 26	Apr. 5, 1854	4	1,664	10,000	Bought from New York 1851; sent home 765 sperm, 141 whale.
M. Peakes	E. W. Howland	Pacific Ocean	May 20	July 5, 1855	318	135		Sent home 10,416 bone.
Weeks	E. C. Jones	North Pacific	July 1	July 6, 1854	512	1,728	6,000	Built at Mattapoisett 1851; sent home 85 whale, 5,629 bone.
Wheeler	Henry F. Thomas	do	Oct. 14	Mar. 1, 1854	62	2,626	20,260	Sent home 350 sperm; Captain Munkley died May 8, 1854.
Little	E. C. Jones	Pacific Ocean	Nov. 16	July 3, 1856	553			Sent home 21 sperm, 11,000 bone.
Swain	Samuel W. Kothman	Indian Pac.	May 19	May 26, 1853	24	2,117		Sent home 120 sperm, 1,228 whale, 25,600 bone.
Smith	C. R. Tucker & Co.	North Pacific	June 17	Apr. 28, 1855		476	1,700	Sent home 952 whale.
Edwards	R. French	do	July 14	Mar. 13, 1854	35	1,488	19,500	George Washington made one whaling voyage from New London; bought from New York 1851; built at New Bedford for a Liverpool packet 1832; sent home 50,420 bone; took in all 7,000 whale and 75 sperm; an extraordinary voyage.
Howland, jr., & Co.	I. Howland, jr., & Co.	Atlantic	May 6	Sept. 9, 1853	79			Sent home 238 sperm; Second Mate A. B. Smith died March 1854.
North Pacific			Nov. 4	May 31, 1855	52	2,505	800	Sent home 13,418 bone.
Larps	C. Hitch	Atl. and Ind.	Nov. 6	Dec. 3, 1853	54	3		Sent home 244 sperm, 1,440 whale, 26,431 bone.
Wherly	G. Howland	North Pacific	July 31	Apr. 11, 1855	1	1,035	12,100	Sent home 19,009 bone.
Ang	H. Taber & Co.	do	Sept. 2	Apr. 6, 1855		2,825	24,800	Built at Fairhaven 1851.
Cornell	Swift & Allen	do	Aug. 14	June 21, 1854	36	2,031	5,600	Built at Bath, Me., 1851; second mate, Mr. Lamm, died at sea June 13, 1853.
Mickell	I. Howland, jr., & Co.	Indian Ocean	Dec. 2	Sept. 17, 1855	1,634			Sent home 130 sperm, 18,777 bone.
Brayton	Cook & Snow	do	July 17	May 12, 1854	667			Sent home 19,201 bone.
Joenum	T. & A. R. Nye	North Pacific	July 21	Mar. 31, 1855		1,387	6,000	Added 1851; withdrawn 1855.
Vinal	B. B. Howard	do	Aug. 16	Apr. 5, 1854	222	2,314	16,200	Built at New Bedford 1851; sent home 30,790 bone.
Jeffrey	Soth H. Ingalls	do	Dec. 4	Apr. 18, 1855	3	1,511	21,300	Sent home 1,235 sperm.
Cook	H. Taber & Co.	do	July 11	Mar. 17, 1854		2,540	29,500	Built at Gardiner, Me., 1851; sent home 825 whale, and 16,410 bone.
Hofford	Wilcox & Richmond	Pacific Ocean	Nov. 1	Apr. 12, 1857	965	30		Boat's crew lost at Borotonga December 20, 1854; sent home 21,213 pounds bone.
Holt	J. Bourne, Jr.	North Pacific	Oct. 29	Mar. 15, 1854	77	1,740	15,400	Bought from New York 1851.
ranburg	A. H. Howland	do	Aug. 20	Apr. 29, 1855		1,241	9,000	Sent home 1,874 whale and 21,750 bone.
Gogoshall	Cranston Wilcox	Indian Ocean	Sept. 20	Oct. 18, 1854	1,132			
West	I. Howland, jr., & Co.	North Pacific	July 23	Apr. 24, 1854	51	2,771	31,300	



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1851.</b>				
<i>New Bedford, Mass.—Continued.</i>				
James Allen .....	Ship	355	A. Newcomb .....	G. Allen .....
James Andrews .....	Bark	275	H. Beeto .....	C. Hitch .....
James Edward .....	Ship	434	R. Luce, Jr .....	George F. Barker .....
Janns .....	do	324	J. Cornell .....	T. & A. R. Nye .....
James Maury .....	do	395	Wheldon .....	C. R. Tucker & Co .....
John Howland .....	do	377	Childs .....	James H. Howland .....
John and Edward .....	do	318	G. H. Cathcart .....	Wilcox & Richmond .....
Julian .....	do	356	Cleveland .....	Hathaway & Luce .....
J. E. Donnell .....	Bark	343	William Earl .....	Swift & Allen .....
Kutusoff .....	Sloop	415	Pierce .....	H. F. Thomas .....
Lancaster .....	do	383	E. C. Almy .....	T. & A. R. Nye .....
Lexington .....	Bark	204	Tilton .....	B. B. Howard .....
Liverpool, 2d .....	Ship	428	W. J. Swift .....	T. Wilcox .....
Logan .....	do	302	A. Tucker .....	I. Howland, Jr., & Co .....
L. C. Richmond .....	do	344	D. Cochran .....	J. B. Wood & Co .....
Magnolia .....	do	396	G. L. Cox .....	William G. E. Pope .....
Mannel Ortiz .....	Bark	351	C. H. Cole .....	Weston Howland .....
Marengo .....	Ship	426	Devoll .....	J. Bourne, Jr .....
Maria Theresa .....	do	330	J. Taylor .....	T. & A. R. Nye .....
Mary and Martha .....	do	317	Slocum .....	B. Ricketson .....
Majestic .....	do	327	T. Perelval .....	S. Thomas & Co .....
Menkar .....	do	374	Joseph Pease .....	Philip Anthony .....
Milton .....	do	388	Jones .....	H. Taber & Co .....
Milwood .....	Bark	254	T. R. Pease .....	G. Allen .....
Margaret Scott .....	Ship	307	B. C. Eldridge .....	R. French .....
Massachusetts .....	do	364	J. E. Bennett .....	W. F. Dow .....
Milo .....	do	401	George H. Sowle .....	C. C. Jones .....
Minerva, 2d .....	do	291	Reynolds .....	T. Knowles & Co .....
Messenger .....	do	291	Baker .....	J. R. Thornton .....
Moetuzuma .....	do	436	W. E. Toker .....	John P. West .....
Martha, 2d .....	Bark	360	G. S. Tooker .....	W. O. Brownell .....
Natchez .....	Ship	523	Worthen Hall .....	S. Thomas & Co .....
Nautilus .....	do	372	Alexander Seabury .....	G. Allen .....
Nowton .....	Bark	283	Sherman .....	J. Bourne, Jr .....
Nimrod .....	Ship	340	N. C. Cary .....	W. Gifford .....
Navy .....	do	356	J. W. Norton .....	J. B. Wood & Co .....
Nye .....	Bark	211	D. Baker .....	Abner R. Tucker .....
Ohio .....	Ship	353	Norton .....	Ed. W. Howland .....
Olympia .....	do	296	James Russell .....	William Phillips .....
Orozumbo .....	do	538	Johnson .....	B. Ricketson .....
Osceola .....	Bark	158	King .....	William C. N. Swift .....
Ospray .....	do	236	T. Macomber .....	Swift & Allen .....
Perl .....	do	205	Higgins .....	R. French .....
Phoenix .....	Ship	423	Bellows .....	J. A. Parker .....
Pioneer .....	Bark	234	F. Billings .....	J. D. Thompson .....
Parachute .....	Ship	331	William A. Barten .....	B. B. Howard .....

Showing returns of whaling vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.	
		Of sailing.	Of arrival.	Sperm.	Whale-oil.	Whale-bone.		
omb.....	G. Allen .....	Ind. and Pacific.	May 11	Mar. 18, 1855	Bbls. 1,501	.....	.....	Bought from New York 1851; built 1847; sent home 341 sperm.
.....	C. Hitch .....	Atl. and Indian.	June 2	Nov. 4, 1853	400	10	.....	Added 1851; sent home on voyage 170 sperm, 630 whale, 15,000 pounds bone; sold 350 whale; lost 1854.
.....	George F. Barker .....	North Pacific.	Sept. 11	.....	.....	.....	.....	Sent home 1,038 whale; sold 170 sperm at Lahaina.
.....	T. & A. R. Nyo .....	.....do.....	Nov. 4	Apr. 21, 1854	120	1,000	19,700	Sent home 10 sperm and 160 whale.
.....	C. R. Tucker & Co .....	Pacific Ocean.	Oct. 21	Sept. 26, 1855	21	1,844	11,000	Sent home 10,213 pounds bone.
.....	James H. Howland .....	.....do.....	Nov. 17	June 10, 1854	53	3,353	24,000	Sold 110 whale at Taleahano; sent home 297 sperm and 10 blackfish.
.....	Wilcox & Richmond .....	North Pacific.	May 21	July 24, 1854	63	981	17,500	Sent home 30,104 pounds bone.
.....	Hathaway & Luce .....	.....do.....	Nov. 24	June 16, 1854	163	2,630	.....	Second mate, George W. Clark, died 1853; sent home 1,350 sperm and 430,000 bone.
.....	Swift & Allen .....	.....do.....	Aug. 28	May 7, 1853	112	2,290	38,800	Bought from Providence 1850
.....	H. F. Thomas .....	.....do.....	Sept. 9	May 3, 1855	.....	1,412	2,100	Sent home 70 sperm and 683 whale.
.....	T. & A. R. Nyo .....	.....do.....	July 2	May 14, 1854	40	1,401	9,500	Sent home 375 whale and 35,000 bone; wrecked in Behring Straits July 20, 1853; got into St. Lawrence Bay and was condemned and sold.
.....	B. B. Howard .....	Atlantic.	Apr. 3	Oct. 29, 1852	120	.....	.....	Sent home 225 sperm, 266 whale, and 28,041 pounds bone.
.....	T. Wilcox .....	North Pacific.	Nov. 15	.....	.....	.....	.....	Added 1851; sent home 1,983 whale and 25,600 pounds bone.
.....	I. Howland, jr., & Co. ....	.....do.....	Aug. 12	June 10, 1854	200	1,808	.....	Bought from New York 1851; nearly new; sent home 895 whale and 25,470 bone.
.....	J. B. Wood & Co .....	.....do.....	July 1	July 8, 1854	219	1,692	14,900	Sent home 17,233 pounds bone.
.....	William G. E. Pope .....	Pacific Ocean.	Sept. 19	May 12, 1854	144	1,632	21,300	Added 1851; sent home 31 whale and 3,665 bone; sold to Boston 1853; condemned and broken up at Buenos Ayres 1859.
.....	Weston Howland .....	.....do.....	July 5	May 1, 1854	19	2,029	.....	Sent home 12 sperm, 84 whale, and 24,800 pounds bone.
.....	J. Bourne, jr. ....	North Pacific.	Nov. 22	Apr. 24, 1855	.....	1,579	23,500	Sent home 136 sperm.
.....	T. & A. R. Nyo .....	.....do.....	June 28	Apr. 8, 1854	.....	1,842	24,300	Sent home 171 sperm.
.....	B. Ricketson .....	.....do.....	Nov. 27	Apr. 11, 1855	75	1,130	10,500	Sent home 104 sperm, 2,039 whale, and 34,928 pounds bone.
.....	S. Thomas & Co .....	.....do.....	July 2	Apr. 20, 1853	.....	1,607	21,400	Sent home 12 sperm, 84 whale, and 24,800 pounds bone.
.....	Philip Anthony .....	.....do.....	Aug. 18	Apr. 6, 1854	41	2,525	14,100	Sent home 4,939 pounds bone.
.....	H. Taber & Co .....	Pacific Ocean.	Nov. 1	Apr. 6, 1856	2,050	.....	500	Sent home 35,433 pounds bone.
.....	G. Allen .....	Atl. and Indian.	May 21	June 27, 1854	311	436	.....	A condemned slaver; bought from New York 1850; sent home 6.0 whale and 32,510 pounds bone.
.....	R. French .....	North Pacific.	Sept. 26	May 6, 1855	.....	1	3,500	Bought from New York 1851; formerly in China trade; sent home 750 whale and 22,350 pounds bone.
.....	W. F. Dow .....	.....do.....	Dec. 4	June 5, 1856	186	1,340	19,000	Built at Falrhaven 1851; second mate, John Smith, drowned in a gale August, 1852; sent home 265 sperm and 6 blackfish.
.....	C. C. Jones .....	.....do.....	Nov. 9	May 27, 1855	50	2,781	43,800	Capt. Cary came home sick 1852; sent home 50 sperm, 50 whale, and 27,983 bone.
.....	T. Knowles & Co .....	.....do.....	June 18	May 4, 1855	1	1,000	10,600	Sent home about 500 whale.
.....	J. K. Thornton .....	Pacific Ocean.	Nov. 1	Mar. 17, 1855	890	.....	.....	Added 1850.
.....	John P. West .....	North Pacific.	July 10	Feb. 18, 1854	237	2,925	18,600	Sent home 17,000 pounds bone.
.....	W. O. Brownell .....	.....do.....	Aug. 6	May 11, 1854	7	2,704	27,000	Sent home 24,115 pounds bone.
.....	S. Thomas & Co .....	.....do.....	Oct. 4	Apr. 24, 1855	251	2,681	15,500	Sent home 114 sperm.
.....	G. Allen .....	Pacific Ocean.	July 8	Apr. 24, 1855	872	19	.....	Formerly a brig; bought from Baltimore 1851.
.....	J. Bourne, jr. ....	North Pacific.	Sept. 1	Apr. 8, 1854	61	1,977	10,600	Sent home 49 sperm.
.....	W. Gifford .....	.....do.....	Sept. 13	Mar. 26, 1854	53	2,254	.....	Sent home 40 sperm, 439 whale, and 29,600 pounds bone.
.....	J. B. Wood & Co .....	.....do.....	Oct. 2	Apr. 7, 1855	151	1,400	5,600	Sent home 14,600 bone; withbiraw 1854.
.....	Almer B. Tucker .....	Atlantic.	Apr. 10	Aug. 13, 1853	294	.....	.....	.....
.....	Ed. W. Howland .....	North Pacific.	Oct. 9	May 28, 1853	131	2,301	14,700	.....
.....	William Phillips .....	.....do.....	Aug. 23	Apr. 21, 1855	38	628	3,400	.....
.....	B. Ricketson .....	.....do.....	Aug. 15	May 10, 1854	.....	1,620	23,200	.....
.....	William C. N. Swift .....	Atlantic.	July 7	Oct. 1, 1853	187	15	.....	.....
.....	Swift & Allen .....	Indian Ocean.	June 4	Oct. 1, 1854	545	.....	.....	.....
.....	R. French .....	Atlantic.	Dec. 9	Oct. 15, 1853	180	.....	.....	.....
.....	J. A. Parker .....	North Pacific.	Aug. 6	Mar. 23, 1854	.....	3,211	34,100	.....
.....	J. D. Thompson .....	Atlantic, &c.	June 24	Apr. 8, 1854	49	732	7,100	.....
.....	B. B. Howard .....	North Pacific.	Oct. 8	June 2, 1855	52	1,645	10,000	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1851.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Richmond .....	Bark.....	185	Henry Bonney.....	E. W. Howland .....
Roscoe .....	Ship.....	363	William C. Hayden .....	A. Robeson .....
Robert Morison .....	Bark.....	310	Richard Norton.....	T. Knowles & Co.....
Robert Pulsford.....	Ship.....	406	A. J. Corey .....	Edmund Maxfield .....
Rodman.....	do.....	371	W. R. Allyn .....	C. W. Morgan.....
Roman .....	do.....	375	M. Cunninskey .....	E. C. Jones.....
Sarah Sheafe .....	Bark.....	400	Thomas Wall .....	Cranston Wilcox.....
Scotland.....	Ship.....	324	G. A. Smith.....	O. & E. W. Seabury .....
Sea Flower .....	Bark.....	150	J. W. Bolles.....	Charles Almy.....
Stafford .....	do.....	200	Hiram Francis.....	T. & A. R. Nye.....
Sophia Thornton .....	Ship.....	425	— Young .....	J. R. Thornton .....
South America .....	do.....	616	W. T. Walker.....	W. O. Brownell .....
South Carolina .....	do.....	306	— Alexander .....	J. D. Thompson .....
Thomas Nye .....	do.....	460	J. C. Almy .....	T. & A. R. Nye.....
Triton, do .....	do.....	315	— Maynard .....	C. R. Tucker & Co.....
Tropic Eldr .....	Bark.....	320	— Stanton .....	W. P. Howland .....
Two Brothers .....	Ship.....	288	E. Nichols .....	Wood & Nye.....
Uncas .....	do.....	413	— James.....	A. H. Howland.....
Vernon .....	Bark.....	307	— Little .....	Charles Hitch.....
Virginia.....	do.....	346	O. P. Seabury .....	Hathaway & Luce.....
Waverly .....	Ship.....	327	Eph. W. Kempton.....	David B. Kempton.....
Wave .....	Bark.....	200	Charles Downs .....	T. Knowles & Co.....
William C. Nye .....	Ship.....	389	— Adams .....	C. R. Tucker & Co.....
Zephyr .....	do.....	361	Thomas M. Garduer .....	Alexander Gibbs.....
<i>Fairhaven, Mass.</i>				
Abdon .....	Ship.....	326	— Soule .....	E. Sawin .....
Bruce .....	Bark.....	172	— Dyer .....	James Tripp, 2d.....
Clifford Wayne.....	Ship.....	305	— Davis .....	E. Sawin .....
Columbus .....	do.....	382	— Crowell .....	Gibbs & Jouney .....
E. L. B. Jenney .....	do.....	380	— Marsh .....	do.....
Florida .....	do.....	524	Isatah West .....	Fish, Robinson & Co.....
General Scott .....	do.....	333	— Fisher .....	L. C. Tripp.....
George .....	do.....	360	— Marston .....	Reuben Fish.....
Heroine .....	do.....	337	T. M. Pease .....	Nathan Church.....
Lively .....	Schooner.....	104	— Pierce .....	Fish & Robinson.....
Lydia .....	Ship.....	351	Henry F. Worth .....	F. R. Whitwell.....
Navigator .....	do.....	416	— Fish.....	William G. Blackler .....
Niagara .....	do.....	538	Benjamin Clough .....	N. Church .....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.
Benney	E. W. Howland
C. Hayden	A. Robeson
Norton	T. Knowles & Co.
rey	Edmund Maxfield
llynn	C. W. Morgan
inskey	E. C. Jones
Wall	Cranston Wilcox
Smith	O. & E. W. Soubury
Jolles	Charles Almy
Francis	T. & A. R. Nye
Young	J. R. Thornton
Walker	W. O. Brownell
Alexander	J. D. Thompson
Almy	T. & A. R. Nye
Maynard	C. R. Tucker & Co.
Stanton	W. P. Howland
Chols	Wood & Nye
James	A. H. Howland
Little	Charles Hitch
Seabury	Hathaway & Luce
W. Kempton	David B. Kempton
es Downs	T. Knowles & Co.
Adams	C. R. Tucker & Co.
as M. Gardner	Alexander Gibbs
Soule	E. Sawin
Dyer	James Tripp, 2d
Davis	E. Sawin
Crowell	Gibbs & Jonney
Marsh	
th West	Fish, Robinson & Co.
Fisher	L. C. Tripp
Marston	Reuben Fish
I. Pease	Nathan Church
Pierce	Fish & Robinson
ary F. Worth	F. R. Whitwell
Fish	William G. Blackier
Benjamin Clough	N. Church

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalibone.	
			Dbls.	Dbls.	Lbs.	
Atl. and Indian.	Sept. 8	Oct. 13, 1853				Formerly a brig; rerigged 1851; voyage broken up by desertions of the crew, and she returned with freight.
Pacific Ocean	Aug. 8	Apr. 8, 1855	35			Sent home 60 sperm, 907 whale, and 19,500 pounds bone.
North Pacific	Oct. 13	May 1, 1854	16	1,102	11,000	Bought from New York 1851; built at Philadelphia, 1832; sent home 147 sperm, 897 whale, and 19,152 pounds bone.
do	June 10					Bought from Boston 1851; lost on Christmas Island, February 16, 1853.
do	Oct. 15	May 24, 1855	102	1,163	11,500	First mate, Mr. Clark, died at sea, 1852; sent home 125 sperm, 1,656 whale, and 18,153 pounds bone.
Pacific Ocean	Dec. 21	Sept. 1, 1855	321	1,765	12,400	Second mate, C. L. Thomas, killed by a whale 1852; sent home 161 sperm, 144 whale, and 20,400 pounds bone.
North Pacific	Dec. 4	Apr. 24, 1855		1,056	6,100	Bought from New York 1851; sent home 750 whale and 13,000 pounds bone.
do	June 22	Apr. 25, 1854	58	2,877		Bought from Nantucket 1851.
Atlantic	May 15	May 8, 1853	50	10		Formerly a brig; rerigged 1851.
do	July 8	May 26, 1854	667	49		Bought from Kingston 1851; built 1849; sent home 127 sperm.
North Pacific	July 11	Mar. 18, 1855	30	2,270	31,600	Built at Bath, Me., 1851; sent home 160 sperm, 830 whale, and 17,208 bone.
do	Dec. 21	Apr. 22, 1855		2,552	37,500	Bought from Providence 1851; sent home 20 sperm, 1,961 whale, and 25,035 bone.
do	Apr. 29					Lost 1852; sent home 80 sperm.
Indian, &c.	Sept. 4	June 28, 1854	260	2,404	1,000	Built at Fairhaven 1851; sent home 257 sperm, 318 whale, and 7,449 pounds bone.
North Pacific	Sept. 28	May 22, 1854		280		Built 1851; sent home 80 sperm.
Atlantic	Apr. 19	Sept. 28, 1853	24	88	800	Sent home 137 sperm and 25 whale.
Pacific Ocean	May 22	Mar. 16, 1854	668	1,187		Sent home 16,075 pounds bone.
North Pacific	July 18	May 25, 1854	363	1,778	14,300	Added 1851 from New York; sent home 25 sperm and 22,675 pounds bone.
do	Oct. 9	July 20, 1854		2,052	16,400	
Pacific Ocean	Dec. 10	Apr. 22, 1855		697	10,800	Sent home 10,260 pounds bone.
North Pacific	July 17	June 19, 1854	2	1,307	3,000	Bought from New York 1851.
Atl. and Indian.	July 17	Mar. 25, 1854	44	62	600	Bought from New London 1851; built at Mattapoisett 1832; sent home 220 sperm and 261 whale.
North Pacific	Aug. 21	May 29, 1854	1	1,550	18,500	Sent home 580 sperm.
Pacific Ocean	Aug. 5	July 22, 1855	883	5		
North Pacific	Sept. 9	Apr. 20, 1854	370	1,831	1,000	
Atlantic, &c.	July 11	Apr. 20, 1854	200	75		
Pacific Ocean	Sept. 25	June 1, 1855	1,278			Sent home 12,321 pounds bone; did not sail again; sold and broken up, 1858.
North Pacific	Oct. 29	June 19, 1854	103	2,344	24,700	Sent home 1,600 sperm.
Pacific Ocean	Sept. 9	May 12, 1856	2,688			Sent home 16,250 pounds bone.
North Pacific	June 2	Apr. 20, 1854	28	2,760	25,000	Sent home 19,000 pounds bone.
Pacific Ocean	Oct. 1	May 30, 1855	30	1,434	10,700	Condemned and broken up at Honolulu 1857.
North Pacific	Sept. 9					Oil—900 barrels—shipped home; fitted from Honolulu; second mate, C. Fuller and five men washed overboard and drowned in a severe gale 1852; badly burned in September, and injured by gale; condemned at Honolulu December 1852.
do	Sept. 3					Wrecked at sea; added 1851.
Atlantic	July 26					Sent home 950 whale and 38,000 bone.
North Pacific	Nov. 9	Mar. 12, 1854		1,513	8,400	Sent home 32,877 bone; bought from Boston; built 1839; sold to Boston 1853, for merchant-service.
do	Sept. 15	Apr. 20, 1854		2,310	17,000	Built at Fairhaven 1851; sent home 1,850 whale and 47,492 pounds bone; sold 160 whale at Valparaiso.
do	Oct. 9	Feb. 17, 1854	68	3,063	16,000	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1851.</b>				
<i>Fairhaven, Mass.—Continued.</i>				
Northern Light .....	Ship	513	William Stott.....	Edmund Allen .....
Pacific .....	do	314	Pease .....	R. Fish .....
South Boston .....	do	339	Williams .....	E. Sawin .....
William and Henry .....	do	261	Mayhew .....	L. F. Terry .....
Zono .....	do	365	Avery F. Parker.....	Levi Jenney, Jr.....
<i>Dartmouth, Mass.</i>				
A. R. Tucker .....	Bark	220	Thomas Bailey.....	Abner R. Tucker .....
Brunswick .....	Ship	295	Wing .....	do .....
Gov. Hopkins .....	Brig	111	Taylor .....	do .....
<i>Westport, Mass.</i>				
Catherwood .....	Brig	199	Allen .....	Thomas W. Mayhew .....
D. Franklin .....	Bark	171	Gifford .....	Job Davis .....
Gov. Carver .....	do	189	West .....	Henry Wilcox .....
Greyhound .....	do	249	Wing .....	do .....
Harbinger .....	Ship	262	Cornell .....	Alexander H. Corey .....
Leonidas .....	Brig	122	Cornell .....	C. A. Church .....
Mattapoisett .....	Bark	150	Manchester .....	H. Wilcox .....
President .....	do	186	Cook .....	Andrew Hicks .....
Rajah .....	do	250	Fisher .....	H. Wilcox .....
Sea Fox .....	Brig	250	Spooner .....	A. Hicks .....
Sea Queen .....	do	263	Joseph Marshall .....	do .....
<i>Mattapoisett, Mass.</i>				
Cachelot .....	Bark	230	Hosmer .....	Wilson Barstow .....
Lagrange .....	do	170	Jenney .....	R. L. Barstow .....
Massasoit .....	do	206	Haskins .....	do .....
Oscar .....	do	369	Dexter .....	S. K. Eaton .....
R. L. Barstow .....	do	206	Taber .....	R. L. Barstow .....
Sarah .....	Ship	370	Ezra Smalley .....	Loring Meigs .....
Sun .....	Bark	183	Flanders .....	R. L. Barstow .....
<i>Edgartown, Mass.</i>				
Almira .....	Ship	362	Jenks .....	Abraham Osborne .....
Champion .....	do	399	Ripley .....	Benjamin Worth .....
Splendid .....	do	392	Fisher .....	A. Osborne .....
<i>Nantucket, Mass.</i>				
Alabama .....	Ship	340	Benjamin Coggeshall .....	John H. Shaw .....
Citizen .....	do	360	Richard C. Bailey .....	C. G. & H. Coffin .....
Edward .....	do	339	Edward P. Mosher .....	Edward Field .....
Hero .....	do	313	Jos. McCleave .....	G. & M. Starbuck & Co.
James Loper .....	do	348	William S. Whipple .....	do .....
Massachusetts .....	do	369	Seth Nickerson .....	Zonas L. Adams .....
Napoleon .....	do	360	William Holley .....	J. W. Barrett & Sons .....
Narragansett .....	do	392	James Coleman .....	Z. L. Adams .....

showing returns of whaling-vessels

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports—Continued.

Captain.	Managing owner or agent.
Stott	Edmund Allen
Case	R. Fish
Williams	E. Sawin
Mayhew	I. F. Terry
Parker	Levi Jenney, Jr.
Hailey	Abner R. Tocker
King	do
aylor	do
Allen	Thomas W. Mayhew
Fillard	Job Davis
Vost	Henry Wilcox
Ving	do
Cornell	Alexander H. Corey
Cornell	C. A. Church
Manchester	H. Wilcox
Cook	Andrew Hicks
Fisher	H. Wilcox
Spooner	A. Hicks
Marshall	do
Hosmer	Wilson Barstow
Jenney	R. L. Barstow
Haskins	S. K. Eaton
Dexter	do
Taber	R. L. Barstow
Smalley	Lorlog Meigs
Flanders	R. L. Barstow
Jenks	Abraham Osborne
Ripley	Benjamin Worth
Fisher	A. Osborne
amin Coggeshall	John H. Shaw
rd C. Bailey	C. G. & H. Coffin
rd P. Mosher	Edward Field
McCleave	G. & M. Starbuck & Co.
au S. Whippley	Obed Starbuck
Nickerson	Zenas L. Adams
am Holley	J. W. Harrett & Sons
oleman	Z. L. Adams

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
North Pacific	Nov. 18	Apr. 14, 1855	.....	2,360	28,000	Built at Mattapoisett 1851; first mate, Mr. Baker, and three men drowned in Ochotsk Sea September, 1854; — mate, Isaac Briggs, died August, 1853; sent home 1,400 whale and some bone.
Pacific Ocean	Feb. 19	May 18, 1854	94	865	1,800	Sent home 200 sperm and 41 2/3 bone.
North Pacific	July 15	Apr. 3, 1854	58	2,417	11,000	Sent home 522 sperm, 3,088 whale, and 30,000 pounds bone.
Pacific Ocean	Dec. 3	Aug. 19, 1855	715	.....	.....	Sent home 194 sperm; added 1851.
do	June 19	May 5, 1855	96	1,056	15,000	Captain Parker came home sick 1853; sent home 104 sperm, 900 whale, and 15,946 bone; added 1851; formerly of Nantucket.
Atlantic	June 2	Sept. 24, 1853	332	275	.....	Built at Dartmouth 1851; sent home 432 sperm and 6,700 pounds bone.
North Pacific	Nov. 5	May 9, 1853	53	1,595	25,800	Bought from New Bedford 1851.
Atlantic	June 30	.....	.....	.....	.....	Lost on coast of Brazil February 10, 1853; saved 150 barrels sperm; sent home 50 whale.
Atlantic	Jan. 8	June 3, 1853	561	6	.....	Built 1851.
do	May 9	Mar. 14, 1854	270	192	500	Sent home 231 sperm; condemned at Palta October 5, 1855.
Atl. and Indian	Dec. 4	Mar. 17, 1854	35	192	.....	Sent home 72 sperm.
do	July 28	Nov. 8, 1853	836	4	.....	.....
Pacific Ocean	Dec. 21	.....	.....	.....	.....	.....
Atlantic	Dec. 11	Sept. 20, 1854	431	20	.....	.....
do	Jan. 2	Sept. 25, 1851	380	10	.....	.....
do	Nov. 11	Sept. 19, 1851	405	12	.....	.....
North Pacific	Sept. 11	Apr. 27, 1853	.....	600	.....	Sent home 1,000 whale, 17,400 bone; sailed under Captain Wickerson, who came home sick 1851; sold to New Bedford 1856.
Atlantic	May 12	Sept. 29, 1853	403	.....	.....	Added 1851.
Pacific Ocean	Oct. 15	Apr. 26, 1855	1,082	.....	.....	Sent home 112 sperm; built at Mattapoisett 1851.
Atlantic	Dec. 10	.....	.....	.....	.....	Sold to New Bedford 1853; returned under that port.
do	Oct. 23	Apr. 21, 1852	31	309	.....	Condemned 1855.
do	Apr. 19	Sept. 15, 1852	325	.....	.....	Bought from Boston 1851.
North Pacific	Nov. 1	Aug. 21, 1854	250	1,091	1,900	Captain Dexter killed by a whale January 1, 1854. Sent home 16,404 bone.
Atlantic	June 21	Sept. 5, 1853	536	20	.....	Built 1851. Second mate died 1851.
North Pacific	July 16	Apr. 22, 1855	40	1,211	15,000	Captain Smalley died January 2, 1852. Sent home 1,388 whale, 18,500 bone.
Atlantic	June 28	May 20, 1853	441	5	.....	Formerly a packet between New Bedford and the South; added 1851.
Pacific Ocean	June 11	Mar. 5, 1855	101	2,252	28,000	Sent home 180 sperm, 500 whale, 16,000 bone.
do	Sept. 8	Apr. 16, 1854	100	2,000	30,000	Added 1851; sent home 15,400 bone.
North Pacific	Oct. 1	May 1, 1854	112	1,853	.....	.....
Pacific Ocean	June 10	Jan. 24, 1855	1,794	.....	.....	Captain Coggeshall left the ship sick, and died at home, November, 1854.
North Pacific	Oct. 28	June 27, 1855	351	1,597	16,121	Sent home 17,236 bone; bought from New Bedford. Captain Mosher took 900 barrels of oil, went to Sydney and sold it.
do	July 23	July 27, 1854	.....	.....	.....	Capt. E. E. Austin was sent to bring the ship home.
Pacific Ocean	Nov. 1	May 31, 1855	810	23	8,300	Sent home 400 sperm, 800 whale, 15,000 bone.
North Pacific	Sept. 6	Apr. 9, 1855	15	1,530	15,700	.....
do	Sept. 20	Mar. 12, 1853	270	2,555	40,300	.....
Pacific Ocean	July 13	July 20, 1854	492	1,263	.....	Sold to New Bedford.
do	July 6	May 31, 1855	1,757	.....	.....	.....

486 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessel

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1851.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Norman .....	Ship .....	338	Joseph C. Chase .....	G. & M. Starbuck .....
Oneco .....	Schooner .....	90	Peter C. Raymond .....	E. W. Perry .....
Pahyna .....	do .....	100	Benjamin Raymond .....	.....
Pern .....	Bark .....	257	Charles E. Starbuck .....	David Thain .....
President .....	Ship .....	233	William C. Folger, 2d .....	Joseph Starbuck .....
Rambler .....	do .....	318	John Porter .....	Frederick W. Padlock .....
Spartan .....	do .....	333	James Wyer .....	D. Thain .....
Susan .....	do .....	349	Veranus Smith .....	..... do .....
Three Brothers .....	do .....	384	Joseph Adams .....	G. & M. Starbuck & Co .....
Tyleston .....	Brig .....	111	Edward Swain .....	E. W. Gardner .....
<i>Falmouth, Mass.</i>				
Awashonks .....	Ship .....	342	Lawrence .....	Oliver C. Swift .....
<i>Provincetown, Mass.</i>				
A. Nickerson .....	Schooner .....	10	Cornell .....	J. H. Hilliard .....
Alexander .....	do .....	..	Young .....	B. Allstrum .....
Antarctic .....	do .....	..	Howard .....	J. E. Bowley .....
Bello Isle .....	do .....	104	Nye .....	Ebenezer Cook .....
Chanticleer .....	do .....	87	Young .....	Samuel Cook .....
Council .....	do .....	100	Genn .....	H. P. Higgins .....
Hanover .....	do .....	..	Holmes .....	T. Hilliard .....
H. N. Williams .....	do .....	108	Young .....	Philip Cook .....
Jane Howes .....	Brig .....	109	Nickerson .....	J. E. Bowley .....
John Adams .....	Schooner .....	104	Freeman .....	John Adams .....
Lewis Bruce .....	Brig .....	113	Young .....	B. Allstrum .....
Preston .....	Schooner .....	80	Handy .....	Samuel Cook .....
R. E. Cook .....	do .....	109	Cook .....	John Dunlap .....
Rlenzi .....	do .....	110	Joseph .....	J. E. Bowley .....
Robt Talkes .....	do .....	110	Swift .....	Ephraim Cook .....
Sam'l Cook .....	Brig .....	120	Cook .....	S. Cook .....
Sea Shell .....	Schooner .....	..	Cook .....	E. Cook .....
Shylock .....	do .....	115	Horsey .....	Nathaniel Holmes .....
Spartan .....	Bark .....	190	Cook .....	Stephen Nickerson .....
Union .....	Schooner .....	90	Nickerson .....	Jonathan Nickerson .....
Virginia .....	do .....	115	Morton .....	Winsor Snow .....
Walter Ervin .....	do .....	130	.....	Atkins Nickerson .....
Walter K .....	do .....	114	Tilson .....	Henry Cook .....
Willis Putnam .....	do .....	100	Genn .....	E. L. Smith .....
<i>Orleans, Mass.</i>				
Esther .....	Brig .....	136	Macy .....	Winsor Snow .....
Virginia .....	Schooner .....	115	Morton .....	..... do .....
<i>Holmes' Hole, Mass.</i>				
Warren .....	Ship .....	461	Smith .....	Thomas Bradley .....
<i>Sandwich, Mass.</i>				
Amelia .....	Schooner .....	127	Hoxlo .....	W. F. Lapham .....
Ocean .....	Brig .....	165	Wright .....	..... do .....
<i>Lynn, Mass.</i>				
Com. Preble .....	Ship .....	323	Lampher .....	Andrews Breed .....
<i>Beverly, Mass.</i>				
Gen .....	Brig .....	162	Ryder .....	F. W. Choate .....
N. D. Chase .....	Bark .....	242	Miller .....	..... do .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
				<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
C. Chas.	G. & M. Starbuck	Pacific Ocean	Oct. 21	Aug. 4, 1855	29	1,180	
Raymond		Atlantic	May 10	Oct. 15, 1851	89		Sent home 30 sperm; built at Plymouth 1849.
in Raymond	E. W. Perry	do	July 5	Aug. 10, 1852	67		Sent home 1,000 sperm; sold 200 blackfish. Sold to New Bedford 1855.
E. Starbuck	David Thain	Pacific Ocean	July 16	May 31, 1855	664	50	Condemned at Upolu 1855.
C. Folger, 2d	Joseph Starbuck	do	July 21	May 23, 1855	600		Bought the whale-oil at Navigator Islands of ship York.
Porter	Frederick W. Paddock	do	Oct. 23	Nov. 14, 1853	630	1,570	Lost going into the Arctic, off Company Island, April 26, 1853; had 400 sperm.
Wyer	D. Thain	do	Oct. 26				Sent home 100 sperm, 1,050 whale.
Smith	do	do	Dec. 5				
Adams	G. & M. Starbuck & Co	North Pacific	Oct. 15	Mar. 17, 1854	183	2,285	26,300
Swain	E. W. Gardner	Atlantic	June 18	Dec. 20, 1852		2	
Lawrence	Oliver C. Swift	North Pacific	Aug. 12	July 25, 1854	513	1,828	
Cornell	J. H. Hilliard	Atlantic	May 22	Oct. 29, 1851	110		Withdrawn 1852; lost on Manatilla reef July 10, 1852.
Young	B. Alstrom	do	Mar. 31	Sept. 28, 1851	45		Added 1851.
Howard	J. E. Bowley	do	May 26	Oct. 23, 1851	60		Run into by steamship William Penn and sank; four men lost 1851.
Nye	Ebenezer Cook	do	Apr. 11				Do.
Young	Samuel Cook	North Atlantic	Mar. 25	Sept. 20, 1851	150		Withdrawn 1852.
Genn	H. P. Higgins	Atlantic	Apr. 23	Dec. 7, 1851	25		Added 1851.
Holmes	T. Hilliard	do	May 20	Oct. 18, 1851	160		
Young	Philip Cook	do	Apr. 3	Nov. 10, 1851	65		
Nickerson	J. E. Bowley	do	May 15	Oct. 15, 1851	95		
Froennu	John Adams	do	Apr. 21	Oct. 16, 1851	150		
Young	B. Alstrom	do	Mar. 1	Sept. 29, 1851	270		Added 1851.
Handy	Samuel Cook	do	May 21	Sept. 13, 1851	80	12	Blackfish.
Cook	John Dunlap	do	Jan. 7	Aug. 9, 1851	115		Added 1850; withdrawn 1852.
Joseph	J. E. Bowley	do	Apr. 14	Oct. 30, 1851	50		Added 1851; the 20 barrels were blackfish; withdrawn 1852.
Swift	Ephraim Cook	do	Apr. —	Oct. 26, 1851	40	20	
Cook	S. Cook	do	May 20	Aug. 15, 1851			
Cook	E. Cook	do	Apr. 30	Oct. 22, 1851	10	2	
Hershey	Nathaniel Holmes	do	Apr. 14	Sept. 16, 1852	250		
Cook	Stephen Nickerson	do	May —	June 10, 1852	60		Transferred to Orleans.
Nickerson	Jonathan Nickerson	do	May 19				
Morton	Winsor Snow	do	do	Dec. 1, 1851	160	2	
Tilson	Atkina Nickerson	do	Apr. 29	Jan. 15, 1852	200		Nine men died on the voyage. Withdrawn 1853.
Genn	Henry Cook	do	May 16	July 3, 1852	50		
Macy	Winsor Snow	Atlantic	July 31	May 24, 1852	60	20	Formerly of Salem; wrecked near Chatham; bought by Cape Cod Whaling Company and fitted.
Morton	do	do	May 19	Dec. 31, 1851	210		Added 1850.
Smith	Thomas Bradley	North Pacific	July 30	Apr. 27, 1855	43	1,330	13,000
Hoxie	W. F. Lapham	Atlantic	July 3	Feb. 25, 1852	115	1	
Wright	do	North Atlantic	Mar. 29	Jan. 24, 1852		14	Added 1851.
Lampher	Andrews Breed	Indian Ocean	Aug. 21	June 15, 1853	172	2,150	98,000
Ryder	F. W. Choate	Atlantic	Apr. 7	Nov. 24, 1851	250		Sailed once and returned leaking 8,000 sokes per hour.
Miller	do	Indian Ocean	Sept. 20	Oct. 19, 1852	420		Added 1851.



## 488 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1851.</b>				
<i>New London, Conn.</i>				
Atlas.....	Schooner	81	Whipple.....	Perkins & Smith.....
Black Warrior.....	Bark	231	Bartlett.....	Williams & Haven.....
Benj. Morgan.....	Ship	407	Chappell.....	Perkins & Smith.....
Brooklyn.....	do	360	Newry.....	do.....
Candace.....	Bark	31	Walker.....	Williams & Haven.....
Clematis.....	Ship	311	Benjamin.....	Williams & Barnes.....
Clement.....	Bark	279	Lano.....	Miner, Lawrence & Co.
Corinthian.....	Ship	505	Rogers.....	Perkins & Smith.....
Columbus.....	Bark	344	Harris.....	Chester & Harris.....
Dove.....	do	151	Rose.....	Williams & Haven.....
Dover.....	Ship	436	Havens.....	Benjamin Brown's Sons
Franklin.....	Schooner	119	Williams.....	Perkins & Smith.....
Gen. Williams.....	Ship	446	Forseth.....	Williams & Barnes.....
Gen. Scott.....	Bark	360	Smith.....	Weaver, Rogers & Co.
Hannibal.....	Ship	411	Lester.....	Benjamin Brown's Sons
Indian Chief.....	do	401	Bailey.....	Frank & Prentiss.....
Isaac Hicks.....	do	495	Skinner.....	Miner, Lawrence & Co.
Jefferson.....	do	396	Williams.....	do.....
John E. Smith.....	Schooner	119	Babcock.....	E. V. Stoddard.....
Julius Caesar.....	Ship	347	Morgan.....	do.....
Marcia.....	Schooner	128	Church.....	do.....
McLellan.....	Ship	376	Quall.....	Perkins & Smith.....
Mogul.....	do	395	Fitch.....	William & Barnes.....
Montezuma.....	do	421	Benjamin.....	do.....
N. America.....	Bark	368	Mason.....	Williams & Haven.....
New England.....	Ship	368	Pendleton.....	Miner, Lawrence & Co.
Superior.....	do	406	Babcock.....	Benjamin Brown's Sons
Venice.....	Bark	353	Harris.....	Weaver, Rogers & Co.
Vesper.....	Ship	321	House.....	Williams & Barnes.....
<i>Fall River, Mass.</i>				
Aerial.....	Bark	225	Charles Petty.....	John S. Cotton.....
<i>Warren, R. I.</i>				
Sea.....	Ship	807	Sowle.....	S. P. Child.....
Smithfield.....	Bark	164	Colt.....	R. B. Johnson.....
Warren.....	Ship	383	Heath.....	Joseph Smith.....
<i>Newport, R. I.</i>				
Antelope.....	Bark	340	Oliver Potter.....	Macy & Clark.....
Mechanic.....	Ship	335	J. C. Corey.....	Pelag Clark.....
<i>Boston, Mass.</i>				
Afton.....	Bark	242	Cannon.....	Oliver Locke.....
Rothschild.....	do	261	Small.....	Phillip A. Locke.....
September.....	Brig	115	Farwell.....	Francis Finker.....
<i>Salem, Mass.</i>				
Margaretta.....	Bark	230	Prior.....	Benjamin Webb.....
<i>Mystic, Conn.</i>				
Coriolanus.....	Ship	268	Grierson.....	Charles Mallory.....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Whipple	Perkins & Smith	Desolation Isld	Aug. 12	June 14, 1856		115		Sent home 1,710 whale; shipped 212 sperm, 116 whale, to London; sold at Honolulu December 19, 1854.
Bartlett	Williams & Haven	North Pacific	July 15					
do	do	do	Oct. 7	Sept. 5, 1856	50	1,626	13,900	Sent home 85 sperm, 2,044 whale, 12,600 bone.
Chappell	Perkins & Smith	do	July 11	Apr. 30, 1856		1,342	13,300	Sent home 3,151 whale, 27,700 bone.
Newry	do	do	July 2	May 2, 1853		2,077	30,400	Sent home 57 whale.
Walker	Williams & Haven	do	July 2	May 8, 1851	61	2,395	37,000	Sold to Provincetown 1854.
Benjamin	Williams & Barnes	do	July 29	May 2, 1854		1,517		Added 1851.
Lano	Miner, Lawrence & Co.	Desolation Isld	Aug. 19	June 23, 1853		3,052	10,000	Sent home 40 sperm, 783 whale, 22,000 bone.
Rogers	Perkins & Smith	North Pacific	Sept. 23	May 2, 1851	27	562	3,000	
Harris	Chester & Harris	Indian Ocean	Dec. 16	June 27, 1854	524	15		
Rose	Williams & Haven	North Pacific	Sept. 4	May 19, 1855		1,21	16,000	Sent home 40 sperm, 2,415 whale, and 12,008 pounds of bone.
Havens	Benjamin Brown's Sons	Desolation Isld	July 29	June 17, 1856		133		
Williams	Perkins & Smith	North Pacific	Sept. 16	Apr. 5, 1854	73	3,330	11,500	Sent home 18,300 bone; sold to Fairhaven 1855.
Forseath	Williams & Barnes	do	July 2	Apr. 26, 1854	21	1,921	7,400	Sent home 20,000 pounds of bone.
Smith	Weaver, Rogers & Co.	do	June 24	Apr. 4, 1851	97	1,678		Captain Bailey came home sick 1851; Mr. Barker, first mate, murdered by one of the crew—a Kanaka—1852; sent home 8,500 pounds of bone.
Lester	Benjamin Brown's Sons	do	July 26	Apr. 1, 1855	1	2,303	21,800	Sent home 40 sperm, 1,700 whale, and 48,670 pounds of bone.
Bailey	Prink & Proutis	do	Sept. 11	Apr. 6, 1855		2,167	16,200	Sent home 41,284 pounds of bone. Added 1851.
Skinner	Miner, Lawrence & Co.	Ind. and Arctic	June 2	Feb. 9, 1853	68	2,600		Sailed again in 1852 and was lost in Davis's Strait.
Williams	do	Desolation Isld	Aug. 4	June 26, 1854		205	1,400	Sent home 24,570 bone; sold 400 whale at Pernambuco.
Balcock	E. V. Stoddard	do	Aug. 18	June 4, 1853		2,391	10,500	Sent home 40 sperm, 598 whale, 15,772 bone.
Morgan	do	do	Aug. 4	May 6, 1853		639		Sent home 108 sperm, 518 whale, 25,252 bone.
Church	do	Barce's Strait	Feb. 8	Oct. 28, 1851		298	4,000	Lost 1852 in the Arctic; had 600 whale, saved 200.
Quail	Perkins & Smith	North Pacific	Aug. 6	June 25, 1853	26	2,154	39,800	Sent home 5,500 bone.
Fitch	Williams & Barnes	do	July 15	May 27, 1854	133	2,444	600	Captain House was killed by a whale; Mr. Butch, who assumed command, died at Honolulu November 27, 1852; sent home 14,983 pounds of bone.
Benjamin	do	Ind. and Pacific	June 3	Apr. 20, 1855	61	860	12,500	Added 1851.
Mason	Williams & Haven	North Pacific	Aug. 21	Mar. 29, 1854		1,111	7,300	
Pendleton	Miner, Lawrence & Co.	do	Oct. 4					
Balcock	Benjamin Brown's Sons	do	Aug. 12	June 9, 1854	206	2,266	31,100	
Harris	Weaver, Rogers & Co.	do	June 10	Apr. 19, 1855	3	1,975	28,300	
House	Williams & Barnes	Atlantic	May 12	June 1, 1852		310		
Les Petty	John S. Cotton	North Pacific	Nov. 17	Apr. 7, 1855	54	4,721	19,200	Bought from New York 1851; the largest whaler in service; sold 1855.
Sowle	S. P. Child	Atl. and Indian	June 4	Apr. 22, 1853	456			Added 1851.
Colt	R. B. Johnson	North Pacific	Nov. 19					Burned July 10, 1852, in Anadir Sea.
Heath	Joseph Smith	Pacific Ocean	Nov. 19	May 31, 1855	50	339	6,000	Added 1851; sent home 250 sperm, 500 whale.
er Potter	Macy & Clark	North Pacific	Aug. 16	Apr. 7, 1855	22	1,189		Sold to New Bedford 1853; sent home 3,818 pounds of bone.
Corey	Peleg Clark	Indian Ocean	Sept. 18	May 17, 1853		10		Added 1851; withdrawn 1853—sent home 135 sperm.
Cannon	Oliver Locke	Atlantic	June 1	June 15, 1852	277			Added 1851.
Small	Phillip A. Locke	North Atlantic	Feb. 21	June 2, 1852	150			
Furwell	Francis Flaker	Atlantic	May 3	July 26, 1852	330	37		Added 1851.
Prior	Benjamin Webb	North Pacific	Aug. 7	May 27, 1853	99	1,800	24,300	
Gronell	Charles Mallory							

Table showing returns of whaling-results

name of vessel	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1854.</b>				
<i>Mytic, Conn.—Continued.</i>				
Hellasport .....	Ship	346	Manwarring	Randall, Smith & Asby
Meteor .....	do	325	Jeffrey	do
Robin Hood .....	do	395	McGinley	C. Mallory
Romulus .....	do	365	Baker	do
Shepherdless .....	Bark	374	Watrous	Randall, Smith & Asby
<i>Stonington, Conn.</i>				
B. Williams .....	Ship	400	Pendleton	C. P. Williams
Cabinet .....	do	305	Noyes	John F. Trumbull
Cavalier .....	Bark	295	Freeman	C. P. Williams
George .....	do	251	Stevens	do
Newark .....	Ship	323	Dickens	J. F. Trumbull
S. H. Waterman .....	do	480	Hall	C. P. Williams
Sarah E. Spear .....	Bark	150	Keeno	J. F. Trumbull
Tiger .....	Ship	311	Gavie	do
Tybee .....	do	399	Harber	do
United States .....	Bark	344	Wilcox	do
<i>Greenport, N. Y.</i>				
Della .....	do	314	Weeks	Ireland, Wells & Carpenter
Italy .....	Ship	299	Rowley	David G. Floyd
Nova .....	do	362	Case	Ireland, Wells & Carpenter
Nile .....	do	409	Conklu	do
Pioneer .....	Bark	235	Baldwin	D. G. Floyd
Philip, 1st .....	do	293	Sisson	Ireland, Wells & Carpenter
<i>Sag Harbor, N. Y.</i>				
Black Eagle .....	do	311	Jeremiah Ludlow	Thomas Brown
Columbia .....	do	285	Hallock	John Budd
Emerald .....	Ship	518	Jaggar	do
Levant .....	do	382	Mercentor Cooper	Hunting Cooper
Mary Gardner .....	do	310	David Smith	Gilbert H. Cooper
Nimrod .....	Bark	280	Green	Charles T. Dering
Noble .....	do	273	Nichol	do
Tuscany .....	Ship	299	Halsey	John Budd
Washington .....	Bark	236	Edwards	T. Brown
William Tell .....	Ship	370	Taber	do
<i>Cold Spring, N. Y.</i>				
Allee .....	Bark	281	White	John H. Jones
Huntaville .....	Ship	323	Smith	do
Monmouth .....	Bark	273	Ludlow	do
N. P. Tallmudge .....	Ship	370	Edwards	do
Splendid .....	do	473	Smith	do
<i>Truro, Mass.</i>				
Eschol .....	Brlg	143	Smith	Richard Stevens

Two vessels sailed from San Francisco—the Nile and the Russell. The data in regard to San Francisco and Provincetown are extremely hard to get at; vessels are reported arriving with no date of sailing, and sailing with no date of arrival; and the product is often wholly ignored in the reports. The Nile arrived September 30, 1851, with 500 whale.

## HISTORY OF THE AMERICAN WHALE FISHERY.

491

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Dates—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	W.ale-oil.	W.ale-bone.	
Manwaring	Randall, Smith & Ashly	North Pacific	Sept. 1					Condemned 1855; sent home 190 sperm and 9,317 pounds of bone.
Jedfrey	do	do	Nov. 8	Mar. 23, 1856	47	1,000	22,000	Sent home 1,829 whale and 20,533 bone; one of "Stone Fleet No. 1."
McGinley	C. Mallory	do	Sept. 13	Mar. 24, 1854	373	2,897	14,500	
do	do	do	Aug. 16	May 11, 1854	108	1,600	92,300	
Baker	do	do	Sept. 8	May 23, 1853	147	1,950	26,600	
Watrous	Randall, Smith & Ashly	do						
Pendleton	C. P. Williams	North Pacific	July 23	Apr. 30, 1854		2,950	30,000	Sent home 255 whale and 1,000 bone; sold to New Bedford 1854.
Noyes	John F. Trumbull	Arctic	Sept. 2	Apr. 3, 1854	250	2,375	36,000	Withdrawn 1855; sold to New York.
Freeman	C. P. Williams	North Pacific	Aug. 11	May 8, 1855	26	1,187	7,800	Withdrawn 1855; sold to New Bedford; sent home 5,240 pounds of bone.
Stevens	do	do	Oct. 2					Condemned at Honolulu 1854; sent home 1,775 whale and 25,881 pounds of bone.
Dickens	J. F. Trumbull	do	Nov. 19	Apr. 9, 1855		1,388	15,000	Withdrawn 1855; sold to New Bedford; sent home 341 whale and 10,500 bone.
Hall	C. P. Williams	do	Nov. 3	Apr. 8, 1855		2,640	25,000	Sent home 3,997 bone; added 1854; withdrawn 1855.
Keene	J. F. Trumbull	Pacific Ocean	Aug. 6	Sept. 18, 1852		Clean		Added 1854.
Gavitt	do	North Pacific	Sept. 19	May 21, 1853	130	1,365	21,200	
Harber	do	do	Oct. 6	May 31, 1855	80	1,288	13,000	Sent home 700 whale and 15,000 bone.
Wilcox	do	Pacific Ocean	Aug. 6	June 5, 1852	54	1,265	800	
Weeks	Ireland, Wells & Carpenter	Arctic	Aug. 1					Sent home 585 whale and 20,218 bone; sold to New London 1854.
Rowley	David G. Floyd	do	Aug. 2	May 16, 1854	25	2,400	12,000	Sent home 12,600 pounds of bone.
Case	Ireland, Wells & Carpenter	do	Oct. 1	June 12, 1854	46	2,351	13,500	Sent home 365 whale and 18,750 bone.
Conklyn	do	do	Sept. 1	Apr. 19, 1855	16	2,305	14,100	Broken up 1857; sent home 300 sperm and 29,592 pounds of bone.
Baldwin	D. G. Floyd	South Atlantic	Oct. 31	May 15, 1855	250	550	3,500	
Sisson	Ireland, Wells & Carpenter	Arctic	July 14	Apr. 6, 1854		2,231		
John Ludlow	Thomas Brown	Arctic	July 24	Apr. 5, 1854		718		Built 1851; sent home 85 whale, 20,098 bone.
Hallock	John Budd	North Pacific	Aug. 2	Apr. 27, 1855		1,409	11,000	Sent home 7,885 pounds of bone.
Jaggard	do	do	Aug. 19	May 12, 1855	55	2,471	14,300	Added 1851; built 1855; was a Havre packet 15 years; sent home 35,720 bone.
Anter Cooper	Hunting Cooper	do	Aug. 7					Sent home 12,560 bone; lost 1855.
Smith	Gilbert H. Cooper	South Atlantic	July 24	Oct. 7, 1852	25	300		Built 1851; Captain Smith died August, 1852; ship returned in consequence.
Green	Charles T. Dering	do	July 7	Aug. 10, 1853	690	200	1,200	Sent home 40 sperm.
Nichol	do	do	June 5	Aug. 6, 1853	204	600	3,500	
Halsey	John Budd	North Pacific	Oct. 1	Apr. 22, 1854		1,600	1,200	Sent home 920 whale.
Edwards	T. Brown	do	Oct. 14	May 28, 1853	129	1,787	21,400	Bought from Greenport 1851.
Taber	do	do	Sept. 20	Apr. 22, 1854		1,341		
White	John H. Jones	North Pacific	Oct. 6	Apr. 12, 1854	33	1,186	7,100	
Smith	do	do	Dec. 4	Apr. 7, 1854	22	2,589	31,000	Sent home 370 whale and 1,700 bone.
Ludlow	do	Arctic and Indian	Aug. 28	May 3, 1854	315	1,380	11,700	
Edwards	do	North Pacific	Oct. 3	Apr. 26, 1855		1,435	14,000	Sent home 10,960 bone; sold 1855.
Smith	do	do	Oct. 15	Apr. 12, 1853		2,350	34,200	
Smith	Richard Stevens	Atlantic	Feb. 8	Nov. 10, 1851	175			

492 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1882.</b>				
<i>New Bedford, Mass.</i>				
Abigail .....	Ship .....	310	Francis D. Drew .....	Wm. G. E. Pope .....
Active .....	Bark .....	333	Thomas Morrison .....	Cook & Snow .....
Addison .....	Ship .....	426	George H. Cash .....	Isaac B. Richmond .....
Alfred .....	Schooner .....	184	Phileander Gifford .....	Wm. G. E. Pope .....
Anseonda .....	Bark .....	393	Thos. H. Lawrence .....	I. B. Richmond .....
Antarctic .....	Ship .....	310	Ebenezer Bradbury, jr .....	Wm. F. Howland .....
Archer .....	Ship .....	322	G. C. Macomber .....	Edward W. Howland .....
Arnoida .....	do .....	300	Edward Harding .....	Jas. B. Wood & Co. ....
Barelay .....	do .....	281	Arath P. Taber .....	Henry Taber & Co. ....
Callao .....	do .....	324	Hiram Baker .....	do .....
Caroline .....	do .....	364	Geo. W. Gifford .....	William Gifford .....
Carolina .....	do .....	392	Warron H. Gray .....	S. Thomas & Co. ....
Catalpa .....	Bark .....	269	Josiah Hamblin .....	I. Howland, jr., & Co. ...
Canton .....	Ship .....	400	Andrew J. Wing .....	E. Perry & W. C. N. Swift
China .....	do .....	350	Willis Howes .....	William Phillips .....
Chili .....	do .....	291	Matt. Anderson .....	Benj. B. Howard .....
Cleora .....	Bark .....	263	James L. Smith .....	Charles Hitch & Son .....
Cleora .....	Ship .....	373	W. H. Sherman .....	Edmund Maxfield .....
Congress, 3d .....	do .....	376	R. M. Hathaway .....	Gideon Allen .....
Copia .....	do .....	315	Chas. H. Newell .....	Lennel Kollok .....
Daniel wood .....	do .....	345	Jos. R. Tallman .....	J. B. Wood & Co. ....
Deedemona .....	do .....	295	John Ellis .....	T. & A. R. Nye .....
Dunbarton .....	Bark .....	190	Humphrey Hathaway .....	I. B. Richmond .....
Emma C. Jones .....	Ship .....	347	Weston Jenney .....	Edward C. Jones .....
Empire .....	do .....	403	Jas. L. Henry .....	Abraham Barker .....
Falcon .....	do .....	273	Joseph Gardner .....	Thos. Knowles & Co. ...
Fanny .....	Bark .....	301	D. B. Nye, jr .....	Swift & Allen .....
Gay Head .....	Ship .....	389	Richard D. Wood .....	J. B. Wood & Co. ....
Geo. Howland .....	do .....	374	David C. Wight .....	G. & M. Howland .....
George and Susan .....	do .....	356	Joseph S. Jencke .....	do .....
Hector .....	do .....	380	Henry D. Norton .....	William J. Lofth .....
Herald .....	do .....	274	George C. Rife .....	E. W. Howland .....
Hydaspe .....	do .....	313	Russel E. Snow .....	J. B. Wood & Co. ....
Isabella .....	Bark .....	315	Orrick Smalley .....	T. Knowles & Co. ....
Java .....	Ship .....	278	John R. Lawrence .....	G. & M. Howland .....
Jireh Perry .....	do .....	435	George Lawrence, jr .....	Perry & Swift .....
John .....	do .....	308	Otta Tilton .....	Frederick Parker .....
John A. Parker .....	Bark .....	342	Wm. L. Taber .....	Henry F. Thomas .....
Joseph Butler .....	do .....	193	— Mayhew .....	I. Howland, jr., & Co. ...
Kathleen .....	do .....	312	— Allen .....	James H. Sloenn .....
Kensington .....	Ship .....	357	Shubael Clark .....	David B. Kempton .....
Lafayette .....	Bark .....	341	Charles E. Allen .....	I. H. Bartlett & Son .....
Laetitia .....	do .....	275	Silas Alden .....	F. & G. R. Taber .....
Lancer .....	Ship .....	395	Edward F. Lakeman .....	Richmond & Wood .....
Malta .....	Bark .....	151	Philip Smith .....	B. B. Howard .....

Showing returns of whaling vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					<i>Ibbs.</i>	<i>Ibbs.</i>	<i>Lbs.</i>	
D. Drew	Wm. G. E. Pope	North Pacific	Aug. 24	Apr. 28, 1856	296	1,309	21,600	Sent home 29,000 bone.
Morrison	Cook & Snow	Indian Ocean	June 1	Mar. 4, 1856	633	1,058	700	Bought from Baltimore 1852; sent home 24 sperm, 11,326 bone.
I. Cash	Isaac B. Richmond	Pacific Ocean	Sept. 29	July 14, 1856	855	522		
er Gifford	Wm. G. E. Pope	Atlantic	June 12	Aug. 28, 1853	73	13		Sent home 85 sperm.
Lawrence	I. B. Richmond	Pacific Ocean	Nov. 21	Aug. 11, 1856	1,400			Built at Baltimore; added 1852.
Bradbury, Jr.	Wm. P. Howland	do	May 3					First mate, Edward Howland, lost overboard 1852; lost near Chatham Islands 1853; Mr. Macey, first mate, and one man lost; sent home 15 sperm.
omber	Edward W. Howland	do	Oct. 5	May 30, 1856	1,635			Sent home 292 sperm.
Harding	Jas. B. Wood & Co.	do	July 10	Sept. 26, 1855	429	1,013		Sent home 23 sperm.
Taber	Henry Taber & Co.	Atlantic	July 7	Apr. 20, 1854	587	365	2,400	Sent home 141 sperm.
Baker	do	do	do	do	do	do	do	do
Gifford	William Gifford	North Pacific	July 27	May 27, 1855	194	2,005	31,100	Sent home 109 sperm, 1,584 whale, 1,800 bone.
do	do	do	Aug. 3	Mar. 8, 1856	15	1,690	8,200	Sent home 150 sperm, 11,400 bone.
H. Gray	S. Thomas & Co.	do	Dec. 14	July 12, 1856	292	250	4,000	Bought from New York 1852.
Hambin	I. Howland, Jr. & Co.	Atlantic & Ind.	Aug. 19	Apr. 11, 1856	800	21		Formerly a freighter; built 1841; added 1852.
J. Wing	E. Perry & W. C. N. Swift	North Pacific	Aug. 10					Lost on a reef in Pacific Ocean with cargo of 1,300 barrels whale.
James	William Phillips	do	June 22	May 29, 1856	54	1,000	10,600	
Anderson	Benj. B. Howard	Pacific Ocean	July 13		393	84		Sent home 643 whale.
Smith	Charles Hitch & Son	do	May 18	Mar. 31, 1855	1,243			Bought from Boston 1852; sent home 131 sperm.
Sherman	Edmund Maxfield	North Pacific	Aug. 17	May 28, 1855	50	2,160	30,500	Built at Mattapoisett 1847; bought from Yarmouth 1852.
Hathaway	Gideon Allen	Atlantic & Ind.	May 20	Apr. 10, 1855		1,222	19,000	Bought from New York 1851; built at New York 1811; rebuilt 1840; sent home 35 sperm, 1,000 whale.
Newell	Lemuel Kollock	North Pacific	Oct. 13	May 28, 1855		952	9,600	Condemned at New Bedford 1855; sent home 550 whale, 10,557 bone.
Tallman	J. B. Wood & Co.	Pacific Ocean	Dec. 21	May 22, 1856	114	1,029	13,900	Built at Mattapoisett 1852; sent home 150 sperm, 1,250 whale, 10,000 bone.
Ellis	T. & A. R. Nye	do	Oct. 25	July 6, 1855	1,400			
Grey Hathaway	I. B. Richmond	do	Dec. 25	May 26, 1854	121	168	700	Captain Hathaway died at St. Helena March 15, 1854.
J. Jenney	Edward C. Jones	Atlantic & Ind.	July 7	Aug. 15, 1854	1,004	1,309	3,500	Sent home 190 sperm.
Henry	Abraham Barker	North Pacific	Aug. 4	Mar. 15, 1856		2,012		Bought from Nantucket 1852; sent home 2,514 whale, 23,511 bone.
Gardner	Thos. Knowles & Co.	Pacific Ocean	June 25	June 2, 1855	118	528	2,400	Sent home 15 sperm, 3,701 bone.
ys, Jr.	Swift & Allen	do	Oct. 5	May 10, 1856		2,075	22,000	Bought from Nantucket 1852; sent home 9 sperm, 1,321 whale, 7,470 bone.
D. Wood	J. B. Wood & Co.	do	Sept. 23	June 28, 1856	1,502			Built at Mattapoisett 1852.
Wight	G. & M. Howland	do	Nov. 28	May 8, 1857	600	1,171		Sent home 57 sperm, 3,000 bone; seized by convicts at Gallipagos Islands; recaptured by a Swedish frigate.
S. Jencks	do	do	Oct. 4	May 23, 1857		356		Sent home 716 sperm.
D. Norton	William J. Lotch	do	Dec. 18	July 2, 1856	205			Sent home 731 sperm.
C. Inle	E. W. Howland	do	Nov. 30	Sept. 13, 1856	640	20		Sent home about 150 sperm, 150 whale.
E. Snow	J. B. Wood & Co.	do	July 13	May 5, 1856	752	54		Sent home 335 sperm.
Smalley	I. Knowles & Co.	do	June 1	July 28, 1855	232	1,340	7,000	Bought from New York 1852; sent home 108 sperm, 15,369 bone.
Lawrence	G. & M. Howland	do	Sept. 1	Nov. 2, 1855	140	1,414		Sent home 225 sperm, 17,000 bone.
Lawrence, Jr.	Perry & Swift	do	July 4	June 16, 1856	183	183	1,400	Built at Newburyport 1851; sent home 1,440 sperm.
ton	Frederick Parker	do	May 18					Crew mutinied; killed captain, first and second mates, and several of the crew.
Taber	Henry F. Thomas	do	Oct. 25	June 23, 1857	55	20		Built at Mattapoisett 1832; sent home 901 sperm.
Mayhew	I. Howland, Jr., & Co.	Atlantic	May 4	May 26, 1854	675	143	1,200	Bought from Nantucket 1852; sent home 291 sperm.
Allen	James H. Sloenn	Indian Ocean	May 4	Feb. 17, 1855	491	892	6,000	Bought from New York 1851; sent home 490 sperm, 300 whale.
Clark	David B. Kempton	Pacific Ocean	Oct. 11	July 25, 1857	1,385	80	500	Bought from Baltimore 1852.
E. Allen	I. H. Bartlett & Son	do	Dec. 25	Oct. 19, 1856	552			First mate taken out of his boat by a line and drowned; bought from Warren 1852.
iden	F. & G. R. Taber	do	May 17	Aug. 24, 1854	596	13		Bought from Baltimore 1852; sent home 458 sperm.
F. Lokeman	Richmond & Wood	Indian Ocean	June 15	May 11, 1856	2,101			Built at Newburyport 1852.
Smith	B. H. Howard	Atlantic	June 10	Apr. 21, 1854	67			Added 1852.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1852.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Marla .....	Bark	202	Chas. C. Mooers .....	Samuel W. Rodman .....
Mars .....	do	270	G. P. Harrison .....	C. R. Tucker & Co .....
Mary Wilder .....	Ship	213	Jas. F. Cleveland .....	Charles Almy .....
March .....	Brig	89	— Reynolds .....	William P. Howland .....
Mary .....	Ship	287	Wm. L. Slocum .....	I. Howland, Jr., & Co. ....
Mercator .....	Bark	246	Wm. R. Norton .....	J. A. Parker .....
Mercury .....	Ship	340	Francis L. Dimon .....	I. Howland, Jr., & Co. ....
Minerva Smyth .....	do	333	Austin Smith .....	do .....
Montezuma .....	Bark	190	Chas. W. Kempton .....	Jas. H. Slocum .....
Montgomery .....	do	245	William Cushing .....	Daniel Perry .....
Mount Vernon .....	Ship	352	Ebenezer F. Nye .....	D. R. Greene & Co .....
Niger .....	do	437	N. M. Jernegan .....	Hathaway & Luce .....
Orray Taft .....	Bark	170	— Hamlin .....	Allen Lucas .....
Osceola, 2d .....	do	197	C. M. Skiff .....	J. & W. R. Wing .....
Osceola, 3d .....	do	200	E. H. Chisolo .....	Cranston Wilcox .....
Pacific .....	Ship	355	James R. Allen .....	ParJon Tillinghast .....
Polar Star .....	do	415	Joseph Holley .....	C. R. Tucker & Co .....
Rainbow .....	do	474	H. M. Plasket .....	William Gifford .....
Rambler .....	do	397	James M. Willis .....	F. & G. R. Taber .....
San Francisco .....	Bark	268	Harvey Phillips .....	William Phillips .....
Sappho .....	do	320	Jabez B. Howland .....	O. & E. W. Seabury .....
Saratoga .....	Ship	541	Ephraim Harding .....	Abraham Ashley, 3d .....
Silas Richards .....	do	454	P. S. Wilcox .....	Swift & Allen .....
St. Peter .....	Bark	267	Thos. G. Young .....	C. R. Tucker & Co .....
Thomas Dickason .....	Ship	454	Asa Taber .....	Alex. Gibbs .....
Undine .....	Bark	216	William Merry .....	T. Knowles & Co .....
Valparaiso .....	do	402	S. R. Tilton .....	Hathaway & Luce .....
Vigilant .....	do	282	John S. Dobleis .....	W. & G. D. Watkins .....
William and Eliza .....	Ship	321	Ezra Pickens .....	H. Taber & Co .....
Winslow .....	Bark	263	D. P. Eldridge .....	Wm. H. Reynard .....
<i>Fairhaven, Mass.</i>				
Amazon .....	Ship	318	Edw'd H. Barber .....	Nathan Church .....
Joseph Maxwell .....	do	302	John H. Wady .....	F. R. Whitwell .....
John Coggeshall .....	do	338	John O. Norton .....	Reuben Fish .....
Martha .....	do	295	— Meader .....	N. Church .....
Martha, 2d .....	do	301	— Stowert .....	William G. Blackler .....
Ph'pe Delaney .....	do	383	David G. Pierce .....	Warren Delano .....
Sam. Robertson .....	do	421	William Washburn .....	I. F. Terry .....
Tahmuroo .....	do	371	George F. Nell .....	Fish, Robinson & Co .....
William Rotch .....	do	290	C. Morslander .....	Reuben Fish .....
Winthrop .....	Bark	218	W. Woodward .....	Dexter Jenney .....
Wolga .....	do	285	Joseph Dimmick .....	Levi Jenney, Jr .....
<i>Dartmouth, Mass.</i>				
H. H. Crape .....	Bark	199	Spouner Jenking .....	Abner R. Tucker .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					Bbls.	Bbls.	Lbs.	
C. Mooers	Samuel W. Rodman	Pacific Ocean	Dec. 14	Apr. 6, 1856	1,625	465	4,600	
Harrison	C. R. Tucker & Co.	Indian Ocean	July 21	Oct. 18, 1855	973	2		Added 1852.
C. Cleveland	Charles Almy	Pacific Ocean	Sept. 30	May 28, 1854		4		
Reynolds	William P. Howland	Atlantic	May 3	Dec. 14, 1852		307	224	1,300
L. Slocum	William P. Howland, Jr. & Co.	Indian Ocean	July 29	June 10, 1854				Sent home 310 sperm and whale.
R. Norton	J. A. Parker	Pacific Ocean	Oct. 28	Apr. 10, 1855	1,047	1,318	13,000	
W. L. Dimon	H. Howland, Jr. & Co.	North Pacific	Nov. 13	Apr. 10, 1855	1,047	1,318	13,000	Sent home 65 sperm.
W. W. Komptou	Jas. H. Slocum	Pacific Ocean	July 15	Mar. 21, 1855	500			Sold under Captain Abner Tripp; returned in consequence of his death.
Sam Cushing	Daniel Perry	Indian Ocean	May 25	Mar. 22, 1855				Bought from Nantucket 1852; built 1845.
ezor F. Nye	D. R. Greene & Co.	Pacific Ocean	June 10	June 21, 1855	100	36		Sent home 257 sperm; bought from New York.
Jernegan	Hathaway & Luce	North Pacific	July 28	May 4, 1855	11	1,756	19,600	
Hamlin	Aben Lucas	Pacific Ocean	Oct. 14	Mar. 21, 1856	470	1,575	8,600	Sent home 19,140 bone.
Skiff	J. & W. R. Wing	Atlantic	May 6	Aug. 31, 1854	21	2		Formerly a brig; bought from Providence 1852; sent home 72 sperm.
Chisole	Cranston Wilcox	do	July 5	July 9, 1854	215	485	4,200	Bought from Mattapoisett 1852; built a brig in 1847; rerigged 1852; sent home 155 sperm.
es R. Allen	Parlon Tillinghast	do	June 29	Apr. 20, 1854	67			Formerly a brig in southern lumber trade; built 1847; added and rerigged 1852; sent home 100 sperm.
ph Holley	C. R. Tucker & Co.	Pacific Ocean	Oct. 5	Apr. 7, 1855		2,025	20,500	Built at Mattapoisett 1852; sent home 68 sperm, 728 whale, 0,740 bone.
T. Plasket	William Gifford	North Pacific	Oct. 11	June 11, 1856	131	540	7,200	Built at Fairhaven 1852; sent home 789 whale, 13,000 bone.
es M. Willis	F. & G. R. Taber	do	Oct. 26	June 2, 1856	48	900	8,000	Bought from Boston 1852; sent home 91 sperm, 908 whale, 12,120 bone.
vey Phillips	William Phillips	Pacific Ocean	Oct. 4	June 10, 1856	95	2,934	16,300	Bought from New York 1852; built 1849.
ez B. Howland	O. & E. W. Seabury	Atlantic	Dec. 14	Nov. 11, 1854	78	413	500	Captain Howland died at Paita October 25, 1853.
alm Harding	Abraham Ashley, 3d	Pacific Ocean	June 1	June 22, 1855	590	7		Sent home 35,200 bone.
Wilcox	Swift & Allen	North Pacific	Dec. 14	June 21, 1856	90	3,179		Bought from Baltimore 1851; formerly a whaler from Sag Harbor; lost in Shanta Bay July 12, 1854; saved 800 whale, 14,000 bone; had sent home 325 sperm, 1,900 whale, 35,000 bone.
os. G. Young	C. R. Tucker & Co.	South Pacific	May 18					Lost on Chatham Island 1854; sent home 274 sperm, 409 whale, 64,000 bone.
Taber	Alex. Gibbs	Indian Ocean	Dec. 22					Added 1852; sent home 228 sperm, 143 whale, 11,631 bone.
liam Merry	T. Knowles & Co.	North Pacific	June 26	Apr. 26, 1856	100	1,375	13,100	Bought from New York 1852; missing.
l. Tilton	Hathaway & Luce	Indian Ocean	Oct. 28	May 19, 1856	535	768	1,400	Sent home 373 sperm and whale and 9,631 bone.
an S. Deblais	W. & G. D. Watkins	Pacific & N. W.	Oct. 14	May 19, 1856	203	1,060		Added 1852; sent home 135 sperm, 12,100 bone.
plekens	H. Taber & Co.	Pacific Ocean	June 29	July 9, 1855				Formerly in merchant-service; added 1852; sent home 297 sperm, 250 whale.
P. Eldridge	Wm. H. Reynard	Indian Ocean	Dec. 18	May 27, 1856	1,287			
wd H. Barber	Nathan Church	Atlantic	May 22	June 6, 1855	227			
an H. Wady	F. R. Whitwell	North Pacific	Sept. 29	July 27, 1856		21	1,954	Sent home 30,600 bone.
an O. Norton	Renben Fish	Pacific Ocean	Sept. 8	May 7, 1855		1,210		Bought from New Bedford 1852; sent home 112 whale, 12,900 bone.
Meador	N. Church	North Pacific	Oct. 25	May 3, 1855		2,401		
Stewart	William G. Blackler	Pacific Ocean	Dec. 14	July 20, 1857		874	28	
avid G. Pierce	Warren Delano	Indian Ocean	May 19	Nov. 16, 1857		1,607		Sent home 211 sperm, 523 whale, 15,568 bone.
William Washburn	I. F. Terry	Pacific Ocean	Sept. 6	Sept. 28, 1855		225	873	
orge F. Neil	Fish, Robinson & Co.	North Pacific	Aug. 18	Apr. 5, 1856		86	3,000	10,000
Morslander	Reuben Fish	do	June 29	Apr. 6, 1856		1,172		
Woodward	Dexter Jonney	Pacific Ocean	Jan. 3	May 22, 1856		335		
eph Dimmick	Levi Jenney, Jr.	Atlantic	Jan. 1	Apr. 25, 1855		852	73	
Abner R. Tucker	Abner R. Tucker	Indian Ocean	Jan. 1	Apr. 25, 1855		386		
ooner Jenking	Abner R. Tucker	Pacific Ocean	Oct. 25	June 9, 1855		386		
		Pacific Ocean	Aug. 13	May 1, 1854		869	8	



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1852.</b>				
<i>Westport, Mass.</i>				
Elizabeth .....	Bark ..	270	Edward G. Sowle .....	Andrew Hicks .....
George and Mary .....	do ..	165	George Manchester .....	Roscom Macomber .....
Janet .....	do ..	194	John H. Hockett .....	Henry Wilcox .....
Mattapoisett .....	do ..	150	Benjamin C. Wing .....	do .....
Sacramento .....	do ..	218	James W. Sowle .....	Alex. H. Corey .....
do .....	do ..	129	Joseph E. Smith .....	Henry Smith .....
Solon .....	do ..	136	Allen Hart .....	John Hicks .....
T. Winslow .....	do ..	217	Reuben C. Hicks .....	A. Hicks .....
U. States .....	do ..			
<i>Mattapoisett, Mass.</i>				
America .....	Brig ..	148	Clark .....	R. L. Barstow .....
Annawan .....	do ..	159	Phinney .....	Seth Freeman .....
Clara Bell .....	Bark ..	235	Daniel Flauders .....	R. L. Barstow .....
Excellent .....	Brig ..	70	Benjamin Smith .....	John T. Atsatt .....
Massasoit .....	Bark ..	206	Amos Haskins .....	Caleb King, jr .....
Sarah .....	do ..	179	Hartlett Mayhew .....	Wilson Barstow .....
Samuel and Thomas .....	do ..	131	Ephraim Poole .....	R. L. Barstow .....
Willis .....	do ..	163	Briggs .....	do .....
<i>Newport, R. I.</i>				
George .....	Bark ..	226	Dexter .....	Josiah S. Munroe .....
William Lee .....	Ship ..	311	L. Gruninger .....	do .....
<i>New London, Conn.</i>				
Corea .....	Ship ..	365	Cranskio .....	Frink & Prentis .....
Delaware .....	do ..	299	C. Strong Holt .....	Williams & Barnes .....
Exile .....	Schooner	89	Butler .....	E. V. Stoddard .....
H. Brewer .....	Bark ..	293	Brown .....	Perkins & Smith .....
Iris .....	do ..	245	Rice .....	Frink & Prentis .....
N. S. Perkins .....	Ship ..	399	Allyn .....	do .....
Pearl .....	Bark ..	195	Forsyth .....	Williams & Haven .....
Peruvian .....	Ship ..	382	Morgan .....	E. V. Stoddard .....
Topaz .....	Brig ..	138	Anthony .....	Benj. Brown's Sons .....
<i>Stonington, Conn.</i>				
Byron .....	Bark ..	170	Holt .....	John F. Trumbull .....
Cincinnati .....	Ship ..	457	Williams .....	F. Pendleton & Co. ....
Flying Cloud .....	Schooner	190	Wilcox .....	J. F. Trumbull .....
Sarah E. Spear .....	Bark ..	150	Pendleton .....	do .....
United States .....	do ..	244	Wilcox .....	do .....
<i>Greenport, N. Y.</i>				
Caroline .....	Ship ..	252	J. M. Case .....	Wells & Carpenter .....
Pioneer .....	Brig ..	235	H. A. Babcock .....	David G. Floyd .....
<i>Mystic, Conn.</i>				
Aeronaut .....	Ship ..	265	Eldridge .....	Charles Mallory .....
Hudson .....	do ..	368	Clift .....	Geo. W. Ashbey & Co. ....
Leander .....	Bark ..	213	Holmes .....	C. Mallory .....
Lion .....	Schooner	150	Clark .....	do .....
Washington .....	do ..	190	Eldridge .....	G. W. Ashbey & Co. ....
<i>Sag Harbor, N. Y.</i>				
Charlotte .....	Brig ..	230	Halsey .....	William R. Post .....
Gentleman .....	Bark ..	227	Cartwright .....	Gilbert H. Cooper .....
Mary Gardner .....	do ..	316	Lowen .....	do .....
Odd Fellow .....	do ..	239	Young .....	Thomas Brown .....

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm oil.	Whale-oil.	Whalebone.	
G. Sowle	Andrew Hicks	Atlantic	July 17	Aug. 19, 1854	Bbls. 213	Bbls. 216	Lbs. 60	Added 1852.
Manchester	Roscom Macomber	do	June 23	Apr. 3, 1854	101	15		Built 1852, at Dartmouth.
Hickston	Henry Wilcox	do	June 18	July 26, 1854	349			
W. Wing	do	do	May 30	Sept. 6, 1853	117			Added 1852, from Providence; second mate, T. Allen, killed by a whale August, 1852.
W. Sowle	Alex. H. Corey	Indian Ocean	July 22	July 27, 1854	472			
E. Smith	Henry Smith	Atlantic	July 9	Oct. 15, 1853	115	40		
Hart	John Hicks	do	June 14	Aug. 14, 1853	151	25		Sent home 13 sperm.
C. Hicks	A. Hicks	Atlantic & Ind.	Nov. 11	Apr. 11, 1856	631	8		
Clark	R. L. Barstow	Atlantic	Apr. 27	Sept. 19, 1853	222	7		
Phinney	Seth Freeman	do	May 4	Oct. 29, 1853	134	4		
Flanders	R. L. Barstow	Atlantic & Ind.	Aug. 7	June 27, 1855	794	91	2,000	Built 1852 at Mattapoisett.
Smith	John T. Atsatt	Atlantic	June 10	June 27, 1853	309	6		Added 1852; sent home 17 sperm.
Haskins	Caleb King, jr.	do	Nov. 20	July 24, 1853	60			
Mayhew	Wilson Barstow	do	Dec. 6	Dec. 3, 1853	393	11		
Pool	R. L. Barstow	do	Sept. 5	Sept. 1, 1854	389			
Briggs	do	do	May 3	Apr. 21, 1854	363	24		
Dexter	Josiah S. Munroe	Indian Ocean	Sept. 29	May 15, 1854				Added 1852; Captain Doxter died April 13, 1853; no oil reported.
Winger	do	Indian & Pacific	Feb. 14	May 38, 1856	700			Illegally detained in Tombez three months.
Cransko	Frink & Prentiss	North Pacific	Apr. 19, 1853		1,652	37,000		Added 1852.
Long Holt	Williams & Barnes	do	July 14	May 8, 1857	1,116			Added 1852; sent home 1,750 whale, 62,300 bone.
Buller	E. V. Stoddard	Desolation Isl.	Aug. 18	June 12, 1859		212		Added 1852; built 1850 at Robinson, Ms.
Brown	Perkins & Smith	do	Sept. 29	July 15, 1854	137	1,748	6,400	Added 1852; sent home 300 whale, 8,000 bone.
Rice	Frink & Prentiss	South Atlantic	Oct. 7	July 15, 1856	32	700		
Allyn	do	North Pacific	Sept. 22	Mar. 12, 1857		1,296		Built 1852; sent home 328 whale, 21,045 bone.
Forsyth	Williams & Haven	Atlantic & Ind.	Mar. 10	Apr. 9, 1854	47	388	2,900	Added 1852; sent home 369 sperm, 50 whale, 1,400 bone.
Morgan	E. V. Stoddard	Desolation Isl.	Aug. 19	July 6, 1854	43	1,946	4,300	Wrecked and condemned at Falkland Islands April, 1853; oil, 95 barrels, saved; added 1852.
Anthony	Berj. Brown's Sons	Atlantic	June 23					Withdrawn 1855; sold to New Bedford.
Holt	John F. Trumbull	South Atlantic	June 1	Nov. 13, 1853		680	4,000	
Williams	F. Pendleton & Co.	Indian Ocean	Aug. 24	May 7, 1850		1,392	17,000	
Wilcox	J. F. Trumbull	Patagonia	July 20	May 7, 1853		40		Added 1852 from Rockland; built 1851.
Pendleton	do	S. Shetland I.	Sept. 27	May 18, 1853		530		Elephant.
Wilcox	do	Patagonia	July 20	May 10, 1853		2,029		
Case	Wells & Carpenter	South Atlantic	Aug. 19	Aug. 5, 1854	700	300		Sold to New Bedford 1855.
Habecock	David G. Floyd	do	Oct. 15	Sept. 3, 1852	150			
Eldridge	Charles Mallory	S. Shetland I.	Aug. 9	May 22, 1853		1,128		
Clift	Geo. W. Ashbey & Co.	Patagonia	July 10	May 18, 1854		220	1,500	Hudson seized at Falkland Islands with schooner Washington, her tender, by an English vessel; released by United States ship Germantown; sold to Fairhaven 1853.
Holmes	C. Mallory	South Atlantic	Sept. 18	Apr. 13, 1854	56	1,144	8,500	Added 1852; no report of oil.
Clark	do	S. Shetland I.	Aug. 18	July —, 1853				No report of oil.
Eldridge	G. W. Ashbey & Co.	Patagonia	July 13	May 12, 1854				
Halsey	William R. Post	South Atlantic	July 21	June 21, 1854	134	204		Captain Halsey left in 1853, sick.
Cartwright	Gilbert H. Cooper	North Pacific	Aug. 30	Apr. 24, 1856	39	134	3,000	Added 1852 from New Suffolk; withdrawn 1856; sent home 7,000 bone.
Lowen	do	do	Nov. 27	May 15, 1856		1,207	18,600	Sent home 247 whale, 12,740 bone.
Young	Thomas Brown	South Atlantic	Aug. 2	Mar. 16, 1854	137	1,190	9,200	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1853.</b>				
<i>San Francisco, Cal.</i>				
Aqueduct .....	Ship	300	— Taylor .....	Chas. H. Todd .....
Columbia .....	Schooner	110	— Phillips .....	Martin Phillips .....
Emily Furnham .....	Ship	216	— Miller .....	Brigham & Reynolds .....
Emperor .....	Schooner	110	— Minor .....	J. K. Minor .....
Mary Helen .....	Brig	160	— Seaman .....	Harrington & Ludlow .....
Nile .....	Ship	320	Ota Webb .....	Moore & Folger .....
Russell .....	Bark	301	— Cootey .....	do .....
Zoroaster .....	Brig	159	— Thomas .....	Webb & Harris .....
<i>Sippican, Mass.</i>				
Altamaha .....	Schooner	110	Chas. B. Hammond .....	Stephen C. Luce .....
<i>Holmes' Hole, Mass.</i>				
Helen Augusta .....	Bark	270	— West .....	Thomas Bradley .....
<i>Nantucket, Mass.</i>				
Barclay .....	Ship	301	David Cottle .....	John H. Shaw .....
Catawba .....	do	335	Obed Swain, 2d .....	do .....
Constitution .....	do	318	Joseph Winslow .....	C. G. & H. Coffin .....
Daniel Webster .....	do	336	Henry Starbuck .....	Zenna L. Adams .....
Gazelle .....	do	340	William Upham .....	G. & M. Starbuck & Co. ....
Homer .....	Brig	140	Joseph Fisher .....	Kelley, Coffin & Co. ....
Mary .....	Ship	369	Benjamin C. Sayer .....	Edward W. Perry .....
Memnon .....	do	430	James H. Haughton .....	E. Field & F. C. Sanford .....
Oneco .....	Schooner	90	Alex. G. Brown .....	E. G. Kelley .....
Palmyra .....	do	105	Abraham Swain .....	Matthew Crosby, Jr. ....
Peruvian .....	Ship	334	Edward B. Hussey, jr .....	Robert F. Gardner .....
Planter .....	do	340	Henry Pease .....	E. W. Perry .....
Richard Mitchell .....	do	386	Thad. C. Defriez .....	Field & Sanford .....
<i>Edgartown, Mass.</i>				
Ellen .....	Bark	232	James E. Hinxford .....	Wm. H. Munroe .....
Mary .....	Ship	343	Gustavus A. Bayles .....	Abraham Osborn .....
Sarah .....	Bark	286	— Collins .....	Benjamin Worth .....
Walter Scott .....	Ship	369	do .....	do .....
<i>Sandwich, Mass.</i>				
Amelia .....	Schooner	127	Abraham Hoyle .....	W. F. Lapham .....
Ocean .....	Brig	165	— Chadwick .....	do .....
<i>Provincetown, Mass.</i>				
Alloghavy .....	Schooner	75	— Cook .....	do .....
Alexander .....	do	75	— Cook .....	B. Alstrum .....
Antarello .....	do	136	— Snow .....	J. E. Bowley .....
Chantleler .....	do	87	— Cook .....	Samuel Cook .....
E. Nickerson .....	Brig	131	— Ryder .....	Enoch Nickerson .....
F. Bunchula .....	Bark	200	Francis B. Tuck .....	Enas Nickerson .....
Franklin .....	do	172	— Soper .....	Samuel Soper .....
Hanover .....	Schooner	114	— Holmes .....	T. Hilliard .....
Harriet Neal .....	do	125	— Rider .....	R. L. Thatcher .....
H. N. Williams .....	do	109	— Joseph .....	Phillip Cook .....
John Adams .....	Brig	109	— Doyle .....	J. E. Bowley .....
John Howes .....	Schooner	104	Reuben Freeman .....	John Adams .....
Louis .....	Brig	113	— Young .....	S. Cook .....
Louis Bruce .....	Schooner	102	— Handy .....	B. Alstrum .....
Louisa .....	Bark	135	— Cook .....	S. Cook .....
Parker Cook .....	Brig	120	— Puffer .....	Ephraim Cook .....
Phenix .....	Brig	120	— Handy .....	S. Cook .....
Preaton .....	Schooner	75	do .....	do .....

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Taylor	Chas. H. Todd	Arctic	Apr. 3	Oct. 31, 1853	Bbls.	Bbls.	Lbs.	Elephant.
Phillips	Martin Phillips	Ceros Island	Apr. 1	Aug. 11, 1853	.....	200	.....	No report.
Miller	Brigham & Reynolds	N. W. Coast	Apr. 15	.....	.....	.....	.....	No report.
Minor	J. B. Minor	Ceros Island	Apr. 1	Aug. 26, 1852	.....	350	.....	Elephant.
Scaumon	Harrington & Ludlow	Elephantog	Jan. 25	Oct. 30, 1852	.....	1,800	.....	
Abb	Moore & Folger	Pacific & Arctic	Jan. 19	Sept. 21, 1852	.....	1,500	.....	
Cootey	do	do	Jan. 19	Sept. 21, 1852	.....	1,500	.....	
Thomas	Webb & Harris	Gulf of Cal.	May 1	Aug. 18, 1853	275	100	.....	The 100 barrels were elephant-oil.
B. Hammond	Stephen C. Luce	Atlantio	July —	Aug. 15, 1853	60	40	.....	Added 1852; withdrawn 1853.
West	Thomas Bradley	South Atlantic	June 23	Mar. 12, 1854	320	870	3,000	Added 1852 from New Bedford; built 1849; sent home 377 sperm, 510 whale, 2,400 bone.
Cottle	John H. Shaw	Pacific Ocean	July 13	.....	.....	.....	.....	Condemned at Tahiti 1850; oil shipped home by schooner Heloise and lost near Rio.
Swain, 2d	do	do	Dec. 25	May 31, 1857	789	.....	.....	Sent home 417 barrels sperm; Broken up 1856.
Whislow	C. G. & H. Coffin	do	Sept. 2	July 14, 1856	1,600	130	.....	Sold to New Bedford.
Starbuck	Zenas L. Adams	do	Aug. 28	July 15, 1856	750	.....	.....	Built 1852 at Mattapoisett; Captain Upham died on the voyage; sold to New Bedford.
Upham	G. & M. Starbuck & Co.	do	Dec. 15	June 1, 1857	1,060	.....	.....	Built 1848 at Woolwich, Me.
Fisher	Kelley, Coffin & Co.	Atlantic	June 6	Sept. 12, 1854	165	25	.....	
Min C. Sayer	Edward W. Perry	Pacific Ocean	Aug. 5	May 11, 1856	300	1,200	.....	Built 1852 at Newburyport; sent home 443 barrels sperm; burned at Payta October, 1854.
Haughton	E. Field & F. C. Sanford	do	Oct. 2	.....	.....	.....	.....	
G. Brown	E. G. Kelley	Atlantic	May 20	June 21, 1853	Clean	.....	.....	Broken up at New Bedford 1857.
Swain	Matthew Crosby, Jr.	do	Sept. 26	Aug. 22, 1853	60	30	.....	
Harri B. Hussey, jr	Robert F. Gardner	Indian Ocean	Dec. 6	Oct. 19, 1856	1,000	.....	.....	Was taken upon the marine railway at Brant Point, Nantucket, and the hull repaired; burned there in 1850.
Pease	E. W. Perry	Pacific Ocean	May 19	Aug. 7, 1856	1,300	100	.....	Sent home 350 barrels sperm; sold to Edgartown.
C. Defriez	Field & Sanford	do	Dec. 22	July 14, 1850	734	.....	.....	
E. Huxford	Wm. H. Munroe	Sooloo Sea	June 1	Apr. 20, 1856	835	382	6,300	Added 1852 from New York, built 1848; sent home 30 sperm.
Avus A. Baylea	Abraham Osborn	Pacific Ocean	June 8	Apr. 28, 1856	77	1,857	14,100	Added 1852.
Collins	Benjamin Worth	North Pacific	Jan. 28	Aug. 10, 1855	168	62	4,500	Condemned at Callao 1852. Added 1851.
Ham Hoxie	W. F. Lapham	Atlantic	June 10	Mar. 19, 1853	129	4	.....	Formerly a Boston and Baltimore packet; added 1851.
Chadwick	do	do	Feb. 26	Feb. 15, 1853	250	.....	.....	
Cook	do	Atlantic	May 16	Sept. 14, 1852	.....	150	.....	Added 1852.
Snow	B. A. Istrum	do	Apr. —	Aug. 6, 1852	160	50	.....	
Cook	J. E. Bowley	do	Jan. 12	Oct. 20, 1852	240	.....	.....	
Ryder	Samuel Cook	do	Mar. 27	Sept. 25, 1852	120	.....	.....	
Lucas B. Tuck	Enoch Nickerson	do	Jan. 12	Oct. 2, 1852	175	100	.....	Built 1852; sent home 220 barrels hump-back.
Soper	Enas Nickerson	do	May 20	May 9, 1854	520	2	.....	Withdrawn 1853.
Holmes	Samuel Super	do	Jan. 27	Oct. 29, 1852	220	8	.....	
Rider	T. Hilliard	do	May 22	Oct. 14, 1852	240	.....	.....	
Joseph	R. L. Thatchor	do	Mar. 22	Sept. 11, 1852	175	.....	.....	
Doyle	Philip Cook	do	Feb. 1	Jan. 15, 1854	81	7	.....	
Freeman	J. E. Bowley	do	Mar. 24	Apr. 6, 1853	60	.....	.....	
Young	John Adams	do	Apr. 26	Sept. 3, 1852	205	.....	.....	Sold to Orleans 1853.
Handy	B. A. Istrum	do	Apr. 2	Nov. 2, 1852	170	.....	.....	
Cook	S. Cook	do	May 14	Sept. 16, 1852	.....	25	.....	
Cook	Ephraim Cook	do	Apr. 26	Nov. 12, 1853	115	.....	.....	Added 1852.
Puffer	do	do	Apr. 26	Nov. 12, 1853	202	.....	.....	
Handy	S. Cook	do	June 29	Jan. 10, 1854	120	.....	.....	
Handy	do	do	May 5	Sept. 16, 1852	120	.....	.....	

500 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1852.</b>				
<i>Provincetown, Mass.—Continued.</i>				
H. E. Cook .....	Schooner	80	Nickerson	John Dunlap .....
Rienzi .....	do	109	Katon	J. E. Bowley .....
S. R. Soper .....	do	134	Soper	S. Soper .....
Sam'l Cook .....	Brig	126	Smith	S. Cook .....
Shylock .....	Schooner	115	Green	Nathaniel Holmes .....
Union .....	do	91	Genn	Jonathan Nickerson .....
Walter Erwin .....	do	130	Nickerson	Atkins Nickerson .....
Walter K .....	do	114	Tilson	Henry Cook .....
<i>Orleans, Mass.</i>				
Corvo .....	Bark	175	William Martin	Thomas A. Snow .....
Esther .....	Brig	134	Hopkins	Heman Smith .....
Virginia .....	Schooner	115	Potter	do .....
<i>Truro, Mass.</i>				
Eschol .....	Brig	143	Smith	Richard Stevens .....
Gorm .....	do	171	Ryan	do .....
<i>Beverly, Mass.</i>				
B. Franklin .....	Bark	164	Brown	F. W. Choate .....
Gen .....	Brig	165	Cook	do .....
N. D. Chase .....	Bark	241	Chase	do .....
<i>Boston, Mass.</i>				
Rothschild .....	Bark	261	Small	Phillip A. Locke .....
September .....	Brig	117	Heath	Francis Fluker .....
<i>Fall River, Mass.</i>				
Arial .....	Bark	227	Baker	John S. Cotton .....
Caravan .....	Ship	330	Bragg	Wm. Lindsay .....
D. M. Hall .....	Bark	263	Manchester	John S. Cotton .....
<i>Salem, Mass.</i>				
Margaretta .....	Bark	236	Holmes	Benjamin Webb .....
<i>Warren, R. I.</i>				
Belle .....	Bark	296	Borden	S. P. Child .....
Benjamin Rush .....	Ship	325	Munroe	do .....
Bowditch .....	do	396	Waldron	do .....
Covington .....	Bark	351	Newman	G. T. Child .....
Florence .....	do	346	Charles Barton	R. B. Johnson .....
Mary France .....	do	311	Smith	S. P. Child .....
Millinocket .....	do	166	Worth	R. B. Johnson .....
<b>1853.</b>				
<i>New Bedford, Mass.</i>				
Adeline .....	Ship	328	Joseph Brotherson	C. R. Tucker & Co .....
Abn. Barker .....	do	400	Abn. Barker, Jr	Abraham Barker .....
Alton .....	Bark	241	James Archer	F. & G. R. Taber .....
Alfred .....	Schooner	184	E. W. Dexter	William G. E. Pope .....
America .....	do	257	Abner West	Jos. A. Beauvais .....
Andrewa .....	do	303	Obed Smith	William P. Howland .....
Brand .....	Ship	310	Henry M. Bonney	Alexander Gibbs .....
Balena .....	do	301	John S. Dorman	J. & J. Howland .....
Bertha .....	Bark	213	Seth D. McFarlin	Benjamin B. Howard .....
Canton Packet .....	Ship	274	Gilb. B. Borden	I. H. Bartlett & Son .....
Chas. W. Morgan .....	do	354	Frasiram P. Ripley	I. Howland, Jr., & Co .....
Charles .....	do	290	John Manter	L. Kollock & Son .....
Champion .....	do	336	William B. Waterman	Janca D. Thompson .....
Charleston Packet .....	Bark	184	Benjamin F. Ellis	Thomas Knowles & Co .....
Chris. Mitchell .....	Ship	357	Frederick Slocum	David B. Kempton .....

Table showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.	
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>		
Nickerson	John Dunlap	Atlantic	Apr. 30	Aug. 8, 1852	150	.....	.....	Added 1852.	
Katon	J. E. Bowley	do	Apr. 16	Oct. 14, 1852	170	.....	.....	Added 1852.	
Soper	S. Soper	do	Apr. 16	Dec. 30, 1852	85	.....	.....	Withdrawn 1853.	
Smith	S. Cook	do	May 26	Aug. 20, 1853	134	.....	.....	Withdrawn 1853.	
Green	Nathaniel Holmes	do	Mar. 12	Dec. 8, 1852	10	.....	.....	Also 15 barrels blackfish.	
Genn	Jonathan Nickerson	do	June 8	Sept. 0, 1852	.....	160	.....	Also 15 barrels blackfish.	
Nickerson	Atkins Nickerson	do	Mar. 22	Jan. 11, 1853	150	.....	.....	Also 15 barrels blackfish.	
Tilson	Henry Cook	do	Apr. 20	June 27, 1853	74	.....	.....	Also 15 barrels blackfish.	
am Martin	Thomas A. Snow	Atlantic	May 19	Oct. 27, 1853	360	.....	.....	Added 1852 from New York.	
Hopkins	Heman Smith	do	June 28	July 30, 1853	70	.....	25	.....	
Pottingill	do	do	Apr. 24	Sept. 10, 1852	275	.....	.....	.....	
Smith	Richard Stevens	Atlantic	June —	Oct. 20, 1853	70	.....	.....	Bought from Boston 1852; condemned at Saint Thomas November 4, 1852.	
Ryan	do	do	Apr. 26	.....	.....	.....	.....	.....	
Brown	F. W. Cheate	Atlantic	June 15	Sept. 21, 1853	250	.....	50	.....	
Cook	do	do	Feb. 16	Apr. 28, 1853	300	.....	.....	.....	
Chase	do	do	Dec. 18	Oct. 30, 1854	260	.....	.....	.....	
Small	Phillip A. Locke	Atlantic	Aug. 14	Aug. 8, 1854	201	.....	4	Sold to Orleans 1854.	
Hoath	Francis Fluker	do	July 8	June 18, 1853	126	.....	150	Sold to Orleans 1853.	
Baker	John S. Cotton	Atlantic	July 13	Sept. 12, 1853	80	.....	41	Sent home 31 sperm.	
Dragg	Wm. Lodgey	North Pacific	Sept. 22	Apr. 14, 1856	1,944	.....	11,600	Sold to New Bedford 1856; sent home 20,303 bone.	
Manchester	John S. Cotton	Indian Ocean	June 8	Sept. 23, 1852	140	.....	2	Added 1852; sailed again October 27, 1852; returned September 5, 1853, with 250 sperm and 1 whale.	
Holmes	Benjamin Webb	Atlantic	Sept. 17	Dec. 8, 1853	180	.....	30	.....	
Borden	S. P. Child	Pacific Ocean	Aug. 15	Mar. 24, 1856	114	.....	498	Bait at Warren 1852; sent home 5,600 bone.	
Munroe	do	N. W. Coast	Oct. 13	June 16, 1853	50	.....	40	Put into New Bedford; Captain Munroe and three men killed by a whale February 24, 1853; crew discouraged.	
Waldron	do	North Pacific	Aug. 19	May 20, 1856	.....	2,524	16,500	Sent home 22,050 bone.	
Newman	C. T. Child	do	July 20	Apr. 14, 1856	32	.....	2,700	Sent home 25 sperm, 206 whale, 20,000 bone.	
W. Barton	R. B. Johnson	Indian Ocean	Sept. 22	June 5, 1855	1,118	.....	100	Added 1852.	
Smith	S. P. Child	Pacific Ocean	Sept. 19	June 25, 1856	804	.....	.....	Added 1852.	
Worth	R. B. Johnson	Indian Ocean	May 24	Apr. 29, 1855	240	.....	.....	Third mate died at sea 1852; sold to New Bedford 1855.	
Brotherston	C. R. Tucker & Co	Pacific Ocean	Aug. 29	July 12, 1856	33	.....	1,674	14,400	Sent home 1,236 whale, 31,320 bone.
Barker, Jr	Abraham Barker	North Pacific	July 30	May 6, 1857	138	.....	430	5,100	Bought from Boston 1853.
Archer	F. & G. R. Taber	Atlantic	Aug. 8	May 5, 1856	336	.....	67	.....	
Dexter	William G. E. Pope	do	Nov. 5	Apr. 7, 1855	86	.....	40	.....	
West	Jos. A. Beauvais	do	May 7	Sept. 22, 1854	309	.....	61	.....	
Smith	William P. Howland	Pacific Ocean	June 20	Mar. 25, 1858	530	.....	.....	.....	
Booney	Alexander Gibbs	do	Sept. 16	May 13, 1856	970	.....	.....	.....	
S. Dorman	J. & J. Howland	Indian Ocean	July 27	May 27, 1856	642	.....	5	.....	
McFarlin	Benjamin B. Howland	North Pacific	Nov. 7	Apr. 24, 1857	17	.....	1,401	13,300	Sent home 400 sperm, 542 whale, 11,500 bone.
Borden	I. H. Bartlett & Son	do	Sept. 20	Apr. 27, 1856	208	.....	1,956	12,000	Sent home 10,700 bone.
Ripley	I. Howland, Jr., & Co.	Pacific Ocean	Sept. 1	.....	.....	.....	.....	.....	
Manter	L. Kollock & Son	do	Sept. 22	July 3, 1855	511	.....	1,841	27,000	Sent home 90 sperm.
Waterman	James D. Thompson	Indian Ocean	Sept. 16	.....	.....	.....	.....	.....	
Ellis	Thomas Knowles & Co.	do	Sept. 5	Apr. 14, 1856	129	.....	2,633	14,600	Condemned at Mahe 1853.
Slocum	David B. Kompton	North Pacific	July 5	.....	.....	.....	.....	.....	

## 502 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1853.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Cleero	Ship	452	Fobes W. Manchester	L. Kollock & Son
City	do	351	S. Henry Gifford	Abm. H. Howland
Clarco	Bark	277	Peleg W. Gifford	Edward C. Jones
Condor	Ship	349	Stephen Keampton	Charles W. Morgan
Cortea	do	382	Charles P. Stetson	G. & M. Howland
Cornelia	Bark	219	Reuben W. Crapo	L. Kollock & Son
Cosack	do	256	Ansel Tripp	Charles Hitch & Son
Edward	do	274	Abner Smith	T. Knowles & Co
Eagle	Ship	346	— Cannon	Swift & Perry
Eliza F. Mason	do	532	Nathaniel M. Jernegan	I. Howland, Jr. & Co
Florida	do	330	Joseph C. Little	Edward C. Jones
Franklin	Bark	273	Roland T. Packard	Isaac M. West
Franklin, 2d.	do	219	Samuel Lee	Francis Post
Franklin	Ship	333	Josiah Richmond	William P. Howland
Garland	do	243	William C. Parsons	Hodney French
Gen. Pike	do	313	Henry Tow	William Gifford
George	do	260	Jonathan Jenney	John A. Parker
Gideon Howland	do	379	Charles J. Bryant	I. Howland, Jr. & Co
Gov. Troup	Bark	430	Anthony Milton	E. C. Jones
Hecla	do	201	Henry T. Gifford	T. Knowles & Co
Hercules	do	335	Joshua W. Potter	Perry & Swift
Hibernia	Ship	327	John M. Honeywell	Hobert Gibbs
Hope	Bark	186	Crary Walto	W. & G. D. Watkins
Illinois	Ship	413	George A. Covell	Wood & Nye
Iris	do	311	John C. Weeks	E. C. Jones
James Andrews	Bark	275	Benjamin Kelley	Charles Hitch & Son
Jamea Arnold	Ship	393	Thomas Sullivan	Henry Taber & Co
Jereh Swift	do	454	William Earl	Swift & Allen
John Dawson	Bark	237	Samuel H. Crowell	J. & W. R. Wing
Joshua Bragdon	do	270	Benjamin Swain	Lawrence Grinnell
Junior	Ship	378	S. H. Andrews	D. R. Greene & Co
J. E. Donnell	Bark	343	John Charry	Swift & Allen
Keoka	do	250	John G. Howland	James H. Slocum
King Fisher	Ship	423	Martin Palmer	J. Bourne, Jr.
Lagoda	do	341	Benjamin B. Lampher	do
Lapwing	do	432	William Weeks	E. C. Jones
Levi Starbuck	do	376	William Jernegan	E. W. Howland
Lewis	do	306	Charles A. Bonney	Chapman & Bonney
Lexington	Bark	201	Hilliard Mayhew	B. B. Howard
Liverpool	Ship	306	Henry P. Barker	Abm. Barker
Louisiana	do	297	Jersmlah C. Norton	T. & A. R. Nye
Louisa	Bark	316	Daniel B. Green	Swift & Allen
Majestic	Ship	297	Thomas Percival	S. Thomas & Co
Marcella	Bark	210	Benjamin S. Morton	C. R. Tucker & Co
Marcella	Ship	315	Isaac H. Wing	E. W. Howland
Mary Frezier	do	228	James S. Hazard	Benjamin F. Howland
Mary Ann	Bark	214	A. H. Macomber	J. A. Parker
Metacom	Ship	366	E. H. Woodbridge	J. B. Wood & Co
Midas	do	326	Ezra T. Howland	do

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.
W. Manchester	L. Kollock & Son
ary Gifford	Abm. H. Howland
W. Gifford	Edward C. Jones
on Kempton	Charles W. Morgan
es F. Stetson	G. & M. Howland
en W. Crapo	L. Kollock & Son
l Tripp	Charles Hitch & Son
r Smith	T. Knowles & Co.
r Cannon	Swift & Perry
aniel M. Jernegan	I. Howland, Jr., & Co.
ph C. Little	Edward C. Jones
nd T. Packard	Isaac M. West
nel Lee	Francis Post
h Richmond	William P. Howland
am C. Parsons	Rodney French
ey Tew	William Gifford
lban Jenney	John A. Parker
os R. Bryant	I. Howland, Jr., & Co.
hoy Milton	E. C. Jones
ry T. Gifford	T. Knowles & Co.
ama W. Potter	Perry & Swift
n M. Honeywell	Robert Gibbs
ry Walto	W. & G. D. Watkins
rge A. Covell	Wood & Nye
n C. Weeks	E. C. Jones
jamin Kelley	Charles Hitch & Son
omas Sullivan	Henry Taber & Co.
lham Earl	Swift & Allen
uel H. Crowell	J. & W. R. Wing
jamin Swain	Lawrence Grinnell
L. Andrews	D. R. Greene & Co.
u Churry	Swift & Allen
n G. Howland	James H. Slocum
artin Palmer	J. Bonroe, jr.
jamin B. Lamphier	do
llam Weeks	E. C. Jones
llam Jernegan	E. W. Howland
les A. Bonney	Chapman & Bonney
ard Mayhew	B. B. Howard
ry P. Barker	Abm. Barker
lah G. Norton	T. & A. R. Nye
iel B. Green	Swift & Allen
mas Perival	S. Thomas & Co.
amin S. Morton	C. R. Truoker & Co.
e H. Wing	E. W. Howland
es S. Hazard	Benjamin F. Howland
L. Macomber	J. A. Parker
Woodbridge	J. B. Wood & Co.
T. Howland	do

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean	July 7	Apr. 14, 1856	82	043	6,300	Sent home 6,140 bone.
do	June 20	do	do	do	do	Lost in Saghalien Bay, September 7, 1854.
do	Oct. 16	June 2, 1857	1,270	11	do	do
North Pacific	Sept. 16	May 19, 1856	160	1,681	70	Sent home 40 whale.
do	Sept. 13	Feb. 22, 1857	691	1,531	11,200	Sent home 14,000 bone.
South Atlantic	Oct. 24	May 7, 1857	60	598	1,800	Sent home 403 sperm, 205 whale, 2,500 bone.
North Pacific	Aug. 1	Apr. 24, 1857	71	1,271	9,300	Sent home 7,170 bone.
do	Oct. 6	May 11, 1856	25	1,081	15,000	Sent home 10,361 bone.
do	Oct. 12	Apr. 5, 1856	1,964	14,200	do	Sent home 350 whale, 6,500 bone.
do	Dec. 2	Apr. 10, 1857	2	1,121	10,800	Bought from Baltimore 1854; built 1851; fired by crew and considerably burned 1853; sent home 20 sperm, 997 whale, 12,300 bone.
do	Oct. 15	Sept. 4, 1856	312	1,031	do	Sent home 7,650 bone.
Pacific Ocean	Sept. 1	Sept. 16, 1857	721	do	do	Sent home 406 sperm, 14,790 bone.
do	June 25	July 8, 1857	214	11	do	Bought from Warton 1852; sent home 331 sperm.
North Pacific	Sept. 5	May 6, 1857	210	1,611	7,700	do
Pacific Ocean	Nov. 10	Apr. 10, 1856	627	74	do	Sent home 405 sperm.
North Pacific	Nov. 17	June 15, 1856	152	1,154	3,400	Sent home 8,580 bone; Captain Tew died May 11, 1856.
Atlantic & Ind	Sept. 20	Aug. 2, 1857	42	937	do	Sent home 54 sperm, 9,000 bone.
North Pacific	Sept. 2	May 7, 1857	do	1,271	5,500	Sent home 84 sperm, 1,026 whale, 20,000 bone.
do	Aug. 2	Mar. 16, 1850	do	3,301	do	Sent home 14,000 bone.
Indian Ocean	Apr. 21	Nov. 16, 1855	192	do	do	do
North Pacific	Dec. 1	May 30, 1857	1,845	do	do	do
Atlantic & Ind	June 7	Aug. 8, 1857	100	837	do	Sent home 45 whale, 12,000 bone.
Indian Ocean	Aug. 10	May 4, 1850	903	do	do	Sent home 1,200 sperm.
North Pacific	Oct. 18	July 2, 1857	212	601	5,100	do
Indian Ocean	June 16	June 0, 1854	62	do	do	Sent home 27 sperm.
North Pacific	Dec. 13	Oct. 8, 1857	do	1,181	do	Sent home 450 whale, 3,000 bone; Captain Kelley was hurt in Marguerita Bay.
Pacific Ocean	May 3	Nov. 29, 1856	2,550	69	500	Built 1852.
North Pacific	Sept. 6	May 5, 1857	45	1,741	2,900	Built at Dartmouth 1853. Sent home 973 whale, 12,000 bone.
Atlantic & Pac	May 2	do	do	do	do	Added 1853.
Pacific Ocean	Oct. 29	Aug. 2, 1867	314	40	do	Added 1853; sent home 875 sperm, 561 whale.
North Pacific	Sept. 17	May 10, 1857	408	5,000	do	Sent home 20,100 bone.
do	Aug. 30	Apr. 11, 1857	2,536	7,700	do	Sent home 20,461 bone; sold to Fairhaven and broken up 1857.
Pacific Ocean	Oct. 29	May 7, 1857	147	20	do	Formerly a merchantman; added 1853; sold to Westport 1857.
North Pacific	Sept. 22	do	do	do	do	Sent home 402 whale, 19,100 bone; built at Gardiner, Me., 1853; sailed once and returned badly damaged, having been run into by a New York ship; lost on Company's Island May 13, 1855; had 500 sperm, 1,200 whale.
do	Nov. 3	May 25, 1856	1,683	23,000	do	Captain Lamphier drowned by the upsetting of his boat at Shantoe Islands October 9, 1853; sent home 149 sperm, 825 whale, 12,500 bone.
Atlantic & Ind	Aug. 11	Feb. 27, 1856	2,100	17	do	Built at Mattapocsett 1853.
North Pacific	Oct. 12	Apr. 30, 1857	2,302	9,600	do	Sent home 390 sperm, 50 whale, 22,865 bone.
do	Aug. 15	May 0, 1857	2,267	do	do	Added 1853; sent home 520 whale, 38,600 bone.
Indian Ocean	Apr. 10	Nov. 14, 1854	52	21	do	Sent home 321 sperm.
North Pacific	Oct. 12	June 3, 1857	72	1,270	3,300	Sent home 300 whale, 10,000 bone; sold to Dartmouth 1857.
Pacific Ocean	July 9	Sept. 8, 1857	1,000	do	do	do
North Pacific	Aug. 2	July 12, 1856	157	1,541	19,500	Sent home 580 whale, 10,000 bone.
do	July 20	Apr. 15, 1857	107	1,370	do	Sent home 8,100 bone.
Pacific Ocean	Nov. 23	July 11, 1856	234	do	do	Sent home 63 sperm.
North Pacific	Nov. 29	May 7, 1857	240	1,861	3,900	Sent home 13,000 bone.
do	Oct. 29	June 19, 1856	153	1,708	24,300	Sent home 1,030 sperm, 18,800 bone.
Atlantic	May 9	May 20, 1856	455	30	do	Formerly a brig; bought from New York and rerigged 1852; sent home 310 sperm; sold 1856 to Mattapocsett.
North Pacific	Aug. 9	May 6, 1857	2	1,652	11,500	Sent home 477 whale, 28,300 bone.
Pacific Ocean	July 27	Mar. 21, 1857	549	740	250	Sent home 7,740 bone.



504 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1853.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Miantoumi .....	Ship ...	43	William W. Clement ..	Swift & Allen .....
Minerva .....	do .....	40	Peter Pease .....	William Gifford .....
Montpelier .....	do .....	33	Job Macomber .....	J. R. Thornton .....
Montreal .....	do .....	54	S. L. Gray .....	C. R. Tucker & Co. ....
Morea .....	do .....	33	Thomas B. Peabody ..	B. B. Howard .....
Morning Star .....	Bark ...	30	William Cleveland ..	S. Thomas & Co. ....
Mt. Wollaston .....	Ship ...	35	William R. Potter .....	Wood & Nye .....
Nassau .....	do .....	40	H. C. Mordock .....	Perry & Swift .....
Nanticon .....	do .....	37	William H. Luce .....	A. H. Howland .....
Nye .....	Bark ...	31	Howland .....	Abner R. Tucker .....
Ocean .....	Ship ...	34	William C. Fuller .....	J. R. Thornton .....
Ohio .....	do .....	38	John Barrett .....	E. W. Howland .....
Othello .....	do .....	42	John A. Beckerman ..	T. & A. R. Nye .....
Pantheon .....	do .....	27	Gardner Hazard .....	Lorenzo Pierce .....
Pauline .....	Bark ...	27	J. E. Stanton .....	Swift & Allen .....
Petrel .....	Ship ...	35	Moses G. Tucker .....	J. R. Thornton .....
Reindeer .....	do .....	43	Peter Cromwell .....	E. W. Howland .....
Rebecca Sims .....	do .....	40	Samuel B. Gavitt .....	William R. Rodman .....
Robert Edwards .....	do .....	35	John A. Kelley .....	J. & J. Howland .....
Roscoe, 2d .....	Bark ...	23	Asa H. Gifford .....	J. Bourne, Jr. ....
Ronsseau .....	Ship ...	30	Charles S. Pope .....	G. & M. Howland .....
Sally Anne .....	do .....	31	Jabez S. Hathaway ..	D. R. Greene & Co. ....
Sea Breeze .....	Bark ...	40	Cushman .....	O. & E. W. Seabury ..
Sea Flower .....	do .....	15	E. G. Gudworth .....	Charles Almy .....
Sea Gull .....	Ship ...	45	Charles Nichols .....	J. R. Thornton .....
Seine .....	do .....	28	Amb. S. Landra .....	Rodney French .....
Smyrna .....	Bark ...	21	George Bliss .....	Richmond & Wood .....
Statira .....	do .....	34	James Burdett .....	William Hathaway, Jr. .
St. George .....	Ship ...	40	Joseph Dias, Jr. ....	Abm. Barker .....
Superior .....	Bark ...	27	Charles L. Norton .....	James B. Wood & Co. .
Sea Breeze .....	do .....	45	Smith .....	O. & E. W. Seabury ..
Susan .....	do .....	26	Jos. K. Green .....	A. H. Howland .....
Swift .....	Ship ...	32	Frederick Vincent ..	Thomas S. Hathaway ..
Triton .....	do .....	30	John B. Dornin .....	Howland, Jr., & Co. .
Tropio Bird .....	Bark ...	32	Alfred C. Davis .....	William P. Howland ..
Washington .....	Ship ...	344	Richard Holley .....	J. Bourne, Jr. ....
Wm. Badger .....	do .....	33	Jason L. Braley .....	B. B. Howard .....
Wm. Thompson .....	do .....	49	James W. White .....	Perry & Swift .....
William Whit .....	do .....	35	Edward K. Asbley .....	Edmund Maxfield .....
Young Hector .....	do .....	41	Peter G. Smith .....	W. P. Howland .....
Young Phenix .....	do .....	37	Charles Tobey .....	J. A. Parker .....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.
W. Clement	Swift & Allen
Pease	William Gifford
Mcomber	J. R. Thornton
Ray	C. R. Tucker & Co.
B. Peabody	B. B. Howard
Cleveland	S. Thomas & Co.
R. Potter	Wood & Nye
Murdoch	Perry & Swift
H. Luce	A. H. Howland
Howland	Abner R. Tucker
C. Fuller	J. R. Thornton
Harrett	E. W. Howland
A. Beckerman	T. & A. R. Nye
Hazard	Lorenzo Piores
Stanton	Swift & Allen
G. Tucker	J. R. Thornton
Cromwell	E. W. Howland
B. Gavitt	William R. Rodman
A. Kelley	J. & J. Howland
H. Gifford	J. Bourne, jr.
S. Pope	O. & M. Howland
S. Hathaway	D. R. Greene & Co.
Cushman	O. & E. W. Seabury
Endicott	Charles Almy
Nichols	J. R. Thornton
S. Landra	Rowney French
Go Blas	Richmond & Wood
Murdock	William Hathaway, jr.
H. Dias, jr.	Abm. Barker
E. L. Norton	James B. Wood & Co.
Smith	O. & E. W. Seabury
C. Green	A. H. Howland
Frank Vincent	Thomas S. Hathaway
B. Dorin	I. Howland, jr. & Co.
C. Davis	William F. Howland
H. Holley	J. Bourne, jr.
L. Braly	H. B. Howard
W. White	Perry & Swift
H. Ashley	Edmund Maxfield
G. Smith	W. P. Howland
H. Tobey	J. A. Parker

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean.	July 27					Added 1853; built in North Carolina 1850; lost on Island of Ascension November 18, 1854; saved 100 sperm.
North Pacific	Sept. 20	Apr. 7, 1856		1,864	15,600	
do	Sept. 6					Sent home 243 sperm, 1,200 whale, 25,150 bone; condemned and broken up at Honolulu March 5, 1857; oil (630 barrels) shipped home.
do	Sept. 1	Apr. 7, 1857		2,377	16,500	Sent home 100 sperm, 12,099 whale, 35,309 bone.
do	Oct. 13	May 1, 1856	49	1,953	24,600	Sent home 35 sperm, 925 whale, 8,000 bone.
Pacific Ocean.	Nov. 10	May 18, 1857	712			Built at Dartmouth 1853; sent home 791 sperm; Mr. Leates, fourth mate, died March, 1855.
do	Dec. 21	June 27, 1857	1,051	1,214	2,700	Sent home 9,500 bone.
North Pacific	Oct. 9	July 14, 1856	91	2,210	18,200	Sent home 15,400 bone.
do	Oct. 13					Bought from Nantucket 1853; returned once badly damaged in a gale; David A. Little, second mate, died September, 1854; lost in Honolulu harbor November 24, 1856; cargo (2,400 barrels oil and 10,000 pounds bone) saved and sent home; sent home also about 15,000 bone.
Atlantic	Dec. 16					Sent home 403 sperm.
Pacific Ocean.	May 27	June 25, 1856	1,569			Sent home 245 sperm, 23,075 bone.
North Pacific	Nov. 10	May 8, 1857	237	2,505		Built 1853 at Fairhaven; sent home 237 sperm.
Pacific Ocean.	Aug. 11	June 15, 1856	1,599	1		Sent home 54 sperm, 130 whale, 11,594 bone; burned by crew at Nukahiva March 25, 1856; saved 300 sperm.
do	Nov. 24					Sent home 793 sperm.
Indian Ocean.	Sept. 20	May 20, 1857	446	71		Built at Mattapoisett 1853; sent home 14 sperm, 870 whale, 10,103 bone.
North Pacific	Oct. 4	June 23, 1857	63	1,053	5,900	Built at Mattapoisett 1853; sent home on voyage 250 sperm, 20,000 pounds bone, and sold and sent home 275 whale.
do	Oct. 4	Feb. 14, 1856	60	2,212		Sent home 1,250 whale, 10,000 bone; sold to Fairhaven 1857.
do	Dec. 2	June 9, 1857		926	11,300	Sent home 694 sperm.
do	Sept. 6	July 24, 1857	761	17		Sent home 121 sperm, 6,436 bone.
do	Nov. 17	July 24, 1856	142	1,442	5,600	Lost on Friendly Islands April 2, 1854.
do	Oct. 17	July 5, 1857	29	704	5,900	Sent home 243 sperm, 7,000 bone.
Pacific Ocean.	July 0					Built at Fairhaven 1853.
do	Dec. 5	June 30, 1856	711	1,946		Sent home 250 whale, 12,800 bone.
Atlantic	June 7	Sept. 2, 1857	81	11		
Pacific Ocean.	June 0	Aug. 26, 1857	2,025	10		
North Pacific	Oct. 18	Aug. 28, 1858	65	925	1,500	
Indian Ocean	Dec. 9	Sept. 9, 1857	701			
Pacific Ocean	Aug. 31	Aug. 8, 1857	1,057	33		Sent home 25 sperm.
North Pacific	Sept. 10	May 6, 1857	2	1,100	9,900	Sent home 76 sperm, 1,058 whale, 2,450 bone.
Pacific Ocean.	May 18	Mar. 16, 1857	795	273		Sent home 4,300 bone.
do	Sept. 1	Nov. 25, 1853	20			Built 1853; returned in consequence of illness of Captain Smith.
do	Nov. 17	June 25, 1856	1,154	137		
do	June 18	Dec. 2, 1856	1,425			Sent home 724 sperm.
do	Aug. 29	Feb. 23, 1857	836			Sent home 541 sperm.
Atlantic & Ind	Nov. 1	Apr. 27, 1855	720	66		
North Pacific	Aug. 22	Mar. 24, 1857	55	1,802	15,200	Sent home 18 sperm, 833 whale, 21,833 bone.
Indian Ocean.	Sept. 17	June 3, 1857		135	3,000	Bought from Lynn 1853; sent home 100 sperm, 425 whale, 5,000 bone.
North Pacific	Nov. 2	May 6, 1857	164	3,356	11,500	Sent home 31,533 bone.
do	Oct. 2	May 10, 1856	97	5,486	22,900	Bought from Fairhaven 1853; third mate James Clark, drowned October 6, 1853; sold and sent home 89 sperm, 400 whale, 21,000 pounds bone.
Pacific Ocean.	Oct. 4	June 3, 1857	1,770			Built 1853.
North Pacific	Aug. 16	Apr. 7, 1857	1,257		19,700	Sent home 696 sperm and whale, 27,540 bone

## 506 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1853.</b>				
<i>Fairhaven, Mass.</i>				
Adeline Gibbs .....	Ship	351	G. P. Pomeroy .....	Gibbs & Jenney .....
Arab .....	do	330	Edwin Grinnell .....	Ezekiel Sawin .....
Arab .....	Bark	276	Asa E. Copeland .....	I. F. Ferry .....
Bello .....	do	320	Ichabod Haudy .....	Edmund Allen .....
Erie .....	Ship	451	Jared Jergouat .....	Nathan Church .....
Favorite .....	Bark	383	Shubael S. Spooner .....	F. R. Whitwell .....
Harvest .....	do	314	Obadiah R. Spencer .....	Jabez Delano, Jr. ....
Iowa .....	do	285	Stephen Morrill .....	Levi Jenney, Jr. ....
John A. Robb .....	do	274	William H. Skinner .....	L. C. Tripp .....
Oregon .....	Ship	323	Henry Eldridge .....	do .....
Sharon .....	do	354	John Church .....	Gibbs & Jenney .....
Speedwell .....	do	406	Benjamin F. Gibbs .....	Stephen C. Gibbs .....
Syren Queen .....	do	401	Ira Lakey .....	Gibbs & Jenney .....
<i>Dartmouth, Mass.</i>				
A. R. Tucker .....	Bark	318	Joseph C. South .....	Abner R. Tucker .....
Bronawick .....	Ship	295	Henry P. Butler .....	do .....
Nye .....	Bark	211	Frederick S. Howland .....	Tucker & Cummings ..
<i>Westport, Mass.</i>				
Barelay .....	Bark	180	Wesley S. Tripp .....	Alexander H. Corey .....
Catherwood .....	do	199	Ingraham D. Oliver .....	C. A. Church .....
Champion .....	do	209	John S. Gardner .....	Andrew Hieka .....
D. Franklin .....	do	171	David S. Russell .....	Job Davis .....
Matlapolaett .....	do	150	Leander Smith .....	Henry Wilcox .....
Mexico .....	Brig	130	Job Collins .....	do .....
Platina .....	Bark	366	David E. Allen .....	A. Hieka .....
President .....	do	180	Thomas Young .....	do .....
Sea Fox .....	do	246	Stephen H. Comery .....	do .....
T. Winslow .....	do	136	David A. Blake .....	John Hieka .....
<i>Edgartown, Mass.</i>				
Alfred Tyler .....	Bark	225	— Ripley .....	John A. Bayles .....
American .....	Ship	329	— Jernegan .....	do .....
Champion .....	do	309	— Pease .....	Benjamin Worth .....
Europa .....	do	400	John H. Pease .....	Abraham Osborne .....
Monterey .....	Schooner	100	Conelder Fisher .....	do .....
Vineyard .....	Ship	381	— Fisher .....	B. Worth .....
<i>Wareham, Mass.</i>				
G. Washington .....	Ship	374	Granville S. Allen .....	Stephen C. Gibbs .....
<i>Sandwich, Mass.</i>				
Amella .....	Brig	127	Elijah A. Chadwick .....	W. F. Lapham .....
Ocean .....	do	163	— Chadwick .....	do .....
<i>Provincetown, Mass.</i>				
Alleghany .....	Schooner	75	— .....	B. Allstrom .....
Alexander .....	do	130	— Snow .....	J. E. Bowley .....
Antarctic .....	do	87	— Cook .....	Samuel Cook .....
Chanticleer .....	do	131	— Soper .....	Enoch Nickerson .....
E. Nickerson .....	do	172	O. W. Allerton .....	Samuel Soper .....
Franklin .....	Bark	172	— .....	do .....
Hanover .....	Schooner	114	— Holmes .....	T. Hilliard .....
Hurriet Noel .....	do	125	— Cook .....	R. L. Thatcher .....
H. N. Williams .....	do	108	— Fisher .....	Philip Cook .....

Showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					Bbls.	Bbls.	Lbs.	
Comery	Gibbs & Jenney	North Pacific	Sept. 13	May 10, 1857	150	1,168		Sent home 563 whale, 29,800 pounds bone.
Grinnell	Ezekiel Sawin	Pacific Ocean	Dec. 9	May 30, 1857	40	1,171	14,100	Sent home 812 whale, 1,397 pounds bone.
Copeland	I. F. Ferry	Pacific Ocean	Oct. 3	May 8, 1857	605	645		Sent home 387 sperm, 503 cocca-oil.
Handy	Edmund Allen	North Pacific	Jan. 7	Aug. 21, 1857	3,011	10,600		Sent home 70 whale, 24,297 pounds bone.
Jornegan	Nathan Church	North Pacific	Sept. 1	Mar. 8, 1857	100	850	4,500	Sent home 630 whale, 19,000 pounds bone.
Spencer	E. L. Whitwell	do	Oct. 29	May 30, 1857	105	1,041	10,000	Captain Spencer came home sick 1857.
B. Spencer	Jabez Dehno, Jr.	Atl. and Pac.	May 27	Apr. 27, 1856	350	175	1,300	Bought from Baltimore 1853; built 1843; sent home 40 sperm.
Merrilow	Levi Jenney, Jr.	Pacific Ocean	Oct. 28	June 23, 1857	370			Sent home 620 sperm.
H. Skinoer	L. C. Tripp	North Pacific	Sept. 16	May 31, 1857	230	50		Sent home 1,550 pounds bone.
Eldridge	Gibbs & Jenney	Pacific Ocean	Jan. 6	Sept. 6, 1856	772			Sent home 983 sperm.
Church	Gibbs & Jenney	North Pacific	Nov. 16	Apr. 9, 1857	62	1,854	10,800	Built at Fairhaven 1853; sent home 334 whale, 12,360 pounds bone.
Gibbs	Stephen C. Gibbs	do	Oct. 29	Apr. 13, 1856	1,100	10,100		Built at Mattapoisett 1853; Captain Lahey took command of Arctic 1855; sent home 2,814 whale, 32,480 pounds bone.
Lahey	Gibbs & Jenney	Pacific Ocean	Nov. 16	June 21, 1857	344	4		Sent home 431 sperm.
C. Smith	Abner H. Tucker	North Pacific	July 28	July 14, 1856	690	5,800		Third mate, Mr. Haudall, drowned in a gale October, 1859; sent home 575 whale, 14,000 pounds bone.
Butler	do	Atlantic	Dec. 16	Mar. 25, 1856	783	661	2,600	Sent home 75 sperm, 2,600 pounds bone.
Howland	Tucker & Cummings	Atlantic	Jan. 8	Aug. 21, 1854	406	4		Lost on Gallapagos Islands Nov. 18, 1855.
S. Tripp	Alexander H. Corey	do	Aug. 21	Apr. 10, 1857	82			
D. Oliver	C. A. Church	Pacific Ocean	Nov. 15	Mar. 7, 1855	407	22		
S. Gardner	Andrew Hicks	Atlantic	June 10	Sept. 6, 1853	117			Sailed again Nov. 10, 1853; returned Sept. 4, 1854, with 250 sperm, 18 whale.
S. Russell	Job Davis	do	Nov. 10	Sept. 6, 1853				Condemned at Salut Thomas Mar. 25, 1854.
W. Smith	Henry Wilcox	do	Jan. 31	Oct. 6, 1857	900			
Collins	A. Hicks	Indian Ocean	Oct. 6	Feb. 21, 1857	331	5		Captain Young left ship 1856.
E. Allen	do	Pacific Ocean	Nov. 29	Aug. 21, 1853	615	32		Sent home 200 sperm.
Young	do	do	Nov. 28	June 1, 1858	135	10		Sent home 21 sperm.
H. Comery	John Hicks	Atlantic	Dec. 2	June 6, 1855				
A. Blake	do	North Pacific	Aug. 31	May 13, 1857	10	550		Sent home 11 000 pounds bone; renamed Eureka in 1857.
Ripley	John A. Bayles	do	Oct. 13	Apr. 10, 1857	136	1,135	6,600	Added 1853; sent home 540 whale, 9,500 pounds bone.
Jornegan	do	do	Sept. 9	May 20, 1856		1,857	10,700	Sent home 10,440 pounds bone.
Pease	Benjamin Worth	do	Oct. 4	June 12, 1857	131	890	11,800	Bought from Salem 1853; sent home 37 sperm, 98 whale, 25,000 pounds bone.
H. Pease	Abraham Osborne	Atlantic	May 2	June 24, 1853		60		Monterey formerly in fishing business; added 1853; sailed again 1853; returned August 10, 1854, with 102 sperm, 8 whale.
Dor Fisher	do	North Pacific	July 16	Apr. 7, 1856	281	2,064	20,500	Sent home 13 sperm.
Fisher	B. Worth	North Pacific	Aug. 22					Sent home 252 sperm, 5,601 pounds bone.
Allen	Stephen C. Gibbs	Atlantic	May 11	Sept. 2, 1856		Clean		Formerly a schooner; rig changed 1853; sold.
A. Chadwick	W. F. Lapham	do	May 11	Apr. 25, 1856	380	140	1,000	
Chadwick	do	Atlantic	May —	Sept. 4, 1853		200		
	B. Allstrom	do	May —	Sept. 15, 1853		108		
Snow	J. E. Bowley	do	Mar. 19	July 24, 1854		135	10	
Cook	Samuel Cook	do	May 10	Sept. 19, 1853		135	12	
Soper	Enoch Nickerson	do	Mar. 8	Sept. 25, 1853		145	100	
Allerton	Samuel Soper	do						Lost on Isle of Sal, Cape de Verdes; saved 140 barrels whale.
Holmes	T. Hillard	do	May 22	Oct. 21, 1853		50	0	
Cook	R. L. Thatcher	do	Mar. 9	June 24, 1851		90	7	
Fisher	Philip Cook	do	Apr. 19	Jan. 15, 1854		60	7	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1853.</b>				
<i>Provincetown, Mass.—Continued.</i>				
John Adams .....	Schooner	104	— Burke .....	John Adams .....
do .....	do	109	— Rider .....	S. Cook .....
Louisa .....	do	105	—	do .....
Medford .....	do	100	— Freeman .....	do .....
Montezuma .....	do	86	— Young .....	J. E. Bowley .....
Mountain Spring .....	do	75	— Smith .....	S. Cook .....
Preston .....	do	100	— Young .....	do .....
Richards .....	do	80	— Higgins .....	John Dunlap .....
R. E. Cook .....	do	109	— Katon .....	J. E. Bowley .....
Rienzi .....	do	130	— Super .....	Samuel Soper .....
S. H. Soper .....	Ship	130	—	do .....
Seychelle .....	do	130	—	do .....
Spartan .....	Bark	100	— Cook .....	Stephen Nickerson .....
Union .....	Schooner	90	— Genu .....	Jonathan Nickerson .....
Walter Ervin .....	do	130	— Nickerson .....	Atkins Nickerson .....
Walter K .....	do	114	— Heath .....	Henry Cook .....
Waldron Holmes .....	do	90	— Young .....	Alatrium & Holmes .....
<i>Orleans, Mass.</i>				
Lewis Bruce .....	Brig	113	— Reuben Freeman .....	Leander Crosby .....
September .....	do	113	— Allerton .....	Heman Smith .....
Virginian .....	Schooner	115	— Pettengill .....	do .....
<i>Gloucester, Mass.</i>				
Flying Arrow .....	Schooner	110	— Cornell .....	Merchant & Wells .....
<i>Beverly, Mass.</i>				
B. Franklin .....	Bark	164	— Johnson .....	F. W. Choate .....
Eben Dodge .....	do	221	— Osborn .....	do .....
Gem .....	Brig	162	— Cook .....	do .....
Lady Suffolk .....	Bark	210	— Muler .....	do .....
<i>Lynn, Mass.</i>				
Com. Preblo .....	Bark	323	— Sammel M. Prentice .....	Andrews Breed .....
<i>Mattapoisett, Mass.</i>				
Elizabeth .....	Bark	219	— Asa Hoxie .....	R. L. Barstow .....
March .....	Brig	89	— M. Adams .....	do .....
Sun .....	Bark	184	— Tatch .....	do .....
<i>Stippican, Mass.</i>				
Admiral Blake .....	Schooner	120	— Benjamin B. Handy .....	E. B. Handy .....
<i>Holmes's Hole, Mass.</i>				
Pocahontas .....	Ship	341	— Butler .....	Thomas Bradley .....
<i>Falmouth, Mass.</i>				
Com. Morris .....	Ship	355	— Lewis H. Lawrence .....	Oliver C. Swift .....
Hobomok .....	do	414	— Childs .....	do .....
<i>Nantucket, Mass.</i>				
Game Cock .....	Schooner	315	— William Patterson .....	Meador & Easton .....
Ganges .....	Ship	360	— John B. Nickerson .....	Raud & Paddock .....
Harvest .....	do	360	— Benjamin F. Riddell .....	do .....
Henry .....	do	346	— David Bunker, 2d .....	Perry & Gardner .....
Hamilton .....	Schooner	346	— James McGuire .....	do .....
Lexington .....	Ship	399	— Peter C. Brock .....	Perry & McCleave .....
Massachusetts .....	do	360	— Horaco Nickerson .....	Zonas L. Adams .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
		Atlantic	May —	Sept. 19, 1853	Bbls. 243	Bbls.	Lbs.	Put into Newport Sept. 17, dismasted.
Burke	John Adams	do	Apr. 11	Oct. 20, 1853	75			Added 1853.
Rider	S. Cook	do	May 16	Jan. 20, 1854	20			Added 1853.
		do	May —	Sept. 29, 1853	30	17		New 1853.
Free man	J. E. Rowley	do	Apr. 20	Sept. 20, 1853	15	20		
Young	S. Cook	do	Apr. 20	Sept. 17, 1853	25	3		Added 1853.
Smith	J. E. Rowley	do	Apr. 11	July 25, 1854	124	3		The R. E. Cook sailed again in 1853 or 1854;
Young	S. Cook	do	Apr. 22	Apr. 23, 1853	10	10		returned July 25, 1856, with 220 barrels of
		do	May —	Sept. 19, 1853	35			whale.
Higgins	John Dunlap	do	Apr. 27	Oct. 20, 1853	15			
Katon	J. E. Rowley	do	Feb. 25	Aug. 23, 1853	150	100		Sailed again April 25 and seen next day re-
Soper	Samuel Soper	do	Apr. 22	Apr. 23, 1853	30			turning with two small whales, about 15
		do						barrels each.
		do						Sent home 58 sperm.
Cook	Stephen Nickerson	do	Apr. 10	Aug. 15, 1854	191	140		
Genn	Jonathan Nickerson	do	June 10	Sept. 2, 1854	150			Withdrawn 1853.
Nickerson	Atkins Nickerson	do	Apr. 27	Jan. 4, 1854	150			Built 1853.
Heath	Henry Cook	do	July 15	June 27, 1853	74			
Young	Alstrum & Holmes	do	May 10	Sept. 14, 1853	117			
ben Freeman	Leander Crosby	Atlantic	May 7	Oct. 23, 1853	15	82		Bought from Provincetown 1853.
Allerton	Heman Smith	do	Aug. 24	May 2, 1854	100			Added 1853; had 25 sperm at last report.
Pettengill	do	do	Mar. 7	Oct. 5, 1853				
Cornell	Merchant & Wells	Atlantic	Feb. 19	Aug. 29, 1854	82			Built at Essex in 1853; withdrawn 1854.
Johnson	F. W. Choate	South Atlantic	Oct. 13	June 10, 1855	54			Sent home 22 sperm.
Osborn	do	Indian Ocean	July 15	Oct. 23, 1855	233			Added 1852 from merchant-service, nearly
Cook	do	Atlantic	June 7	Apr. 23, 1854	88			new.
Miler	do	Atl. and Ind.	Aug. 19	July 29, 1853	65			Withdrawn 1855.
Amel M. Prentice	Andrews Breed	Pacific Ocean	Oct. 7	May 10, 1857	108	2,550	17,200	Bought from Boston 1853; returned on ac-
na Hoixio	R. L. Barstow	Pacific Ocean	June 21					count of a defective mast; sailed again;
Adams	do	Atlantic	June 8	Aug. 29, 1854	18	40		Captain Miller died at sea Nov. 12, 1853;
Tatch	do	Atlantic & Ind.	Oct. 14	Sept. 8, 1855	380			sent home 36 sperm.
Benjamin B. Handy	B. B. Handy	Atlantic	May 2	Oct. 5, 1853	140			Sent home 230 whale, 44,400 pounds bone;
Butler	Thomas Bradley	Pacific Ocean	July 26	May 31, 1857	40	88	6,000	old 1857 and withdrawn.
ewis H. Lawrence	Ollver C. Swift	Pacific Ocean	Dec. 7	Oct. 17, 1858	1,098			Sent home 883 sperm; condemned at Tal-
Childs	do	North Pacific	Sept. 30	Aug. 2, 1856	307	2,477	18,400	cahuano March, 1856.
William Patterson	Meador & Easton	Atlantic	June 20	July 24, 1853	Clean			Bought from New Bedford 1853.
ohn B. Nickerson	Rand & Paddock	Pacific Ocean	Oct. 19	Nov. 10, 1857	493	770		Sent home 147 sperm.
enjamin F. Riddell	Perry & Gardner	do	Oct. 18					Sent home 100 sperm, 49 whale, 22,517
avid Banker, 2d	do	do	Oct. 18					pounds bone; sold to New Bedford.
ames McGilre	Perry & McCleaves	do	Apr. 8	Sept. 15, 1853		101		Sent home 416 sperm, 41 whale, 556 pounds
eter C. Brock	Zenas L. Adams	Atl. and Pacific	May 21	June 25, 1856	310	1,637		bone; condemned at Tahcahuano 1855.
oraco Nickerson	do	North Pacific	Aug. 16	June 20, 1856	301	1,500		Made five voyages between these dates;
								built at New York 1841.
								Sold 20 whale; sent home 19,952 bone.
								Sent home 15,500 pounds bone.

## 510 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1853.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Monticello .....	Ship .....	368	Eben Baker .....	John H. Shaw .....
Oneco .....	Schooner .....	363	Alexander Brown .....	G. & M. Starbuck & Co.
Omega .....	Ship .....	323	William T. Hawes .....	Gardner & McCleave ..
Phoenix .....	do .....	323	Israel Moroy .....	do .....
Potomac .....	do .....	350	Enoch Ackley .....	I. & P. Macy .....
Tyleston .....	Brig .....	111	William H. Tice .....	E. W. Gardner .....
William P. Dolliver .....	Schooner .....		David Patterson .....	do .....
Zenaa Coffin .....	Ship .....	308	J. R. Rose .....	C. G. & H. Coffin .....
<i>Fall River, Mass.</i>				
A. Houghton .....	Bark .....	320	John Marble .....	Brown & Durfee .....
Aerial .....	do .....	225	— Borden .....	John S. Cotton .....
D. M. Hall .....	do .....	267	— Pratt .....	do .....
<i>Cold Spring, N. Y.</i>				
Splendid .....	Ship .....	473	— Smith .....	John H. Jones .....
<i>Warren, R. I.</i>				
Benjamin Rush .....	Ship .....	385	— Hotchkiss .....	S. P. Child .....
Brutus .....	do .....	470	— Swift .....	R. B. Johnson .....
Dromo .....	Bark .....	267	— Thompson .....	Charles T. Child .....
Hector .....	do .....	225	— Johnson .....	R. B. Johnson .....
Hoogley .....	Ship .....	292	— Cole .....	William L. Baker .....
Ocean .....	do .....	567	— Norton .....	R. B. Johnson .....
Sea Shell .....	Bark .....	331	William Martin .....	do .....
Smithfield .....	do .....	164	— Cornell .....	do .....
<i>New London, Conn.</i>				
Alert .....	Bark .....	308	— Chureh .....	Williams & Haven .....
Amaret .....	Brig .....	310	— Buddington .....	Perkins & Smith .....
Candace .....	Bark .....	310	— Star .....	Williams & Haven .....
Clematis .....	Ship .....	311	— Benjamin .....	Williams & Barnes .....
Corinthian .....	do .....	505	— Rogers .....	Perkins & Smith .....
George & Mary .....	do .....	350	— Walker .....	Williams & Haven .....
Georgiana .....	Brig .....	396	— Buddington .....	Perkins & Smith .....
Jefferson .....	Ship .....	396	— Williams .....	Minor, Lawrence & Co.
Julius Caesar .....	do .....	34	— Babcock .....	E. V. Stoddard .....
Lark .....	Bark .....	388	— Kiblon .....	Perkins & Smith .....
Maria .....	Schooner .....	128	— Church .....	E. V. Stoddard .....
Mechanic .....	do .....		— Edwards .....	Perkins & Smith .....
Mogul .....	Ship .....	395	— Clark .....	Williams & Barnes .....
Phoenix .....	do .....	404	— Pendleton .....	Minor, Lawrence & Co.
Tenedos .....	Bark .....	245	— Norey .....	do .....
<i>Stonington, Conn.</i>				
Charles Phelps .....	Ship .....	362	— Layton .....	C. P. Williams .....

## HISTORY OF THE AMERICAN WHALE FISHERY.

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Baker	John H. Shaw	Pacific Ocean	Nov. 15	Jan. 15, 1852	1, 18		Sold to New London 1859.
Anderson Brown		Atlantic	Aug. 4	Sept. 6, 1853			No report.
Am T. Hawes	G. & M. Starbuck & Co.	North Pacific	Dec. 8	May 7, 1857	100	1,900	Sold to Edgartown; sent home 11,056 bone.
Al Morey	Gardner & McCleave	do	July 19	May 13, 1856	72	975	Sent home 90 sperm, 1,000 whale, 10,800 pounds bone.
Ch Ackley	I. & P. Macy	Pacific Ocean	Oct. 27	Sept. 17, 1857	87		Captain Ackley died on the voyage; sent home 300 sperm; one of the "stone fleet" sunk off Charleston harbor.
Clam H. Tice	E. W. Gardner	do	Oct. 30				Encountered gales off Cape Horn; returned to Pernambuco and was condemned; took no oil.
Ed Patterson		Atlantic	Apr. 19	Sept. 21, 1854		180	W. P. D. bought from New Bedford; built 1852; made four voyages between those dates.
Ed Rose	C. G. & H. Coffin	North Pacific	Nov. 17	Feb. 15, 1857	80	2,515	Sold to New York; sent home \$15,000 worth of oil and bone.
Ed Marble	Brown & Durfee	Atlantic	June 27	Feb. 14, 1857	70	80	Built at Robinsonston, Me., 1853; sent home 1,400 pounds bone.
Ed Borden	John S. Cotton	Indian Ocean	Dec. 13	Nov. 4, 1856		30	Sent home 228 sperm; sold, 1857, to Newport.
Ed Pratt	do	do	Oct. 7				Sold at Papeete 1855.
Ed Smith	John H. Jones	North Pacific	Oct. —	Apr. 4, 1856		2,000	14,000 Sent home 1,050 whale.
Ed Hetchkles	S. P. Child	North Pacific	Aug. 9	May 23, 1856		917	13,500 Bought from New York 1853; sent home
Ed Swift	R. B. Johnson	N. W. Coast	Dec. 1	Apr. 18, 1856		2,460	29,300 508 whale, 17,910 pounds bone.
Ed Thompson	Charles T. Child	Mobile	Nov. 21	May 2, 1854		223	3,000
Ed Johnson	R. H. Johnson	Indian Ocean	Apr. 30	Feb. 11, 1856	49		
Ed Cole	William L. Baker	Ind. and Pacific	Nov. 17	May 31, 1857	10	1,500	Sent home 350 whale, 22,600 pounds bone; sold to Boston 1850.
Ed Norton	R. B. Johnson	North Pacific	Oct. 18	July 31, 1857		1,208	6,900 Bought from Providence 1853; sent home 27 whale, 6,900 pounds bone; sold to New Haven 1858.
Ed William Martin	do	Indian Ocean	Jan. 1	June 3, 1856	1,208		Built at Warren 1852.
Ed Cornell	do	Atlantic	June 21	Aug. 29, 1855	27		
Ed Church	Williams & Haven	Desolation Isl'd	Oct. 7	June 18, 1856		3,374	7,400 Added 1853.
Ed Buddington	Perkins & Smith	Davis's Strait	July 13	Aug. 29, 1854		308	8,000 Sent home 500 whale, 2,000 pounds bone; condemned 1853.
Ed Star	Williams & Haven	North Pacific	Aug. 21				
Ed Benjamin	Williams & Barnes	Pacific Ocean	Aug. 30	Aug. 12, 1856	8	2,374	10,300 Sent home 13,337 pounds bone.
Ed Rogers	Perkins & Smith	Desolation Isl'd	Nov. 15	June 9, 1856		3,208	8,600 Sent home 40 sperm, 560 whale, 20,000 bone.
Ed Walker	Williams & Haven	Pacific Ocean	Aug. 18	June 3, 1857	21	800	12,300 Bought 1853.
Ed Buddington	Perkins & Smith	Davis's Strait	July 13	Oct. 9, 1854		800	16,000 Lost on Cape Elizabeth, Saghalien Islands, 1855; saved 300 barrels of oil; sent home 800 whale, 11,000 pounds bone.
Ed Williams	Miner, Lawrence & Co.	North Pacific	Aug. 1				
Ed Babcock	E. V. Stoddard	Desolation Isl'd	Sept. 3	Apr. 7, 1856		1,505	4,100 Sent home 2,154 whale.
Ed Kildon	Perkins & Smith	Pacific Ocean	Sept. 21	Apr. 12, 1857		1	4,451
Ed Church	E. V. Stoddard	Desolation Isl'd	Aug. 2	June 16, 1856			218
Ed Edwards	Perkins & Smith	do	Oct. 26				
Ed Clark	Williams & Barnes	North Pacific	Sept. 30	May 18, 1857	4	903	550 Sent home 539 whale, 14,000 pounds bone; broken up 1858.
Ed Pendleton	Miner, Lawrence & Co.	do	Oct. 13	May 18, 1857	90	1,377	19,650 Sent home 94 sperm, 2,234 whale, 35,298 bone.
Ed Norey	do	South Pacific	Aug. 31	May 20, 1856	55	1,138	7,800
Ed Layton	C. P. Williams	North Pacific	July 12	Aug. 4, 1859		1,153	
							Sent home 20 sperm, 3,660 whale, 48,604 pounds bone; sold to New London on voyage; sold to the United States for a storeship; sold to New Bedford 1863.



512 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1853.</b>				
<i>Stonington, Conn.—Continued.</i>				
Eugene.....	Bark...	297	Pendleton.....	C. P. Williams.....
Flying Cloud.....	Schooner	100	Hidden.....	John F. Trumbull.....
Newburyport.....	Ship...	341	Lester.....	do.....
Sarah E. Spear.....	do.....	150	Kano.....	do.....
Tiger.....	do.....	311	Tax.....	do.....
United States.....	Bark...	244	Wilcox.....	do.....
<i>Greenport, N. Y.</i>				
Armida.....	Schooner	.....	.....	.....
Dayard.....	Ship...	338	Graham.....	Wells & Carpenter.....
Oregon.....	Bark...	224	Terry.....	do.....
<i>Mytic, Conn.</i>				
Aeronaut.....	Ship....	265	Eldridge.....	Charles Mallory.....
Coriolanus.....	do.....	266	Guyon.....	do.....
Lion.....	Schooner	156	G. H. Buckminster.....	do.....
Shepherdess.....	Bark...	274	Watrous.....	Randall, Smith & Ashley.....
Williamston.....	Schooner	100	Gilderdale.....	C. Mallory.....
<i>Sag Harbor, N. Y.</i>				
Ann.....	Bark...	399	Hodge.....	Thomas Brown.....
Jefferson.....	Ship...	435	Hunting.....	do.....
Nubia.....	Bark...	273	Nicol.....	Charles T. Doring.....
Nurul.....	do.....	280	Green.....	do.....
Parana.....	Brig...	303	Smith.....	T. Brown.....
Timor.....	Ship...	280	Rogers.....	Hunting Cooper.....
Washington.....	do.....	340	Brown.....	do.....
<i>San Francisco, Cal.</i>				
Aquetnet.....	Ship....	300	.....	Charles H. Todd & Co.....
Equator.....	Bark...	263	Russell.....	do.....
H. Thompson.....	do.....	.....	Glover.....	Eldridge & Pousland.....
Jupiter.....	Schooner	90	.....	Moro & Folger.....
Nile.....	Brig...	320	Andrews.....	William Bailey.....
R. Adams.....	Bark...	271	Russell.....	.....
Venezuela.....	Brig...	.....	.....	.....
<b>1854.</b>				
<i>New Bedford, Mass.</i>				
Alex. Coffin.....	Ship...	321	Isalah Purrington...	Jona. Bourne, Jr.....
Alto.....	Bark...	296	Angler Snell.....	Richmond & Wood.....
Alfred Gibbs.....	Ship...	425	Nichols.....	Wood & Nye.....
Amethyst.....	do.....	359	William F. Jones.....	Frederick Parker.....
Atlantic.....	Bark...	317	William J. Wyer.....	William Hathaway.....
Barelay.....	Ship...	281	Aud. J. Fuller.....	Henry Taber & Co.....
Bartholemew Gosnold.....	do.....	356	John Fisher.....	I. Howland, Jr., & Co.....
Betsy Williams.....	do.....	400	Jeremiah Austin.....	F. & G. R. Taber.....
Braganza.....	do.....	470	..... Jackson.....	William G. E. Pope.....
Cacholot.....	Bark...	230	Thomas J. Leo.....	Abraham Ashley, 2d.....
Cambria.....	Ship...	362	..... Pease.....	James B. Wood & Co.....
California.....	do.....	392	W. B. Manchester.....	I. Howland, Jr., & Co.....
Chandler Price.....	do.....	441	John Carr.....	W. G. E. Pope.....
Congress.....	do.....	330	Reuben Kelley.....	Edward C. Jones.....
Corinthian.....	do.....	401	Thomas N. Russell.....	G. & M. Howland.....

Table showing returns of whaling-vessels

HISTORY OF THE AMERICAN WHALE FISHERY. 513

sailing from American ports—Continued.

Captain.	Managing owner or agent.
Pendleton	C. P. Williams
Hiddeu	John F. Trumbull
Lester	do
Kano	do
Lax	do
Wilcox	do
Graham	Wells & Carpenter
Terry	do
Eldridge	Charles Mallory
Guyon	do
L. Buckminster	do
Watrous	Randall, Smith & Ashbey
Gilderdale	C. Mallory
Hodges	Thomas Brown
Hunting	do
Nicoll	Charles T. Deriog
Green	do
Smith	T. Brown
Rogers	Hunting Cooper
Brown	do
Russell	Charles H. Tald & Co.
Glover	do
Eldridge & Pousland	do
More & Folger	do
Andrews	William Bailey
Russell	do
John Purrington	Jona. Bourne, Jr.
Ingler Snell	Richmond & Wood
Nichols	Wood & Nye
William F. Jones	Frederick Parker
William J. Wyer	William Hathaway
And. J. Fuller	Henry Taber & Co.
John Fisher	I. Howland, Jr., & Co.
Jeremiah Austin	F. & G. R. Taber
Jackon	William G. E. Pope
Thomas J. Leo	Abraham Ashley, 2d.
Pease	James B. Wood & Co.
W. B. Manchester	I. Howland, Jr., & Co.
John Carr	W. G. E. Pope
Reuben Kelley	Edward C. Jones
Thomas N. Russell	G. & M. Howland

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
North Pacific	Oct. 6	June 1, 1857				Sold to New Bedford and broken up 1858.
S. Shetland Isl's	July 28	May 1, 1857	10	90	13,500	
North Pacific	Sept. 29	May 30, 1856	90	1,570	21,000	Sent home 1,000 whale.
S. Shetland Isl's	July 28	June 20, 1856		90	12,000	Sent home 37 sperm, 1,036 whale, 13,000 pounds bone; withdrawn 1858; sold.
N. W. Coast	July 14	June 20, 1856				Transferred to Honolulu; no report of oil.
S. Shetland Isl's	July 28	July —, 1854				
Arctic Ocean	Aug. 11					Made short voyages, and brought blubber home to be tried out.
South Atlantic	June 2	Aug. 19, 1854	30	270	1,300	Bayard sent home 155 sperm, 608 whale, 9,200 pounds bone.
S. Shetland Isl's	July 28	July 13, 1854		39	498	Added 1853; built at Hallowell, Me., 1848; sailed under Captain Hancock, who came home sick, 1854.
S. Shetland Isl's	Oct. 2	Aug. 15, 1850		39	1,700	
North Pacific	July 28	Aug. 15, 1850				Lost on English Bank March 22, 1854.
South Pacific	Sept. 2	May 1, 1856			1,570	Sent home 870 whale, 32,248 pounds bone.
S. Shetland Isl's	July 28	July 28				Added 1853; no report.
South Atlantic	July 15	July 1, 1855	193	107		Sent home 1,647 pounds bone.
North Pacific	Oct. 26	Mar. 19, 1855		3,400		
South Atlantic	Nov. 15	Sept. 2, 1855	240	70	4,000	Sold 1855.
do	Nov. 20	Nov. 3, 1855	23	84	4,200	Bought 1853.
do	Nov. 20	June 15, 1854	29	66	1,300	Sent home 50 sperm, 600 whale, 10,222 bone.
North Pacific	June 16	May 24, 1856	324	1,341	9,600	Sent home 5,371 bone; withdrawn 1855.
do	Sept. 2	May 23, 1855		519	11,500	
Pacific Ocean	Dec. 25	Nov. 17, 1853			700	
do	Feb. —	Sept. 29, 1853			140	Elephant.
do	Apr. 8	Nov. 6, 1853			150	No report.
Pacific Ocean	Apr. —	Apr. 2, 1854	200	50		
Pacific Ocean	Apr. 4					No report.
North Pacific	Sept. 21					Sent home 150 sperm, 1,700 whale, and 20,500 bone; lost in Ochotsk Sea 1856.
Indian Ocean	June 4	Apr. 8, 1857	842	4		
Pacific Ocean	Nov. 1	July 23, 1858	1,800	11		Sent home 95 whale.
do	Oct. 10	Apr. 26, 1859	1,484			Sold and withdrawn 1859; sold at San Francisco 1860.
do	Oct. 14	May 28, 1859	1,170			Withdrawn 1859.
Atl. and Indian	Aug. 1	Aug. 24, 1857	410	1,010	2,100	Four men lost while fast to a whale June 11, 1856; sent home 216 sperm, 939 whale, and 19,330 bone.
North Pacific	Nov. 1	May 3, 1858	38	1,144	12,000	Bought from Stonington 1854; sent home 169 sperm; withdrawn 1858 for guano trade; sold 1861 to New York.
Pacific Ocean	June 19	July 22, 1858	2	874	800	Sent home 13,722 bone.
North Pacific	Sept. 11	May 7, 1859	16	538	600	Bought from Mattapoisett 1853; sent home 22 sperm.
Pacific Ocean	Aug. 2	June 20, 1857	952	20		Sent home 229 sperm, 930 whale, and 10,800 bone.
North Pacific	Sept. 16	Apr. 29, 1859		1,708	14,300	
do	Nov. 2	Apr. 23, 1858	54	1,814	14,900	Sent home 83 sperm, 985 whale, and 11,321 bone.
do	Sept. 11	May 30, 1857	27	1,615		Captain Carr died at sea April 26, 1856; sent home 11,600 bone.
Atl. and Indian	Aug. 21	Sept. 11, 1856	1,438	1,082		
North Pacific	Oct. 11	Apr. 6, 1859		1,842	16,300	

514 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1854.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Cowls Howland	Ship	431	John A. Luce	Edward W. Howland
Coral	do	370	Charles L. Manchester	Gideon Allen
Dartmouth	Bark	336	Nathan B. Heath	Weston Howland
..... do	do	230	Phinney	..... do
Dominga	do	257	Charles P. Worth	J. Bourne, jr.
Draco	do	199	Joseph P. Nye	Isaac B. Richmond
Dunbarton	do	257	James L. Lincoln	W. & G. D. Watkins
Elisha Dunbar	do	403	Jona. C. Hawes	E. C. Jones
Elisha Adams	Ship	426	Josiah E. Chase	Swift & Allen
E. Swift	Bark	426	Josiah E. Chase	Swift & Allen
Emily Morgan	Ship	368	Joseph H. Chase	William J. Rotch
Emlevour	do	252	Israel Horsley	A. Ashley, 2d
Enteprise	Ship	291	Russell	C. Hitch & Son
Euphrates	do	365	Charles H. Killmer	E. W. Howland
..... do	do	380	William H. Vinal	E. C. Jones
Europa	do	432	Lyman Wing	C. R. Tucker & Co.
Fabius	Bark	201	Henry W. Beetle	Janez Beetle
Fortune	do	242	William O. Harps	C. Hitch & Son
Geo. Washington	do	377	John B. Cornell	Swift & Allen
Gratitude	do	371	Samuel T. Bralley	Edmund Maxfield
Harrison	Ship	263	P. H. Winslow	Lorenzo Piere
Harvest	Ship	304	Jonathan Whalon	Benjamin B. Howard
Henry Kneeland	Bark	299	Reuben D. Weeks	Cook & Snow
Helen Snow	Ship	383	Christopher Cook	H. Taber & Co.
Hillman	do	453	James W. Munroe	Jona. Bourne, jr.
Hunter	Bark	224	David B. Randall	C. Wilcox
Jenita	Ship	313	Edward S. Devoll	E. C. Jones
Iris	do	399	Reuben R. Hobbs	I. Howland, jr., & Co.
Isaac Howland	do	321	Hudson Winslow	T. & A. R. Nye
Janus	do	340	John C. Petree	I. B. Richmond
Jeanette	do	377	Alex. G. Taylor	James H. Howland
John Howland	do	366	Alden Besso	T. Knowles & Co.
John Wells	do	366	Alden Besso	T. Knowles & Co.
Joseph Butler	Bark	153	Arthur F. White	I. Howland, jr., & Co.
Joseph Meigs	Ship	356	Coffin	Kelsey & Swift
Julian	do	356	Jacob L. Cleaveland	William Hathaway, jr.
Lactilla	Bark	275	Randall Hines	..... & G. R. Taber
Lancaster	Ship	383	William Carver	T. & A. R. Nye
Leonidas	do	231	Samuel C. Oliver	Russell Maxfield
Lexington	Bark	201	Philip Smith	B. B. Howard
Logan	Ship	302	Moses Wells	I. Howland, jr., & Co.
..... do	do	341	David Cochran	J. B. Wood & Co.
L. C. Richmond	do	396	G. L. Cox	W. G. E. Pope
Magnolia	do	396	G. L. Cox	W. G. E. Pope
Malta	Bark	151	Godfrey King	B. B. Howard
Manuel Ortiz	do	351	Gib. B. Heustis	Weston Howland
Maria Theresa	Ship	330	William Davis, jr.	T. & A. R. Nye
..... do	do	271	Francis Smith	Swift & Allen
Martha	Bark	271	Francis Smith	Swift & Allen
Martha, 2d	do	300	David R. Drake	William O. Brownell
Mary Wilder	Ship	213	Pres. N. Luce	Charles Almy
Mary	do	287	Silas Cottle	I. Howland, jr., & Co.
..... do	do	287	Silas Cottle	I. Howland, jr., & Co.
Matthew Luce	Bark	410	James Coon	William Hathaway, jr.
Menkar	Ship	371	Thomas R. Broomfield	Phillip Anthony

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
A. Luce	Edward W. Howland	North Pacific	Aug. 15	May 2, 1858	78	1,713	10,886	Sent home 290 sperm and 308 whale.
Charles L. Manchester	Gideon Allen	do	Sept. 4	May 12, 1858	56	1,007	6,900	Sent home 15 sperm and 920 whale.
John B. Heath	Weston Howland	do	Nov. 19	Aug. 22, 1858	29	1,550	4,300	Sent home 70 sperm, 160 whale, and 2,000 bone.
do	do	Pacific Ocean	Sept. 12	Aug. 23, 1858	541	82	800	Sent home 185 sperm.
do	do	do	do	do	1,062	141	1,400	Sent home 81 sperm.
do	do	Indian Ocean	June 22	Oct. 16, 1857	199	163	1,400	Sent home 33 sperm.
do	do	Atlantic	July 1	Oct. 28, 1855	902	200	2,737	Built at Fairhaven 1854; sent home 100 sperm.
do	do	Indian Ocean	Nov. 14	Mar. 26, 1858	138	2,737	31,700	Sent home 31 sperm.
do	do	North Pacific	Oct. 18	May 1, 1857	1,481	.....	.....	Built at Fairhaven 1854; sent home 100 sperm.
do	do	Pacific Ocean	Nov. 28	Oct. 10, 1858	676	.....	.....	Sent home 13,800 bone.
do	do	do	Nov. 1	July 6, 1859	46	1,050	.....	Lost on Company's Island May 13, 1855.
do	do	North Pacific	Sept. 11	July 8, 1857	123	1,423	30,100	Sent home 50 sperm, 1,000 whale, and 11,246 bone.
do	do	do	Oct. 27	May 2, 1857	.....	.....	.....	Sent home 55 sperm.
do	do	Pacific Ocean	July 30	Apr. 17, 1856	289	2,408	1,800	Sent home 36 sperm and 21,500 bone.
do	do	North Pacific	July 27	Mar. 17, 1857	45	2,255	17,500	Sent home 104 sperm.
do	do	do	Aug. 9	May 4, 1856	128	1,773	24,900	.....
do	do	Indian Ocean	May 17	June 25, 1857	80	797	3,000	.....
do	do	North Pacific	Sept. 4	June 3, 1858	32	994	2,800	.....
do	do	do	July 13	Sept. 16, 1857	1,227	.....	.....	.....
do	do	Pacific Ocean	Nov. 14	May 20, 1859	955	.....	.....	.....
do	do	Japan	Sept. 4	May 22, 1857	171	1,447	3,800	Sent home 381 sperm.
do	do	Pacific Ocean	Sept. 26	Aug. 30, 1857	887	2,349	.....	Sent home 19,000 bone.
do	do	North Pacific	Oct. 3	Feb. 14, 1857	197	2,349	1,500	.....
do	do	Indian Ocean	Dec. 11	Nov. 24, 1858	741	.....	.....	.....
do	do	do	Dec. 3	Aug. 30, 1857	476	.....	.....	Lost at Port Gregory, New Holland, June 29, 1855.
do	do	Pacific Ocean	Dec. 7	June 26, 1859	953	.....	.....	Sent home 439 sperm.
do	do	North Pacific	Aug. 13	Apr. 22, 1858	.....	1,178	.....	Sent home 58 sperm, 1,673 whale, and 7,500 bone.
do	do	do	Aug. 24	Apr. 29, 1858	233	1,873	.....	Sent home 6,300 bone.
do	do	do	Nov. 8	Apr. 11, 1858	37	858	.....	Sent home 800 whale and 12,328 bone.
do	do	do	July 18	Apr. 8, 1857	.....	1,950	15,600	Sent home 314 sperm, 297 whale, and 21,406 bone.
do	do	Pacific Ocean	Sept. 29	.....	.....	.....	.....	Sent home 1,445 sperm; condemned at Manila June 16, 1859.
do	do	North Pacific	Oct. 19	Apr. 4, 1858	.....	1,041	1,700	Sent home 20 sperm and 2,300 bone.
do	do	do	Oct. 17	Apr. 22, 1858	.....	2,232	9,600	Sent home 69 sperm and 464 whale.
do	do	Atlantic	Nov. 9	Apr. 5, 1857	240	.....	.....	Sent home 300 sperm.
do	do	North Pacific	Aug. 22	Apr. 23, 1858	.....	331	.....	Sent home 102 sperm, 970 whale, and 15,523 bone.
do	do	Pacific Ocean	Oct. 10	July 19, 1858	230	13	.....	Sent home 197 sperm.
do	do	Indian Ocean	Dec. 19	.....	.....	.....	.....	Condemned at Mauritius September, 1856; shipped oil (about 250 sperm) to London.
do	do	North Pacific	July 27	.....	.....	.....	.....	Sent home 87 sperm; lost on Sandy Island Reef January 26, 1853; four men lost; survivors landed on Feejee Islands after much suffering.
do	do	do	Nov. 1	Aug. 1, 1857	47	2,027	.....	Sent home 100 whale and 7,915 bone.
do	do	do	Oct. 21	May 22, 1858	656	8,200	.....	Sent home 56 sperm, 1,365 whale, and 18,700 bone.
do	do	Indian Ocean	July 13	Sept. 13, 1856	179	11	.....	Sent home 193 sperm.
do	do	North Pacific	Sept. 2	May 30, 1857	195	1,047	.....	Sent home 6,470 bone.
do	do	do	Oct. 24	July 6, 1857	.....	1,752	18,500	Sent home 18 sperm, 308 whale, and 13,568 bone.
do	do	Pacific Ocean	May 21	May 20, 1858	605	.....	.....	Sent home 14,000 bone.
do	do	North Pacific	July 6	May 29, 1857	85	1,811	13,400	Sent home 22 sperm.
do	do	Pacific Ocean	July 27	Apr. 7, 1857	958	.....	.....	Boat stove while fast to a whale; Captain Cottle and one man drowned; other four picked up next day by Maria Theresa; sent home 4,400 bone.
do	do	do	Oct. 2	Aug. 30, 1856	668	169	1,400	Built at Mattapoisett 1854; sent home 100 sperm.
do	do	do	July 18	May 31, 1858	1,960	10	300	Third mate, Henry Ives, drowned 1854, wrecked on New Zealand; condemned at Hobart Town March, 1858; shipped cargo (1,100 oil and 6,000 pounds bone) to London.
do	do	North Pacific	Aug. 8	.....	.....	.....	.....	.....

516 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1854.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Milwood .....	Bark	254	Joseph D. Silva	Gideon Allen
Moctezuma .....	Ship	436	Daniel Tucker	Simon S. West
Newton .....	Bark	253	George Sherman	J. Bourne, Jr.
Nimrod .....	Ship	341	Neh. P. Baker	W. Gifford
Ohio .....	Bark	237	Daniel Baker	Cook & Snow
Oliver Crocker .....	Ship	332	Robert McCleave	J. B. Wood & Co.
Ontario .....	do	429	George S. Touker	W. O. Brownell
Onward .....	do	461	James A. Norton	E. W. Howland
Orozumbo .....	do	588	Lafayette Rowley	D. R. Green & Co.
Orray Tail .....	Bark	176	Pelag Cornell	Allen Lucas
Oseola .....	do	157	George H. Masonber	Percy & Swift
Oseola, 2d .....	do	107	Charles A. Hosmer	J. & W. R. Wing
Oseola, 3d .....	do	200	John D. Sampson	C. Wilcox
Oseola, 3d .....	do	236	— Fisher	Swift & Allen
Ospray .....	do	205	Elihu Russell	Rodney French
Perle .....	do	211	Thomas F. Lamberti	J. D. Thompson
Pioneer .....	do	180	Richmond Manchester	L. Koflock & Son
Richmond .....	do	307	Josiah C. Penso	T. Knowles & Co.
Robt. Morrison .....	do	350	Seth M. Blackmer	Abm. Barker
Roman, 2d .....	Ship	300	Calvin Dexter	William P. Howland
Rosels .....	do	384	George A. Smith	O. & E. W. Seabury
Scotland .....	do	150	H. B. Mecomber	C. Almy
Sea Flower .....	Bark	306	Hiram Francis	F. & A. R. Nye
Stafford .....	do	315	Matthew Fisher	J. Bourne, Jr.
Stephania .....	Ship	357	Josh. B. Winslow	T. Knowles & Co.
Tamerlane .....	do	315	George White	C. R. Tucker & Co.
Triton, 2d .....	do	461	John C. Smith	T. & A. R. Nye
Thomas Nye .....	do	288	John H. Childs	Wood & Nye
Two Brothers .....	do	386	Isaac H. Thompkins	William Phillips
Twilight .....	do	413	Clark W. James	A. H. Howland
Uneas .....	do	434	Zaccheus Mrey	Chapman & Bonney
Union .....	Bark	307	H. B. Gardner	C. Hitch & Son
Vernon .....	do	307	H. B. Gardner	C. Hitch & Son
Waverly .....	Ship	327	Charles B. West	David H. Kempton
Wave .....	Bark	197	William B. Stanton	T. Knowles & Co.
William C. Nye .....	Ship	329	John M. Sowlo	C. R. Tucker & Co.
<i>Fairhaven, Mass.</i>				
Albion .....	Ship	326	John F. Huds	Ezekiel Sawin
Ansel Gibbs .....	do	319	Charles Stetson	Gibbs & Jenney
Aretic .....	do	431	William H. Phillips	Edmund Allen
Arkins Admus .....	do	330	George Wilson	William G. Blackler
Bruce .....	Bark	174	Thomas Nelson	Jenney & Tripp
Florida .....	Ship	523	Thomas W. Williams	Fish, Robinson & Co.
Hesper .....	do	262	Dennis Stevens	Dexter Jenney
Java .....	do	222	Jarvis Wood	W. G. Blackler
Lagrange .....	Bark	290	William W. Thomas	do
Lydia .....	Ship	351	John W. Leonard	F. R. Whitwell
Mary Ann .....	do	335	Thomas Darman	L. C. Tripp
Omega .....	do	365	Merrill W. Sauborn	Nathan Church
Pacific .....	do	314	James Snell	Roubea Fish
South Boston .....	do	339	Edward F. Randolph	E. Sawin
<i>Dartmouth, Mass.</i>				
B. Cummings .....	Bark	391	Spooner Jenkins	Tucker & Cummings

Table showing returns of whaling vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
John D. Silva	Gideon Allen	Indian Ocean	July 27	July 26, 1857	120	969	2,000	Sent home 17,200 bone.
Ed. Thicker	Samson N. West	North Pacific	July 22	June 9, 1857	65	2,487	14,900	First mate, Abn. Spooner, taken out of his boat by a line June 20, 1857; sent home 45 sperm, 700 whale, and 26,160 bone.
George Sherman	J. Bourne, Jr.	do	Oct. 15	.....	.....	.....	.....	Sent home 140 sperm, 600 whale, and 16,200 bone; stove by ice in Ochotsk 1857.
P. Baker	W. Gifford	do	Aug. 19	May 30, 1857	17	1,335	9,900	Sent home 205 sperm, 453 whale, and 17,884 bone.
Ed. Baker	Cook & Snow	Pacific Ocean	Nov. 15	June 1, 1858	869	180	.....	Sent home 500 sperm.
Ed. McCleave	J. B. Wood & Co.	Indian Ocean	Sept. 21	Sept. 30, 1858	1,917	.....	.....	Added 1854; sent home 32 sperm, 1,175 whale, and 61,355 bone.
George S. Tooker	W. O. Brownell	North Pacific	Nov. 3	Apr. 4, 1858	95	2,753	20,800	Built at Mattapoisett 1854.
Thomas A. Norton	E. W. Howland	do	Oct. 17	May 30, 1858	28	1,377	8,150	Built 1803; sent home 1,061 whale.
August Rowley	D. R. Green & Co.	do	Oct. 13	June 24, 1857	301	2,325	19,200	Built at Fairhaven 1853.
George Cornell	Allen Lucas	Atlantic	Nov. 20	Aug. 25, 1858	530	.....	.....	Sent home 702 sperm.
George H. Macomber	Perry & Swift	do	June 11	Oct. 1, 1856	198	171	400	.....
Charles A. Hosmer	J. & W. R. Wing	Atlantic Indian	Aug. 22	Apr. 11, 1857	448	497	800	.....
John D. Sampson	C. Wilcox	Pacific Ocean	June 2	June 3, 1856	146	.....	.....	.....
Ed. Fisher	Swift & Allen	do	Nov. 23	Aug. 1, 1857	640	209	.....	Sent home 752 sperm.
John Russell	Rodney French	Indian Ocean	June 9	May 26, 1857	1,048	52	500	Sent home 22 sperm.
Thomas F. Latubert	J. D. Thompson	do	June 27	Apr. 9, 1858	389	801	6,000	.....
Samuel M. Melchester	L. Kottick & Son	Pacific Ocean	June 1	May 31, 1857	670	59	.....	Sent home 27 sperm.
John G. Pense	T. Knowles & Co.	North Pacific	Aug. 15	May 11, 1857	192	1,663	21,600	Sent home 50 sperm.
John M. Blackmer	Abn. Bark	do	Aug. 16	May 15, 1857	18	1,034	28,700	Sent home 100 sperm, 445 whale, and 11,000 bone.
John Dexter	William P. Howland	Pacific Ocean	June 1	June 24, 1858	1,220	6	.....	Sent home 411 sperm.
George A. Smith	O. & E. W. Seabury	North Pacific	Aug. 16	May 6, 1857	162	2,945	15,500	.....
John Macomber	C. Mins	Atlantic	Nov. 19	May 16, 1856	131	.....	.....	Sent home 145 sperm.
George Francis	T. & A. R. Nye	Atlantic Indian	Aug. 21	June 25, 1857	235	380	.....	Sent home 353 sperm.
Arthur Fisher	J. Bourne, Jr.	Indian Ocean	Aug. 2	Feb. 8, 1857	438	1,040	16,300	.....
John D. Winslow	T. Knowles & Co.	North Pacific	Oct. 1	June 1, 1858	3	2,658	15,000	Sent home 760 whale.
George White	C. R. Tucker & Co.	do	Sept. 26	June 5, 1858	165	1,850	.....	Sent home 10,058 bone.
John C. Smith	T. & A. R. Nye	do	Sept. 1	Apr. 25, 1857	60	2,743	23,700	Sent home 65 sperm and 14,100 bone.
John D. Childs	Wood & Nye	South Pacific	June 14	July 18, 1858	383	262	.....	Sent home 28 sperm and 2,355 bone.
George B. Thompkins	William Phillips	Indian Ocean	July 20	Apr. 6, 1858	1,330	125	1,000	Built at Fairhaven 1853.
John W. James	A. H. Howland	North Pacific	Oct. 16	June 24, 1857	191	1,092	9,500	.....
Stephen Macey	Chapman & Bonney	Atlantic	May 23	Aug. 4, 1855	.....	.....	.....	.....
John Gardner	C. Hitch & Son	North Pacific	Oct. 8	.....	.....	.....	.....	Sent home 2,269 whale and 7,000 bone; sold to Honolulu November 30 1857.
Charles B. West	David B. Kempton	do	Nov. 8	May 1, 1858	85	1,115	.....	Sent home 104 whale and 12,788 bone.
William H. Stanton	T. Knowles & Co.	Indian Ocean	May 28	Apr. 20, 1856	376	4	.....	Sent home 85 sperm.
John M. Sowle	C. R. Tucker & Co.	North Pacific	Oct. 17	June 13, 1857	394	1,641	8,800	.....
John F. Hinds	Ezekiel Sawin	North Pacific	Nov. 8	May 3, 1857	.....	1,325	.....	Sold to New York 1863 for merchant service.
Charles Stetson	Gibbs & Jenney	do	Dec. 20	Apr. 17, 1859	1,450	.....	.....	Sent home 473 whale.
William H. Phillips	Edmund Allen	do	July 27	May 20, 1856	865	1,440	.....	Captain Phillips took command of Syren Queen 1855.
George Wilson	William G. Blackler	Pacific Ocean	Dec. 9	July 19, 1858	1,580	356	.....	Wrecked and condemned at Zanzibar June 17, 1856; bought by parties in Providence.
Thomas Nelson	Jenney & Tripp	do	June 28	.....	.....	.....	.....	Sent home 150 sperm, 356 whale, 18,316 bone.
Thomas W. Williams	Fish, Robinson & Co.	North Pacific	Oct. 11	Apr. 6, 1858	.....	2,465	9,700	.....
Thomas Stevens	Dexter Jenney	Pacific Ocean	July 27	July 23, 1858	599	48	.....	Sent home 438 sperm.
Travis Wood	W. G. Blackler	North Pacific	Apr. 19	May 11, 1857	50	2,106	1,500	Sent home 63 sperm, 70 whale, 800 bone; transferred to New Bedford and altered to a bark 1857.
William W. Thomas	do	Pacific Ocean	May 21	Apr. 15, 1857	1,426	150	.....	Sent home 80 sperm; sold to New Bedford 1857.
John W. Leonard	F. R. Whitwell	North Pacific	Oct. 14	May 21, 1858	119	322	4,800	Sent home 406 whale.
Thomas Dalman	L. C. Tripp	Pacific Ocean	Sept. 16	Apr. 1, 1858	1,520	.....	.....	.....
Thurston W. Sanborn	Nathan Church	North Pacific	Aug. 31	May 11, 1857	.....	1,585	10,900	First mate, D. R. Remson, died June 6, 1853; sent home 16,600 bone.
Thomas Snell	Reuben Fish	do	Sept. 21	Feb. 21, 1857	65	836	.....	Sent home 85 sperm, 13,107 bone; sold to New Bedford 1858.
Edward F. Randolph	E. Sawin	do	Nov. 4	May 21, 1858	154	1,235	16,000	Sent home 257 whale, 7,311 bone.
Thomas Jenkinson	Tucker & Cummings	Pacific Ocean	Nov. 14	June 28, 1859	1,424	3	.....	Built 1854; sent home 200 sperm.

Table showing returns of whaling-returns

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1854.</b>				
<i>Dartmouth, Mass.—Continued.</i>				
Cape H. Pigeon .....	Ship	300	William H. Almy	William Potter
H. H. Crapo .....	Bark	09	Archelaus Baker, Jr.	Tucker & Cummings
<i>Westport, Mass.</i>				
Elizabeth .....	Bark	270	Dennis Cook	Andrew Hicks
George and Mary .....	do	165	George L. Manchester	Rescom Macomber
Gov. Carver .....	do	190	Orvin B. Higgins	Henry Wilcox
Grayhound .....	do	248	Frederic A. Wing	do
Leonidas .....	Brig	128	Fred. M. Crossman	C. A. Church
Sacramento .....	Bark	218	Otis S. Snow	Alex. H. Corey
Solon .....	do	129	— Smith	Henry Smith
<i>Mattapoisett, Mass.</i>				
America .....	Brig	148	Cyrus Fisher	R. L. Barstow
Atmavan .....	do	159	James M. Clark	Josiah Holmes, Jr.
Escholt .....	do	70	Leonard West	R. L. Barstow
Massasoit .....	Bark	206	E. B. Handy	Caleb King, Jr.
Oscar .....	do	360	Franklin Cross	J. Heenan, Jr., & Bro.
R. L. Barstow .....	do	203	Warren Luce	R. L. Barstow
Sarah .....	do	171	Jub E. Bonnevillo	Atsutt & Sturtevant
<i>Stippican, Mass.</i>				
Adm'l Blake .....	Schooner	120	Benjamin B. Handy	B. B. Handy
Altamaha .....	do	111	Charles Hammond	Stephen C. Luce
<i>Holmes' Hole, Mass.</i>				
Helen Augusta .....	Bark	270	— West	Thomas Bradley
Ocmulgee .....	Ship	48	— West	do
<i>Nantucket, Mass.</i>				
Atlantic .....	Ship	321	Zenas M. Coleman	Robert F. Gardner
Columbia .....	do	329	Hiram Folger	John H. Shaw
Edward Carey .....	do	353	Perry Winslow	C. G. & H. Collin
Enterprise .....	do	413	John Brown	E. W. Gardner
Hamilton .....	Schooner	350	Hiram Bailey	do
Mohawk .....	Ship	106	Charles Grant	I. & P. Macy
Palmyra .....	Schooner	106	Benjamin Richmond	Thomas Potter
Spartan .....	Ship	317	Elihu F. Turner	David Thain
Three Brothers .....	Ship	364	Charles E. Cleveland	G. & M. Starbuck & Co.
William P. Dolliver* .....	Schooner	90	{ Nathan Manter Hiram Bailey }	do
<i>Edgartown, Mass.</i>				
Navigator .....	Ship	356	— Fisher	John A. Baylieu
Splendid .....	do	392	— Smith	Abraham Osborne
<i>Falmouth, Mass.</i>				
Awashonks .....	Bark	34	— Tobey	Oliver C. Swift
<i>Sandwich, Mass.</i>				
Amelia .....	Brig	127	Nathaniel Hamlen	W. F. Lapham
Ocean .....	do	167	Josh. T. Chadwick	do
<i>Provincetown, Mass.</i>				
Alleghany .....	Schooner	95	— Cook	E. & E. K. Cook
Alexander .....	do	73	— Cornell	B. Allstrom

\* Several other schooners sailed

sailing from American ports—Continued.

Captain.	Managing owner or agent.
Wm H. Almy	William Potter
Anna Baker, Jr.	Tucker & Cummings
Asa Cook	Andrew Hicks
Wm L. Manchester	Rowson Macomber
B. Higgins	Henry Wilcox
Asa A. Wing	do
M. Crossman	C. A. Church
M. Snow	Alex. H. Corey
Smith	Henry Smith
Wm Fisher	R. L. Barstow
Wm M. Clark	Josiah Holmes, Jr.
Harold West	R. L. Barstow
Handy	Calob King, Jr.
John Cross	J. Holmes, Jr. & Bro.
Green Luce	R. L. Barstow
E. Rommsville	Atsutt & Starkevant
John B. Handy	R. B. Handy
John Hammond	Stephen C. Luce
West	Thomas Bradley
West	do
Wm M. Coleman	Robert F. Gardner
Wm Folger	John H. Shaw
Wm Winslow	C. G. & H. Collin
Wm Brown	E. W. Gardner
Wm Bailey	do
Charles Grant	I. & P. Macy
Wm R. Vinson	Thomas Potter
Wm F. Turner	David Thain
Charles E. Cleaveland	G. & M. Starbuck & Co.
Wm M. Mauter	do
Wm Bailey	do
Wm Fisher	John A. Hayles
Wm Smith	Abraham Osborne
Wm Tobey	Oliver C. Swift
Wm Hamlen	W. F. Lapham
Wm T. Chadwick	do
Wm Cook	E. & E. K. Cook
Wm Cornell	B. Allstrom

\* Several other schooners sailed

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Indian Ocean	June 12	July 28, 1858	1,150	150		Built 1851; sent home 330 sperm. Lost at sea January 10, 1857, with a full cargo of sperm oil; the captain and one man—the sole survivors—were rescued by the English steamer England.
do	June 12					
Indian Ocean	Oct. 1	May 7, 1857	365			
Atlantic	July 2	Aug. 30, 1855	125			
Pacific Ocean	Nov. 17	June 9, 1857	764	71	504	
do	July 2	Nov. 17, 1850	296	41		Sent home 160 sperm.
do	Mar. 5	July 10, 1855	82			Sent home 125 sperm.
Atlantic	Nov. 10	Apr. 16, 1857	373	69		
Ind. and Pac.	Nov. 10	Apr. 16, 1857	373	69		
Atl. and Ind.	Apr. 6	Apr. 15, 1856	113	180		
Atlantic	May 28					Cond. med. at Teneriffe July, 1855; oil (51 barrels) sent home.
do	May 22	Sept. 4, 1855	290			Sent home 84 sperm.
do	May 13	Aug. 15, 1855	142	1		
Pacific Ocean	Apr. 11	Dec. 29, 1857	736			Sent home 26 sperm.
do	Nov. 28	Apr. 30, 1857		1,757		Set on fire and considerably damaged 1855, at Honolulu; sent home 24 sperm, 360 whale, 31,600 bone.
Atlantic	May 12	May 16, 1856	409	276		
do	May 2	Oct. 4, 1855	262	143		Sent home 25 sperm.
Atlantic	May 12	Sept. 8, 1854	156	10		Sent home 100 sperm; value of cargo \$11,000.
do	May 12	Nov. 14, 1854	40			
Atlantic	May 24	Mar. 25, 1856	215	690	2,000	Sent home 3,000 bone.
Atl. and Ind.	Sept. 14	May 2, 1857	185	2,308	2,500	Sent home 11,572 bone; sold to Edgartown 1857.
Pacific Ocean	June 13	Apr. 17, 1858	1,038			Sent home 260 sperm; sold 10 sperm.
do	Dec. 9	May 24, 1859	1,040			Sent home 570 sperm.
do	May 22	Aug. 8, 1858	465			Second mate, Charles H. Ellis, killed by the falling of a block December, 1855; sold to New Bedford; broken up 1853; sent home 23,000 bone.
North Pacific	Dec. 16	May 3, 1858	213	2,500		
Atlantic	Apr. 23	July 26, 1854		136		
Pacific Ocean	Aug. 15	Aug. 23, 1858	1,716			Sold to Mattapoisett.
North Atlantic	May 11	Aug. 7, 1855	1,000	23		
Pacific Ocean	July 3	June 21, 1858	1,600			Sent home 179 sperm, 31,000 bone; largest quantity ever brought into Nantucket.
do	July 10	Apr. 20, 1859		6,000		
Atlantic	Apr. 26	June 26, 1854	1	97		
do	Dec. 17		32	284		
North Pacific	Oct. 5	June 19, 1858	81	1,500	3,700	First mate, Jonathan V. Smith, died 1855; sent home 200 whale.
do	Nov. 2	June 2, 1858		650		Sent home 243 sperm, 520 whale, 10,400 bone.
North Pacific	Nov. 23	Nov. 27, 1858	1,225			Sold to New Bedford 1860.
Atlantic	July 27	Sept. 6, 1855		265		
do	May 4	Apr. 25, 1856	380	140	1,000	
Atlantic	May 12	Sept. —, 1854		228		
do	May 30	Nov. 3, 1854		35		

this year, but returned clean.



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1854.</b>				
<i>Provincetown, Mass.—Continued.</i>				
Antaretic .....	Schooner	136	Costa .....	J. E. & G. Bowley .....
Chamblee .....	do	87	Young .....	Samuel Cook .....
E. Nickerson .....	do	133	Freeman .....	Samuel Soper .....
John Adams .....	do	99	Birch .....	John Adams .....
Louisa .....	do	97	Tibson .....	S. Cook .....
Montezuma .....	do	92	Freeman .....	Freeman .....
M. Spring .....	do	86	Young .....	J. E. & G. Bowley .....
M. King .....	do	86	Petlogill .....	Thatcher, Cook & Co.
Parker Cook .....	Bark	130	Cook .....	E. & E. K. Cook .....
Renzel .....	Schooner	128	Long .....	J. E. & G. Bowley .....
S. R. Soper .....	do	130	Soper .....	S. Soper .....
Union .....	do	95	Gent .....	Jonathan Nickerson .....
W. Holmes .....	do	89	Young .....	Young .....
Walter Irvin .....	do	133	Nickerson .....	S. Soper .....
<i>Orleans, Mass.</i>				
Eather .....	Brig	135	Lamson .....	Heman Smith .....
Lewis Haven .....	do	143	Freeman .....	Leander Crosby .....
Rothschild .....	Bark	261	O. W. Alberton .....	Heman Smith .....
September .....	Brig	115	Nathaniel Ryder .....	do .....
Virghulan .....	Schooner	114	John Smith, Jr. .....	do .....
Wm. Martin .....	do	131	Martin .....	do .....
<i>Beverly, Mass.</i>				
Eben Dodge .....	Bark	221	Osborn .....	F. W. Choate .....
Lady Suffolk .....	do	210	Robertson .....	do .....
N. H. Chase .....	do	242	Hussey .....	do .....
<i>Salem, Mass.</i>				
Messenger .....	Bark	216	Holmes .....	Benjamin Webb .....
<i>Newport, R. I.</i>				
George .....	Bark	220	Spooner .....	Josiah S. Munroe .....
Helen Augusta .....	Ship	536	Marble .....	do .....
<i>Providence, R. I.</i>				
Lion .....	Ship	298	Hardwick .....	Lloyd Bowers .....
<i>Warren, R. I.</i>				
Dolphin .....	Bark	325	Cutler .....	R. B. Johnson .....
Dromo .....	do	265	Taber .....	Charles T. Child .....
<i>New London, Conn.</i>				
Amaret .....	Brig	91	Whipple .....	Perkins & Smith .....
Catharine .....	Ship	384	Hull .....	Thomas Fitch, 2d .....
Charles Carroll .....	do	412	Parsons .....	Perkins & Smith .....
Columbus .....	Bark	344	Huntley .....	George Huntley .....
Dove .....	do	151	Rose .....	Williams & Haven .....
Electra .....	Ship	348	Brown .....	Williams & Barnes .....
Friends .....	do	403	Brown .....	Benjamin Brown & Sons
Gen. Williams .....	do	441	Miller .....	Williams & Barnes .....
H. Brewer .....	Bark	295	Smith .....	Perkins & Smith .....
India .....	Ship	435	Allen .....	Williams & Haven .....
Montezuma .....	do	429	Forsyth .....	Williams & Barnes .....
New England .....	Bark	36	Smith .....	Milnor Lawrence & Co.
Pearl .....	do	15	Forsyth .....	Williams & Haven .....
Ripple .....	do	231	Morgan .....	E. V. Stoddard .....
Venice .....	do	355	Lester .....	Weaver, Rogers & Co.
<i>Cold Spring, N. Y.</i>				
Allee .....	Bark	281	Penney .....	John H. Jones .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Costa	J. E. & G. Bowley	Atlantic	July 21, 1854	July 21, 1854	13	10		
Young	Samuel Cook	do	May 19	Sept. 13, 1854	13	252		
Freeman	John Adams	do	Sept. 10	June 16, 1854	15	455		
Birch	S. Cook	North Atlantic	May 21	Sept. 10, 1854	15	32		
Wilson	Freeman	Atlantic	May 21	Sept. 5, 1854	15	1		
Freeman	J. E. & G. Bowley	do	Jan. 8	Aug. 15, 1854	34			
Young	Thatcher, Cook & Co	do	June 8	Sept. 11, 1854	34			
Petingill	E. & R. K. Cook	do	May 20	Oct. 4, 1854	30			
Cook	J. E. & G. Bowley	do	May 14	Sept. 21, 1854	4			
Long	S. Soper	North Atlantic	Mar. 1	Aug. 25, 1854	17			Sold to New Bedford 1854.
Soper	Jonathan Nickerson	Atlantic	June 18	Aug. 30, 1854	17			Withdrawn 1855.
Young	S. Soper	do	May 21	Sept. 16, 1854	0			
Nickerson	S. Soper	do	Apr. 21	Oct. 19, 1854	24			
Lamson	Heman Smith	Atlantic	Jan. 6	Oct. —, 1854	11			Bought from Boston 1854.
Freeman	Leander Crosby	do	Apr. 24	Aug. 30, 1855	90	100		Bought from Boston 1854; missing; had a crew of 16 officers and men.
Albertson	Heman Smith	do	July 17					Missing; had a crew of 22 officers and men.
Amiel Ryder	do	North Atlantic	Apr. 10	Sept. 26, 1855	19	100		
Smith, Jr.	do	Atlantic	July 13					
Martin	do	do						
Osborn	F. W. Choate	South Pacific	Nov. 28	Oct. 23, 1856	21			Sold to New Bedford 1856; sent home 65 sperm.
Robertson	do	Atlantic	Oct. 12	Apr. 23, 1856	12	20		Sent home 25 sperm.
Hussey	do	South Atlantic	Dec. 21	Dec. 28, 1856		15		
Holmes	Benjamin Webb	Atlantic	June 14	Aug. 30, 1856	210	210	1,300	Withdrawn 1856.
Spooner	Josiah S. Munroe	Atlantic	Aug. 25					Condemned at St. Helena December 26, 1856.
Marble	do	North Pacific	Nov. 28					Burned by crew at Munganui, New Zealand, 1856; built 1847.
Hardwick	Lloyd Bowers	Pacific Ocean	July 17					Lost near Sydney November 30, 1856, with 500 sperm; was built at Wickford 1821, and rebuilt 1846; Providence's last whaler.
Cutler	R. B. Johnson	Indian Ocean	May 17	Jan. 17, 1858	770	4		Withdrawn 1857.
Taber	Charles T. Child	do	Aug. 16	Oct. 28, 1856	17	1,400	5,300	
Whipple	Perkins & Smith	Davis's Straits	Sept. 7	Aug. 12, 1855				Arrived on Labrador late, and was frozen into the ice from October, 1854, to July, 1855.
Hull	Thomas Fitch, 2d	North Pacific	Nov. 21	Nov. 22, 1855	19	1,500	7,600	Sent home 1,228 whale.
Parsons	Perkins & Smith	do	June 28	June 1, 1858	1	1,320		
Huntley	George Huntley	Indian Ocean	Oct. 12	May 21, 1856	11	1,525	11,800	Sent home 75 sperm, 110 whale.
Rose	Williams & Haven	South Atlantic	Sept. 7	May 10, 1857	15	9		Sent home 36,125 bone.
Brown	Williams & Haven	Ind. & N. P.	June 7	Apr. 14, 1857	3	2,611		Withdrawn 1859.
Brown	Williams & Haven	North Pacific	July 1	June 29, 1857	121	710	6,150	Sent home 2,655 whale.
Miller	Williams & Haven	do	Sept. 12	Apr. 15, 1858		650	600	Condemned at St. Helena February 19, 1857.
Smith	Williams & Haven	Resolution	Aug. 19					Sent home 1,840 whale, 57,769 bone; withdrawn 1858.
Allen	Williams & Haven	Honolulu	July 13	July 28, 1858		1,370		Sent home 13,503 bone.
Forsyth	Williams & Haven	North Pacific	Oct. 22	June 22, 1857	250	1,936	11,300	
Smith	Minor Lawrence & Co.	Pacific Ocean	Aug. 23	May 30, 1857	141	1,500	10,000	
Forsyth	Williams & Haven	Indian Ocean	May 24	Apr. 19, 1856	3	2		Sent home 450 whale, 5,000 pounds bone.
Morgan	E. V. Stoddard	Atlantic	June 5	Mar. 21, 1856	58	1,017	8,800	Withdrawn 1859; sold to Calcutta 1863.
Lester	Weaver, Rogers & Co.	North Pacific	Oct. 11	May 17, 1858		2,065	24,100	
Penny	John H. Jones	North Pacific	Oct. 31	Apr. 24, 1858	22	1,333	21,000	Sent home 1,457 whale, 22,397 pounds bone.

522 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1854.</b>				
<i>Cold Spring, N. Y.—Continued.</i>				
Huntsville .....	Ship ...	523	Grant .....	John H. Jones .....
Mommouth .....	Bark ...	273	Eldridge .....	do .....
Sheffield .....	Ship ...	579	Green .....	do .....
<i>Stonington, Conn.</i>				
Tekoa .....	Schooner	145	Keene .....	John F. Trumbull .....
United States .....	Bark ...	244	Holt .....	do .....
<i>Greenport, N. Y.</i>				
Caroline .....	Bark ...	252	Case .....	Wells & Carpenter .....
Italy .....	Ship ...	299	Weld .....	David G. Floyd .....
Neva .....	do ...	362	Hand .....	Wells & Carpenter .....
Oregon .....	Bark ...	224	Babeock .....	do .....
Phillip, Ist. ....	do ...	293	Sisson .....	do .....
Roanoke .....	do ...	252	Wado .....	do .....
<i>Mystic, Conn.</i>				
Leander .....	Bark ...	213	Kimball .....	Charles Mallory .....
Tobin Hood .....	Ship ...	395	McKenley .....	do .....
Romulus .....	do ...	365	Baker .....	do .....
<i>Sag Harbor, N. Y.</i>				
Black Eagle .....	Bark ...	311	Edwards .....	Thomas Brown .....
Montank .....	Ship ...	512	French .....	John Budd .....
Odd Fellow .....	Bark ...	239	Goodale .....	T. Brown .....
Parma .....	Brig ...	209	Smith .....	J. Budd .....
Tuscany .....	Ship ...	299	White .....	T. Brown .....
William Tell .....	do ...	370	Smith .....	do .....
<i>San Francisco, Cal.</i>				
Charles Carroll .....	Ship ...	376	Hunting .....	More, Folger & Dow .....
Cynsura .....	Schooner	...	Gregory .....	Wood & Co .....
Emeline .....	do ...	...	Osborn .....	Blanchard & Connor .....
Nonpariel .....	Brig ...	130	Sayre .....	Moore & Folger .....
R. Adams .....	Bark ...	271	Andrews .....	William Bailey .....
<b>1855.</b>				
<i>New Bedford, Mass.</i>				
Alexander .....	Ship ...	421	Daugherty .....	Swift & Perry .....
Alice Frazier .....	Bark ...	406	C. M. Newell .....	L. Kollock & Son .....
Alice Mandell .....	Ship ...	413	John S. Dennis .....	C. R. Tucker & Co .....
Arnold .....	do ...	360	Andrew S. Sarvent .....	James B. Wood & Co .....
Balfie .....	Bark ...	395	L. B. Brownson .....	Alexander Gibbs .....
Harrstable .....	Ship ...	373	Nehemiah C. Fisher .....	David B. Kempton .....
Benjamin Tucker .....	do ...	349	Albert D. Barber .....	C. R. Tucker & Co .....
Byron .....	Bark ...	175	William E. Tower .....	Zeno Kelley .....

\* No oil reported.

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Grant.....	John H. Jones.....	North Pacific..	Oct. 15	May 6, 1856	Bbls.	Bbls.	Lbs.	Sent home 1,457 whale, 32,035 pounds bone; sold to New York October, 1856.
Eldridge.....	do.....	South Atlantic	Nov. 28	June 2, 1857	201	371	3,100	Sold to Boston 1860; sent home 1,191 whale, 41,465 pounds bone.
Green.....	do.....	Arctic Ocean..	Sept. 12	May 4, 1859	.....	900	.....	Withdrawn 1855.
Keene.....	John F. Trumbull.....	South Atlantic	Mar. 21	.....	.....	.....	.....	Sent home 59 sperm, 1,516 whale; condemned at Honolulu January, 1857, and broken up.
Holt.....	do.....	South Pacific..	Nov. 21	.....	.....	.....	.....	.....
Case.....	Wells & Carpenter.....	South Atlantic	Dec. 6	Apr. 19, 1857	104	318	2,500	Sent home 135 sperm, 3,072 whale, 23,800 pounds bone; condemned at Honolulu January, 1857; fitted from Honolulu and condemned again in December, 1858.
Wald.....	David G. Floyd.....	Arctic Ocean..	Sept. 26	.....	.....	.....	.....	Withdrawn 1850.
Hand.....	Wells & Carpenter.....	North Pacific..	Aug. 30	Mar. 18, 1857	.....	2,505	1,900	.....
Habeck.....	do.....	South Atlantic	Nov. 1	July 15, 1856	525	100	.....	.....
Sisson.....	do.....	North Pacific..	July 17	Apr. 24, 1858	.....	1,225	.....	Built at Rochester, Mass., 1825; new topped 1854; picked up a dismantled Japanese junk with 27 people on board; carried her into Foo Choo; sold to New London 1858; sent home 1,453 whale, 21,337 pounds bone.
Wado.....	do.....	South Atlantic	Oct. 10	Mar. 18, 1857	488	351	.....	.....
Kimball.....	Charles Mallory.....	Indian Ocean..	Aug. 9	Apr. 4, 1856	35	373	3,000	Sent home 75 sperm, 32,000 pounds bone.
McGenley.....	do.....	Japan Sea.....	Oct. 4	Aug. 2, 1857	179	1,982	.....	.....
Baker.....	do.....	do.....	Oct. 4	May 30, 1857	301	1,958	8,500	.....
Edwards.....	Thomas Brown.....	Arctic Ocean..	Nov. 4	Aug. 16, 1858	(*)	(*)	(*)	Built 1851; sent home 75 sperm, 872 whale, 1,300 bone; sold to New Bedford 1859.
French.....	John Budd.....	North Pacific..	Sept. 5	June 26, 1859	.....	630	.....	Sold to Boston 1860; sent home 70 sperm, 700 whale, 11,604 pounds bone.
Goodale.....	T. Brown.....	South Atlantic	July	May 29, 1856	232	796	900	.....
Smith.....	do.....	Patagonia, &c.	Aug. 12	Mar. 24, 1856	79	359	100	.....
White.....	J. Budd.....	Arctic Ocean..	Sept. 20	.....	.....	.....	.....	Withdrawn 1855.
Smith.....	T. Brown.....	North Pacific..	Aug. 24	May 6, 1857	150	1,400	14,000	Sent home 1,490 whale.
Hunting.....	More, Folger & Dow.....	North Pacific..	Nov. 28	.....	.....	.....	.....	No report.
Grogory.....	Wood & Co.....	Pacific Ocean..	Dec. 4	May 10, 1855	.....	100	.....	No report.
Osborn.....	Blanchard & Connor.....	do.....	Dec. 6	Oct. 14, 1855	.....	150	150	Sperm and elephant.
Sayre.....	Moore & Folger.....	do.....	Dec. 30	Apr. 1, 1855	.....	200	50	Part blackfish.
Andrews.....	William Bailey.....	do.....	Sept. 12	.....	.....	.....	.....	.....
Dougherty.....	Swift & Perry.....	Indian Ocean..	Sept. 3	.....	.....	.....	.....	Lost on coast of New Zealand, January 3, 1858; had 1,300 sperm; saved a part.
M. Newell.....	L. Kollock & Son.....	North Pacific..	Oct. 31	May 9, 1859	4	990	5,400	Sent home 245 sperm, 12,500 pounds bone.
John S. Dennis.....	C. R. Tucker & Co.....	do.....	Aug. 10	.....	.....	.....	.....	Sent home 282 sperm, 508 whale, 11,230 bone; lost on Prato Shoals, Clina Sea, March, 1857; two men lost.
Andrew S. Sarvent.....	James H. Wood & Co.....	do.....	Nov. 12	Apr. 26, 1859	24	1,303	11,200	Sent home 1,190 whale, 59,100 pounds bone.
B. Brownson.....	Alexander Gibbs.....	do.....	Sept. 26	May 23, 1859	52	2,365	15,000	Captain Brownson came home 1856; sent home 38 sperm, 407 whale, 4,400 pounds bone; sold and withdrawn 1859; lost 1859.
Cheniah C. Fisher.....	David B. Kempton.....	do.....	Oct. 31	May 4, 1859	55	1,472	3,500	Sent home 303 sperm, 470 whale, 11,400 bone.
Thert D. Barber.....	C. R. Tucker & Co.....	do.....	Nov. 22	June 1, 1859	190	1,520	2,300	Dismasted in a gale 1856; refitted at Honolulu at an expense of over \$8,000; sent home 810 whale, 19,400 pounds bone.
William E. Tower.....	Zeno Kelley.....	Pacific Ocean..	Aug. 27	Mar. 9, 1861	495	77	650	Bought from Stonington 1855; Captain Tower died at sea October, 1856.

\* No oil reported.

only freight.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1855.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Callao .....	Ship .....	324	Alden B. Howland .....	Henry Taber & Co. ....
Canton .....	do .....	280	S. E. Cook .....	G. R. Tucker & Co. ....
Cavalier .....	Bark .....	295	E. Nickerson .....	James D. Thompson .....
Champion .....	Ship .....	336	Nathaniel P. Gray .....	do .....
Cherokee .....	Bark .....	261	Philander Smith .....	William Hathaway, jr. ....
Clara .....	do .....	263	Shubael H. Norton .....	Charles Hitch & Son .....
Clione .....	do .....	373	John E. Simmons .....	Edmund Maxfield .....
Columbus .....	do .....	313	Joseph S. Taylor .....	William R. Rodman .....
Congress, 2d .....	Ship .....	376	F. E. Strauburg .....	Gideon Allen .....
Congaree .....	Bark .....	321	James T. Eldridge .....	Thomas Wilcox .....
Cowper .....	Ship .....	391	Aaron Dean .....	Benjamin B. Howard .....
Desdemona .....	do .....	295	Thomas H. Smith .....	T. & A. R. Nye .....
Draper .....	do .....	291	William P. Sanford .....	Henry P. Thomas .....
Dunbarton .....	Bark .....	199	Joseph P. Nye .....	Isaac B. Richmond .....
E. Corning .....	do .....	325	Francis G. Rotch .....	Alexander Gibbs .....
Elizabeth .....	Ship .....	322	Obed Pierce .....	T. & A. R. Nye .....
Emma C. Jones .....	do .....	347	Weston Jenney .....	Edward C. Jones .....
Emily .....	Bark .....	333	Augustus Halo .....	Charles Almy .....
Eugenia .....	do .....	356	William Cottle .....	Swift & Allen .....
Falcon .....	Ship .....	273	Simbael C. Norton .....	Thomas Knowles & Co. ....
Francis Henrietta .....	Bark .....	407	F. D. Drew .....	William G. E. Pope .....
Geo. Washington .....	Ship .....	609	Pardon C. Edwards .....	I. Howland, jr., & Co. ....
Globe .....	Bark .....	215	Alexander A. Tripp .....	Allen Lineas .....
Goldconda .....	Ship .....	331	Philip Howland .....	G. & M. Howland .....
Good Return .....	do .....	376	Benjamin F. Wing .....	Henry Taber & Co. ....
Henry Taber .....	Bark .....	355	Prince W. Ewer .....	do .....
Herald, 2d .....	Ship .....	303	Henry H. Slocum .....	T. & A. R. Nye .....
India .....	do .....	366	Timothy Howland .....	Charles Taber .....
Isabella .....	Bark .....	315	J. Lyon .....	T. Knowles & Co. ....
James Allen .....	Ship .....	357	William Devoll .....	G. Allen .....
James Edward .....	do .....	434	Froeman H. Smith .....	Abraham Barker .....
James .....	Schooner .....	7-	Zenas F. Eldridge .....	Luther S. Chase .....
James Maury .....	Ship .....	395	E. L. Curry .....	C. R. Tucker & Co. ....
J. D. Thompson .....	Bark .....	438	William B. Waterman .....	James D. Thompson .....
Java .....	do .....	295	Augustus Lawrence .....	G. & M. Howland .....
John Dawson .....	do .....	237	Amos C. Baker .....	J. & W. R. Wing .....
John and Edward .....	Ship .....	318	F. C. Smith .....	Wilcox & Richmond .....
Kathleen .....	Bark .....	312	William Almy .....	James H. Slocum .....
Kutisoff .....	Ship .....	417	Andrew J. Wing .....	H. F. Thomas .....
Marengo .....	do .....	431	James T. Skinner .....	Jona. Bourne, jr. ....
Margaret Scott .....	Bark .....	307	Jacob A. Howland .....	Rodney French .....
Marion .....	do .....	32-	Alfred C. Davis .....	William P. Howland .....
Mercury .....	do .....	340	William C. Haydon .....	I. Howland, jr., & Co. ....
Messenger .....	Ship .....	291	Isaac H. Jenney .....	John R. Thornton .....
Mulinoket .....	Bark .....	180	Taber .....	Benjamin F. Howland .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
B. Howland	Henry Taber & Co.	Pacific Ocean	Oct. 3	June 11, 1858	163	1,433	10,500	Sent home 6,300 pounds bone.
do	G. R. Tucker & Co.	do	Sept. 5	Sept. 17, 1858	1,247	175	1,300	Sent home 13 sperm.
do	James D. Thompson	Atl. and Indian	Sept. 29	May 10, 1858	192	961	.....	Bought from Stonington 1855; Captain Nickerson came home sick 1855.
do	do	Pacific Ocean	Oct. 11	Apr. 30, 1858	85	1,470	8,000	Sent home 300 whale, 28,700 pounds bone.
do	William Hathaway, jr.	Indian Ocean	Nov. 1	Mar. 21, 1860	153	565	250	Sent home 2,400 pounds bone.
do	Charles Hitch & Son	Indian and Pac.	June 19	Apr. 29, 1858	1,378	.....	.....	Sent home 135 sperm.
do	Edmund Maxfield	North Pacific	Aug. 10	Apr. 11, 1858	145	2,253	1,200	Altered from a ship 1855; sent home 222 sperm, 308 whale, 14,184 pounds bone.
do	do	Pacific Ocean	Mar. 7	Mar. 6, 1859	1,319	902	.....	Sent home 509 sperm.
do	William R. Rodman	North Pacific	Oct. 31	Apr. 3, 1858	70	1,668	20,000	Sailed July 27 for Davis's Strait; returned September 25 badly stove by a block of ice near Northumberland Inlet; sent home 774 whale, 16,400 pounds bone.
do	Gideon Allen	do	do	do	do	do	do	do
do	do	Pacific Ocean	Sept. 3	June 1, 1859	982	1,057	.....	Sent home 30 whale, 15,314 pounds bone; sold for freighting 1859.
do	Thomas Wilcox	North Pacific	Oct. 6	May 30, 1859	117	2,072	12,600	do
do	Benjamin B. Howland	do	do	do	do	do	do	do
do	do	Pacific Ocean	Nov. 7	May 9, 1860	1,662	1	.....	Sent home 80 sperm, 793 whale, 15,500 bone.
do	T. & A. R. Nye	North Pacific	Aug. 11	Mar. 21, 1859	56	1,941	13,000	Sent home 160 sperm; withdrawn 1859.
do	Henry P. Thomas	Atlantic	Nov. 14	Aug. 22, 1858	237	20	.....	Bought from New York 1855; sent home 650 sperm.
do	Isaac B. Richmond	Atl. and Indian	Aug. 25	June 4, 1860	600	0	.....	do
do	Alexander Gibbs	do	do	do	do	do	do	do
do	do	Pacific Ocean	Oct. 11	Oct. 7, 1859	1,335	.....	.....	Sent home 370 sperm.
do	Pierce	South Atlantic	May 29	June 1, 1858	811	1,371	7,000	Sent home 45 sperm.
do	Jenny	Pacific Ocean	Oct. 18	Sept. 6, 1857	471	3	.....	Formerly in merchant-service; added 1855.
do	Charles Almy	do	Nov. 6	May 17, 1859	1,351	215	.....	Second mate, Matthew Towne, killed by falling from aloft December, 1855; sent home 3,800 pounds bone.
do	Swift & Allen	South Pacific	Aug. 11	July 27, 1859	35	619	1,400	do
do	Thomas Knowles & Co.	do	do	do	do	do	do	do
do	do	North Pacific	Oct. 3	June 19, 1860	18	684	.....	Sent home 1,279 whale, 43,849 pounds bone; sold to the United States 1861; one of "Stone Fleet," No. 1.
do	William G. E. Pope	do	Oct. 9	.....	.....	.....	.....	Burned at Taleahuano March 16, 1856, by crew.
do	do	do	do	do	do	do	do	do
do	I. Howland, jr., & Co.	Atl. & Indian	Aug. 15	May 13, 1858	295	142	.....	Sent home 360 sperm, 140 whale.
do	Allen Lucas	Indian Ocean	June 21	June 30, 1856	1,467	120	.....	Sent home 105 sperm.
do	G. & M. Howland	North Pacific	Oct. 9	Apr. 18, 1858	179	2,983	2,000	Sent home 42 sperm, 460 whale, 17,400 pounds bone.
do	Henry Taber & Co.	do	do	do	do	do	do	do
do	do	Pacific Ocean	July 24	July 23, 1859	1,214	17	.....	Built 1855; sent home 544 sperm.
do	do	Indian Ocean	Aug. 13	July 30, 1858	1,020	282	3,000	do
do	T. & A. R. Nye	Ind. & Pacific	July 18	June 17, 1858	993	1,250	6,200	Sent home 35,000 pounds bone.
do	Charles Taber	Pacific Ocean	Sept. 4	May 18, 1859	61	1,499	13,700	Sent home 177 sperm, 320 whale, 3,900 bone.
do	T. Knowles & Co.	Indian Ocean	June 7	June 25, 1859	1,558	247	1,400	do
do	G. Allen	North Pacific	Nov. 16	.....	.....	.....	.....	Added 1855; shipped 30 sperm, 300 whale, 3,000 pounds bone, to London; Captain Smith died at Mauritius May 20, 1850; abandoned and sold at Mauritius 1857.
do	Abraham Barker	do	do	do	do	do	do	Sold to Sippican 1856.
do	do	Atlantic	May 24	Aug. 25, 1855	9	.....	.....	Sent home 108 sperm, 849 whale, 22,177 pounds bone.
do	Luther S. Chase	North Pacific	Nov. 29	May 5, 1859	102	1,628	2,200	do
do	C. R. Tucker & Co.	do	do	do	do	do	do	do
do	James D. Thompson	do	Sept. 18	Apr. 3, 1858	76	2,324	1,800	Built 1855; sent home 82 sperm, 275 whale, 36,500 pounds bone.
do	G. & M. Howland	Pacific Ocean	Dec. 5	June 26, 1860	21	1,346	10,000	Altered from a ship 1855; Captain Lawrence died at Valparaiso May 2, 1856; sent home 565 sperm, 881 whale, 30,664 pounds bone.
do	do	do	do	do	do	do	do	do
do	do	Atl. & Indian	Oct. 3	May 6, 1859	577	.....	.....	Sent home 143 sperm, 80 whale, 10,870 pounds bone; withdrawn 1859.
do	J. & W. R. Wing	Indian Ocean	Jan. 8	Dec. 10, 1858	50	1,900	.....	do
do	Wilcox & Richmond	do	do	do	do	do	do	Sent home 162 sperm, 167 whale.
do	do	Atl. & Indian	Sept. 12	July 3, 1857	388	63	.....	Sent home 21,852 pounds bone; withdrawn 1860; condemned at Rio Janeiro 1861.
do	James H. Slocum	North Pacific	Nov. 14	Apr. 6, 1860	.....	1,445	13,013	do
do	H. P. Thomas	do	do	do	do	do	do	Sent home 40 sperm, 514 whale, 19,000 bone; altered from a ship 1855; sent home 60 sperm.
do	Jona. Bourne, jr.	Indian Ocean	Oct. 10	Apr. 16, 1859	1,486	.....	.....	do
do	T. Skinner	Pacific Ocean	Aug. 2	July 24, 1857	82	2,742	8,200	do
do	Rodney French	do	Oct. 8	Apr. 19, 1859	1,188	49	.....	Added 1855; sent home 27 sperm, 163 whale.
do	do	do	do	do	do	do	do	do
do	William P. Howland	do	do	do	do	do	do	Sent home 387 sperm.
do	do	do	do	do	do	do	do	do
do	I. Howland, jr., & Co.	Indian Ocean	Aug. 14	Mar. 31, 1859	300	1,330	8,800	do
do	John R. Thornton	Pacific Ocean	Aug. 6	Sept. 21, 1858	115	2	.....	Bought from Warren 1855; sent home 324 sperm.
do	Benjamin F. Howland	do	do	do	do	do	do	do

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1855.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Milo.....	Ship	401	George H. Sowle.....	E. C. Jones.....
Minerva Smyth.....	do	335	John Bowles.....	I. Howland, Jr. & Co.....
Minerva, 2d.....	do	291	Calvin Swain.....	T. Knowles & Co.....
Montezuma.....	Bark	196	..... Baxter.....	James H. Slocum.....
Montgomery.....	do	248	William B. Chapman.....	Swift & Allen.....
Mount Vernon.....	Ship	352	E. F. Nye.....	David R. Greene & Co.....
Napoleon.....	do	360	James A. Crowell.....	Charles Almy.....
Natchez.....	do	524	Dexter Bellows.....	S. Thomas & Co.....
Nautilus.....	do	374	Charles C. Swain.....	G. Allen.....
Navy.....	do	356	Daniel D. Wood.....	J. B. Wood & Co.....
Newark.....	do	323	James L. Smith.....	C. Hitch & San.....
Olympia.....	do	296	John Ryan, jr.....	William Phillips.....
Pacific.....	Bark	387	John W. Sherman.....	Swift & Perry.....
Paradise.....	do	300	Edward Coggeshall.....	William H. Reynard.....
Parachute.....	Ship	331	Andrew J. .....	B. H. Howard.....
Phoenix.....	do	423	Horace Nickerson.....	Philip Anthony.....
Plover.....	do	330	Charles M. Skiff.....	W. & G. D. Watkins.....
President.....	do	293	George H. Allen.....	Richmond & Wood.....
Rodman.....	Bark	371	Elisha B. Beak.....	C. W. Morgan.....
Roman.....	Ship	375	Zeb. A. Devoll.....	E. C. Jones.....
Roscoe.....	Bark	362	Alfred M. Collins.....	And. Robeson.....
San Francisco.....	do	268	Elisha G. Cudworth.....	William Phillips.....
Sappho.....	do	430	Alexander Seabury.....	O. & E. W. Seabury.....
Sarah Sisco.....	do	462	Henry C. Tobey.....	William H. Reynard.....
Seconet.....	Ship	400	J. F. Cleaveland.....	Charles Almy.....
Sophia Thornton.....	do	424	James Nichols.....	J. R. Thornton.....
So. America.....	Bark	606	Wash. T. Walker.....	W. O. Brownell.....
Stella.....	do	338	R. W. Hathaway.....	Cook & Snow.....
Trident.....	Ship	448	Marcus W. Taber.....	Frederick Parker.....
Tropic Bird.....	Bark	236	Cyrus E. Clark, jr.....	William P. Howland.....
Union.....	do	124	R. F. Ellis.....	Chapman & Bonney.....
Vigilant.....	do	288	Joseph McCleave.....	W. & G. D. Watkins.....
Virginia.....	do	341	Thomas M. Peakes.....	William Hathaway, jr.....
Warren.....	do	461	Reserved S. Wilcox.....	William Wilcox.....
Wavelet.....	do	306	George Swain.....	Lawrence Grinnell.....
Wm. Hamilton.....	Ship	463	D. P. West.....	I. Howland, jr. & Co.....
Winslow.....	Bark	265	William Watson.....	W. H. Reynard.....
Zephyr.....	Ship	361	James W. Ferril.....	Alexander Gibbs.....

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
...	...	North Pacific ..	Nov. 5	June 25, 1859	1,602	1,564	1,900	Sent home 17,141 pounds bone.
...	...	Indian Ocean ..	June 5	May 26, 1858	235	9,070	1,700	Sent home 65 sperm, 122 pounds bone.
...	...	Pacific Ocean ..	Oct. 22	Sept. 27, 1859	1,375	.....	.....	.....
...	...	Indian Ocean ..	June 5	Aug. 23, 1858	339	99	.....	Built 1843; third mate and boat's crew lost
...	...	Pacific Ocean ..	Aug. 21	June 18, 1858	385	1	.....	November 19, 1856, lost to a whale.
...	...	North Pacific ..	Sept. 1	.....	.....	.....	.....	Stove by ice and sunk in Ochotsk June 15,
...	...	Pacific Ocean ..	Jan. 17	July 23, 1858	1,090	.....	.....	1856; saved 230 sperm, 40 whale.
...	...	.....do.....	Aug. 15	.....	.....	.....	.....	Bought from Nantucket, 1854; sent home
...	...	.....do.....	July 26	June 27, 1859	916	107	.....	519 sperm.
...	...	North Pacific ..	Aug. 1	May 21, 1859	108	1,760	7,700	Sent home 48 sperm, 487 whale, 6,500 pounds
...	...	Pacific Ocean ..	Oct. 15	June 10, 1859	1,553	.....	.....	bone; lost in Potter's Bay, (Ochotsk.)
...	...	North Pacific ..	Aug. 15	July 5, 1859	140	1,321	6,200	October 7, 1855.
...	...	Indian Ocean ..	July 24	Mar. 20, 1859	931	.....	.....	Sent home 455 sperm, 32 whale.
...	...	.....do.....	June 4	Aug. 22, 1858	1,344	.....	.....	Sent home 145 sperm, 580 whale, 19,200
...	...	Pacific Ocean ..	Aug. 7	May 19, 1859	94	1,800	17,300	100 lbs bone.
...	...	Ind. & Pacific ..	July 1	July 24, 1859	.....	.....	.....	Bought from Stonington, 1855.
...	...	Pacific Ocean ..	Aug. 28	Feb. 27, 1857	171	.....	.....	Sent home 600 whale, 20,000 pounds bone;
...	...	.....do.....	Oct. 4	June 1, 1859	1,189	.....	.....	sold and withdrawn, 1859.
...	...	North Pacific ..	Sept. 10	July 13, 1859	1,780	620	700	Built 1855.
...	...	.....do.....	Nov. 16	June 9, 1859	1,648	15,000	.....	Bought from Nantucket, 1855.
...	...	Pacific Ocean ..	Aug. 1	July 27, 1859	869	.....	.....	Sent home 1,749 whale.
...	...	Atlantic .....	Mar. 12	Nov. 19, 1856	190	720	.....	Altered from a ship, 1855; sent home 588
...	...	Pacific Ocean ..	Aug. 18	May 28, 1859	670	068	300	sperm.
...	...	.....do.....	Sept. 19	May 28, 1859	1,431	600	.....	Sent home 6 sperm, 170 whale, 4,600 bone.
...	...	.....do.....	Sept. 6	July 28, 1860	1,570	.....	.....	Took a bowhead whale, yielding 100 barrels
...	...	South Pacific ..	June 27	Aug. 7, 1859	1,250	60	1,500	oil, 2,000 pounds bone; sent home 858
...	...	Pacific Ocean ..	Oct. 3	May 8, 1859	2,200	1,500	.....	whale, 20,517 pounds bone; sold and
...	...	.....do.....	Nov. 6	Apr. 1, 1860	759	677	.....	withdrawn, 1859; sold to Boston, and
...	...	Indian Ocean ..	Jan. 14	May 8, 1859	82	2,014	.....	condemned at Baltimore, 1861.
...	...	Atlantic .....	June 4	Dec. 14, 1856	136	23	.....	Built at Fairhaven, 1855; sent home 129
...	...	.....do.....	Aug. 31	July 8, 1857	30	130	.....	sperm.
...	...	Pacific Ocean ..	Nov. 16	May 28, 1859	10	520	5,400	Sent home 385 sperm, 1,300 pounds bone.
...	...	.....do.....	Aug. 15	June 19, 1860	820	49	.....	Captain Walker came home, 1858; sent
...	...	Ind. & Pacific ..	Oct. 4	May 8, 1860	.....	415	.....	home 138 sperm, 799 whale, 37,543 pounds
...	...	Pacific Ocean ..	Oct. 9	.....	.....	.....	.....	bone; sold and withdrawn, 1860; one of
...	...	North Pacific ..	Sept. 11	.....	.....	.....	.....	"Stone Fleet" No. 1.
...	...	Indian Ocean ..	Aug. 21	.....	.....	.....	.....	Bought from New York, 1855; built 1848;
...	...	Pacific Ocean ..	Dec. 14	Aug. 5, 1859	887	1	.....	sent home 676 sperm, 105 humpback.
...	...	.....do.....	.....	.....	.....	.....	.....	Sailed November 23, 1854; returned in De-
...	...	.....do.....	.....	.....	.....	.....	.....	cember, leaky; sent home 260 sperm, 460
...	...	.....do.....	.....	.....	.....	.....	.....	whale, 16,578 pounds bone.
...	...	.....do.....	.....	.....	.....	.....	.....	Sent home 50 sperm.
...	...	.....do.....	.....	.....	.....	.....	.....	Formerly a schooner; added, 1854, from
...	...	.....do.....	.....	.....	.....	.....	.....	Provincetown; sold to Mattapoisett, 1857.
...	...	.....do.....	.....	.....	.....	.....	.....	Sent home 400 sperm on voyage; third
...	...	.....do.....	.....	.....	.....	.....	.....	mate, Charles Swartwout, and four men
...	...	.....do.....	.....	.....	.....	.....	.....	lost by running on to a loose whale while
...	...	.....do.....	.....	.....	.....	.....	.....	fast to another, and the boat upsetting.
...	...	.....do.....	.....	.....	.....	.....	.....	Sent home 1,181 whale, 13,652 bone; added
...	...	.....do.....	.....	.....	.....	.....	.....	1855, from Helms's Hole; third mate,
...	...	.....do.....	.....	.....	.....	.....	.....	Watson Burpee, lost overboard October
...	...	.....do.....	.....	.....	.....	.....	.....	17, 1855, withdrawn 1860; finally con-
...	...	.....do.....	.....	.....	.....	.....	.....	demned at St. Catharine's, March, 1861.
...	...	.....do.....	.....	.....	.....	.....	.....	Bought from New London, 1855; built 1853;
...	...	.....do.....	.....	.....	.....	.....	.....	sent home 2,711 whale, 31,134 pounds
...	...	.....do.....	.....	.....	.....	.....	.....	bone; sold at San Francisco, 1860.
...	...	.....do.....	.....	.....	.....	.....	.....	Sailed June 19; returned July 16; Captain
...	...	.....do.....	.....	.....	.....	.....	.....	burke sent home a small quantity of oil;
...	...	.....do.....	.....	.....	.....	.....	.....	lost off coast of Chili January 27, 1856.
...	...	.....do.....	.....	.....	.....	.....	.....	Sent home 369 sperm; lost on a reef near
...	...	.....do.....	.....	.....	.....	.....	.....	Honolulu, March 17, 1858.



Table showing returns of whaling-vessels

Name of vessel.	Class	Tonnage.	Captain.	Managing owner or agent.
<b>1855.</b>				
<i>Fairhaven, Mass.</i>				
Clifford Wayne .....	Ship .....	307	William H. Swain .....	Ezekiel Swain .....
General Scott .....	do .....	333	Isaac Daggett .....	L. C. Tripp .....
Gen. Scott .....	Bark .....	364	Benjamin Clough .....	Nathan Church .....
Hudson .....	Ship .....	367	David Marston .....	Jenney & Tripp .....
Japan .....	do .....	487	Francis L. Dimon .....	William G. Blackler .....
Joseph Maxwell .....	Bark .....	302	And. P. Jenney .....	F. R. Whitwell .....
John Coggeshall .....	Ship .....	337	Patience Fish .....	Rouben Fish .....
Northern Light .....	do .....	513	E. A. Chapel .....	Edmund Allen .....
Philip Delanoys .....	do .....	372	Thomas M. Gardner .....	Warren Debus .....
William and Henry .....	do .....	291	Isaac Grinnell .....	L. P. Perry .....
Winthrop .....	Bark .....	217	Isaac H. Akin .....	Dexter Jenney .....
Wolga .....	do .....	283	William H. Crowell .....	Jenney & Tripp .....
Zone .....	do .....	365	Moses R. Fish .....	do .....
<i>Dartmouth, Mass.</i>				
Brighton .....	Bark .....	354	Abner Tucker .....	Tucker & Cummings .....
Charles and Edward .....	Ship .....	150	William J. Salter .....	William Potter, 2d .....
Elliot C. Cowdin .....	do .....	280	Thomas S. Bailey .....	Tucker & Cummings .....
<i>Westport, Mass.</i>				
Barclay .....	Bark .....	187	Weston S. Tripp .....	Alexander H. Corey .....
D. Franklin .....	do .....	171	Levi J. Smith .....	Job Davis .....
George and Mary .....	do .....	103	Sa. J. B. Devoll .....	Rescom Macomber .....
Janet .....	do .....	194	Henry S. West .....	Henry Wilcox .....
Leontias .....	Brig .....	127	Asa Grinnell .....	C. A. Church .....
Mattapoisett .....	Bark .....	150	James M. Swile .....	H. Wilcox .....
Mermid .....	do .....	330	Gorham B. Howes .....	Andrew Hicks .....
Sea Queen .....	do .....	203	James H. Houghton .....	do .....
T. Winslow .....	do .....	131	George P. Davoll .....	John Hicks .....
<i>Mattapoisett, Mass.</i>				
America .....	Bark .....	255	— West .....	R. L. Barstow .....
Annawan .....	Brig .....	159	Fred. P. Cornell .....	J. Holmes, jr. & Bro .....
Clara Bell .....	Bark .....	295	Charles H. Robbins .....	R. L. Barstow .....
Excellent .....	Brig .....	70	Calvin C. Adams .....	do .....
March .....	Brig .....	89	Henry Lewis .....	do .....
Sarah .....	Ship .....	370	Stephen Swift .....	Loring Melgs .....
Sarah .....	Bark .....	179	Job P. Rounesville .....	Atsatt & Sturtevant .....
Sm'l & Thomas .....	do .....	191	— Briggs .....	R. L. Barstow .....
Willis .....	do .....	164	James King .....	do .....
<i>Nantucket, Mass.</i>				
Alabama .....	Bark .....	340	Thomas Coffin, 2d .....	John H. Shaw .....
Alpha .....	Ship .....	345	William H. Haswell .....	Hadwen & Barney .....
Apphia Maria .....	Bark .....	260	Charles H. Chaso .....	J. H. Shaw .....
Citizen .....	Ship .....	360	William Cash .....	C. G. & H. Coffin .....
Hamilton .....	Schooner .....	73	— Sheffield .....	J. B. Macy .....
Homer .....	Brig .....	140	Lewis B. Imbert .....	E. G. Kelley .....
James Loper .....	Ship .....	318	Obed Ramsdell .....	Obed Starbuck .....
Nantucket .....	do .....	351	Richard C. Gibbs .....	Perry & Dunbar .....

Table showing returns of whaling-vessels.

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
						Bbls.    Bbls.    Lbs.		
am H. Swain	Ezekiel Swain	Pacific Ocean	Nov. 29	June 10, 1860	711	.....	.....	Sent home 77 sperm, 43 whale.
aggett	L. C. Tripp	do	Oct. 11	Dec. 20, 1859	1,434	.....	.....	Sent home 231 sperm, 80 whale.
amin Clough	Nathan Church	Indian Ocean	Sept. 4	July 20, 1858	488	1,608	.....	Bought from New London, 1855; sent home 14,700 pounds bone.
al Marston	Jenney & Tripp	North Pacific	Nov. 26	Apr. 25, 1859	50	1,977	17,400	Bought from Mystic, 1855; sent home 150 sperm, 1,005 whale, 9,700 pounds bone.
cks L. Dimon	William G. Hinckley	Pacific Ocean	Nov. 8	Apr. 16, 1859	33	860	.....	Bolt at Fairhaven, 1855; sent home 124 sperm, 1,850 whale, 28,349 pounds bone; sold to New Bedford 1859.
P. Jenney	F. R. Whitwell	do	Nov. 3	Aug. 7, 1858	1,495	16	.....	Altered from a ship.
as Fish	Reuben Fish	Ind. & Pacific	July 17	May 9, 1859	55	1,14	.....	Captain Fish died 1856; sent home 57 sperm, 12,700 pounds bone; sold to New Bedford 1860.
Chapel	Edmund Allen	North Pacific	Oct. 19	June 19, 1860	.....	900	12,000	Sent home 25 sperm, 2,752 whale, 37,401 pounds bone; sold to New Bedford 1861.
as M. Gardner	Warren Delann	Pacific Ocean	Dec. 25	July 25, 1860	1,000	300	.....	Withdrawn for merchant service, 1860.
as Grinnell	L. P. Terry	do	Dec. 3	May 29, 1859	175	923	8,850	Sent home 59 sperm, 293 whale, 4,086 bone.
cher H. Akin	Dexter Jenney	do	Aug. 11	Oct. 29, 1858	75	77	600	.....
am H. Crowell	Jenney & Tripp	Indian Ocean	Aug. 14	May 28, 1859	24	64	3,500	Sent home 503 whale, 1,800 pounds bone; sold to Boston 1858.
es R. Fish	do	Pacific Ocean	Sept. 4	May 9, 1858	1,384	.....	.....	.....
er Tucker	Tucker & Cummings	Indian Ocean	June 5	.....	.....	.....	.....	Bought from New Bedford 1855; Eljah R. Gilford, first mate, killed by a whale December 19, 1855; condemned at Sydney May 14, 1859; sent home 620 sperm, 477 whale, 5,811 pounds bone.
am H. Saller	William Potter, 2d	Atlantic	June 13	Aug. 6, 1856	244	45	.....	Sent home 25 sperm; added 1855.
as S. Bailey	Tucker & Cummings	Pacific Ocean	Oct. 9	Mar. 3, 1860	911	50	.....	Sent home 59 sperm; added 1855; sold to New Bedford 1860.
on S. Tripp	Alexander H. Corey	Atlanto	May 7	.....	.....	.....	.....	Lost on Capu Antonio March 18, 1856.
or Smith	Job Davis	do	May 30	Sept. 6, 1856	209	75	.....	.....
et H. Devoll	Rescom Macomber	do	Oct. 29	Aug. 5, 1857	240	23	.....	.....
y S. West	Henry Wilcox	Indian Ocean	May 10	May 21, 1858	249	257	4,500	.....
Grinnell	C. A. Church	Atlantic	Aug. 22	May 1, 1857	209	56	.....	Sent home 150 sperm.
es M. S. Wole	H. Wilcox	do	Oct. 21	Apr. 11, 1857	570	4	.....	.....
am B. Howes	Andrew Hicks	Pacific Ocean	Aug. 6	June 19, 1860	1,513	7	.....	Built 1855; sent home 471 sperm.
es H. Houghton	do	do	July 19	July 11, 1858	1,111	.....	.....	Sent home 250 sperm.
rge P. Davoll	John Hicks	Atlantic	July 17	July 7, 1857	161	16	.....	.....
West	R. L. Barstow	Atlantic	Sept. 28	Aug. 24, 1858	276	151	300	Bought from New Bedford 1855; sold 1856.
J. P. Cornell	J. Holmes, jr. & Bro	do	Dec. 18	July 25, 1857	302	31	.....	Sent home 176 sperm.
rles H. Robbins	R. L. Barstow	do	Aug. 20	May 4, 1858	970	16	.....	Sent home 1,900 bone.
rin C. Adams	do	do	Oct. 29	Aug. 9, 1857	.....	Clear	.....	Her last voyage; she went ashore and broke up in a gale in March, 1860; sent home 270 sperm.
ry Lewis	do	do	June 21	Aug. 12, 1856	217	59	.....	Sent home 35 sperm.
ohen Swift	Loring Meigs	Pacific Ocean	Oct. 15	May 8, 1859	32	620	7,500	Sent home 245 sperm, 2,094 whale, 28,300 bone.
P. Ronnevillie	Atsatt & Sturtevant	Atlantic	Dec. 4	June 2, 1858	435	28	.....	.....
R. L. Barstow	R. L. Barstow	Ind. & Pacific	Feb. 21	Apr. 29, 1858	131	274	.....	Sent home 1-7 sperm.
nes King	do	Pacific Ocean	May 25	Oct. 2, 1856	323	63	.....	Sent home 266 sperm.
omas Coffin, 2d	John H. Shaw	Pacific Ocean	June 27	Sept. 28, 1859	1,151	.....	.....	Returned September 1, leaking; sailed again September 24; sent home 54 sperm.
lliam H. Haswell	Hadwon & Barney	do	July 9	July 29, 1859	1,281	.....	.....	.....
arles H. Chase	J. H. Shaw	do	May 23	.....	.....	.....	.....	Condemned at Valparaiso March, 1859.
lliam Cash	C. G. & H. Collis	do	Oct. 29	July 4, 1859	2,012	130	.....	Sent home 900 bone; sold to New York.
Sheffield	J. B. Maev	Atlantic	Nov. 23	No report	.....	.....	.....	.....
ela B. Imbert	E. G. Kelley	do	Aug. 12	Oct. 30, 1856	107	20	.....	.....
ed Ramalall	Obad Starbuck	Pacific Ocean	Sept. 18	Aug. 11, 1860	928	64	.....	Sold to New York.
hard C. Gibbs	Perry & Dunham	do	June 14	.....	.....	.....	.....	Lost on Nashawena, homeward bound; had 736 sperm, 794 whale; sent home 240 sperm, 320 whale, 3,000 pounds bone.

530 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1855.</b>				
<i>Nantucket, Mass.—Continued.</i>				
Narragansett.....	Ship	308	George W. Gardner.....	Zenas L. Adams.....
Norman.....	do	338	Charles C. Ray.....	G. & M. Starbuck & Co
Ocean Rover.....	do	417	Charles A. Veedler.....	G. & M. Starbuck & Co
Peru.....	Bark	259	Frederick A. Easton.....	Z. L. Adams.....
Watchman.....	Schooner	140	Hiram Bailey.....	J. B. Macy.....
William P. Dolliver.....	do	90	James Maguire.....	do.....
Young Hero.....	Ship	340	Valentine C. Long.....	G. & M. Starbuck.....
<i>Edgartown, Mass.</i>				
Almira.....	Ship	302	— Crosby.....	Abraham Osborn.....
Monterey.....	Schooner	80	Winipenny.....	Ira Darrow.....
Walter Scott.....	Ship	369	— Collins.....	Benjamin Worth.....
Washington.....	Schooner	110	— Fisher.....	John A. Baylies.....
<i>Hobbes's Hole, Mass.</i>				
Eliza Jane.....	Schooner	130	— West.....	Thomas Bradley.....
Pavilion.....	Brig	150	— Adams.....	do.....
<i>Sippican, Mass.</i>				
Adm'l Blake.....	Schooner	120	Benjamin B. Handy.....	Benjamin B. Handy.....
Altamaha.....	do	119	Consider Fisher.....	Stephen C. Luce.....
<i>Sandwich, Mass.</i>				
Amelia.....	Brig	127	David S. Russell.....	W. F. Lapham.....
<i>Provincetown, Mass.</i>				
Alleghany.....	Schooner	95	— Cook.....	Daniel C. Cook.....
Alexander.....	do	75	— Snow.....	Johnson & Cook.....
Chanticleer.....	do	87	— Young.....	Samuel Cook.....
E. Nickerson.....	do	132	— Freeman.....	Samuel Soper.....
F. Hutchinson.....	Bark	200	— Tuck.....	E. Nickerson.....
John Adams.....	Schooner	99	— Birch.....	John Adams.....
Louisa.....	do	97	— Cook.....	S. Cook.....
Montezuma.....	do	92	— Kilborn.....	T. & S. Hilliard.....
M. Spring.....	do	86	— Young.....	J. E. & G. Bowley.....
M. King.....	do	86	— Pett-gill.....	Johnson & Cook.....
Olive Clark.....	do	93	— Tuck.....	S. Soper.....
Richard.....	do	94	— Young.....	Philip Cook.....
Riczi.....	do	108	— Caton.....	J. E. & G. Bowley.....
Samuel Cook.....	Brig	120	— Gunn.....	S. Cook.....
S. R. Soper.....	Schooner	130	— Soper.....	S. Soper.....
Spartan.....	Bark	188	— Needham.....	Stephen Nickerson.....
Union.....	Schooner	97	— Cook.....	Jonathan Nickerson.....
Walter Irvin.....	do	133	— Gunn.....	S. Soper.....
Walter Irvin.....	do	133	— Paine.....	S. Soper.....
<i>Orleans, Mass.</i>				
Lewis Bruce.....	Brig	135	— Ryder.....	Heman Smith.....
Medford.....	do	108	— Lamson.....	do.....
Rothschild.....	Bark	261	— Allerton.....	do.....
<i>Beverly, Mass.</i>				
B. Franklin.....	Bark	164	— Brown.....	F. W. Cheate.....
<i>Warren, R. I.</i>				
Florence.....	Bark	326	— Champlin.....	R. H. Johnson.....
Smithfield.....	do	164	— McCleave.....	do.....
Wm. Henry.....	do	186	— Coit.....	Charles T. Child.....

Table showing returns of whaling-returns

sailing from American ports—Continued.

Captains.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					Bbls.	Bbls.	Lbs.	
George W. Gardner	Zenas L. Adams	Pacific Ocean	Nov. 22	May 20, 1860	83			Built 1855; sold to the Spanish government.
John C. Ray	G. & M. Starbuck	do	Oct. 16	May 12, 1860	97			
Thomas A. Veeder	G. & M. Starbuck & Co	do	July 11	Oct. 26, 1858	1,723			
Frederick A. Easton	Z. L. Adams	do	Oct. 4	Aug. 1, 1859	83			Sent home 73 whale.
John Bailey	J. H. Macy	Atlantic	Nov. 30	July 14, 1856		530		Built at Manchester 1853. Captain Bailey was drowned at Bona Vista May 31, 1856.
Thomas Maguire	do	do	Nov. 2					Burned at Sandwich Islands 1858.
Antoine C. Long	G. & M. Starbuck	North Pacific	Oct. 2					
Abraham Osborn	do	Pacific Ocean	Aug. 21	May 6, 1858	34	2,000	3,700	Sent home 12,000 bone; sold at Taleahuauo February, 1858; sent home 192 sperm, 10 whale.
John Penney	Ira Darrow	Atlantic	May 15					
Benjamin Worth	do	North Pacific	Nov. 26	June 11, 1859	121	506	500	Sent home 12,000 bone. Added 1855.
John A. Baylies	do	Atlantic	Oct. 11	July 28, 1856	34	11		
Thomas Bradley	do	Atlantic	Aug. 25	Oct. 31, 1856	2			Added 1855; withdrawn 1856. Added 1855; sent home 161 sperm.
do	do	do	Oct. 27	Apr. 10, 1858	280			
Benjamin B. Handy	do	Atlantic	May 19	Aug. 31, 1855	20	12		Took, in all, 340 sperm, 8 blackfish; worth \$13,510.
Stephen C. Luce	do	do	May 10	Nov. 12, 1853	7			
W. F. Lapham	do	Atlantic	Oct. 16	Sept. 2, 1856				Returned clean; sold to Mattapoisett 1856.
Daniel C. Cook	do	Atlantic	May 15	Sept. 3, 1855		164		Sent home 217 sperm; added 1855.
Johnson & Cook	do	do	Apr. 6	May 6, 1856	40	164		
Samuel Cook	do	do	May 11	Sept. 1, 1855		16		Withdrawn 1856.
Samuel Soper	do	do	Aug. 21	June 22, 1856	17	32		
E. Nickerson	do	Indian Ocean	July 17	Sept. 16, 1856	20	540	4,000	Capsized in Cintra Bay 1855; Captain Young and two men saved, thirteen lost.
John Adams	do	Atlantic	Apr. 21	Oct. 25, 1856	56			
S. Cook	do	do	May 15	Oct. 6, 1855		58		Added 1855; withdrawn 1856.
do	do	do	May 11	Sept. 3, 1855	110			
T. & S. Hilliard	do	do	do	Apr. 19, 1856	84			Added 1855.
J. E. & G. Bowley	do	do	May 1					
Johnson & Cook	do	do	Apr. 14	Aug. 31, 1855	25	3		No report.
S. Soper	do	do	Apr. 25	Apr. 12, 1856		550		
Phillip Cook	do	do	May 18	Oct. 3, 1855				Added 1855; withdrawn 1856.
J. E. & G. Bowley	do	do	Apr. 17	Nov. 22, 1855	170			
S. Cook	do	do	May 8	Sept. 14, 1855		80		Added 1855.
S. Soper	do	do	Apr. 3	Sept. 2, 1855	227	4		
S. Soper	do	do	Oct. 16	Sept. 11, 1856	42	152		Sent home 50 sperm.
Stephen Nickerson	do	Ind. & Atlantic	June 11	Sept. 6, 1857	45	450	4,000	
Jonathan Nickerson	do	Atlantic	Nov. 9	Sept. 26, 1855		150		Added 1855; sent home 50 sperm.
S. Soper	do	do	Nov. 9	Sept. 16, 1856	40	150		
Heman Smith	do	Atlantic	Apr. 21	Apr. 25, 1856		313	2,800	Added 1855; sent home 50 sperm.
do	do	do	Mar. 29	July 3, 1856	15	4		
do	do	do	Sept. 12	Sept. 30, 1856	32	360		
F. W. Cheate	do	Atlantic	Aug. 15	Aug. 28, 1856	1	169		Sold to Fall River 1856.
R. H. Johnson	do	Pacific Ocean	Nov. 13					Captain Champlin died in Japan Sea 1852; sent home 200 sperm, 300 whale, 3,672 bone; condemned at Honolulu 1859.
do	do	Atlantic & Ind.	Oct. 26					Condemned at Pernambuco December, 1855.
Charles T. Child	do	do	May 10	July 21, 1857	433			

## 532 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel	Class	Tonnage	Captain	Managing owner or agent
<b>1855.</b>				
<i>Newport, R. I.</i>				
Antelope .....	Bark	340	Oliver Potter .....	S. W. Macy .....
Mechanic .....	do	345	T. J. Corey .....	Oliver Read .....
<i>New London, Conn.</i>				
Coron .....	Ship	365	— Fish .....	Frink & Prentiss .....
Georgiana .....	Brig	190	— Huddington .....	Perkins & Smith .....
George Henry .....	Bark	303	James Huddington .....	.....do .....
Humbal .....	Ship	411	— Royce .....	Benj. Brown's Sons .....
John & Elizabeth .....	do	20	— Destin .....	Williams & Haven .....
John E. Smith .....	Schooner	119	— Fisher .....	E. H. Chappell .....
Laurens .....	Ship	120	— Smith .....	Perkins & Smith .....
N. America .....	Bark	368	— Lyons .....	Williams & Haven .....
North Star .....	Ship	308	— Fish .....	Williams and Barnes .....
Peruvian .....	do	388	Lucius L. Butler .....	E. V. Stoddard .....
Pioneer .....	Bark	245	— Morgan .....	Williams & Barnes .....
Vesper .....	Ship	334	— Hempstead .....	Thomas Fitch, 3d .....
Zoo .....	Brig	195	— Royce .....	.....do .....
<i>Greenport, N. Y.</i>				
Kanawha .....	Bark	266	— Terry .....	Wells & Carpenter .....
Prudent .....	do	206	— Hamilton .....	David G. Floyd .....
<i>Say Harbor, N. Y.</i>				
Ann .....	Bark	299	— Hamilton .....	Thomas Brown .....
Concordia .....	do	265	— McCorkle .....	.....do .....
Emerald .....	Ship	518	— Hallock .....	John Badd .....
Noble .....	Bark	273	— Jennings .....	Gilbert H. Cooper .....
Washington .....	do	230	— Babcock .....	F. Brown .....
<i>San Francisco, Cal.</i>				
Eagle .....	Schooner	..	— Dnbols .....	.....do .....
Francis .....	Brig	..	— Chester .....	G. R. Post & Co .....
Herald .....	Ship	262	— Derrick .....	Benjamin F. Hardy .....
Hopewell .....	Schooner	..	— Reynolds .....	.....do .....
Leonore .....	Ship	370	— Scammon .....	Tubbs & Co .....
Nonpareil .....	Brig	43	— Andrews .....	Mours & Folger .....
R. Adams .....	Bark	271	— Andrews .....	William Bailey .....
S. McFarland .....	Brig	143	— Miller .....	J. G. Wallace .....
<i>Mystic, Conn.</i>				
Aeronaut .....	Shlp	265	.....do .....	Charles Mallory .....
<b>1856.</b>				
<i>New Bedford, Mass.</i>				
Abigail .....	Shlp	310	Rufus N. Smith .....	William G. E. Pope .....
Active .....	Bark	33	William Wood .....	Cook & Snow .....
Adeline .....	Ship	328	Asa Taber .....	C. R. Tucker & Co .....
Adison .....	do	423	Samuel Lawrence .....	Isaac B. Richmond .....
Aiton .....	Bark	249	James M. Clark .....	F. & G. R. Taber .....
Amconda .....	do	382	Samuel F. Cressner .....	.....do .....
Archer .....	Ship	323	Matthew L. Smith .....	Edward W. Howland .....



## 534 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1856.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Devils .....	Bark	211	David G. Pierce .....	John A. Macomber .....
Caroline .....	Ship	364	George W. Gifford .....	William Gifford .....
Carolina .....	do	393	— Harding .....	S. Thomas & Co .....
Catalpa .....	Bark	260	William F. Snow .....	I. Howland, Jr., & Co. ..
Canada .....	Ship	54	Horton Kloketsou .....	Gideon Allen & Son .....
Caravan .....	do	33	James G. Bragg .....	William O. Brownell .....
Chas. W. Morgan .....	do	351	Thomas N. Fisher .....	I. Howland, Jr., & Co. ..
China .....	do	374	John W. Thompson .....	William Phillips & Son ..
Chill .....	do	291	Benjamin S. Clark .....	Axel Howard .....
Chris. Mitchell .....	do	325	Edward Manchester .....	David B. Kewpton .....
Cleero .....	do	252	Charles Courtney .....	L. Kollock & Son .....
Corder .....	do	319	Samuel H. Whiteside .....	W. G. E. Pope .....
Contest .....	do	441	Jeremiah Ludlow .....	I. Howland, Jr., & Co. ..
Courier .....	do	381	Frederick W. Coffin .....	O. & G. O. Crocker .....
Courser .....	Bark	345	S. H. Gifford .....	B. Peabody Howland .....
Daniel Wood .....	Ship	315	Thomas Morrison .....	Jas. B. Wood & Co. .....
Eagle .....	Bark	340	John McNelly .....	Swift & Perry .....
Eben Dodge .....	do	221	John W. Norton .....	B. F. Howland .....
Edward .....	do	274	William B. Stanton .....	Thomas Knowles & Co. ..
Eliza .....	do	366	Joseph H. Cornell .....	Cornell & Penman .....
Empire .....	Ship	402	Stephen G. Russell .....	George F. Parker .....
Europa .....	do	380	Edward B. Phinney .....	Edward G. Jones .....
Fatly .....	Bark	319	Benjamin L. Roadry .....	Swift & Allen .....
Florida .....	Ship	33	Coddington P. Fish .....	E. C. Jones .....
Fortune .....	Bark	291	Matthew Anderson .....	James Beetle .....
Gay Head .....	Ship	359	William Lowen .....	Jas. B. Wood & Co. .....
Gen. Pike .....	do	312	James Russell .....	William Gifford .....
Gov. Troup .....	do	430	Anthony Milton .....	E. C. Jones .....
Gypsy .....	do	360	Austin Smith .....	I. Howland, Jr., & Co. ..
Hela .....	Bark	207	Orrlek Smalley .....	T. Knowles & Co. .....
Hector .....	Ship	320	Amos A. Chase .....	William J. Rutch .....
Helen Mar .....	Bark	367	Henry F. Worth .....	L. Kollock & Son .....
Hawatha .....	Ship	381	John Ellis .....	T. & A. R. Nye .....
Hope .....	Bark	126	Shubael F. Brayton .....	Zeno Kelley .....
Huntress .....	do	329	William Allen .....	Cook & Snow .....
Hydamps .....	Ship	313	Parson Taber .....	J. B. Wood & Co. .....
Jivel Perry .....	do	433	George H. Cannon .....	Swift & Perry .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperms-ool.	Whale-ool.	Whale-bone.	
						Bbls.	Bbls.	Lbs.
W. G. Pierce	John A. Macomber	Pacific Ocean	Aug. 5					Sent home 54 sperm; lost on Point Mangle, New Granada, July 20, 1857.
W. W. Gifford	William Gifford	Ind. and Pacific	Aug. 5					Built at Dartmouth 1841; sent home 95 sperm, 82 whale, 6,039 pounds bone; lost on Minerva Shoals May 24, 1859; one man lost.
Harding	S. Thomas & Co.	Pacific Ocean	Oct. 3	Apr. 13, 1861	40	50	5,400	Sailed under command of James Gray, who came home sick 1856; sent home 1,185 whale, 11,614 pounds bone; withdrawn 1861.
Am F. Snow	I. Howland, jr., & Co.	North Pacific	June 20	June 19, 1860	824	5		Sent home 274 sperm; sold and withdrawn 1860; sold to San Francisco 1862.
on Ricketson	Gideon Allen & Son	North Pacific	Oct. 16					Sent home 70 sperm; 1 ss on coast of Brazil on account of intemperance of Brazilian officials; subsequently paid for by Brazilian government.
es G. Drugg	William O. Brownell	do	Aug. 25					Bought from Fall River 1856; sent home 45 sperm 569 whale, 5,809 pounds bone; condemned at Montevideo March, 1860.
ms N. Fisher	I. Howland, jr., & Co.	do	Sept. 15	Apr. 16, 1859	11	82	13,800	Sent home 108 sperm, 175 whale, 11,000 bone.
W. Thompson	William Phillips & Son	do	Oct. 15	June 26, 1859	37	1,377	16,200	Sent home 67 sperm.
am'n S. Clark	Axel Howard	Indian Ocean	July 3	June 8, 1860	704	12		Sent home 25 sperm, 473 whale, 14,000 pounds bone; withdrawn for merchant-service 1861; sold to San Francisco 1861.
ard Manchester	David B. Keenion	North Pacific	Aug. 16	May 17, 1860	65	1,670	9,400	Sent home 236 sperm, 308 whale, 8,900 pounds bone; condemned at Honolulu December, 1858.
os Courtney	L. Kollock & Son	do	Aug. 12	May 16, 1860		485	4,000	Built at Mattapoisett 1856; sent home 146 sperm, 240 whale, 11,800 pounds bone.
uel H. Whiteside	W. G. E. Pope	do	Aug. 7					Sent home 135 sperm, 175 whale, 11,000 bone.
endak Ludlow	I. Howland, jr., & Co.	Pacific Ocean	Oct. 21	Apr. 12, 1860		1,803	8,850	Built at Mattapoisett 1856; sent home 146 sperm, 240 whale, 11,800 pounds bone.
erlek W. Coffin	O. & G. O. Crocker	do	Oct. 4	July 2, 1861	73			Sent home 545 sperm; one of the "stone-boat" No. 1.
l. Gifford	D. Franklin Howland	North Pacific	Feb. 19	June 20, 1860	40	332		Built 1857; sent home 147 sperm.
mos Mortison	Jas. B. Wood & Co.	North Pacific	Oct. 2	Apr. 12, 1860		617	6,200	Sent home 1,290 whale, 33,354 pounds bone.
McNelly	Swift & Perry	Pacific Ocean	Oct. 22	Mar. 28, 1861	33	90		Altered from 804p 1856.
n W. Norton	E. F. Howland	Atlantic	May 15	Aug. 18, 1858	306	90		Fought from Beverly 1856; sent home 170 sperm.
ham B. Stanton	Thomas Knowles & Co.	Pacific Ocean	July 8	Apr. 24, 1860	711	55		Built at Mattapoisett 1856; sent home 146 sperm, 240 whale, 11,800 pounds bone.
eph H. Cornell	Cornell & Pennington	North Pacific	Nov. 13	June 13, 1860	11	955	5,400	Sent home 1,112 whale, 8,434 pounds bone.
phen G. Russell	George F. Parker	do	Aug. 11	May 9, 1860	3	967	7,600	Sent home 59 sperm, 1,800 pounds bone.
ward B. Philney	Edward C. Jones	Ind. and Pacific	June 21	Apr. 30, 1860	88	64		Sent home 52 sperm, 800 whale, 31,648 pounds bone.
jamin L. Boady	Swift & Allen	North Pacific	July 19	Apr. 20, 1860		1,170		Sent home 34 sperm, 919 whale, 13,597 bone.
ington P. Fish	E. C. Jones	do	Oct. 16	Apr. 25, 1859		1,605	10,000	Sent home 1,254 whale, 17,700 pounds bone; one of "stone-boat" No. 1.
threw Anderson	James Beattie	do	Oct. 24	1860 or 1861				First mate, John C. Clark, taken out of boat by a whale; his body was recovered after hauling in 150 fathoms of line; sent home 88 sperm, 728 whale, 19,653 bone.
William Lowen	Jas. B. Wood & Co.	do	Oct. 20	Aug. 28, 1860	8	1,171	985	Sent home 359 sperm, 967 whale, 16,000 bone.
mos Russell	William Gifford	do	Sept. 9	Mar. 12, 1859	113	1,950	5,400	Sent home 405 sperm, 967 whale, 16,000 bone.
Anthony Milton	E. C. Jones	do	Aug. 27	Apr. 16, 1859		1,430	11,000	Let Captain Smith sick at Fayal; sent home 98 sperm.
acin Smith	I. Howland, jr., & Co.	do	May 15	Oct. 31, 1856	2	1		Sent home 632 sperm.
rick Smalley	T. Knowles & Co.	Pacific Ocean	June 3	June 2, 1859	563	80		Sent home 910 sperm; captured by a rebel privateer subsequently.
mos A. Chase	William J. Botch	do	Nov. 17	July 19, 1860	894			Built 1857; sent home 29 sperm, 400 whale, 36,497 pounds bone; sold to Boston 1862.
enry F. Worth	L. Kollock & Son	do	Jan. 15	Mar. 17, 1861	6	1,261	8,500	Built at New Bedford 1856; sent home 256 sperm; sold to Boston 1862, for merchant-service.
hn Ellis	T. & A. R. Nyo	do	Oct. 11	Mar. 26, 1861	1,240			
mbael P. Brayton	Zeno Kelley	Indian Ocean	Aug. 21	June 1, 1859	313	2		Built at Mattapoisett 1856; sent home 250 sperm, 240 whale, 2,000 pounds bone.
ilham Allen	Cook & Snow	Atl. and Indian	Aug. 11	July 19, 1857	161	4		Sent home 177 sperm.
ardon Taber	J. B. Wood & Co.	Ind. and Pacific	Aug. 14	June 19, 1859	1,318	32		Second mate, Jabez Webb, killed by a whale March 21, 1860; sent home 54 sperm, 1,684 whale, 7,216 pounds bone.
orge H. Cannon	Swift & Perry	North Pacific	Sept. 2	May 27, 1860	75	1,127	7,200	



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1856.</b>				
<i>Neo Bedford, Mass.—Continued.</i>				
Josephine .....	Ship ...	44	James R. Allen .....	Swift & Perry .....
Kingfisher .....	Bark ...	451	Martha Palmer .....	Jona. Bourne, jr. ....
Lafayette .....	do .....	341	George G. Ray .....	I. H. Bartlett & Sons ..
Lagoda .....	Ship ...	344	John D. Willard .....	J. Bourne, jr. ....
Lancer .....	do .....	395	Aaron C. Cushman .....	Richmond & Wood .....
Lapwing .....	do .....	432	Michael Cunniskey .....	E. C. Jones .....
Louisa .....	Bark ...	319	William R. Hathaway .....	Swift & Allen .....
Maha .....	do .....	150	Ingraham D. Oliver .....	Benjamin B. Howard .....
Marla .....	do .....	202	Joseph Abbott .....	Thomas R. Rodman .....
Marcella .....	do .....	210	William T. West .....	C. R. Tucker & Co. ....
Massachusetts .....	do .....	364	Daniel B. Greene .....	Swift & Allen .....
Mars .....	do .....	270	Gerardus P. Harrison .....	C. R. Tucker & Co. ....
Mary Frazier .....	Ship ...	227	John Ronnis .....	B. F. Howland .....
Mary .....	do .....	287	John R. Sands .....	I. Howland, jr. & Co. ...
Merlin .....	Bark ...	347	John S. Deblols .....	W. & G. D. Watkins .....
Milton .....	Ship ...	488	Charles Halsey .....	Henry Taber & Co. ....
Minerva .....	do .....	407	Charles H. Gifford .....	William Gifford .....
Montezuma .....	Bark ...	19	Dennis D. Baxter .....	James H. Sloan .....
Morea .....	Ship ...	330	Beriah C. Abbecheater .....	Azel Howard .....
Morning Light .....	do .....	361	— Norton .....	S. Thomas & Co. ....
Nassau .....	do .....	40	Henry Murdock .....	Swift & Perry .....
Niger .....	do .....	437	Nathan M. Jernegan .....	William Hathaway, jr. ...
Ocean .....	do .....	34	Ezra Gifford .....	John R. Thornton .....
Ocean Wave .....	Bark ...	384	Hiram Baker .....	H. Taber & Co. ....
Orray Taft .....	do .....	170	John C. Clark .....	Allen Lucas .....
Oscroft, Ad .....	do .....	208	John P. Carr .....	Grauston Wilcox .....
Polar Star .....	Ship ...	47	Hiram Weeks .....	C. R. Tucker & Co. ....
President .....	Bark ...	18	Seth D. McFarlin .....	Edmund Maxfield .....
Rajah .....	do .....	250	Ansel N. Stewart .....	do .....
Rainbow .....	Ship ...	47	Benjamin H. Halsey .....	W. Gifford .....
Rapid .....	do .....	50	David P. West .....	I. Howland, jr. & Co. ...
Rambler .....	do .....	39	James W. Wills .....	F. & G. R. Taber .....
Reindeer .....	do .....	45	Edward R. Ashley .....	Edward W. Howland .....
Rosene, Ad .....	Bark ...	23	Nathan H. Mendell .....	J. Bourne, jr. ....
Saratoga .....	Ship ...	54	Fredrick Shoen .....	Abraham Ashley .....
Sea Breeze .....	Bark ...	47	Benjamin F. Jones .....	O. & E. W. Seabury .....
Sea Flower .....	do .....	150	Sylvanus Cleveland .....	Charles Almy .....
Silver Cloud .....	do .....	451	Edward Coggeshall .....	Russell Maxfield .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
W. R. Allen	Swift & Perry	Pacific Ocean	July 15	Apr. 24, 1859	63	1,880	16,500	Built 1856 at Fairhaven; sent home 94 sperm 1,434 whale, 21,400 pounds bone.
W. Palmer	Jona. Bourne, jr.	North Pacific	Sept. 27	May 8, 1860	.....	821	.....	Built at New Bedford 1856; Captain Palmer taken down by a foul line and lost May 20, 1859; sent home 2,525 whale, 43,914 pounds bone; sold to United States for a blockade 1861.
George G. Ray	I. H. Bartlett & Sons	Pacific Ocean	Dec. 18	May 13, 1861	950	.....	.....	Sent home 300 sperm.
D. Willard	J. Bourne, jr.	.....	July 17	June 27, 1860	165	1,280	11,500	Sent home 834 whale, 15,436 pounds bone.
C. Cushman	Richmond & Wood	.....	Aug. 4	June 3, 1860	1,539	7	.....	Captain Cushman died November 23, 1856; sent home 54 sperm.
Ed. Cumbakey	E. C. Jones	Indian Ocean	June 3	Nov. 4, 1859	1,700	850	.....	Sent home 18 sperm, 6,000 pounds bone.
Sam R. Hatheway	Swift & Allen	North Pacific	Sept. 23	May 9, 1860	58	879	4,800	Sent home 104 sperm, 84 whale, 18,560 bone.
Sam D. Oliver	Benjamin B. Howard	Atlantic	Oct. 22	.....	.....	.....	.....	Sent home 80 sperm; condemned and sold at Fayal August 27, 1857.
Wm. Abbott	Thomas R. Rodman	Ind. and Pacific	Sept. 1	Aug. 11, 1859	684	.....	.....	Sent home 1,200 pounds bone.
Sam T. West	C. R. Tucker & Co.	Atl. and Indian	Sept. 10	June 18, 1858	293	231	.....	Altered from a ship 1856; sent home 50 sperm 1,400 whale, 26,176 pounds bone.
W. B. Greene	Swift & Allen	North Pacific	Nov. 20	June 26, 1860	130	1,547	12,000	Sent home 218 sperm, 81 whale, 300 bone.
Ed. P. Harrison	C. R. Tucker & Co.	Indian Ocean	June 10	Apr. 13, 1860	428	428	1,700	Sent home 33 sperm, 9.5 whale, 8,838 bone.
Wm. R. Rounds	H. F. Howland	North Pacific	Sept. 24	June 10, 1860	166	1,215	8,600	Sold and broken up 1860.
Wm. H. Sands	I. Howland, jr. & Co.	Pacific Ocean	Nov. 2	May 27, 1859	341	914	2,200	Built at Mattapoisett 1856; took 2,000 sperm all told.
S. Debbols	W. & G. D. Watkins	.....	June 25	June 19, 1853	1,506	31	.....	Sent home 95 sperm, 883 whale, 22,826 bone.
Wm. Halsey	Henry Taber & Co.	.....	Sept. 10	Mar. 22, 1860	22	2,643	14,200	Built at Charlestown 1846; sent home 10 sperm, 940 whale, 28,618 pounds bone; sold and withdrawn 1860.
Wm. H. Gifford	William Gifford	.....	July 10	Apr. 13, 1860	27	925	.....	Sent home 53 sperm.
Wm. D. Baxter	James H. Slocum	.....	June 8	Aug. 23, 1858	330	99	.....	Sent home 790 sperm, 1,558 whale, 22,600 pounds bone; condemned at Honolulu November 13, 1859.
Wm. C. Manchester	Azal Howard	North Pacific	Sept. 2	.....	.....	.....	.....	Built at South Dartmouth 1856; sent home 229 sperm, 650 whale, 2,100 pounds bone.
Wm. Norton	S. Thomas & Co.	Pacific Ocean	June 4	July 9, 1858	300	1,039	500	Sent home 127 sperm, 610 whale, 28,570 bone.
Wm. Murdock	Swift & Perry	North Pacific	Nov. 17	May 10, 1860	.....	1,612	7,800	Sent home 97 sperm.
Wm. M. Fernegan	William Hathaway, jr.	Pacific Ocean	Sept. 2	Aug. 14, 1860	1,535	13	500	Built 1856 at New Bedford; sent home 180 sperm, 350 whale, 7,000 pounds bone; lost on Elbow Island October 12, 1859.
Wm. Gifford	John R. Thornton	.....	Oct. 22	Aug. 11, 1859	2,101	.....	.....	Sent home 71 sperm.
Wm. Baker	H. Taber & Co.	North Pacific	Oct. 28	.....	.....	.....	.....	Bought from Westport 1856; sent home 425 sperm, 37 whale.
Wm. C. Clark	Allen Lucas	Atlantic	Nov. 20	July 16, 1858	372	42	.....	Bought from Westport 1856; lost off Tech-sant 1858; Capt. in Stewart, mate and 11 men lost; sent home 9 sperm, 35 whale.
Wm. P. Carr	Cronston Wilcox	Atl. and Indian	July 29	Sept. 11, 1858	497	17	.....	Sent home 297 sperm, 350 whale, 18,888 bone.
Wm. Weeks	C. R. Tucker & Co.	North Pacific	Aug. 26	July 18, 1860	261	1,392	.....	Bought from Westport 1856; sent home 425 sperm, 37 whale.
Wm. McFarlin	Edmund Maxfield	Indian Ocean	Nov. 3	Apr. 19, 1859	621	5	.....	Bought from Westport 1856; lost off Tech-sant 1858; Capt. in Stewart, mate and 11 men lost; sent home 9 sperm, 35 whale.
Wm. Stewart	.....	Atl. and Indian	Nov. 6	.....	.....	.....	.....	Sent home 18 sperm, 904 whale, 26,532 bone.
Wm. H. Halsey	W. Gifford	North Pacific	Oct. 11	Apr. 18, 1859	122	1,802	2,000	Built at Fairhaven 1856; had a series of reverses in 1860—was fired by the crew, struck on a sunken rock, and run into the Jennette; condemned 1860; sent home 1,312 whale, 15,600 pounds bone.
Wm. P. West	I. Howland, jr. & Co.	.....	Oct. 1	.....	.....	.....	.....	Sent home 193 whale, 12,853 pounds bone; sold to Boston 1860.
Wm. W. Willis	F. & G. R. Taber	.....	Oct. 15	June 27, 1860	.....	2,325	6,300	Sent home 45 sperm, 2,353 whale, 14,214 bone.
Wm. R. Ashley	Edward W. Howland	.....	Oct. 15	Mar. 24, 1860	2	1,995	12,000	Sold and withdrawn 1859.
Wm. H. Mendell	J. Bourne, jr.	Ind. and Pacific	Sept. 18	May 4, 1859	282	220	1,500	E. W. Kemp on, first mate, died at Lahaina November, 1857; sent home 60 sperm, 500 whale, 17,914 bone; withdrawn 1860; sold at Barcelona 1861.
Wm. J. Slocum	Abraham Ashley	North Pacific	Nov. 3	June 1, 1860	110	1,926	10,000	Second mate, George W. Reed, drowned March, 1857; sent home 122 sperm, 1,450 whale.
Wm. F. Jones	O. & E. W. Seabury	Pacific Ocean	Oct. 1	Mar. 2, 1861	1,475	50	.....	Sent home 121 sperm; sold to Providence 1858.
Wm. S. Cleaveland	Charles Almy	Atlantic	June 5	Sept. 2, 1857	81	11	.....	Bought from Boston 1856; sent home 305 sperm, 537 whale, 22,352 pounds bone; sold to New York 1862, for China trade.
Wm. Coggeshall	Russell Maxfield	North Pacific	Nov. 12	Aug. 14, 1860	840	1,475	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1850.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Subleam .....	Bark ..	360	Samuel H. Cromwell.	J. & W. R. Wing.
Susan .....	do .....	261	Joseph K. Green.	Abraham H. Howland.
Swallow .....	Ship ..	43	Herman N. Stewart.	William O. Blackler.
Thos. Dickason .....	do ..	45	Henry D. Plasket.	Alexander Gibbs.
Thomas Pope .....	do ..	32	Robert P. Reynard.	William Phillips & Son.
Valparaiso .....	Bark ..	40	S. R. Tilton.	William Hathaway, Jr.
Wave .....	do ..	197	Leonard W. Hill.	Thomas Knowles & Co.
William & Elza .....	Ship ..	32	Charles A. Crocker.	H. Taber & Co.
William Rotch .....	do ..	290	William M. Ellison.	E. W. Howland.
William Wirt .....	do ..	327	Abraham Osborn, Jr.	E. Maxfield.
<i>Dartmouth, Mass.</i>				
Brunswick .....	Ship ..	29	Henry P. Butler.	Tucker & Cummings.
Charles & Edward .....	do ..	15	William H. Salter.	William Potter, ad.
Matilda Sears .....	Bark ..	30	Peleg S. Wing.	do .....
Nye .....	do ..	21	Fred. S. Howland.	Tucker & Cummings.
<i>Westport Point, Mass.</i>				
Aurora .....	Bark ..	35	Joseph Marshall.	Andrew Hicks.
D. Franklin .....	do ..	174	David S. Russell.	Job Davis.
Kato Cory .....	Schooner	130	George L. Manchester.	Alex. H. Cory.
Solon .....	Bark ..	12	William Childs.	Henry Smith.
United States .....	do ..	217	Warren Woodward.	A. Hicks.
<i>Sippican, Mass.</i>				
Admiral Plako .....	Schooner	120	Jared Blankenship.	Peleg Blankenship.
Altamaha .....	do ..	118	— Fisher.	Stephen C. Luce.
James .....	do ..	80	Benjamin B. Handy.	B. B. Handy.
<i>Sandwich, Mass.</i>				
Ocean .....	Bark ..	167	Henry G. Smith.	W. F. Lapham.
<i>Fairhaven, Mass.</i>				
Alfred .....	Schooner	180	Lucius L. Butler.	I. F. Terry.
Amazon .....	Bark ..	31	Robert Eldridge.	Nathan Church.
Arctic .....	Ship ..	43	Charles A. Evans.	Edmund Allen.
E. L. B. Jenney .....	Bark ..	380	William Marsh.	Gibbs & Jenney.
Iowa .....	do ..	200	Charles C. Mooers.	Jenney & Tripp.
Martha, 2d .....	Ship ..	301	Timothy C. Spaulding.	William G. Blackler.
Samuel Robertson .....	do ..	421	Daniel S. Babcock.	I. F. Terry.
Sharon .....	do ..	354	Lillibridge B. King.	Gibbs & Jenney.

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Amos H. Cromwell. Eph K. Green.	J. & W. R. Wing. Abraham H. Howland.	Ind. and Pacific Pacific Ocean	July 21 Nov. 10	Apr. 13, 1860	1,514			Built at Mattapoisett 1856. Lost at Esmeraldas, S. A., June 20, 1857; saved 250 sperm; the sixth vessel lost by A. H. Howland in 8 years.
Ernest N. Stewart. Wm D. Plaskett. Robert P. Reynard.	William G. Blackler. Alexander Gibbs. William Phillips & Son.	Indian Ocean North Pacific Pacific Ocean	Oct. 9 Nov. 2 June 10	Dec. 22, 1860 June 18, 1860 June 10, 1859	600 28 1,428	890 376 199	4,700	Built at Fairhaven 1856. Sent home 1 804 whale, 28,531 pounds bone. Built 1856 at Mattapoisett; sent home 437 sperm, 30 whale.
R. Tilton.	William Hathaway, Jr.	do	Sept. 16	Apr. 30, 1861	1,202	110		Sent home 200 sperm; one of "stone-boat" No. 2; sunk 1862.
Edward W. Hill.	Thomas Knowles & Co.	do	Aug. 15	June 30, 1860	177	10		Sailed July 29; returned August 10, with a defective mainmast.
Charles A. Crocker.	H. Taber & Co.	Indian Ocean	July 22					Built in 1805 at New Bedford; sent home 270 sperm; lost on Fortuna Island Au- gust 19, 1859; all (450 sperm) saved.
William M. Ellison.	E. W. Howland.	Atl. and Indian	July 8	May 20, 1860	120	588	4,000	Bought from Fairhaven 1856; sent home 129 sperm, 41 whale, 4,298 pounds bone; withdrawn 1861; after went whaling from Honolulu; lost in Arctic 1871.
Abraham Osborn, Jr.	E. Maxfield.	North Pacific	Sept. 12	Apr. 12, 1860	16	1,787	4,800	Sent home 511 whale, 13,466 pounds bone; sold to New York 1862.
Henry P. Butler. William H. Salter. Eleg S. Wing.	Tucker & Cummings William Potter, 2d. do	Indian Ocean Atlantic Indian Ocean	Oct. 9 Oct. 21 June 17	Sept. 19, 1859 May 15, 1858 Aug. 9, 1860	677 110 1,051	589 20 197		Built 185 at Dartmouth; sent home 100 sperm, 175 whale, 2,000 pounds bone.
Ed. S. Howland.	Tucker & Cummings	Atlantic	May 19	Aug. 22, 1858	12			Sent home 400 sperm; Captain Howland came home sick 1857.
Joseph Marshall. David S. Russell. George L. Manchester. William Childs. Warren Woodward.	Andrew Hicks. Job Davis. Alex. H. Cory. Henry Smith. A. Hicks.	Pacific Ocean Atlantic do do Ind. and Pacific	Nov. 10 Nov. 11 May 20 June 16 June 21	July 12, 1861 Aug. 1, 1859 May 13, 1857 June 20, 1858	1,503 95 143 140			Built at Dartmouth 1856. Sold to New Bedford 1851. Built at Westport 1856. Sent home 27 sperm. Wrecked and abandoned at sea May 1, 1860, with 530 sperm on board; had sent home 175 sperm.
Harold Blankenship. Fisher. Benjamin B. Handy.	Deleg Blankenship. Stephen C. Luce. B. B. Handy.	Atlantic do do	May 13 May 22 May 20	Sept. 14, 1856 Aug. 31, 1858 Aug. 31, 1856	106 193 193	32 150		Sent home 99 sperm. Bought from New Bedford 1856; took, in all, 220 sperm, worth \$10,000.
Henry G. Smith.	W. F. Lapham	Atlantic	June 26	July 20, 1857		Clean		
Lucius L. Butler.	I. F. Terry.	Desolat'n Island	Aug. 16					Bought from Boston 1856; formerly of New Bedford; lost on Hurd's Island December 29, 1856; tender to Sam. Robertson.
Robert Eldridge.	Nathan Church.	Indian Ocean	Oct. 15	June 7, 1860	10	1,522	7,000	Altered from a ship 1856; sent home 276 sperm, 10,885 pounds bone; one of the "stone-boat" sunk off Charleston 1861.
Charles A. Evans.	Edmund Allen.	Pacific Ocean	July 21					Captain Evans was drowned off New Zea- land 1857; his successor, — Beckman, came home 1858; sent home 2,128 whale, 28,568 pounds bone; withdrawn 1861; sold to New York; lost in Arctic 1876.
William Marsh.	Gibbs & Jenney	do	Nov. 11					Altered from a ship 1856; sent home 900 sperm; condemned at Sydney January, 1862; sold oil (1,100 sperm) there.
Charles C. Mooers. Timothy C. Spaulding. Daniel S. Babcock.	Jenney & Tripp. William G. Blackler. I. F. Terry.	do Indian Ocean Desolat'n Island	Oct. 19 May 20 Aug. 23	Aug. 25, 1859 Apr. 1, 1860 Oct. 17, 1858	312 1,001	647 189		Sold to New York 1859. Sold 1860. John Faustin, third mate, and three men drowned while chasing whales Septem- ber, 1857; first ship from New Bedford district to Hurd's Island; elephant-oil; withdrawn for freighting 1859; con- demned at Pernambuco June, 1863.
Lillibridge B. King.	Gibbs & Jenney	Pacific Ocean	Nov. 26	Aug. 16, 1861		1,616		Sold to Boston 1861; sent home 591 whale, 21,504 pounds bone; finally condemned at Sydney January 18, 1863.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1856.</b>				
<i>Fairhaven, Mass.—Continued.</i>				
South Scaman.....	Ship...	497	Thomas A. Norton ..	E. Allen .....
Tahn a'oo .....	Ship....	371	Jas. B. Robinson .....	Fish & Robinson .....
<i>Mattapoisett, Mass.</i>				
Amelia.....	Brig...	127	Charles W. Kempton ..	L. Meigs & Co .....
Elvira.....	..do...	131	Stephen Merrilhow .....	..do .....
Mary Ann.....	Bark....	214	Joseph R. Taber .....	R. L. Barstow .....
March.....	Brig....	89	Henry Lewis .....	..do .....
Palmyra.....	Schooner	106	Benjamin Smith .....	L. Meigs .....
R. L. Barstow.....	Bark....	203	— Devoll .....	R. L. Barstow .....
Sun .....	..do...	184	Ephraim Poole.....	..do .....
<i>Nantucket, Mass.</i>				
Hero .....	Ship ...	312	William Holway.....	G. & M. Starbuck & Co .....
Homer .....	Brig ...	140	James L. Fisher .....	E. G. Kelley.....
Hamilton.....	Schooner	...	David Patterson .....	Matthew Crosby .....
Islandet.....	Bark ...	317	Charles E. Starbuck ..	Edward W. Perry.....
Loxington.....	Ship ...	369	James Fish .....	..do .....
Mary.....	..do...	369	John C. Brock .....	Zenas L. Adams .....
Massachusetts .....	..do...	360	Thomas Chatfield.....	Gardner & McLeave.....
Phoenix .....	Bark....	323	J. Huckley.....	Samuel C. Wyer .....
Sea Ranger.....	..do...	370	Henry W. Davis.....	J. B. Macy .....
Watchman.....	Schooner	140	Charles W. Hussey .....	..do .....
Win. P. Dolliver .....	..do...	86	{ James McGuire..... } { ..do .....	{ ..do .....
<i>Negartown, Mass.</i>				
Champion .....	Ship ...	409	— Coffin .....	Benjamin Worth .....
Delaware.....	Schooner	152	James McGuire.....	Henry Pease .....
Ellen.....	Bark....	232	— Shoem .....	Henry Colt .....
Louisa Sears .....	..do...	180	Edward Mayhew.....	Abraham Osborn .....
Mary.....	Ship ...	343	— Jenks .....	..do .....
Richard Mitchell.....	..do...	356	James Huxford.....	Henry Colt .....
Rose Pool .....	Bark....	285	Alex. P. Fisher.....	Joseph Holley .....
Vineyard .....	..do...	321	— Caswell .....	Benjamin Worth .....
Washington.....	Schooner	140	— Blankenship .....	John A. Haylis .....
<i>Holmes's Hole, Mass.</i>				
Helen Augusta.....	Bark....	276	— Worth .....	Thomas Bradley .....
<i>Falmouth, Mass.</i>				
Hobomok .....	Ship ...	414	— Marchant.....	Oliver C. Swift .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					<i>Ibbs.</i>	<i>Ibbs.</i>	<i>Lbs.</i>	
James A. Norton	E. Allen	Pacific Ocean	Aug. 26					Built at Mattapoisett 1856; sent home 70 sperm, 3,560 whale, and 21,027 pounds bone; lost on French Frigate Shoal March 13, 1859.
John B. Robinson	Fish & Robinson	North Pacific	Aug. 5	Feb. 21, 1860	43	1,290	2,400	Took, in all, 275 sperm, 2,300 whale, 17,796 pounds bone; sold to New Bedford 1860; the Tahmaroo was afterward sold at Fayal, 1861.
James W. Kempton	L. Meigs & Co.	Atlantic	Dec. 19	June 13, 1858	100	87		Bought from Sandwich 1856; fired into and boarded by English steamer Lex on the coast of Africa, 1857.
John Merrilow	do	do	July 24					Bought from Boston 1856; condemned at Saint Thomas April 21, 1859.
Joseph R. Taber	R. L. Barstow	Indian Ocean	Sept. 4	Sept. 24, 1858	676	103		Bought from New Bedford 1856; sent home 27 sperm.
Henry Lewis	do	Atlantic	Nov. 13	Sept. 7, 1857	143	6		Bought from Nantucket 1856; sent home 69 sperm.
Samuel Smith	L. Meigs	do	June 24	Nov. 9, 1857	193			
John Devoll	R. L. Barstow	do	Aug. 19	Aug. 30, 1858	704	115		Sent home 157 sperm.
John Peelo	do	do	Apr. 20	Oct. 18, 1857	375	229		
William Holway	G. & M. Starbuck & Co.	Pacific Ocean	Oct. 11	July 11, 1860	1,150	250		
James L. Fisher	E. G. Kelley	Atlantic	Nov. 20	Sept. 9, 1857	77	54		
John Patterson	do	do	July 21	Aug. —, 1856		40		
Charles E. Starbuck	Matthew Crosby	Pacific Ocean	Aug. 19	June 9, 1861	800			Built at Fairhaven 1856.
James Fisher	Edward W. Perry	do	Sept. 19					Sent home 23 sperm, 628 whale, 12,385 bone; lost on Strong's Island 1859; saved 100 barrels sperm.
John C. Brock	do	do	Sept. 9	Apr. 29, 1861	1,170			Sold to New York and fitted for California.
Thomas Chatfield	Zenas L. Adams	do	Sept. 24	Oct. 14, 1860	1,540			Sent home 43,030 pounds bone; sold to San Francisco 1861.
John Hinkley	Gardner & McLeave	North Pacific	Oct. 19					Captain Hinkley came home sick; sent home 150 sperm, 1,075 whale; lost on Elbow Island, Ochotsk Sea.
Henry W. Davis	Samuel C. Wyer	Pacific Ocean	Sept. 16	Oct. 14, 1860	1,712	51		Built at Mattapoisett 1856; sold to Providence; afterward bought for New Bedford.
Charles W. Hussey	J. B. Macy	Atlantic	Sept. 23	Aug. 26, 1858	43	386	1,350	Obtained 4 barrels of ambergris, which sold for \$10,000.
James McGuire	do	do	June 24	Aug. 15, 1856			55	Added 1856.
do	do	do	Aug. 20	Aug. 25, 1859			66	
James Russell	do	do	Oct. 30	Oct. 20, 1857			21	
do	Benjamin Worth	North Pacific	Oct. 5	Mar. 21, 1860	170	1,140	2,600	Bought from Provincetown 1856; lost in a white squall.
James McGuire	Henry Pease	Atlantic	Nov. 7					Sent home 121 sperm.
do	Henry Colt	Island Pacific	Aug. 14	Nov. 25, 1859	425	515		Bought from Plymouth 1856; built 1817 a brig; Captain Mayhew died at Saint Helena April 25, 1857.
do	Abraham Osborn	Atl. and Indian	Oct. 30	Aug. 17, 1858	417	302		
do	do	North Pacific	Aug. 6	Apr. 3, 1860	2	1,689	4,600	Sent home 254 sperm, 327 whale, 21,199 bone.
do	Henry Colt	Island Pacific	Nov. 19	May 9, 1860	503	2,175	1,900	Bought from Nantucket 1850; sent home 4,700 pounds bone; sold to New Bedford for merchant service 1861; sold to Bremen 1863.
do	do	Ind. and Pac.	July 21	July 20, 1860	222	608		Bought from Boston 1856; sent home 102 sperm, 100 whale, 4,528 bone.
do	do	North Pacific	Aug. 6	May 33, 1859	117	1,496	9,500	Sent home 165 sperm, 19,500 bone.
do	Benjamin Worth	Atlantic	Sept. 3	Sept. 9, 1857	96	64		
do	John A. Baylis	do						
do	do	Atlantic	June 19	Dec. 6, 1858	71	910	1,200	Sent home 27 sperm.
do	Thomas Bradley	do						
do	do	Pacific Ocean	Nov. 21	Mar. 21, 1860	30	1,573	10,500	Sent home 74 sperm, 491 whale, 17,859 bone; sold to New Bedford 1860; sold to New York for merchant service 1863; renamed Livo O.k.

542 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1856.</b>				
<i>Provincetown, Mass.</i>				
Acorn .....	Bark...	215	— Puffer .....	Nickerson & Tuck .....
Alleguany .....	Schooner	95	— Cook .....	Daniel C. Cook .....
Alexander .....	do .....	75	— Costa .....	Johnson & Cook .....
Anaretto .....	do .....	130	— Youuz .....	J. E. & G. Bowley .....
Chanticleer .....	do .....	85	— Freeman .....	Samuel Soper .....
E. Nickerson .....	Brig .....	133	— Nickerson .....	Hannum & Co .....
Eschol .....	Bark .....	143	— Tuck .....	Nickerson & Tuck .....
F. Bunchinia .....	Schooner	200	— Hutch .....	{ John Adams .....
John Adams .....	do .....	95	— Doyle .....	{ J. E. & G. Bowley .....
J. H. Duvall .....	Bark .....	200	— Young .....	{ T. & S. Hilliard .....
Montezuma .....	Schooner	95	— Chapman .....	{ Johnson & Cook .....
M. King .....	do .....	80	— Martyno .....	S. Soper .....
Olive Clark .....	Bark .....	32	— Cook .....	E. & E. K. Cook .....
Parker Cook .....	Schooner	92	— Katon .....	Philip Cook .....
Richard .....	do .....	107	— Cook .....	J. E. & G. Bowley .....
Rienzi .....	do .....	97	— Holmes .....	Jonathan N. Korsen .....
Union .....	do .....	95	— Cook .....	H. & S. Cook & Co .....
V. Doane .....	do .....	130	— Holmes .....	S. Soper .....
Walter Irvin .....	do .....	130	— Holmes .....	S. Soper .....
<i>Orleans, Mass.</i>				
Lewis Bruce .....	Brig .....	135	— Snow .....	Homan Smith .....
Medford .....	do .....	100	— Snow .....	do .....
Wm. Martin .....	Schooner	134	— Martin .....	do .....
<i>Beverly, Mass.</i>				
Lady Suffolk .....	Bark .....	210	— Robertson .....	F. W. Choate .....
<i>Fall River, Mass.</i>				
B. Franklin .....	Bark .....	164	— Brown .....	do .....
<i>Warren, R. I.</i>				
Belle .....	Bark .....	280	— Smith .....	S. P. Child .....
Benjamin Rush .....	Ship .....	385	— Wyatt .....	do .....
Bowditch .....	do .....	391	— Martin .....	R. B. Johnson .....
Brutus .....	do .....	470	— Henry .....	do .....
Covington .....	Bark .....	351	— Newman .....	Charles T. Child .....
Hector .....	do .....	227	— Johnson .....	R. B. Johnson .....
Sea Shell .....	do .....	333	— Ware .....	do .....
Xanthe .....	do .....	325	— Charles Barton .....	do .....
<i>Newport, R. I.</i>				
William Lee .....	Bark .....	311	W. L. Sloan .....	Josiah S. Munroe .....
<i>New London, Conn.</i>				
Agate .....	Brig .....	187	— Allen .....	C. A. Williams & Co .....
Alert .....	Bark .....	390	— Church .....	E. V. Stoddard .....
Amaret .....	Brig .....	91	— Qualle .....	Perkins & Smith .....
Atantis .....	Schooner	130	— Brown .....	do .....
Atlas .....	do .....	81	— Starr .....	do .....
Benj. Morgan .....	Ship .....	407	— Sisson .....	do .....

FISH AND FISHERIES.

Table showing returns of whaling-vessels

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports—Continued.

Captain.	Managing owner or agent.
Puffer	Nickerson & Tuck
Cook	Daniel C. Cook
Costa	Johnson & Cook
Young	J. E. & G. Bowley
Freeman	Samuel Soper
Nickerson	Samuel Soper
Tuck	Hannum & Co
Burch	Nickerson & Tuck
Doyle	John Adams
Young	J. E. & G. Bowley
Chapman	T. & S. Hilliard
	Johnson & Cook
Martyno	S. Soper
Cook	E. & E. K. Cook
Katen	Philip Cook
	J. E. & G. Bowley
	Jonathan Nickerson
	H. & S. Cook & Co
Holmes	S. Soper
	Homan Smith
Snow	do
Martin	do
Robertson	F. W. Choute
Brown	
Smith	S. P. Child
Wyatt	do
Martin	R. B. Johnson
Henry	do
Newman	Charles T. Child
Johnson	R. B. Johnson
Ware	do
Charles Barton	do
L. Sloan	Josiah S. Munroe
Allen	C. A. Williams & Co.
Church	E. V. Stoddard
Quallo	Perkins & Smith
Brown	do
Starr	do
Sisson	do

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Atl. and Ind.	July 25	June 12, 1859	505	.....	.....	Added 1856.
Atlantic	.....	Aug. 26, 1856	.....	230	.....	
North Atlantic	June 10	Aug. 26, 1856	10	130	.....	
Atlantic	Sept. 12	Sept. 3, 1857	210	.....	.....	
North Atlantic	May 12	Aug. 29, 1856	.....	264	.....	
Atlantic	.....	Aug. 1, 1857	65	200	1,800	Sent home 51 sperm.
do	Apr. 28	Jan. 1, 1857	130	.....	.....	Bought from Newburyport 1855.
Atl. and Ind.	Dec. 26	Aug. 30, 1858	95	125	600	Sent home 800 pounds bone.
Atlantic	Apr. 23	Oct. 3, 1856	164	.....	.....	
North Atlantic	Nov. 22	Mar. —, 1858	90	.....	.....	
Indian Ocean	Nov. 27	Apr. 22, 1860	504	650	4,300	Bought from Boston, 1856.
Atlantic	Nov. 12	Sept. 2, 1857	7	150	.....	
do	.....	Dec. 28, 1856	57	.....	.....	
do	Apr. 28	June 10, 1857	.....	130	.....	Sailed again in 1856, or early in 1857; arrived May 24, 1858, 25 sperm, 200 whale.
do	June 6	May 23, 1857	.....	105	.....	
do	May 28	Oct. 6, 1857	360	60	.....	
North Atlantic	May 12	Oct. 9, 1856	191	52	.....	Sent home 45 sperm.
Atlantic	Apr. 28	Dec. 24, 1856	.....	60	.....	
N. Atlantic	May 20	Sept. 6, 1856	131	.....	.....	Added 1856.
Atlantic	Dec. 27	Aug. 22, 1857	100	130	.....	
do	Nov. 17	Jan. —, 1858	.....	50	.....	
Atlantic	June 26	May 23, 1857	55	95	2,100	
do	Aug. 18	Sept. 7, 1857	55	192	800	
North Atlantic	Jan. 30	Sept. 29, 1856	225	90	.....	
do	Dec. 26	Aug. 24, 1853	.....	.....	.....	
North Atlantic	May 30	Oct. 19, 1857	340	30	.....	Sent home 72 sperm.
Atlantic	Nov. 28	June 19, 1858	151	134	.....	Bought from Beverly 1856.
Pacific Ocean	May 21	May 8, 1859	975	.....	.....	Sold to New York 1859.
North Pacific	Oct. 28	.....	.....	.....	.....	Sent home 6 sperm, 1,014 whale, 12,344 bone; went into guano trade; sold to Honolulu 1860.
Pacific Ocean	Nov. 18	.....	.....	.....	.....	Sent home 32 sperm, 2,523 whale, 20,602 bone; went into guano trade; sold to Honolulu 1860.
North Pacific	Sept. 15	Apr. 4, 1860	1,030	13,000	.....	Sent home 22 sperm, 3,639 whale, 50,436 bone; sold to New York 1860; thence to New Bedford same year.
Ind. and Pac.	Aug. 16	May 8, 1860	420	640	9,000	Sent home 38 sperm, 464 whale, 6,687 bone. Sold to Boston 1859; was built at Warren 1842.
Pacific Ocean	Oct. 23	Oct. 4, 1860	245	.....	.....	Withdrawn for China trade 1862.
Ind. and Pac.	Aug. 14	Jan. 11, 1860	1,010	.....	.....	Built at Warren 1856; sold to New York 1860.
Pacific Ocean	Sept. 17	May 17, 1860	510	425	.....	Withdrawn 1860; one of "stone fleet," No. 2; sunk 1862.
Arctic Ocean	Apr. 6	.....	.....	.....	.....	Added 1856; sent home 1,443 whale, 24,000 bone, 13,000 pounds walrus teeth; sold at Honolulu 1860; broken up 1861.
Desolat'n Island	July 23	May 31, 1858	.....	5,615	500	
Divil's Strait	May 21	.....	.....	190	2,800	
Desolat'n Island	July 19	Jan. 12, 1857	.....	.....	.....	Added 1856.
do	July 31	.....	.....	.....	.....	Lost at Desolation Island 1858.
North Pacific	Oct. 23	May 8, 1860	54	904	800	Sent home 50 sperm, 1,450 whale, 17,703 bone; withdrawn, 1860; sold to New York 1861; used for United States store-ship; broken up 1866.



## 544 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1856.</b>				
<i>New London, Conn.—Continued.</i>				
Brooklyn .....	Shlp ...	30	Rose .....	Perkins & Smith .....
Clement .....	do ...	311	Watrous .....	Williams & Barnes .....
Corinthian .....	do ...	505	Rogers .....	Perkins & Smith .....
Columbus .....	Bark ...	344	Ward .....	George Huntley .....
Dover .....	Ship ...	430	Jeffrey .....	Benjamin Brown's Sons .....
Dromo .....	do ...	306	May .....	Thomas Fitch, 2d .....
E. R. Sawyer .....	Schooner	126	Kimball .....	E. V. Stoddard .....
George Henry .....	Bark ...	303	Buddington .....	Perkins & Smith .....
Hambud .....	Ship ...	441	C. H. Chappell .....	B. Brown's Sons .....
Indian Chief .....	do ...	401	Huntley .....	George Huntley .....
Iris .....	Bark ...	245	Holles .....	Frink & Prentiss .....
Isaac Hicks .....	Ship ...	493	Norio .....	Lawrence & Co. ....
John & Elizabeth .....	do ...	296	Eldridge .....	Williams & Haven .....
John E. Smith .....	Schooner	119	Anderson .....	R. H. Chappell .....
Julius Cesar .....	Ship ...	417	Bartlett .....	E. V. Stoddard .....
March .....	Schooner	128	Fowler .....	R. H. Chappell .....
North West .....	Ship ...	301	Rogers .....	Thomas Fitch, 2d .....
Pacific .....	Schooner	161	Ward .....	Lawrence & Co. ....
Pearl .....	Bark ...	195	Jeffrey .....	Williams & Haven .....
Peruvian .....	Ship ...	388	Chadwick .....	E. V. Stoddard .....
Restless .....	Bark ...	191	Middleton .....	Thomas Fitch, 2d .....
Ripple .....	do ...	234	Morgan .....	E. V. Stoddard .....
Sea Witch .....	Schooner	109	Reed .....	W. A. Reed .....
Silver Cloud .....	do ...	140	Fisher .....	R. H. Chappell .....
Tonados .....	Bark ...	245	King .....	Lawrence & Co. ....
<i>Stonington, Conn.</i>				
Cincinnati .....	Ship ...	457	Williams .....	Stanton & Peedleton .....
Newburyport .....	Bark ...	341	Crandall .....	J. E. Smith & Co. ....
Tybee .....	do ...	299	Freeman .....	do .....
<i>Greenport, N. Y.</i>				
Oregon .....	Bark ...	224	Case .....	Wells & Carpenter .....
<i>Mystic, Conn.</i>				
Coriolanus .....	Ship ...	265	Nash .....	Charles Mallory .....
Leander .....	Bark ...	215	Chester .....	do .....
Shepherdess .....	do ...	274	Watrous .....	Randall, Smith & Ashley .....
<i>Sag Harbor, N. Y.</i>				
Columbia .....	Bark ...	285	White .....	John Edd .....
Mary Gardner .....	do ...	310	Nicoll .....	W. & H. G. Cooper .....
Nimrod .....	do ...	280	Green .....	do .....
Old Fellow .....	do ...	239	Goodale .....	Thomas Brown .....
Parana .....	Brig ...	299	Boyer .....	do .....
Sasau .....	Schooner	131	Edwin Smith .....	J. E. & E. Smith .....
S. S. Learaed .....	do ...	116	Taber .....	H. & S. Fench .....
Timor .....	Ship ...	250	White .....	Hunting Cooper .....
W. F. Safford .....	Brig ...	174	Royce .....	T. Brown .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					Bbls.	Bbls.	Lbs.	
Rose	Perkins & Smith	Pacific Ocean	Sept. 6	May 5, 1859	261	1,240	.....	Sent home 11,500 bone; sold to Boston 1859.
Watrous	Williams & Barns	.....do	Oct. 8	Aug. 7, 1859	35	2,400	6,000	Withdrawn for South American trade 1859.
Rogers	Perkins & Smith	Desolat'n Island	July 9	Apr. 10, 1858	.....	3,482	430	Sent home 57 sperm, 921 whale, 5,000 bone; lost in Shantia Bay August 10, 1858.
Ward	George Huntley	Atlantic & Ind	July 10	.....	.....	.....	.....	Sent home 21,280 bone; sold to Boston 1860.
Jeffrey	Benjamin Brown's Sons	.....do	July 26	May 7, 1859	45	1,800	700	Added 1856; sent home 70 sperm, 882 whale, 9,084 bone; withdrawn and sold 1860;
May	Thomas Fitch, 2d	Pacific Ocean	Sept. 10	May 27, 1860	106	215	3,400	wrecked at Hiss's Island January, 1862; Bought from Boston 1856.
Kimball	E. V. Stoddard	Desolat'n Island	Aug. 13	Apr. 10, 1858	.....	512	.....	.....
Indington	Perkins & Smith	Brazil's Strait	May 21	Sept. 17, 1857	.....	416	.....	.....
Chappell	R. Brown's Sons	Pacific Ocean	Nov. 6	Nov. 23, 1859	.....	1,880	24,600	Sent home 356 whale, 6,500 bone.
Huntley	George Huntley	S. A. & Indian	Sept. 29	.....	.....	.....	.....	Stove by ice and lost in Arctic August 25, 1857; third mate and boat's crew lost.
Holles	Frink & Prentiss	Pacific Ocean	Oct. 29	May 5, 1859	535	665	5,500	Sent home 21 sperm, 1,076 bone; sold to Boston 1859.
Norie	Lawrence & Co.	Desolat'n Island	July 19	June 2, 1858	.....	4,275	600	Withdrawn and sold for merchant-service 1857.
Eldridge	Williams & Haven	North Pacific	July 24	.....	.....	.....	.....	Sent home 11 sperm, 1,770 whale, 12,000 bone; cow-canned and broken up at Pohnuk November, 1858.
Anderson	R. H. Chappell	Atlantic	July 14	Aug. 17, 1857	8	.....	.....	.....
Bartlett	E. V. Stoddard	S. A. & Ind	Oct. 11	May 28, 1859	311	1,598	5,600	Sold and broken up 1859.
Fowler	R. H. Chappell	South Atlantic	Aug. 21	.....	.....	.....	.....	Lost at Prince Rupert's Bay December 29, 1858; saved 30 sperm, 12 whale.
Rogers	Thomas Fitch, 2d	S. A. & Indian	Oct. 4	.....	.....	.....	.....	Formerly the Bengal; rebuilt and renamed 1856; sold at Mauritius April 6, 1863; sent home 4,000 bone.
Ward	Lawrence & Co.	Desolat'n Island	July 12	May 12, 1858	.....	991	.....	Added 1856.
Jeffrey	Williams & Haven	Atlantic & Ind	May 27	Dec. 7, 1858	.....	2	439	.....
Middleton	E. V. Stoddard	S. A. & Indian	June 4	June 29, 1857	184	186	65	.....
Morgan	Thomas Fitch, 2d	.....do	June 25	.....	.....	.....	.....	Added 1856; sent home 72 sperm; mislog; supposed to be lost with all on board.
Reed	E. V. Stoddard	South Atlantic	May 13	June 14, 1857	332	240	1,550	.....
Fisher	W. A. Reed	North Atlantic	Apr. 10	Sept. 30, 1856	.....	50	.....	Added 1856; withdrawn 1857.
King	R. H. Chappell	.....do	Nov. 4	July 19, 1857	.....	130	600	Added 1856; wrecked at sea September 25, 1862.
Williams	Lawrence & Co.	S. Shetlands	Aug. 7	May 12, 1860	22	706	7,000	Sent home 16 sperm, 986 whale, 21,400 bone; one of "stone fleet," No. 1.
Crandall	Stanton & Pundleton	Ochotak	Oct. 21	Mar. 26, 1860	.....	600	7,000	Sent home 1,140 whale, 11,880 bone; sold to New York 1860.
Froeman	J. E. Smith & Co.	.....do	Aug. 22	Apr. 25, 1859	115	2,105	17,000	Sent home 4,800 bone; sold to Boston 1860; one of "stone fleet," No. 2.
Cano	.....do	.....do	Oct. 20	June 12, 1860	72	698	8,000	Sent home 40 sperm, 1,653 whale, 21,232 bone; sold to New York, 1860.
Nash	Wells & Carpenter	Atlantic	Sept. 4	May 7, 1859	257	591	250	Sold to Fairhaven for West India trade 1859.
Chewter	Charles Mallory	Indian Ocean	Nov. 5	May 28, 1859	244	1,350	1,700	Sent home 13 sperm.
Watrous	.....do	Atlantic & Ind	May 29	June 29, 1857	.....	916	6,000	.....
White	Randall, Smith & Ashby	North Pacific	Sept. 3	May 9, 1860	250	630	4,000	Sent home 227 sperm, 400 whale; sold to Boston 1860.
Nicol	John Budd	Pacific Ocean	Apr. 25	May 31, 1858	143	960	5,700	Sent home 100 sperm.
Green	W. & H. G. Cooper	Atlantic & Ind	July 17	May 31, 1859	510	51	.....	Sent home 320 sperm.
Goodale	.....do	S. A. & Indian	June 9	Sept. 17, 1858	316	162	1,000	.....
Royce	Thomas Brown	South Atlantic	Aug. 13	July 6, 1858	253	211	600	.....
Smith	.....do	Straits of Lütka	July 23	Sept. 6, 1857	.....	450	4,900	Sent home 350 sperm.
Taber	J. E. & E. Smith	Falk. Islands	July 23	June 1, 1857	375	.....	.....	Bought from Harwich 1856.
White	H. & S. Fench	Sta. of Belleisle	June 24	Apr. 8, 1858	.....	30	100	Added 1856; chartered by United States Government for light-house service 1857.
Royce	Hunting Cooper	Pacific Ocean	Aug. 13	May 4, 1859	.....	400	4,000	Sent home 142 sperm, 628 whale, 8,022 bone; one of "stone fleet," No. 1.
	T. Brown	Spitzbergen	May 5	.....	.....	.....	.....	Added 1856; withdrawn 1860.

546 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1856.</b>				
<i>San Francisco, Cal.</i>				
Charles Carroll.....	Ship .....	376	— Hunting .....	Moore & Folger .....
Cynesure .....	Schooner .....	94	— Edwards .....	Wood & Co. ....
Eagle .....	do .....	75	— Claxton .....	G. B. Post & Co. ....
Ezra .....	do .....	75	— Moore .....	Blanchard & Cumer ..
Francis .....	Brig .....	114	— Poole .....	G. B. Post & Co. ....
Henry .....	Schooner .....	..	— Reynolds .....	J. W. Crowley .....
Leverett .....	Brig .....	147	— Brooks .....	W. R. Roberts .....
May Flower .....	Ship .....	350	— Gardner .....	Robert B. Swain & Co. ....
S. McFarland .....	Brig .....	143	— Osborne .....	J. G. Wallace .....
<i>Cold Spring, N. Y.</i>				
Splendid .....	Ship .....	473	— Pierson .....	S. A. & W. E. Jones .....
<b>1857.</b>				
<i>New Bedford, Mass.</i>				
Abraham Barker.....	Ship .....	406	George W. Sloenn .....	Abraham Barker.....
Alto .....	Bark .....	236	Thomas H. Lawrence .....	Richmond & Pierce .....
America .....	Ship .....	418	Charles R. Bryant.....	I. Howland, Jr., & Co. ....
Cachelot .....	Bark .....	230	William H. Perry.....	Abraham Ashley, 2d.....
Canton Packet.....	Ship .....	274	Charles E. Allen .....	I. H. Bartlett & Sons ..
Chandler Price.....	do .....	441	Crayton P. Holcomb .....	William G. E. Pope .....
Clarico .....	Bark .....	237	Frederick W. Brown .....	Edward C. Jones .....
Congress .....	Ship .....	339	— Hamblin .....	do .....
Cortes .....	do .....	382	E. F. Lakeman .....	Geo. & Matt. Howland ..
Cornelia .....	Bark .....	219	Caleb Spooner .....	L. Kollock & Son .....
Cossack .....	do .....	256	John C. Haskins .....	Charles Hitch & Son .....
Eliza F. Mason.....	Ship .....	582	Richard P. Smith .....	I. Howland, Jr., & Co. ....
Eliza Adams .....	do .....	463	Reuben T. Thomas .....	E. C. Jones .....
Emerald .....	Bark .....	350	Abraham W. Peirce .....	Henry F. Thomas .....
Emily .....	do .....	373	Presbury N. Luce .....	Charles Almy .....
Edeavour .....	do .....	252	Richard Wilson .....	Abraham Ashley, 2d.....
Euphrates.....	Ship .....	365	William H. Heath .....	Edward W. Howland .....
Fabius .....	do .....	432	George A. Smith .....	C. R. Tucker & Co. ....
Franklin .....	do .....	333	Josiah Richmond .....	William P. Howland .....
Franklin, 2d.....	Bark .....	219	John S. Howland .....	William Wilcox .....
Gazelle.....	Ship .....	346	Michael Baker, 3d.....	T. & A. R. Nye.....
George Howland .....	do .....	374	G. P. Pomeroy .....	G. & M. Howland .....
George .....	Bark .....	286	Joseph D. Silva .....	Gideon Allen & Son .....
George and Susan .....	Ship .....	356	Robert Jones .....	G. & M. Howland .....
Gideon Howland .....	do .....	379	James M. Williams .....	I. Howland, Jr., & Co. ....
Gypsy .....	Bark .....	366	Frederick W. Mantor .....	do .....
Helen Snow .....	do .....	299	Ebenezer F. Nye .....	Cook & Snow .....

Table showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground	Date.		Result of voyage.			Remarks.
			of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Hunting	Moore & Folger	North Pacific	Jan. 8	Nov. 8, 1856	53	73	.....	Condemned 1857.
Edwards	Wood & Co.	Pacific Ocean	Mar. 24	Nov. 13, 1856	35	.....	.....	
Claxton	G. B. Post & Co.	do	Aug. 30	Apr. 27, 1857	45	.....	.....	No report.
Moore	Bianchard & Conner	do	Jan. 4	May 2, 1857	43	.....	.....	Sailed in 1857 and was lost in Magdalena Bay.
Foote	G. B. Post & Co.	do	May 26	.....	.....	.....	.....	Withdrawn 1857.
Reynolds	J. W. Growley	do	Aug. 9	.....	.....	.....	.....	
Brooks	W. H. Roberts	do	July 28	.....	.....	.....	.....	
Gardner	Robert H. Swain & Co.	do	May 28	Sept. 15, 1857	250	.....	.....	Sent East 600 whale.
Osborne	J. G. Wallace	do	June 20	.....	.....	.....	.....	
Pierson	S. A. & W. E. Jones	North Pacific	Sept. 15	Apr. 27, 1860	1,049	21,000	.....	Sold to Boston 1860.
George W. Sloenn	Abraham Barker	Indian Ocean	Aug. 17	Mar. 24, 1861	219	1,703	7,100	Sent home 9,729 bone; sold to New York 1862, for merchant service.
Thomas H. Lawrence	Richmond & Pierce	Pacific Ocean	June 29	May 2, 1862	492	3	.....	Sent home 642 sperm, 193 whale, 2,400 bone; sold to Fairhaven 1862.
Charles H. Bryant	I. Howland, Jr., & Co.	North Pacific	Oct. 14	May 2, 1861	1,334	13,200	.....	Carried a steam whaleboat as an experiment, but it was not used; was temporarily in merchant service; one of "stone floor." No. 3; sunk 1862; sent home 160 sperm, 294 whale, 19,552 bone.
William H. Perry	Abraham Ashley, 3d.	Pacific Ocean	Sept. 2	.....	.....	.....	.....	Captain Perry was replaced by Captain Wilson; sold at Valparaiso May 8, 1861.
Charles E. Allen	I. H. Bartlett & Sons	do	June 9	May 19, 1861	1,034	.....	.....	Sent home 70 sperm.
Wm. P. Holcomb	William G. E. Pope	North Pacific	Sept. 29	May 20, 1862	2	1,825	3,850	Sent home 70 sperm, 321 whale, 17,677 bone; withdrawn 1862.
Frederick W. Brown	Edward C. Jones	Pacific Ocean	Oct. 10	May 23, 1862	356	17	.....	Sent home 300 sperm, 25 whale.
Wm. Lambdin	do	Indian Ocean	Jan. 1	May 31, 1859	479	1,919	12,000	.....
F. Lakeman	Geo. & Matt. Howland	do	July 3	.....	.....	.....	.....	Sent home 30 sperm; burned at Cape Crusade with 300 barrels of oil by the crew, March, 1858.
Leb Spooner	L. Kollock & Son	do	July 12	Aug. 26, 1860	636	27	.....	Sent home 300 sperm.
Wm. C. Haskins	Charles Hitch & Son	Ind. & Pacific	Aug. 20	Mar. 28, 1861	79	477	.....	Sent home 2,452 bone; one of the "stone fleet" sunk off Charleston, 1861.
Richard P. Smith	I. Howland, Jr., & Co.	North Pacific	Oct. 2	Apr. 14, 1861	1,710	8,000	.....	Sent home 27 sperm, 195 whale, 15,858 bone; withdrawn 1861 for merchantman; sold at Hong Kong 1863.
Benjamin T. Thomas	E. C. Jones	do	Sept. 30	May 8, 1861	70	1,976	.....	Sent home 1,373 whale, 3 cocoonut, 45,500 bone.
Abraham W. Petres	Henry P. Thomas	Ind. & Pacific	July 15	Aug. 31, 1861	67	2,350	.....	Sent home 144 sperm, 1,349 whale, 33,522 bone; sold to Honolulu 1862; name changed to Kamehameha III.
Resbury N. Luce	Charles Almy	Pacific Ocean	Oct. 17	May 8, 1861	214	.....	.....	Withdrawn 1861 for merchant service.
Richard Wilson	Abraham Ashley, 2d.	North Pacific	Oct. 14	May 6, 1860	.....	953	9,000	Sailed October 1; returned leaking, 4,500 strokes in 24 hours; sent home 770 sperm, 14,354 bone.
William H. Heath	Edward W. Howland	do	Oct. 15	Apr. 6, 1861	1,707	13,500	.....	Sent home 44 sperm, 423 whale, 15,196 bone.
George A. Smith	G. R. Tucker & Co.	do	Aug. 4	Apr. 18, 1862	167	2,304	12,050	Sent home 115 sperm, 703 whale, 15,602 bone.
Joseph Richmond	William F. Howland	Ind. & Pacific	Aug. 18	.....	.....	.....	.....	Sent home 200 sperm, 300 whale, 2,520 bone; lost at Strong's Island April 12, 1859; saved 70 sperm out of 700.
John S. Howland	William Wilcox	Pacific Ocean	Sept. 29	.....	.....	.....	.....	Sent home 296 sperm; condemned and sold at Valparaiso February 15, 1861.
Michael Baker, 3d.	T. & A. R. Nye	do	Aug. 18	June 9, 1862	1,358	5	.....	Bought from Nantucket 1857; sent home 204 sperm.
F. P. Pomeroy	G. & M. Howland	North Pacific	Oct. 14	July 11, 1861	2,222	.....	.....	Sent home 58 sperm, 902 whale, 19,216 bone.
Joseph D. Silva	Gideon Allen & Son	do	Nov. 14	Nov. 29, 1861	375	401	.....	Altered from a ship 1857; sent home 53 sperm, 758 whale, 5,530 bone.
Robert Jones	G. & M. Howland	do	Sept. 7	Apr. 29, 1861	376	2,070	.....	Sent home 21,281 bone.
James M. Williams	I. Howland, Jr., & Co.	do	Aug. 11	Apr. 8, 1861	110	1,016	2,500	Sent home 27 sperm, 1,066 whale, 16,000 bone; sold to New York 1862 for merchant service.
Frederick W. Mantor	do	do	July 2	June 28, 1861	65	759	1,400	Sent home 437 whale, 7,000 bone.
Ebenezer F. Nye	Conk & Snow	do	Oct. 20	June 13, 1861	326	815	.....	Sent home 370 sperm, 598 whale, 15,848 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1857.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Herald .....	Ship	274	George H. Cash .....	E. W. Howland .....
Hercules .....	Bark	335	George Athearn .....	Swift & Perry .....
Hibernia .....	Ship	327	William Booker .....	Jona. Bourne, Jr. ....
Hibernia, 2d .....	Ship	551	Pardon C. Edwards .....	I. Howland, Jr., & Co.
Hillman .....	do	381	Joseph C. Little .....	Henry Taber & Co. ....
Hope .....	do	245	Leonard S. Gifford .....	Wileox & Richmond ..
Huntress .....	Bark	383	William Allen .....	Cook & Snow .....
James Arnold .....	Ship	353	Thomas Sullivan .....	H. Taber & Co. ....
Java, 2d .....	Bark	292	George W. Raynor .....	William G. Blackler ..
Jireh Swift .....	do	454	William Earl .....	Swift & Allen .....
John A. Parker .....	do	342	Benjamin Swain .....	Henry P. Thomas .....
John Wells .....	do	366	E. H. Woodbridge .....	Thomas Knowles & Co.
Joshua Bragdon .....	do	270	William Bates, Jr. ....	Charles S. Randall .....
Junior .....	Ship	378	Archibald Mellen .....	David R. Greene & Co.
Kathleen .....	Bark	312	John Marble .....	J. & W. H. Wing .....
Kensington .....	Ship	357	Charles F. Stetson .....	David B. Kempton .....
Lastitia .....	Bark	275	Joseph Stowell .....	F. & G. R. Taber .....
Lagrange .....	do	280	Thomas Golding .....	W. G. Blackler .....
Levi Starbuck .....	Ship	376	William Jernegan .....	E. W. Howland .....
Lewis .....	do	308	George F. Neil .....	Chapman & Bonney ..
L. C. Richmond .....	do	341	Thomas B. Hathaway .....	James B. Wood & Co.
Mannel Ortez .....	Bark	351	James S. Hazard .....	Weston Howland .....
Majestic .....	Ship	297	Job Macomber .....	S. Thomas & Co. ....
Marcla .....	do	315	Randall Billings .....	E. W. Howland .....
Margarot Scott .....	Bark	300	Oliver S. Cleaveland .....	Rodney French .....
Marla Theresa .....	Ship	330	Henry J. Coop .....	T. & A. R. Nye .....
Mary & Susan .....	do	409	— Stewart .....	C. Knowles & Co. ....
Mary Wilder .....	do	213	Abner P. Barker .....	Charles Almy .....
Metacom .....	do	360	John F. Hinds .....	James B. Wood & Co.
Midas .....	Bark	336	Joseph R. Tallman .....	do .....
Milwood .....	do	254	Lawrence Gruninger .....	Gld. Allen & Son .....
Moctezuma .....	Ship	436	Joseph Tinker .....	Simon N. West .....
Montreal .....	do	543	Nathaniel W. Sewle .....	C. E. Tucker & Co. ....
Morning Star .....	Bark	305	Henry D. Norton .....	S. Thomas & Co. ....
Narrad .....	Ship	340	Willis Howes .....	William Gifford .....
Ohio .....	do	383	John Barrett .....	E. W. Howland .....

Table showing returns of whaling vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sper's oil.	Whale-oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
George H. Cash	E. W. Howland	Pacific Ocean	July 15	June 14, 1861	1,239	.....	.....	Sent home 40 sperm; one of the "stone fleet;" sunk off Charleston 1861.
George A. Chearn	Swift & Perry	North Pacific	Sept. 1	June 8, 1861	180	1,486	12,700	Sent home 758 whale, 16,995 bone.
Sam Bookner	Jona. Bourne, Jr.	..... do	Oct. 10	May 7, 1862	71	2,802	.....	Sent home 47 sperm, 281 whale, 1,714 bone; sold and withdrawn.
Samuel C. Edwards	I. Howland, Jr., & Co.	North Pacific	June 18	May 7, 1861	.....	2,300	.....	Added 1857; sent home 50 sperm, 613 whale, 30,371 pounds bone withdrawn 1861.
Joseph C. Little	Henry Taber & Co.	..... do	July 7	July 25, 1861	235	1,279	2,330	Sent home 250 sperm, 212 whale, 15,513 bone.
Edward S. Gilford	Wilcox & Richmond	Pacific Ocean	Sept. 7	.....	.....	.....	.....	Sold 575 gallons sperm at Valparaiso and 115 barrels sperm at Sydney; sent home 101 sperm, 14 whale; lost on Braampton Shoals October, 1863, with 750 sperm and 200 coconut.
Sam Allen	Cook & Snow	Indian Ocean	Sept. 27	Sept. 13, 1861	694	313	.....	Sailed once and returned with 14 of her crew in home for mutiny; sent home 363 sperm, 456 whale, 8,300 bone; sold to Boston 1862 for China trade.
Thomas Sullivan	H. Taber & Co.	Pacific Ocean	Aug. 18	Nov. 4, 1861	2,503	.....	.....	Sent home 98 sperm.
George W. Raynor	William G. Blackler	North Pacific	Oct. 22	Apr. 13, 1860	145	1,440	17,000	Formerly ship; bought from Fairhaven and rigged 1857; sent home 42 sperm.
Sam Earl	Swift & Allen	..... do	July 15	Aug. 15, 1861	61	1,407	3,300	Altered from a ship 1857; sent home 460 sperm, 1,041 whale, 23,158 pounds bone.
Samuel Swain	Henry P. Thomas	Pacific Ocean	Dec. 2	Aug. 10, 1862	532	23	.....	Sent home 992 sperm; sold to Sydney 1862 for a haler.
Sam Woodbridge	Thomas Knowles & Co.	North Pacific	Oct. 6	May 10, 1861	.....	1,017	1,900	Altered from a ship 1857; sent home 169 sperm, 618 whale; 19,261 pounds bone.
Samuel Bates, Jr.	Charles S. Randall	Pacific Ocean	Oct. 1	May 8, 1861	930	.....	.....	.....
Samuel Melien	David R. Greene & Co.	North Pacific	July 21	Aug. 20, 1858	.....	Clean	.....	.....
Sam Marble	J. & W. R. Wing	S. A. and Ind.	Aug. 25	Apr. 13, 1860	968	420	.....	.....
Samuel Stetson	David H. Kempton	Indian Ocean	Oct. 29	Aug. 27, 1861	253	1,629	6,800	Sent home 233 sperm, 8,110 pounds bone; one of the "stone fleet;" sunk off Charleston 1861.
Sam Stowell	F. & G. R. Taber	Pacific Ocean	June 12	June 30, 1860	684	18	.....	Sent home 580 sperm.
Sam Golding	W. G. Blackler	..... do	Aug. 31	.....	.....	.....	.....	Bought from Fairhaven 1857; sent home 708 sperm, 13 whale; condemned at Pernambuco July, 1861.
Samuel Jernegan	E. W. Howland	North Pacific	Nov. 3	Sept. 17, 1861	.....	871	2,758	Sent home 313 sperm, 625 whale, 14,900 bone.
Samuel F. Neil	Clapman & Bonney	Indian Ocean	July 21	Apr. 14, 1861	.....	.....	.....	Sent home 37 sperm, 6,400 pounds bone; one of "stone fleet" No. 1.
Samuel B. Hathaway	James B. Wood & Co.	North Pacific	Oct. 20	July 17, 1861	.....	1,941	.....	Sent home 31 sperm, 631 whale, 7,728 pounds bone; one of the "stone fleet;" sunk off Charleston 1861.
Samuel S. Hazard	Weston Howland	..... do	Oct. 5	June 10, 1860	110	1,403	11,030	Sent home 460 whale, 13,000 pounds bone; sold to New York 1861.
Sam Macomber	S. Thomas & Co.	..... do	July 25	May 24, 1861	.....	195	1,100	Sent home 72 sperm, 840 whale, 7,422 bone; one of "stone fleet" No. 2; sunk 1862.
Samuel Billings	E. W. Howland	..... do	Aug. 25	May 16, 1861	.....	1,686	9,900	Sent home 252 sperm, 460 whale, 18,123 pounds bone; sold to Boston 1862.
Samuel S. Cleveland	Rodney French	Atl. and Ind.	Sept. 10	July 4, 1861	175	.....	.....	Sent home 221 sperm, 739 whale, 4,416 pounds bone; condemned as a slaver, and sold to United States for blockading fleet No. 2.
Samuel J. Coop	T. & A. R. Nye	North Pacific	Oct. 13	May 26, 1861	65	227	3,400	Sent home 9,230 pounds bone; one of the "stone fleet" sunk off Charleston 1861.
Samuel Stewart	C. Knowles & Co.	..... do	July 15	May 11, 1860	39	1,862	1,400	Built at New Bedford 1857; sent home 903 whale, 44,071 pounds bone.
Samuel P. Barker	Charles Almy	Pacific Ocean	June 16	June 18, 1860	953	.....	.....	Sent home 110 sperm, 199 whale, 12,142 pounds bone; lost on Tutuilla, Navigator's Islands, December, 1860; saved and sold 700 barrels oil.
Samuel F. Hinds	James B. Wood & Co.	North Pacific	July 16	.....	.....	.....	.....	Altered from a ship 1857; Captain Tallman died at Ayan August 5, 1859; sent home 106 sperm, 192 whale, 4,333 bone.
Samuel R. Tallman	..... do	..... do	July 7	Apr. 1, 1860	124	353	4,000	.....
Samuel Lawrence Gruninger	G. H. Allen & Son	Indian Ocean	Sept. 3	Dec. 14, 1861	600	.....	.....	Sent home 62 sperm, 3,668 pounds bone; sold to New York 1862.
Samuel Tucker	Simoon N. West	North Pacific	Oct. 9	Apr. 11, 1861	.....	1,518	14,500	Sent home 434 whale, 15,154 pounds bone; sold to New York 1862.
Samuel Nathaniel W. Sewle	C. E. Tucker & Co.	..... do	Nov. 11	May 20, 1862	83	2,928	17,000	Sent home 630 sperm, 1,900 pounds bone.
Samuel D. Norton	S. Thomas & Co.	Pacific Ocean	July 21	June 26, 1862	465	.....	.....	Sent home 11 sperm, 576 whale, 25,643 bone.
Samuel Willis Howes	William Gilford	North Pacific	Sept. 18	July 14, 1861	30	1,040	.....	.....
Samuel John Barrett	E. W. Howland	..... do	Nov. 11	Apr. 8, 1861	145	2,491	.....	Sent home 75 sperm, 610 whale, 23,463 bone.

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1857.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Oucida .....	Ship	430	Frederick Vincent	Thomas S. Hathaway
Orozimbo .....	do	588	Francis Pease	D. R. Green & Co
Osecola .....	Bark	158	— Webb	Charles S. Randall
Osecola, 2d .....	do	197	Joshua T. Chadwick	J. & W. R. Wing
Ospray .....	do	236	James E. Stanton	Swift & Allen
Paulina .....	do	274	John Steen	do
Peri .....	do	205	George H. Macomber	Rodney French
Pocahontas .....	Ship	341	John S. Dennis	do
Petrel .....	do	350	William C. Fuller	John R. Thornton
Richmond .....	Bark	180	Edward B. Hussey	Cook & Snow
Rob't Morrison .....	do	307	Benjamin W. Tilton	T. Knowles & Co
Robert Edwards .....	Ship	356	Jarvis Wood	James H. Howland
Roman, 2d .....	do	350	Abraham Dehart	Abm. Barker
Rousseau .....	do	306	Paul Green	G. & M. Howland
San Francisco .....	Bark	298	— Perry	William Phillips & Son
Scotland .....	Ship	384	Joshua Weeks, Jr	O. & E. W. Seabury
Stafford .....	Bark	206	Charles B. Hosmer	T. & A. R. Nye
Statira .....	do	346	Richard G. Luce	William Hathaway, Jr
Stephania .....	Ship	315	Matthew Fisher	Jonn. Bourne, Jr
St. George .....	do	408	Josiah C. Pease	Abm. Barker
Superior .....	Bark	275	Richard D. Wood	James B. Wood & Co
Swift .....	Ship	321	Francis S. Worth	Thomas S. Hathaway
Thomas Nye .....	do	461	Richard Holley	T. & A. R. Nye
Triton .....	Bark	300	John B. Dornin	I. Howland, Jr., & Co
Tropic Bird .....	do	320	Godfrey King	William P. Howland
Uncas .....	Ship	413	William H. Luce	Abm. H. Howland
Washington .....	do	344	Josiah Purrington	J. Bourne, Jr
William Badger .....	do	334	William Maxfield	Benjamin B. Howard
William C. Nye .....	do	359	John M. Soule	C. R. Tucker & Co
William Thompson .....	do	495	Peter E. Childs	Swift & Perry
Young Hector .....	do	411	Charles H. Hager	William P. Howland
Young Phoenix .....	do	377	William Shoekley	William Phillips & Son
<i>Dartmouth, Mass.</i>				
A. R. Tucker .....	Bark	218	Oren Higgins	Tucker & Cummings
Liverpool .....	do	306	Joseph C. Smith	do
<i>Westport, Mass.</i>				
Champion .....	Bark	200	Edward G. Sowle	Andrew Hicks
Gov. Carver .....	do	129	John A. Beebe	Henry Wilcox

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					Bbls.	Bbls.	Lbs.	
Derick Vincent	Thomas S. Hathaway	Pacific Ocean	Oct. 22	Dec. 7, 1861	1,550			Sent home 708 sperm, 631 whale, 8,876 pounds bone; added 1857, from merchant-service; withdrawn 1862, for merchant-service; captured and burned by the Florida 1863.
Pease	D. R. Green & Co.	North Pacific	Oct. 30	Apr. 5, 1860		425	3,900	Sailed September 22; returned October 12. Suffered 2,000 strokes in 24 hours; James Rogers, 1st mate, and 2 men drowned while fast to a whale by a foul line, 1858; sold and withdrawn 1860.
Webb	Charles S. Randall	Atlantic	Apr. 15					Sent home 203 sperm; sold 4,300 gallons whale oil at Pernambuco; condemned at Pernambuco April, 1859.
Chadwick	J. & W. R. Wing	Pacific Ocean	June 23	Nov. 14, 1859	96	985		Sent home 75 sperm.
Stanton	Swift & Allen	Pacific Ocean	Oct. 10	July 30, 1862	390			Sent home 432 sperm.
Steen	do	do	Oct. 1					Sent home 50 sperm, 1,550 whale, 11,108 pounds bone; lost at Lahaina November 14, 1860; had 400 barrels oil, mostly saved.
Macomber	Rodney French	Atl. and Ind.	July 13	Nov. 20, 1859	363	602	2,500	Bought from Holmes' Hole 1857; lost at Cape de Verdes October 29, 1857.
Dennis	do	do						Withdrawn 1864; sent home 100 sperm.
Fuller	John R. Thornton	Pacific Ocean	Aug. 31	May 20, 1862	1,400	91		Sent home 23 sperm, 161 whale, 18,000 pounds bone; withdrawn 1860, for freight.
Hussey	Cook & Snow	Atl. and Ind.	Oct. 1	Mar. 21, 1860	136	134	600	Sent home 76 sperm, 453 whale, 19,672 bone.
Tilton	T. Knowles & Co.	North Pacific	Aug. —	Apr. 12, 1861	139	1,353	6,300	Sent home 106 sperm, 125 whale, 8,800 bone.
Wood	James H. Howland	do	Nov. 4	May 23, 1862	95	1,231	4,750	Sent home 5,750 pounds bone; withdrawn for merchant-service 1861; sold to the United States for a storeship 1861.
Dehart	Abm. Barker	do	Aug. 24	May 15, 1861	76	589	800	Sent home 7,170 pounds bone.
Green	G. & M. Howland	Ochotsk	Sept. 23	June 16, 1862	31	1,760		Sent home 75 sperm.
Perry	William Phillips & Son	Atlantic	May 13	May 17, 1859	370	230		Sent home 80 sperm, 685 whale, 16,113 pounds bone; sold to New York 1861.
Weeks, Jr.	O. & E. W. Seabury	North Pacific	Aug. 19	May 1, 1860	17	2,151	15,500	Withdrawn 1861; lost on coast of Ireland January, 1862.
Hosmer	T. & A. R. Nye	Atl. and Ind.	Oct. 3	Aug. 18, 1860	517			Sent home 54 sperm, 9,600 pounds bone.
Luco	William Hathaway, Jr.	do	Oct. 30	Sept. 24, 1860	131	2,203	9,150	Sent home 240 whale, 9,225 pounds bone; withdrawn and sold 1861.
Fisher	Jona. Bourne, Jr.	Indian Ocean	July 18	Apr. 24, 1860	462	1,363	450	Burned by natives of Solomon Islands, and all but 6 of the crew massacred, September, 1860; sent home 200 sperm, 628 whale, 3,225 pounds bone.
Pease	Abm. Barker	North Pacific	Sept. 22	Mar. 24, 1861	323	1,076	7,400	Sent home 181 sperm.
Wood	James B. Wood & Co.	Pacific Ocean	June 24					Sent home 196 sperm, 325 whale, 22,816 pounds bone; sold to Boston 1862.
Worth	Thomas S. Hathaway	do	June 30	Dec. 9, 1861	1,290			Altered from a ship 1857; sent home 240 sperm, 43 whale, 7,100 pounds bone.
Holley	T. & A. R. Nye	North Pacific	Oct. 1	Apr. 0, 1861		2,329	8,700	Sent home 102 sperm.
Bornin	L. Howland, Jr., & Co.	Pacific Ocean	July 11	June 27, 1860	939			Sold for merchant-service 1862.
King	William P. Howland	Atlantic	Apr. 11	Dec. 3, 1859	179	333		Sent home 76 sperm, 455 whale, 13,747 bone.
Luco	Abm. H. Howland	North Pacific	Sept. 21	June 17, 1861	175	692	4,500	Withdrawn for merchant-service 1861; sold to the United States for a storeship 1861.
Purrrington	J. Bourne, Jr.	do	Aug. 5	Apr. 28, 1861	25	1,573	7,900	Sent home 1,650 whale, 28,522 bone; sold to San Francisco 1862, for a whaler; withdrawn 1861, for merchant-service; William C. Nye captured and burned by Shenandoah 1865.
Maxfield	Benjamin B. Howard	Indian Ocean	Oct. 5	May 7, 1861	451	436	3,250	Sent home 88 sperm, 30,957 pounds bone.
Soule	C. R. Tucker & Co.	North Pacific	Oct. 30	Apr. 18, 1861	68	1,106	14,400	Sent home 29 sperm; withdrawn for merchant-service 1861.
Childs	Swift & Perry	do	Aug. 4	Sept. 6, 1860	251	2,592		Took in all 1,150 sperm, 2,400 whale, 18,000 pounds bone.
Hager	William P. Howland	Pacific Ocean	Sept. 1	July 29, 1861	1,164	9		Sent home 323 sperm.
Shookley	William Phillips & Son	North Pacific	July 21	Mar. 22, 1860	819	1,636		Altered from a ship 1857; bought from New Bedford.
Higgins	Tucker & Cummings	Indian Ocean	Oct. 1	Mar. 31, 1861	456	3		
Smith	do	Atl. and Ind.	Oct. 10	Oct. 28, 1858	343			
Sowle	Andrew Hicks	Atlantic	Sept. 21	Aug. 7, 1859	254	7		
Boebe	Henry Wilcox, Jr.	Indian Ocean	Sept. 9	June 28, 1860	783			



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1857.</b>				
<i>Westport, Mass.—Continued.</i>				
Greyhound .....	Bark ...	249	George G. Cathcart ...	Henry Wilcox .....
Kate Cory .....	Schooner	130	Weston S. Tripp .....	Alex. H. Cory .....
Keoka .....	Bark ...	250	Asa Grinnell .....	C. A. Church .....
Leonidas .....	Brig ...	128	Roscom Borden .....	do .....
Mattapoisett .....	Bark ...	150	George L. Manchester ..	H. Wilcox .....
Platina .....	do ...	206	David E. Allen .....	A. Hicks .....
Thos. Winslow .....	do ...	136	Thomas G. Reed .....	John Hicks .....
<i>Sippican, Mass.</i>				
Admiral Blake .....	Schooner	120	Jared Blankenship .....	P. Blankenship .....
do .....	do ...	119	— Fisher .....	Stephen C. Luce .....
Altamaha .....	Brig ...	145	Obed Delano .....	Obed Delano .....
Hopeton .....	do ...	145	do .....	do .....
James .....	Schooner	80	Benjamin B. Handy .....	Benjamin B. Handy .....
Roswell King .....	do ...	134	Zenas F. Eldridge .....	Peleg Blankenship .....
do .....	do ...	134	Pardon Tripp .....	do .....
<i>Wareham, Mass.</i>				
G. Washington .....	Ship ...	374	Elihu S. Brightmva ..	Stephen C. Gibbs .....
<i>Sandwich, Mass.</i>				
Ocean .....	Bark ...	165	Peleg Cornell .....	W. F. Lapham .....
<i>Fairhaven, Mass.</i>				
Adelme Gibbs .....	Ship ...	351	Sumner Wilbington .....	Gibbs & Jenney .....
Arab .....	do ...	336	Edwin Grinnell .....	Ezekiel Sawin .....
Belle .....	Bark ...	320	Roswell Brown .....	Edmund Allen .....
Erie .....	Ship ...	451	Jared Jernegan. 2d .....	Nathan Church .....
Favorite .....	Bark ...	292	Henry T. Smith .....	F. R. Whitwell .....
Harvest .....	do ...	314	John Charry .....	John Howard .....
John A. Robb .....	do ...	273	Archelaus Baker, jr. ...	L. C. Tripp .....
Martha .....	Ship ...	235	Calvin Manchester .....	N. Church .....
Omega .....	do ...	395	Jonathan Whalon .....	do .....
Oregon .....	do ...	393	Charles Tobey .....	L. C. Tripp .....
Oriole .....	Bark ...	404	Thomas Mickel .....	Jenney & Tripp .....
Oxford .....	Schooner	130	— Mayhew .....	I. F. Terry .....
Rebecca Sims .....	Ship ...	400	William T. Hawos .....	Jenny & Tripp .....
Speedwell .....	do ...	436	Benjamin F. Gibbs .....	Stephen C. Gibbs .....
<i>Mattapoisett, Mass.</i>				
Annawan .....	Brig ...	159	Charles F. Keith .....	J. Holmes, Jr., & Bro ..
Brewster .....	Ship ...	225	Gray B. Waite .....	do .....
Oscar .....	Bark ...	369	Thomas C. Landers .....	do .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
George G. Cathcart	Henry Wilcox	Pacific Ocean	May 8	Oct. 6, 1861	471	2	.....	Sent home 225 sperm.
Stou S. Tripp	Alex. H. Cory	Atlantic	July 9	Aug. 24, 1858	447	23	.....	Bought from New Bedford 1857; sold to New Bedford 1861, to go to California.
Grinnell	C. A. Church	do	Sept. 9	Oct. 16, 1860	474	580	.....	Sent home 230 sperm.
Leon Borden	do	do	June 18	Aug. 22, 1858	3	3	.....	
George L. Manchester	H. Wilcox	do	July 30	July 9, 1859	224	23	.....	Sent home 180 sperm.
Edw. E. Allen	A. Hicks	Indian Ocean	June 9	Apr. 15, 1860	1,115	31	.....	Sent home 161 sperm, 100 whale; transferred to New Bedford 1860.
Thomas G. Reed	John Hicks	Atlantic	Aug. 10	Sept. 3, 1859	30	9	.....	
Ed Blankenship	P. Blankenship	Atlantic	May 7	Oct. 24, 1857	135	.....	.....	Sent home 220 sperm.
do — Fisher	Stephen C. Luce	do	July 31	Apr. 15, 1857	63	53	.....	
Ed Delano	Obed Delano	do	June 16	Apr. 16, 1859	206	37	.....	Formerly a schooner; added and altered 1857.
Benjamin B. Handy	Benjamin B. Handy	do	May 18	Sept. 5, 1857	111	15	.....	
Thomas F. Eldridge	do	do	Oct. 21	Aug. 27, 1858	25	25	.....	Formerly a coaster; added 1857; sold to Fairhaven 1860.
Edon Tripp	Pelag Blankenship	do	May 21	Aug. 2, 1858	210	67	.....	
John S. Brightman	Stephen C. Gibbs	North Pacific	Oct. 1	May 18, 1861	25	900	8,000	Sent home 40 sperm, 169 whale, 5,595 pounds bone; sold to Honolulu 1861.
Leg Cornell	W. F. Lapham	Atlantic	Sept. 29	June 25, 1859	408	47	.....	Returned once, the crew having mutinied. Sent home 130 sperm.
Ermer Withington	Gibbs & Jenney	North Pacific	Oct. 1	Mar. 28, 1861	27	517	3,956	Sent 25 sperm, 330 whale, 7,164 bone.
Edwin Grinnell	Ezekiel Sawin	do	Nov. 3	May 21, 1862	106	1,160	10,000	Sent home 142 sperm, 1,392 whale, 30,295 bone; sold to Boston 1862.
Edwell Brown	Edmund Allen	Pacific Ocean	Oct. 22	May 20, 1862	1,303	6	.....	Sold to parties in Bridgewater for merchant-service 1862.
Edw. Jernegar, 2d	Nathan Church	North Pacific	Aug. 3	Feb. 28, 1861	16	2,992	6,700	Sent home 9 sperm, 27,000 bone; sold to New Bedford 1862; withdrawn.
Henry T. Smith	F. R. Whitwell	do	Nov. 11	Apr. 7, 1861	52	564	.....	Labelled at Mongamui, N. Z., 1860, for a misdemeanor by one of the crew, and voyage ruined.
John Charry	John Howard	do	Aug. 18	July 12, 1861	74	413	3,600	One of the "stone fleet;" sunk off Charleston 1861.
Reuben Baker, jr.	L. C. Tripp	do	Oct. 21	May 16, 1861	1,516	94	.....	Sold to Sag Harbor 1861.
Alvin Manchester	N. Church	Pacific Ocean	Nov. 14	June 3, 1861	116	1,504	4,900	Daniel Dounavan, first mate, knocked overboard by a whale and drowned 1858; sent home 12,576 bone; sold to Boston 1862.
Jonathan Whalon	do	North Pacific	Sept. 9	July 19, 1861	150	850	900	Sold to New York for freighting 1861.
Charles Tobey	L. C. Tripp	do	Oct. 8	May 23, 1861	286	813	1,200	Sent home 120 sperm, 680 whale, 10,300 bone; sold to Bremen 1862, to be fitted by a branch establishment at Honolulu for whaling.
Thomas Mielck	Jenney & Tripp	Indian Ocean	July 8	Sept. 11, 1861	1,000	.....	.....	Built at Fairhaven 1857; sold to New Bedford 1862.
do — Mayhew	I. F. Terry	Desolatin Island	July 17	Apr. 11, 1860	.....	580	.....	Bought from New London 1857; built 1849; took place of Alfred as tender to Samuel Robertson; withdrawn 1860.
William T. Hawos	Jenney & Tripp	North Pacific	Nov. 17	Apr. 14, 1861	89	1,291	10,700	Bought from New Bedford 1857; sent home 56 sperm, 305 whale, 4,706 bone; one of the "stone fleet;" sunk off Charleston 1861.
Benjamin F. Gibbs	Stephen C. Gibbs	do	Sept. 1	.....	.....	.....	.....	Charles H. Sprague, second mate, killed by a whale November 20, 1857; lost in Scammon's Lagoon, Lower California, February, 1861; the wreck was sold to Honolulu; sent home 215 sperm, 425 whale, 26,733 bone.
Charles F. Keith	J. Holmes, jr., & Bro	Atlantic	Oct. 12	Aug. 4, 1859	370	5	.....	Sent home 87 sperm.
Gray B. Waite	do	Indian Ocean	May 11	Aug. 28, 1860	1,057	.....	.....	Added 1856; sent home 83 sperm.
Thomas C. Landers	do	North Pacific	Sept. 29	Mar. 25, 1861	155	1,500	8,000	Sent home 25 sperm, 690 whale, 17,078 bone; sold to New Bedford and withdrawn 1861.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1857.</b>				
<i>Mattapoisett, Mass.—Continued.</i>				
Union .....	Bark	124	David Dexter .....	R. L. Barstow .....
Willis .....	do	164	James King .....	do .....
<i>Nantucket, Mass.</i>				
Catawba .....	Ship	335	Israel Morey .....	McCleavé & Macy .....
Constitution .....	do	400	Joseph Winslow .....	C. G. & H. Collin .....
Eliza Jane .....	Schooner	130	William T. Swain .....	McCleavé & Macy .....
Nantilus .....	Bark	220	Edwin M. Hardwick .....	Zenas L. Adams .....
<i>Sagartown, Mass.</i>				
American .....	Bark	320	Pease .....	John A. Baylies .....
E. A. Luce .....	Schooner	132	Ripley .....	Joseph Holley .....
Europa .....	Ship	400	Manter .....	Abraham Osborn .....
Eureka .....	Bark	225	Thomas M. Pease .....	J. A. Baylies .....
Ocmulges .....	Ship	455	Greene .....	A. Osborn .....
Omega .....	do	263	Sanborn .....	Benjamin Worth .....
<i>Provincetown, Mass.</i>				
Alleghany .....	Schooner	95	.....	Daniel C. Cook .....
Alexander .....	do	75	Nickerson .....	Johnson & Cook .....
Chanticleer .....	do	87	Dyer .....	Samuel Cook .....
Emporium .....	do	80	.....	D. C. Cook .....
E. Nickerson .....	do	132	John Pottengill .....	Samuel Soper .....
Eachol .....	Brig	143	Miller .....	Robert M. Miller .....
Estella .....	Schooner	94	Chapman .....	J. E. & G. Bowley .....
Montezuma .....	do	92	Chapman .....	T. & S. Hilliard .....
N. J. Knights .....	do	95	.....	D. Connell .....
Oread .....	Brig	90	Bauister .....	E. S. Smith & Co .....
Patuxet .....	do	127	.....	John Adams .....
R. Cook .....	Schooner	80	Gunn .....	R. & E. Cook .....
Ri hard .....	do	92	Young .....	Philip Cook .....
Rien .....	do	108	Miliken .....	J. E. & G. Bowley .....
S. R. Soper .....	do	130	.....	Samuel Soper .....
Thraver .....	do	95	Small .....	S. Small .....
Union .....	do	97	.....	Jonathan Nickerson .....
V. Doane .....	do	99	Cook .....	H. & S. Cook & Co .....
V. H. Hill .....	do	153	Freeman .....	J. E. & G. Bowley .....
<i>Orleans, Mass.</i>				
Lewis Bruce .....	Brig	135	Nickerson .....	Heman Smith .....
Rothschild .....	Bark	261	Holman .....	do .....
<i>Beverly, Mass.</i>				
Lady Suffolk .....	Bark	210	Robertson .....	F. W. Choate .....
N. D. Chase .....	do	242	Ryder .....	do .....
<i>Salem, Mass.</i>				
Messenger .....	Ship	216	Holmes .....	Benjamin Webb .....
<i>New London, Conn.</i>				
Amaret .....	Brig	91	Quayle .....	Perkins & Smith .....
Atlantic .....	Schooner	130	Rathbone .....	do .....
Architect .....	Bark	400	Fish .....	do .....

Table showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					Ebbs.	Bbls.	Lbs.	
David Dexter	R. L. Barstow	Atlantic	Nov. 4	Sept. 11, 1861	190	8		Sent home 56 sperm; bought from New Bedford 1857.
James King	do	do	June 3	Sept. 24, 1858	293	19		Sent home 268 sperm.
Isaac Morey	McCleave & Maey	South Atlantic.	Sept. 3	Apr. 19, 1859	24	2,627		Sold to New York.
Joseph Winslow	C. G. & H. Collin	Pacific Ocean	Sept. 18	July 1, 1863	1,000			Built at Mystic 1857; sold to New York 1863.
William T. Swain	McCleave & Maey	South Atlantic.	Aug. 15	Apr. 9, 1859		550		Added 1857; sold to New Bedford; tender to ship Catawba.
Edwin M. Hardwick	Zenas L. Adams	Indian Ocean	June 22					Bought from Boston 1857; sent home 60 sperm; lost at Port Dauphin.
Pease	John A. Baylies	Ind. and Pacific	Aug. 4	Apr. 17, 1861		335	4,900	Sent home 36 sperm, 300 whale, 366 bone; one of the "stone fleet," sunk off Charleston 1861.
Ripley	Joseph Holley	Pacific Ocean	July 2					Added 1857; sent home 25 sperm, 11 whale; withdrawn 1860.
Manter	Abraham Osborn	North Pacific	Sept. 17	July 27, 1862	563	1,845	1,200	Sent home 170 sperm, 6,562 bone.
Thomas M. Peaso	J. A. Baylies	Indian Ocean	Oct. 21	May 19, 1861		540		Formerly the Alfred Tyler; sold to Boston 1861.
Greene	A. Osborn	North Pacific	Nov. 11	Apr. 18, 1861	276	2,622		Bought from Holmes's Hole 1857; sent home 62 sperm, 21,736 bone.
Sanborn	Benjamin Worth	do	Oct. 14	Apr. 9, 1861		1,656	250	Sent home 1,039 whale, 48,864 bone; bought from Nantucket 1857; sold to Boston for freighting 1862.
Nickerson	Daniel C. Cook	North Atlantic	Jan. 9	Jan. 9, 1858			178	
Dyer	Johnson & Cook	do	May 1	Sept. 6, 1857			225	
Pottengill	Samuel Cook	do	Apr. 29	Sept. 14, 1857			200	
Miller	D. C. Cook	do	do	Aug. 27, 1857			60	Added 1857.
Chapman	Samuel Soper	do	May 5	May 19, 1858	200	140	300	A missing vessel; captain had wife and two children with him.
Chapman	Robert M. Miller	Atlantic	May 6	Sept. 14, 1857		160		Sold to Beverly 1858.
Banister	J. E. & G. Bowley	do	Dec. 2	Dec. 2, 1858		50		Added 1857.
Genu	T. & S. Milliard	North Atlantic	Dec. 19	Sept. 6, 1857		120		Do.
Young	D. Connell	Atlantic	Aug. 12	Aug. 12, 1858	12	240		Added 1857; built at Essex 1853.
Milliken	E. S. Smith & Co	do	Nov. 17	Nov. 17, 1857	415	136		Added 1857; sent home 107 sperm.
Small	John Adams	do	Feb. 25	Sept. 5, 1857		210		Added 1856.
Freeman	R. & E. Cook	North Atlantic	May 6	Aug. 27, 1857		30		
Nickerson	Philip Cook	Atlantic	June 16	June 16, 1857		156	130	
Holman	J. E. & G. Bowley	do	Aug. 28	Aug. 28, 1858		200	130	
Robertson	Samuel Soper	Atlantic	May 23	June 12, 1859		360		Added 1857.
Ryder	S. Small	do	May 22	July 28, 1858		140	100	Withdrawn 1859.
Holmes	Jonathan Nickerson	do	Dec. 22	July 28, 1858		140	100	
Quayle	H. & S. Cook & Co	South Atlantic	May 23	Sept. 15, 1858	240	120		Added 1857; sent home 98 sperm.
Rathbone	J. E. & G. Bowley	Atlantic	July 6	May 26, 1858	125			
Fish	do	do	Jan. 6	Sept. 16, 1858	46	64		
Holman	do	do	Dec. 23	June 4, 1859	250			Built 1851; sent home 90 sperm.
Robertson	F. W. Choute	Indian Ocean	June 8	Oct. 13, 1859	140	575	5,500	Built 1848; sent home 280 barrels whale and 3,000 pounds bone.
Holmes	Benjamin Webb	Atlantic	Apr. 29	Aug. 25, 1859	362	114		Added 1857; sent home 35 sperm.
Quayle	Perkins & Smith	Davis's Strait.	Sept. 7	Sept. 21, 1858	267	5,700		Frozen into the ice 8 months; took first whale July 1, and by July 23 was full.
Rathbone	do	Desolation Isld.	July 9	July 28, 1858	283			Withdrawn 1859.
Fish	do	North Pacific	Aug. 25					Bought from New York 1857; built at Rockland, Me., 1854; sent home 1,532 whale and 17,396 bone; withdrawn 1859.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1857.</b>				
<i>New London, Conn.—Continued.</i>				
Delta .....	Ship	314	.....	.....
Delaware .....	do	299	Kenworthy	Williams & Barnes
Dove .....	Bark	151	Church	Williams & Haven
Electra .....	Ship	345	Brown	Williams & Barnes
Franklin .....	Schooner	119	Holt	Perkins & Smith
Fortune .....	Bark	291	Comstock	C. A. Williams & Co
Frances Palmer .....	do	303	Green	do
George and Mary .....	Ship	350	Walker	Williams & Haven
Georgiana .....	Brig	190	Buddington	Perkins & Smith
J. E. Comstock .....	Ship	75	Smith	Thomas Fitch
John E. Smith .....	Schooner	119	Forsyth	Richard H. Chapell
Lark .....	Bark	388	Perkins	Perkins & Smith
Laurens .....	Ship	430	Morgan	do
Mary Powell .....	Schooner	240	Nash	Lawrence & Co
Merrimac .....	Bark	414	Rice	C. A. Williams & Co
Montezuma .....	Ship	434	Heman	Williams & Barnes
N. S. Perkins .....	do	309	Kiblon	Perkins & Smith
New England .....	Bark	368	Hempstead	Lawrence & Co
Peruvian .....	Ship	388	Roso	E. V. Stoddard
Phoenix .....	do	404	Hempstead	George Hanley
Pioneer .....	Bark	235	Brown	E. V. Stoddard
Ripple .....	do	234	Chadwick	do
R. B. Coleman .....	Schooner	115	Jerome	do
Tempest .....	Bark	330	Allen	Frank & Prentiss
Zoo .....	do	196	Rogers	T. Fitch
<i>Fall River, Mass.</i>				
A. Houghton .....	Bark	326	Robinson	Brown & Durfee
B. Franklin .....	do	164	Brown	John B. Reed
<i>Warren, R. I.</i>				
Dromo .....	Bark	267	Cole	C. T. Child
Mary Frances .....	do	311	Rule	S. P. Child
William Wilson .....	Ship	375	George Taber	Charles T. Child
<i>Stonington, Conn.</i>				
Tekoa .....	Schooner	143	Anthony	J. E. Smith & Co
<i>Greenport, N. Y.</i>				
Caroline .....	Bark	252	Pontus	Wells & Carpenter
Ranoko .....	do	252	Wade	do
<i>Sag Harbor, N. Y.</i>				
Augusta .....	Bark	399	James M. Tabor	W. & G. H. Cooper
Excel .....	do	375	Winters	Wade & Brown

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					Bbls.	Bbls.	Lbs.	
Kenworthy	Williams & Barnes	Indian & Pac	June 30					Sent home 375 whale and 6,425 bone; lost 1857; bought from Greenport same year. Oliver Rogers, third mate, and 2 men killed by a whale; lost on Balleas Bar, Lower California, 1860; sent home 150 sperm, 2,308 whale, and 24,369 bone.
Church	Williams & Haven	South Atlantic	June 13	May 12, 1858	94			
Brown	Williams & Barnes	North Pacific	June 11	Apr. 30, 1859	2,305	1,500		Sent home 20,427 bone.
Holt	Perkins & Smith	Atlantic & Ind	Oct. 9	Mar. 23, 1859	15			
Comstock	C. A. Williams & Co			June 6, 1861	692	1,400		Fortune sent home 563 whale and 3,356 pounds bone.
Green	do	North Pacific	Mar. 18					Formerly a packet between San Francisco and the Sandwich Islands; fitted from Honolulu; sold to Honolulu 1854; sent home 480 whale and 3,000 bone.
Walker	Williams & Haven	Indian & Pac	Oct. 1					Sent home 50 sperm, 1,297 whale, and 6,255 bone; lost in the ice in Ochotsk Sea June 9, 1860.
Buddington	Perkins & Smith	Darls's Strait.	Apr. 11	Dec. 20, 1857	443	6,500		Added 1857; sold to Warren 1859.
Smith	Thomas Fitch	Desolation Isld.	May 30					Sent home 120 whale and 1,260 bone; withdrawn 1858.
Forsyth	Richard H. Chapell	North Atlantic	Sept. 1	Sept. 5, 1858	42	800		Sent home 1,363 whale and 7,097 bone.
Perkins	Perkins & Smith	Pacific Ocean	July 1	Dec. 12, 1860	600			Elephant-oil.
Morgan	do	Desolation Isld.	Aug. 4	Aug. 16, 1857	4,196			Added 1857.
Nash	Lawrence & Co	Indian Ocean	June 8	May 17, 1858	1,538			Added 1857; sent home 22,444 bone; condemned at Honolulu December, 1858.
Rice	C. A. Williams & Co	North Pacific	July 20					Sent home 89 sperm and 25,272 bone; one of "stone fleet" No. 2; sunk 1862.
Homan	Williams & Barnes	do	Sept. 29	Aug. 22, 1861	41	2,348	13,300	Sent home 283 sperm and 217 whale.
Kiblon	Perkins & Smith	Ochotsk	May 25					Sent home 11,991 bone; one of "stone fleet" No. 2; sunk 1862.
Hempstead	Lawrence & Co	North Pacific	Sept. 7	Nov. 4, 1861	1,492			
Rose	E. V. Stoddard	South Atlantic	Aug. 21	July 12, 1858	71	108	700	Sent home 990 whale and 5,560 bone; one of the "stone fleet"; sunk off Charleston 1861.
Hempstead	George Hanley	Pacific Ocean	Oct. 29	July 10, 1861	1,275			Sent home 900 elephant.
Brown	E. V. Stoddard	Desolation Isld.	July 9	July 10, 1859	1,498			Sent home 297 sperm, 2,474 whale, and 10,046 bone.
Chadwick	do	Indian & Pac	Sept. 1					Added 1857; out of the business 1859.
Jerome	do	Desolation Isld.	June 25					Added 1857; sent home 1,491 whale and 13,023 bone.
Allen	Frink & Prentiss	Pacific Ocean	May 21	Apr. 11, 1861	765	6,450		Sent home 250 elephant; sold to Honolulu 1859.
Rogers	T. Fitch	Desolation Isld.	June 10	Apr. 15, 1859	1,030			
Robinson	Brown & Durfee	Pacific Ocean	July 7	May 27, 1861	825			Sent home 648 sperm; sold to Newport 1861 for California trade.
Brown	John B. Reed	Atlantic	Nov. 7	June 19, 1858	151	134		
Cole	C. T. Child	North Pacific	Nov. 14	Apr. 12, 1861		290		Sent home about 90 sperm and 225 whale; withdrawn 1861.
Rule	S. P. Child	Indian Ocean	Feb. 27	Apr. 4, 1861	265	225		Built at Warren 1857; sent home 115 sperm and 1,497 whale and elephant; withdrawn temporarily 1861; sold to New York 1861.
George Tabor	Charles T. Child	do	Oct. 3	Jan. 4, 1861	512	1,432	3,100	
Anthony	J. E. Smith & Co	South Atlantic	Oct. 1	May 28, 1859		260		
Pontus	Wells & Carpenter	North Pacific	July 15					Sent home 600 whale and 5,890 bone; condemned at Honolulu September 11, 1859.
Wade	do	Indian & Pac	June 12	Feb. 25, 1860	185	375		Sold to Boston 1860.
James M. Tabor	W. & G. H. Cooper	Pacific Ocean	July 24	Jan. 19, 1861	30	236	700	Formerly a brig; packet between Savannah and New York; added and altered 1857; sent home 283 whale and 4,011 bone; sold to Greenport 1861.
Winters	Wade & Brown	South Atlantic	July 27	May 28, 1859	1,430	10,000		Formerly a brig; added and altered 1857.

## 558 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1837.</b>				
<i>Sag Harbor, N. Y.—Continued.</i>				
Jefferson .....	Ship	435	— Hunting	Wade & Brown
Noble .....	Bark	274	— Jennings	W. & G. H. Cooper
Parana .....	Brig	209	— Royce	Wade & Brown
Susan .....	Schooner	131	— Smith	J. E. & E. Smith
Union .....	Bark	300	Jeremiah Hedges	Wade & Brown
William Tell .....	Ship	370	— Anstn.	do.
<i>Cold Spring, N. Y.</i>				
Monmouth .....	Bark	273	— Grmsby	John H. Jones
<i>San Francisco, Cal.</i>				
Boston .....	Brig	181	— Swammon	Tabbs & Co.
Carib .....	Bark	205	— Reynolds	Joseph W. Hawley
Francis .....	Brig	114	— Andrews	J. C. Hewlett
Sarah Warren .....	Bark	...	Jared P. Poole	do.
<i>Mystic, Conn.</i>				
Cornelia .....	Ship	...	— Eldridge	
<b>1838.</b>				
<i>New Bedford, Mass.</i>				
Afton .....	Bark	249	Francis Allen	F. and G. R. Taber
Andrews .....	do	303	Jeremiah C. Norton	William P. Howland
Bulwaa .....	Ship	301	John S. Dorman	James H. Howland
Bart Gosnold .....	do	356	George H. Clark	I. Howland, jr. & Co.
Callao .....	Bark	334	— Fuller	Henry Taber & Co.
Cambria .....	Ship	362	Henry Pease, jr.	James B. Wood & Co.
Camilla .....	Bark	429	Samuel M. Prentice	Swift & Allen
California .....	Ship	398	Charles West	I. Howland, jr. & Co.
Canton .....	do	280	George White	C. R. Tucker & Co.
Cleora .....	Bark	263	George R. Himes	Charles Hitch & Son
Cleone .....	do	373	John E. Simmons	Edmund Maxfield
China .....	do	370	Andrew J. Fuller	
Congress, Ed .....	Ship	376	Francis E. Stranburg	Gideon Allen & Son
Cornthian .....	do	401	Valentine Lewis	Geo. & Matt. Howland
Coral .....	Bark	370	Benjamin H. Sisson	G. Allen & Son
Daniel Webster .....	Ship	346	Dexter Bellows	S. Thomas & Co.
Dartmouth .....	Bark	336	James H. Haughton	Weston Howland
Dominga .....	do	230	Thomas I. Lee	do.
Draco .....	do	257	Charles P. Worth	Jonathan Bourne, jr.
Eben Dodge .....	do	221	William Lewis	B. Franklin Howland
Elisha Dunbar .....	do	257	James L. Lincoln	W. & G. D. Watkins
Emma C. Jones .....	Ship	347	Jonathan C. Hawes	Edward C. Jones
Franklin .....	Bark	273	W. H. Gifford	Isaac M. West
Globe .....	do	215	Alexander A. Tripp	Allen Lucas
Good Return .....	Ship	376	Eliat T. Fish	H. Taber & Co.
Gratitude .....	Bark	337	William Davis, jr.	Swift & Allen
Harrison .....	Ship	371	John Dennis	E. Maxfield
Henry Kneeland .....	do	304	Benjamin Kelley	Benjamin B. Howard
India .....	do	366	Richard Flanders	B. F. Howland
India .....	Bark	214	— Russell	Cranston Wilcox
J. D. Thompson .....	do	432	William B. Waterman	James D. Thompson

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Hunting	Wade & Brown	North Pacific	Sept. 9	Apr. 15, 1861	Bbls. 159	Bbls. 730	Lbs. 5,600	Sent home 79 sperm, 1,361 whale, and 12,922 bone; broken up 1861.
Jennings	W. & G. H. Cooper	S. A. & Indian	Nov. 3	June 26, 1859	582	537	4,000	Sent home 209 whale and 600 bone.
Boyce	Wade & Brown	Straits of Lintke	Nov. 2	Sept. 20, 1859	61	.....	.....	
Smith	J. E. & E. Smith	Falklands	Dec. 12	Feb. 25, 1860	65	285	.....	
Remiah Hodge	Wade & Brown	South Atlantic	Sept. 9	May 8, 1861	.....	460	3,000	Bought from New York 1857; built 1849; sent home 41 sperm, 629 whale, and 3,909 bone.
Anatin	do.	North Pacific	Sept. 9	.....	.....	.....	.....	Sent home 126 whale and 1,800 bone; lost on East Cape July 14, 1859.
Grmsby	John H. Jones	South Atlantic	Aug. 22	.....	.....	.....	.....	Sent home 50 sperm and 17,056 bone; sold at Valparaiso 1862.
Seamann	Tabbs & Co.	Coast California	July 1	May 14, 1858	.....	740	.....	Added 1857; no report. Lost in Margaritta Bay 1858. Formerly in Oregon trade; added 1857.
Reynolds	Joseph W. Gawley	Pacific Ocean	May 9	..... 1858	.....	.....	.....	
Andrews	J. C. Hewlett	Coast California	June 26	.....	.....	.....	.....	
Ed F. Poole	do.	do.	Aug. 9	May 23, 1858	.....	235	.....	
Eldridge	.....	.....	.....	June 6, 1858	.....	1,092	.....	.....
Francis Allen	F. and G. R. Taber	Pacific Ocean	Nov. 15	Aug. 9, 1862	186	2	.....	Sent home 552 sperm; sold to New York 1862.
Meremiah C. Norton	William P. Howland	do.	May 20	Sept. 16, 1862	207	.....	.....	Sent home 48 sperm.
John S. Dornan	James H. Howland	do.	Oct. 5	July 26, 1863	220	.....	.....	Sent home 525 sperm; sold to Sag Harbor 1863.
George H. Clark	L. Howland, jr. & Co.	North Pacific	Sept. 15	May 27, 1862	229	1,111	3,750	Sent home 140 sperm, 7,006 pounds bone. Sent home 17 sperm, 210 whale, 10,062 bone.
Fuller	Henry Taber & Co.	Pacific Ocean	Aug. 25	July 20, 1862	197	1,313	.....	
Henry Pense, jr.	James H. Wood & Co.	North Pacific	Oct. 5	Mar. 25, 1862	515	1,476	650	Sent home 131 whale, 32,450 pounds bone; sold 1862 on foreign account.
Samuel M. Prentice	Swift & Allen	do.	May 10	May 17, 1862	438	1,660	.....	Built at Fairhaven 1857; sent home 712 sperm, 1,051 whale, 34,904 pounds bone.
Charles West	T. Howland, jr. & Co.	do.	Aug. 25	June 6, 1862	87	632	3,200	The California was built at New Bedford 1842; sent home 185 sperm, 1,360 whale, 16,021 pounds bone.
George White	C. R. Tucker & Co.	Indian Ocean	Dec. 1	Aug. 2, 1862	1,630	.....	.....	Captain Hines died at sea, October 31, 1858; sent home 45 sperm.
George R. Hines	Charles Hitch & Son	Indian and Pac.	June 23	.....	.....	.....	.....	
John E. Simmons	Edmund Maxfield	North Pacific	Oct. 5	Aug. 4, 1862	.....	1,901	.....	Sent home 382 whale, 19,663 pounds bone.
Andrew J. Fuller	.....	.....	.....	..... 1859	.....	.....	.....	Altered from a ship 1858; no report.
Francis E. Stranburg	Gideon Allen & Son	North Pacific	Aug. 5	Aug. 2, 1862	130	1,127	7,000	Sent home 35 sperm, 19,081 pounds bone. Altered from a ship 1858; sent home 94 whale, 21,500 pounds bone.
Valentine Lewis	Geo. & Matt Howland	do.	Oct. 5	June 7, 1862	239	2,370	10,500	
Benjamin H. Sisson	G. Allen & Son	do.	Oct. 19	Mar. 12, 1863	.....	2,100	.....	Bought from Nantucket 1857.
Dexter Bellows	S. Thomas & Co.	Com Inlet	June 11	Nov. 23, 1859	50	1,316	18,000	Condemned and sold at Tahiti, March, 1863.
James H. Haughton	Weston Howland	Pacific Ocean	Dec. 1	.....	.....	.....	.....	Sent home 425 sperm; condemned at Paia, January 1, 1862; repaired at Paia.
Thomas I. Lee	do.	do.	Oct. 19	.....	.....	.....	.....	.....
Charles P. Worth	Jonathan Bourne, jr.	Indian Ocean	Apr. 22	Apr. 24, 1862	925	534	3,600	Sent home 517 sperm. Sent home 70 sperm.
William Lewis	B. Franklin Howland	Pacific Ocean	Nov. 2	Sept. 20, 1861	275	.....	.....	
Amasa L. Lincoln	W. & G. D. Watkins	Indian Ocean	Aug. 10	May 17, 1862	715	.....	.....	Sold to New York 1862.
Jonathan C. Hawes	Edward C. Jones	Atlantic and Pac.	Aug. 10	Aug. 28, 1860	120	1,100	2,200	
V. H. Gifford	Isaac M. West	Pacific Ocean	May 31	June 23, 1861	1,285	.....	.....	Sent home 18 sperm, 1,800 pounds bone; sold out of the service 1862.
Alexander A. Tripp	Allen Lucas	Atlantic	Aug. 11	May 8, 1861	954	177	.....	
Clial T. Fish	H. Taber & Co.	North Pacific	Oct. 5	Apr. 24, 1862	.....	1,361	9,700	Sent home 29 sperm, 500 whale, 16,278 bone.
William Davis, jr.	Swift & Allen	do.	Aug. 25	Apr. 22, 1862	213	1,040	13,800	Sent home 152 sperm, 894 whale, 5,200 bone; sold at Honolulu 1861.
John Dennis	E. Maxfield	Atlantic and Ind.	May 17	.....	.....	.....	.....	Sent home 18 sperm, 1,081 whale, 15,388 bone.
Benjamin Kelley	Benjamin B. Howard	Indian and Pac.	June 9	May 20, 1862	197	1,732	14,500	One of "stone fleet," No. 2; sunk 1861.
Richard Flanders	B. F. Howland	Indian Ocean	Aug. 25	Nov. 4, 1861	310	655	4,500	Sent home 170 sperm.
Russell	Cranston Wilcox	Pacific Ocean	May 4	Nov. 4, 1861	209	618	4,750	Captain Waterman died August 25, 1859; sent home 7,600 pounds bone; sold to New London 1863.
William B. Waterman	James D. Thompson	North Pacific	Aug. 31	Aug. 21, 1861	247	1,500	8,100	



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1858.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Janus .....	Ship	324	John C. Smith .....	T. & A. R. Nye .....
Jeannette .....	do	340	Hudson Winslow .....	Isaac H. Richmond .....
John Howland .....	do	377	Alexander Washden .....	James H. Howland .....
John P. West .....	Bark	420	Daniel Tinker, Jr. ....	Simson N. West .....
Joseph Grinnell .....	Bark	40	William W. Thomas .....	William G. Blackler .....
Joseph Melgs .....	Ship	356	Leonard S. Mitchell .....	Abraham H. Howland .....
Julian .....	do	356	Samuel P. Winegar .....	William Hathaway, Jr. ....
Junior .....	do	378	Lafayette Rowley .....	David R. Greene & Co. ....
Lancaster .....	do	383	Thomas N. Russell .....	T. & A. R. Nye .....
Leonidas .....	Bark	231	Albert J. Aldrich .....	Russell Maxfield .....
Louisiana .....	Ship	297	John A. Kelley .....	T. & A. R. Nye .....
Magnolia .....	do	396	Severino D. Pierce .....	William G. E. Pope .....
Marcella .....	Bark	210	Benjamin Ellis .....	C. R. Tucker & Co. ....
Martha .....	do	374	John P. Cornell .....	Swift & Allen .....
Martha, 2d .....	do	360	Barnard H. Daily .....	William O. Brownell .....
Mary Ann .....	do	214	— Mney .....	Robert B. Greene .....
Minerva Smyth .....	Ship	335	Abner Smith .....	I. Howland, Jr., & Co. ....
Montezuma .....	Bark	196	Shubael S. Spooner .....	J. & W. R. Wing .....
Montgomery .....	do	248	Rouben N. Crapo .....	Swift & Allen .....
Mt. Wollaston .....	Ship	325	John A. Coffin .....	Wood & Nye .....
Napoleon .....	do	360	Thomas Dallman .....	Charles Almy .....
Ohio .....	Bark	237	David Haker .....	Louie Snow .....
Oliver Crocker .....	Ship	352	David Cochran .....	J. B. Wood & Co. ....
Ontario .....	Bark	489	Josiah Foster .....	W. O. Brownell .....
Onward .....	Ship	401	William H. Allen .....	Edward W. Brownell .....
Orray Taft .....	Bark	176	Micajah C. Fisher .....	Allen Lucas .....
Othello .....	Ship	424	Charles B. Killmer .....	T. & A. R. Nye .....
Pacific, 2d .....	Bark	314	William Cleaveland .....	William H. Reynard .....
Plover .....	do	231	Henry P. Barker .....	J. D. Thompson .....
Plover .....	Ship	330	Augustus N. Perkins .....	W. & G. D. Watkins .....
Roseus .....	Bark	300	Frederick S. Howland .....	William P. Howland .....
Sea Gull .....	Ship	452	Charles Nichols .....	John R. Thornton .....
Tamerlane .....	Bark	357	Joshua B. Winslow .....	Thomas Knowles & Co. ....
Two Brothers .....	do	282	Joshua B. Davis .....	Wood & Nye .....
Twilight .....	Ship	386	Sylvester Hathaway .....	William Phillips & Son .....
Wm. Gifford .....	Bark	320	Nehemiah P. Baker .....	William Gifford .....
<i>Fairhaven, Mass.</i>				
Arab .....	Bark	276	William Washburn .....	I. F. Terry .....
Atkins Adams .....	do	336	William Wilson .....	William G. Blackler .....

Table showing returns of whaling-crews

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			of sailing.	of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
John C. South	T. & A. R. Nye	North Pacific	Oct. 9	May 20, 1862	Bbls. 25	1,311	8,600	
John W. Inslow	Isaac H. Richmond	do	Oct. 7	Aug. 8, 1862	130	1,762	2,400	Sent home 11,200 pounds bone; sold to New York 1862.
Alexander Whelden	James H. Howland	do	Oct. 12	Sept. 6, 1863	.....	2,200	.....	Captain Whelden came home sick April, 1863; Benjamin E. Pipers, first mate, killed by a whale February 24, 1863; sent home 2,533 whale, 64,468 bone.
Samuel Tinker, Jr.	Simon N. West	do	May 24	May 20, 1863	26	1,500	9,600	Built at New Bedford 1857; John Lynch, second mate, died at Honolulu, January 12, 1862; sent home 68 sperm, 1,857 whale, 32,111 pounds bone.
William W. Thomas	William G. Blackler	Pacific Ocean	June 24	May 20, 1863	1,050	.....	.....	Built at Fairhaven 1858; sent home 216 sperm.
Leonard S. Mitchell	Abraham H. Howland	do	June 16	Sept. 6, 1861	372	.....	.....	Sold to New York 1862.
Samuel P. Wingar	William Hathaway, Jr.	North Pacific	Sept. 30	June 13, 1862	39	921	12,800	Sent home 56 sperm, 2,400 pounds bone; sold to New York 1862.
Alfayette Rowley	David R. Greene & Co.	do	Oct. 7	Oct. 21, 1862	4.00	681	.....	Sent home 157 sperm, 6,166 pounds bone; sold to New York 1862.
Thomas N. Russell	T. & A. R. Nye	do	Oct. 20	.....	.....	.....	.....	Sent home 251 sperm, 600 whale, 6,972 bone; condemned at Saint Thomas 1861.
Albert J. Aldrich	Russell Maxfield	Atlantic	Sept. 15	Apr. 25, 1861	7	370	.....	Altered from a ship 1858; sent home 156 sperm; one of the "stone fleet," sunk off Charleston 1861.
John A. Kelley	T. & A. R. Nye	Pacific Ocean	Aug. 3	Oct. 11, 1863	900	.....	.....	Sent home 500 sperm.
Everino D. Pierce	William G. E. Pope	North Pacific	July 27	.....	.....	.....	.....	Condemned at Sydney 1862; sold oil 1230 sperm, 2,400 whale) at Sydney; sent home 100 sperm, 31,675 pounds bone.
Benjamin Ellis	C. R. Tucker & Co.	Indian Ocean	Aug. 17	July 27, 1861	575	.....	.....	
John P. Cornell	Swift & Allen	Pacific Ocean	Sept. 11	July 18, 1863	.....	900	.....	Sent home 47 sperm, 1,419 whale, 5,700 bone.
Barnard H. Daily	William O. Brownell	North Pacific	July 13	July 13, 1862	100	1,522	9,900	Sent home 172 sperm, 199 whale, 24,179 pounds bone.
— Macy	Robert B. Greene	Pacific Ocean	Dec. 15	Oct. 26, 1862	731	.....	.....	Sold to New York 1863.
Abner Smith	I. Howland, Jr., & Co.	Atlantic and Ind	Nov. 24	Apr. 29, 1862	583	736	3,300	Sold to Boston 1864 for merchant-service; sent home 214 whale, 2,000 pounds bone.
Isidore S. Spooner	J. & W. R. Wing	do	Oct. 19	.....	.....	.....	.....	Missing; last seen off Gulf Stream in a gale 1859.
Reuben N. Crapo	Swift & Allen	Pacific Ocean	July 20	Oct. 17, 1862	384	.....	.....	Sent home 734 sperm, 88 whale; sold to New York 1862.
John A. Coffin	Wood & Nye	do	June 2	Sept. 18, 1862	1,307	39	.....	Sent home 37 sperm.
Thomas Dallman	Charles Almy	do	Dec. 24	July 8, 1862	1,371	26	.....	
David Baker	Louise Snow	do	Oct. 4	Aug. 20, 1862	1,111	36	.....	
David Cochran	J. B. Wood & Co.	North Pacific	Oct. 26	Feb. 28, 1863	300	1,200	1,400	Sent home 93 sperm, 1,399 whale, 17,086 pounds bone.
Joshiah Foster	W. O. Brownell	do	Oct. 26	July 23, 1862	32	1,717	.....	Altered from a ship 1858; sent home 347 whale, 7,811 pounds bone.
William H. Allen	Edward W. Brownell	do	Oct. 5	July 5, 1862	175	1,854	.....	Took on voyage 170 sperm, 6,350 whale, 63,600 pounds bone.
Micajah C. Fisher	Allen Lucas	Atlantic	Sept. 1	Oct. 11, 1863	.....	600	9,600	Sent home 449 sperm.
Charles B. Killmer	T. & A. R. Nye	North Pacific	Aug. 17	Mar. 12, 1863	60	1,500	2,600	Built at Fairhaven 1855; sent home 50 sperm, 1,812 whale, 11,172 pounds bone; sold to Boston for China trade 1860.
William Cleaveland	William H. Reynard	Pacific Ocean	Oct. 5	May 10, 1863	800	.....	.....	Bought from Fairhaven 1858.
Henry P. Barker	J. D. Thompson	Indian Ocean	Aug. 10	July 31, 1861	140	160	1,500	Sent home 44 sperm.
Augustus N. Perkins	W. & G. D. Watkins	do	June 22	June 8, 1862	919	.....	.....	
Frederick S. Howland	William P. Howland	Atlantic	Sept. 10	Aug. 2, 1861	1,069	746	1,500	Altered from a ship 1858; sent home 450 pounds bone.
Charles Nichols	John R. Thornton	Pacific Ocean	May 28	May 21, 1863	1,750	.....	.....	Sent home 36 sperm; sold to Boston 1864, for merchant-service.
Joshua B. Winslow	Thomas Knowles & Co.	North Pacific	Oct. 23	July 20, 1862	113	1,547	10,900	Altered from a ship 1858; sent home 292 sperm, 594 whale, 11,185 pounds bone.
Joshua B. Davis	Wood & Nye	Pacific Ocean	Nov. 3	June 30, 1863	1,050	.....	.....	Altered from a ship 1857; sent home 473 sperm; sold and withdrawn 1864.
Sylvester Hathaway	William Phillips & Son	do	Oct. 12	.....	.....	.....	.....	Lost at island of Ilirooa June 1, 1859; had trouble with the natives, but were protected by a missionary residing there.
Nehemiah P. Baker	William Gifford	North Pacific	Aug. 31	Feb. 28, 1863	300	1,000	1,200	Built at Dartmouth 1858; sent home 329 sperm, 11,230 pounds bone.
William Washburn	I. F. Terry	Atlantic and Ind	Sept. 14	Apr. 23, 1860	.....	2,000	1,000	Had schooner Oxford for a tender.
William Wilson	William G. Blackler	Pacific Ocean	Oct. 8	June 16, 1863	.....	6	.....	Altered from a ship 1858; sold to New York 1863; sent home 275 sperm.

Table showing returns of whaling-vessels

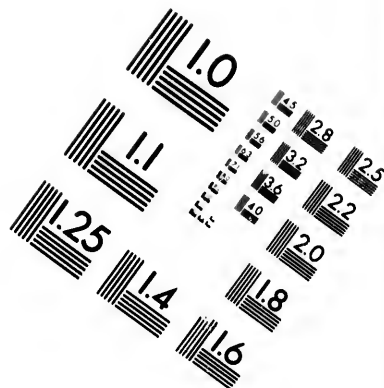
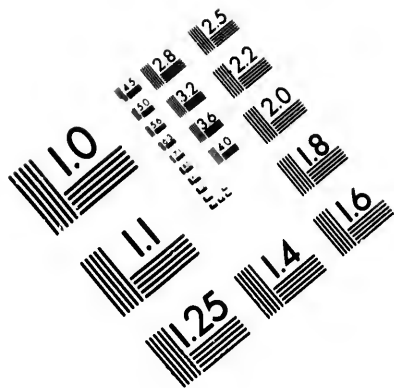
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1858.</b>				
<i>Fairhaven, Mass.—Continued.</i>				
Florida.....	Ship...	523	Thomas W. Williams	Fish, Robinson & Co.....
General Scott.....	Bark...	366	James R. Huntington...	Nathan Church.....
Mary Ann.....	Ship...	337	Lemuel M. Potter...	L. C. Tripp.....
South Boston.....	do.....	339	Edward F. Randolph...	Ezekiel Sawin.....
Zone.....	Bark...	365	James G. Frazer.....	Jenney & Tripp.....
<i>Mattapaicett, Mass.</i>				
Amelia.....	Brig...	197	Charles W. Kempton	Loring Meigs & Co.....
Chara Bell.....	Bark...	235	Timothy H. Fisher...	R. L. Barstow.....
Eivira.....	Brig...	131	Shubnel P. Edwards...	L. Meigs & Co.....
Mary Ann.....	Bark...	214	Thomas H. Macy.....	R. L. Barstow.....
Massasoit.....	do.....	235	Thomas Percival.....	L. Meigs & Co.....
Murch.....	Brig...	80	Henry Lewis.....	R. L. Barstow.....
Palmyra.....	Schooner	106	Benjamin Smith.....	L. Meigs & Co.....
Sarah.....	Bark...	179	Job P. Rousseville...	Atsatt & Starrevant...
Sun.....	do.....	184	Daniel Flanders.....	R. L. Barstow.....
<i>Holmes' Hole, Mass.</i>				
Pavilion.....	Brig...	150	— Adams.....	Thomas Bradley.....
<i>Sippican, Mass.</i>				
Admiral Blake.....	Schooner	129	Jared Blankenship...	Peleg Blankenship.....
Retrieve.....	do.....	106	William C. Hathaway	Benjamin B. Handy.....
<i>Beverly, Mass.</i>				
Eschol.....	Brig...	143	Poster Brown.....	F. W. Choute.....
<i>Dartmouth, Mass.</i>				
Cape Horn Pigeon.....	Ship...	306	Reuben G. Weeks.....	William Potter, 2d.....
Charles and Edward.....	do.....	153	Frederick P. Cornell...	do.....
Live-pool.....	do.....	300	Charles D. Havenport	Tucker & Cummings.....
Nye.....	Bark...	211	William Childs.....	do.....
<i>Westport, Mass.</i>				
Elizabeth.....	Bark...	270	Hiram Francis.....	Andrew Hicks.....
George and Mary.....	do.....	165	Allen W. Pierce.....	Rosecom Macomber.....
Kate Cory.....	do.....	143	Weston S. Tripp.....	Alexander H. Cory.....
Leonidas.....	do.....	122	Samuel B. Devoll.....	C. A. Church.....
Sacramento.....	Bark...	218	Thaddeus Defriez.....	A. J. Cory.....
Sea Fox.....	do.....	246	Peleg W. Gifford.....	A. Hicks.....
Sea Queen.....	do.....	261	Thomas Burdett.....	do.....
Solon.....	do.....	129	Joseph E. Smith.....	Henry Smith.....
<i>Fall River, Mass.</i>				
B. Franklin.....	Bark...	164	George E. Brown.....	John B. Reed.....
<i>Edgartown, Mass.</i>				
Almira.....	Ship...	372	— Smith.....	Abraham Osborn.....
Navigator.....	do.....	356	Jared Fisher, Jr.....	John A. Baylies.....
Splendid.....	do.....	399	Shubael Norton.....	A. Osborn.....
Washington.....	Schooner	140	— Fisher.....	William H. Munro.....

**FISH AND FISHERIES.**

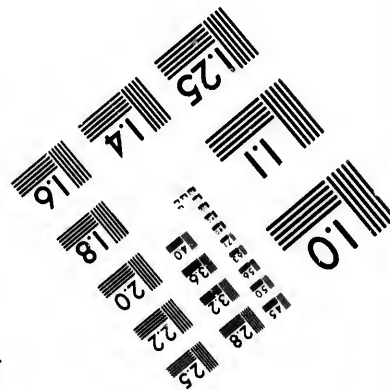
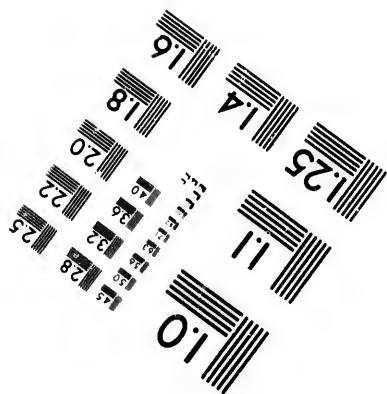
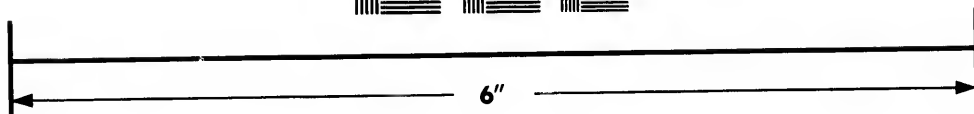
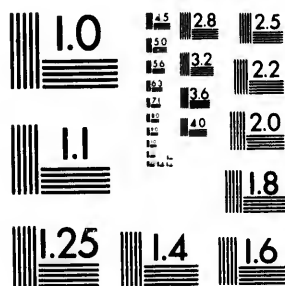
*Table showing returns of whaling-vents*

Captain.	Managing owner or agent.
Thomas W. Williams	Fish, Robinson & Co....
James B. Hunting...	Nathan Church .....
Jemmel M. Potter ..	L. C. Tripp .....
Edward F. Randolph ..	Ezekiel Sawin .....
James G. Frazer .....	Jenney & Tripp .....
Charles W. Kempton	Loring Meigs & Co ....
Timothy H. Fisher...	R. L. Barstow .....
Shubael P. Edwards ..	L. Meigs & Co .....
Thomas H. Macy.....	R. L. Barstow .....
Thomas Percival.....	L. Meigs & Co .....
Henry Lewis .....	R. L. Barstow .....
Benjamin Smith .....	L. Meigs & Co .....
Joh P. Bomsoville...	Arsntt & Starkevart....
Harrel Flanders .....	R. L. Barstow .....
— Adams .....	Thomas Bradley .....
Jared Blankenship ..	Peleg Blankenship .....
William C. Hathaway	Benjamin B. Handy.....
Foster Brown .....	F. W. Clouffe.....
Reuben G. Weeks .....	William Potter, 3d .....
Frederick P. Cornell ..	do .....
Charles D. Davenport	Tucker & Cummings ..
William Childs .....	do .....
Hiram Francis.....	Andrew Hicks .....
Allen W. Piers .....	Roseom Macomber.....
Weston S. Tripp .....	Alexander H. Cory.....
Samuel B. Deyell .....	C. A. Church .....
Thaddens Defriez.....	A. H. Cory .....
Peleg W. Gifford .....	A. Hicks.....
Thomas Burdett .....	do .....
Joseph E. Smith .....	Henry Smith.....
George E. Brown.....	John B. Reed .....
— Smith .....	Abraham Osborn.....
Jared Fisher, jr.....	John A. Baylies.....
Shubael Norton.....	A. Osborn .....
— Fisher .....	William H. Munro.....





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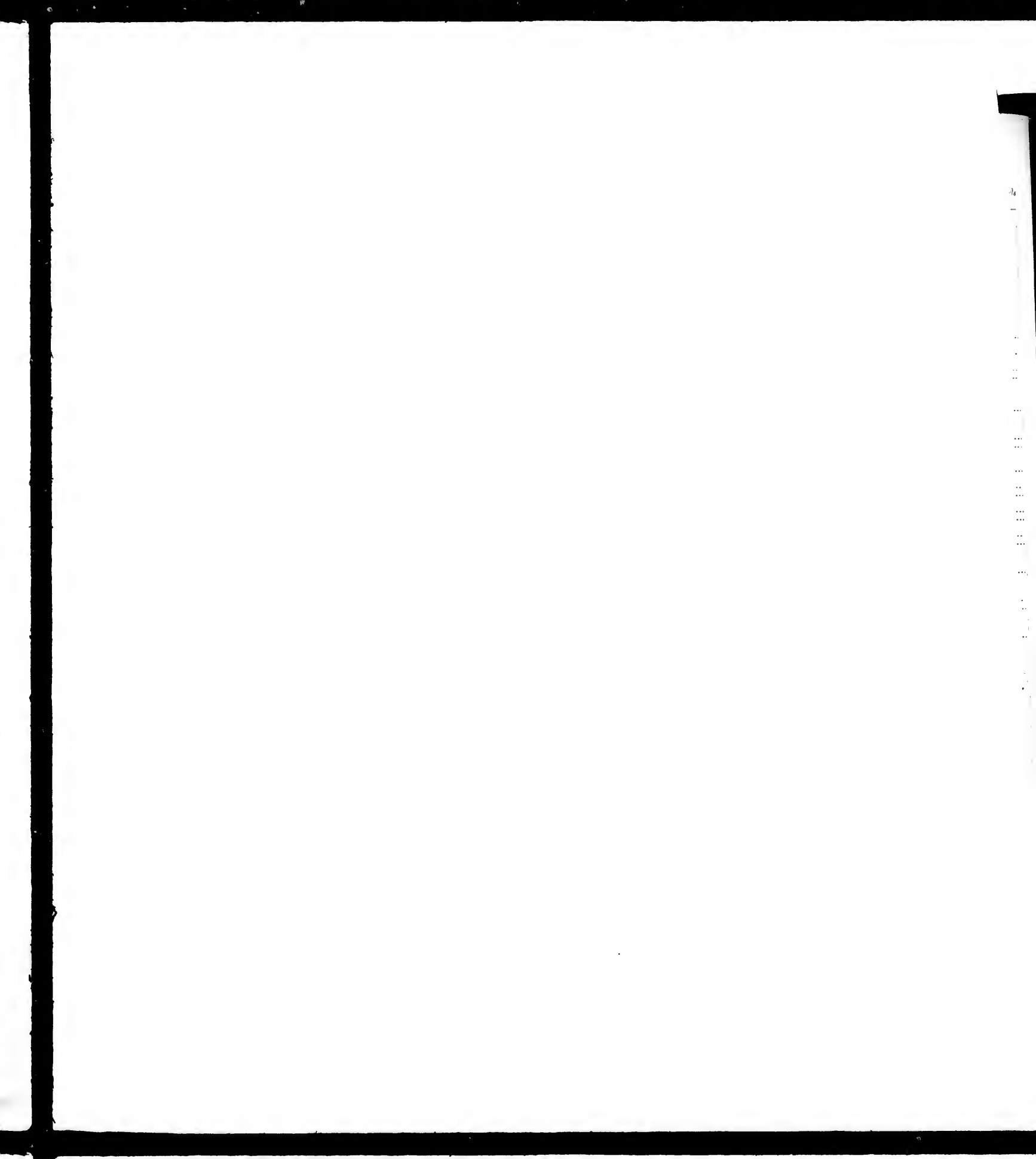
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## HISTORY OF THE AMERICAN WHALE FISHERY.

563

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
North Pacific	Sept. 7					Sold at San Francisco 1861; oil and bone shipped home.
do	Oct. 20	May 20, 1862	87	1,500	2,800	Sold 1862 to Boston; sent home 102 sperm, 9,458 bone.
Pacific Ocean	Nov. 27	June 29, 1863	1,356			Sold to Quebec 1864.
North Pacific	Oct. 8					Asa Hoxie, first mate, drowned while fast to a whale in March, 1862; sent home 1,530 whale, 6,543 pounds bone; condemned at Honolulu 1862.
Pacific Ocean	Aug. 19	June 27, 1862	807	138		Captain Frazier died June, 1861; sent home 311 sperm, 700 pounds bone; sold to New York 1862.
Atlantic	July 20	Sept. 27, 1859	129	60		Sent home 112 sperm.
Pacific Ocean	June 24	Oct. 9, 1864	508			Boat's crew lost while fast to a whale December, 1864; sent home 950 sperm on voyage; sold for merchant-service 1864.
Atlantic	May 15					Sent home 31 sperm; condemned 1859 at Saint Thomas.
Pacific Ocean	Dec. 16	June 29, 1863	1,350			Sent home 300 sperm.
Atlantic	May 22	Jan. 29, 1862	4	770		Sent home 103 sperm, 328 whale, 4,300 lbs. bone; sold to Boston 1862.
do	May 26	June 11, 1859	99	4		Sent home 362 sperm.
do	Apr. 1	Oct. 2, 1860	32	2		Sold to New Bedford 1861; sent home 80 sperm.
do	Sept. 28	Sept. 12, 1860	261	25		Sent home 35 sperm.
do	Oct. 6	July 30, 1860	306	28		Sent home 150 sperm; sold to New Bedford 1860.
Atlantic	July 9	Aug. 7, 1860	302	51		Sent home 42 sperm; sold to Fairhaven in 1860.
Atlantic	Apr. 29	July 13, 1859	31	44		Sent home 81 sperm.
do	May 13	Aug. 23, 1858	14	5		Bought from Gloucester 1858.
	Nov. 11	June 1, 1859	150	430		Bought from Provincetown 1858.
Pacific Ocean	Oct. 5	June 26, 1862	341	27		Sent home 153 sperm.
Atlantic	June 17	Aug. 7, 1860	198	54		Sent home 90 sperm; sold to New York 1860.
do	Nov. 25	Aug. 17, 1860	507	543	2,434	Sold to New Bedford 1860.
do	Sept. 28					
Atlantic	May 16	Sept. 22, 1860	874			Sent home 300 sperm; sold to New Bedford 1860.
do	May 4	Nov. 14, 1862	225			Sent home 110 sperm, 9,000 pounds bone.
do	Dec. 9	Aug. 29, 1860	151	2		Altered from a schooner 1858.
do	Nov. 9	Aug. 13, 1860	151	6		Sent home 71 sperm.
Pacific Ocean	May 27	June 16, 1863	680			Sent home 461 sperm; sold to Dartmouth 1864, thence to New York.
Indian Ocean	Aug. 2	Sept. 9, 1861	840			Sent home 87 sperm.
Pacific Ocean	Oct. 24	Aug. 8, 1862	810			Sailed September 17; returned October 9 damaged by a gale.
Atlantic	July 29	Mar. 27, 1860	262	18		Sold to New Bedford 1860.
Atlantic	Nov. 18	Sept. 24, 1860	367	50		
Indian Ocean	Aug. 23	May 25, 1861	1,021	351		Sent home 114 sperm.
Indian Pac.	Oct. 23	July 27, 1862	317	47		Sent home 265 sperm; sold to Boston 1862.
do	Dec. 13	May 5, 1862	1,530	262		Sailed earlier in the season; put into Norfolk, Va., November 1, dismasted.
Atlantic	May 19	Aug. 11, 1859	170	37		Sent home 46 sperm.



## 564 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1858.</b>				
<i>Warren, R. I.</i>				
Dolphin .....	Bark	325	Norio .....	R. B. Johnson .....
<i>Nantucket, Mass.</i>				
Atlantic .....	Ship	391	Zenas M. Coleman .....	Zenas L. Adams .....
Edward Carey .....	do	353	Francis M. Gardner .....	G. & M. Starbuck & Co.
Homer .....	Brig	146	George Haggerty .....	McCleave & Macy .....
Key West .....	Schooner	133	James McFibre .....	Gardner & Chase .....
Spartan .....	Ship	333	Obadiah Barker .....	Gardner & Chase .....
Watchman .....	Schooner	146	Charles W. Hussey .....	J. B. Macy .....
<i>Provincetown, Mass.</i>				
Alleghany .....	Schooner	97	Young .....	Daniel C. Cook .....
Alexander .....	do	75	Dunham .....	Johnson & Cook .....
Antarctic .....	do	130	Young .....	J. E. & G. Bowley .....
Chauticleer .....	do	87	Cook .....	Samuel Cook .....
Emporium .....	do	81	Cook .....	D. C. Cook .....
Estella .....	do	94	Chapman .....	J. E. & G. Bowley .....
John Adams .....	do	99	Cook .....	John Adams .....
Metropolis .....	do	97	Graham .....	.....
N. J. Knights .....	do	97	Sparks .....	D. Cornell .....
Olive Clark .....	do	97	.....	Samuel Soper .....
Oneco .....	Ship	90	Harwich .....	.....
Oread .....	do	96	Farwell .....	E. S. Smith & Co. ....
Panama .....	Brig	125	Rich .....	J. Adams .....
Richard .....	Schooner	92	Holmes .....	Philip Cook .....
R. E. Cook .....	do	80	Cornell .....	R. & E. Cook .....
S. R. Soper .....	do	130	.....	Samuel Soper .....
Spartan .....	Bark	188	Cook .....	Stephen Nickerson .....
V. H. Hill .....	Schooner	153	Cornell .....	J. E. & G. Bowley .....
Walter Irwin .....	do	133	Small .....	S. Soper .....
W. Holmes .....	do	.....	Holmes .....	.....
<i>Orleans, Mass.</i>				
Medford .....	Brig	108	Snow .....	Calvin Snow .....
<i>New London, Conn.</i>				
Alert .....	Bark	398	Parsons .....	E. V. Stoddard .....
Catharine .....	Ship	384	Hempstead .....	Thomas Fitch .....
E. R. Sawyer .....	Schooner	126	Whipple .....	E. V. Stoddard .....
Gen. Williams .....	Ship	415	S. W. Fisk .....	Williams & Barns .....
Georgiana .....	Brig	450	Buddington .....	Williams & Haven .....
Isaac Hicks .....	Ship	495	Bolles .....	Lawrence & Co .....
Mary Powell .....	Schooner	240	Nash .....	do .....
North America .....	Bark	388	Morgan .....	Williams & Haven .....
Nile .....	Ship	322	George Destin .....	do .....
Pacific .....	Schooner	161	Smith .....	Lawrence & Co .....
Peruvian .....	Ship	388	Long .....	E. V. Stoddard .....
Philip 1st .....	Bark	293	Hempstead .....	George Huntley .....
Silver Cloud .....	Schooner	140	Billings .....	Richard H. Chapell .....
Vesper .....	Ship	321	Balby .....	Williams & Barns .....
<i>Mystic, Conn.</i>				
Cornelia .....	Schooner	197	Buddington .....	Charles Malory .....

\* Four other schooners sailed, but returned clean.

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Forie .....	R. B. Johnson .....	Hurd's Island ..	Sept. 30 .....	.....	.....	Built at Warren 1850; lost on coast of Patagonia 1853.
I. Coleman .....	Zenas L. Adams .....	Pacific Ocean ..	Aug. 2 .....	Aug. 23, 1862 ..	1,316 .....	Sold to New York.
M. Gardner .....	G. & M. Starbuck & Co. ....	.....do .....	Oct. 20 .....	.....	.....	Sold in San Francisco; fitted for a whaler from there, and was captured and burned by the Shenandoah; sent home 1,500 bone.
Haggerty .....	McClave & Macy .....	South Atlantic ..	July 6 .....	Oct. 4, 1859 .....	325 .....	Sold to Fairhaven.
McMire .....	Gardner & Chaso .....	South Shouls ..	July 7 .....	July 25, 1858 ..	14 .....	Sold to New Bedford.
Bunker .....	J. B. Macy .....	Pacific Ocean ..	Oct. 19 .....	Aug. 23, 1861 ..	643 .....	
W. Hussey .....	.....	Atlantic .....	.....	.....	563 .....	
Young .....	Daniel C. Cook .....	North Atlantic ..	Apr. 19 .....	Sept. 10, 1858 ..	147 .....	Sent home 30 sperm.
Outnam .....	Johnson & Cook .....	.....do .....	Apr. 22 .....	Aug. 27, 1858 ..	14 .....	
Young .....	J. E. & G. Bowley .....	.....do .....	Apr. 19 .....	Aug. 16, 1859 ..	30 .....	
.....	Samuel Cook .....	.....do .....	.....	Sept. 20, 1858 ..	214 .....	
.....	D. C. Cook .....	South Atlantic ..	May 3 .....	Oct. 2, 1858 .....	128 .....	
.....	J. E. & G. Bowley .....	.....do .....	Apr. 19 .....	Aug. 24, 1858 ..	12 .....	
.....	John Adams .....	.....do .....	Apr. 15 .....	Apr. —, 1859 ..	89 .....	No report.
.....	.....	.....do .....	Apr. 22 .....	.....	.....	
.....	D. Connell .....	.....do .....	May 4 .....	Sept. 10, 1858 ..	21 .....	Sailed again September 30; Soper, master; no report; withdrawn 1858.
.....	Samuel Soper .....	.....do .....	.....	Sept. 14, 1858 ..	140 .....	
.....	.....	North Atlantic ..	May 5 .....	.....	.....	No report.
.....	E. S. Smith & Co. ....	.....do .....	Nov. 7 .....	June 29, 1859 ..	.....	Sent home 100 sperm.
.....	J. Adams .....	.....do .....	Apr. 8 .....	July 25, 1859 ..	187 .....	Sent home 69 sperm.
.....	Philip Cook .....	.....do .....	Apr. 29 .....	Sept. 7, 1858 ..	196 .....	
.....	R. & E. Cook .....	Atlantic .....	.....	Aug. 6, 1858 .....	115 .....	
.....	Samuel Soper .....	.....do .....	Jan. 8 .....	Dec. —, 1858 ..	147 .....	Sent home 76 sperm.
.....	Stephen Nickerson .....	South Atlantic ..	June 4 .....	July 11, 1860 ..	441 .....	
.....	J. E. & G. Bowley .....	Atlantic .....	Nov. 6 .....	Oct. 12, 1859 ..	246 .....	
.....	S. Soper .....	.....do .....	Jan. 9 .....	Oct. 4, 1858 ..	139 .....	No report; withdrawn 1859.
.....	.....	North Atlantic ..	Apr. 23 .....	.....	.....	
.....	Calvin Snow .....	.....do .....	Mar. 3 .....	July 16, 1859 ..	25 .....	Sent home 119 sperm; sold 1860.
.....	.....	.....do .....	.....	.....	.....	
.....	E. V. Stoddard .....	Hurd's Island ..	June 29 .....	May 14, 1860 ..	3,537 .....	Sailed October 19; returned November 8, dismasted; sent home 3,916 whale, 13,700 bone; captured and burned by the Shenandoah in Behring's Straits, June, 1865.
.....	Thomas Fitch .....	Indian Ocean ..	Nov. 24 .....	.....	.....	
.....	.....	.....do .....	.....	.....	.....	
.....	E. V. Stoddard .....	Hurd's Island ..	June 10 .....	May 16, 1860 ..	385 .....	Sent home 63 sperm, 12,265 bone.
.....	Williams & Barns .....	North Pacific ..	Oct. 5 .....	July 12, 1861 ..	3,945 .....	Sailed for \$9,000; cargo worth \$21,000.
.....	Williams & Haven .....	Havo's Straits ..	June 1 .....	Dec. 9, 1859 ..	817 .....	
.....	Lawrence & Co .....	Havo's Island ..	July 20 .....	Apr. 30, 1861 ..	4,000 .....	Lost at Hurd's Island October 21, 1859, with 400 barrels of oil; had landed 1,000 barrels; built at Belleville, N. J., 1848.
.....	.....	.....do .....	.....	.....	.....	Condemned and sold at Hobart Town April, 1861.
.....	Williams & Haven .....	Indian Ocean ..	Sept. 29 .....	.....	.....	Sent home 98 sperm, 4,406 whale, 42,671 bone; the longest whaling voyage on record; had 11 different captains; was captured by the Shenandoah in 1865 and bonded for \$45,000.
.....	.....	North Pacific ..	May 4 .....	Apr. —, 1869 ..	500 .....	
.....	.....	.....do .....	.....	.....	.....	
.....	Lawrence & Co .....	Hurd's Island ..	July 7 .....	Apr. 16, 1861 ..	651 .....	Broken up 1859.
.....	E. V. Stoddard .....	North Pacific ..	Aug. 12 .....	Sept. 16, 1859 ..	52 .....	Bought from Greenport 1858; sold to Honolulu 1861.
.....	George Huntley .....	.....do .....	Sept. 8 .....	.....	223 .....	
.....	Richard H. Chapell .....	Desolation Isl'd ..	June 10 .....	Nov. 17, 1859 ..	14 .....	Sent home 42 sperm, 800 whale; condemned and sold at Honolulu April 1, 1861.
.....	Williams & Barns .....	North Pacific ..	Aug. 10 .....	.....	.....	
.....	.....	.....do .....	.....	.....	.....	
.....	Charles Maltory .....	Hurd's Island ..	July 14 .....	May 12, 1860 ..	1,317 .....	Sent home 400 elephant-oil.
.....	.....	.....do .....	.....	.....	600 .....	

returned clean.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1858.</b>				
<i>Mystic, Conn.—Continued.</i>				
Frank .....	Schooner	200	Chester .....	Charles Mallory .....
Leander .....	Bark	213	Chester .....	do .....
Robin Hood .....	Ship	395	McGulley .....	do .....
Romulus .....	do	365	Turner .....	do .....
<i>New Haven, Conn.</i>				
Ocean .....	Ship	567	W. W. Clark .....	Amos F. Barnes .....
<i>Say Harbor, N. Y.</i>				
Nunrod .....	Bark	280	Green .....	W. & G. H. Cooper .....
Odd Fellow .....	do	239	Rose .....	Wade & Brown .....
S. S. Learned .....	Schooner	116	Goodbee .....	H. & S. French .....
<i>San Francisco, Cal.</i>				
Carib .....	Bark	905	Reynolds .....	Jos. W. Gawley .....
Ocean Bird .....	Ship	...	Seammons .....	...
Sarah Warren .....	Bark	...	Poole .....	J. C. Hewlett .....
<b>1859.</b>				
<i>New Bedford, Mass.</i>				
Aliso Frazier .....	Bark	406	Washington T. Walker .....	L. Kolbeck & Son .....
Alfred Gibbs .....	Ship	425	Edward Nichols .....	Wood & Nye .....
Atlantic .....	do	360	Francis J. Silver .....	James E. Wood & Co. ....
Arnold .....	do	349	James A. Crowell .....	C. R. Tucker & Co .....
Benjamin Tucker .....	do	349	Samuel E. Cooke .....	...
Braganza .....	Bark	470	Turner .....	William O. Brownell .....
Cavalier .....	do	295	Nathaniel P. Gray .....	James D. Thompson .....
C. W. Morgan .....	Ship	351	James A. Hamilton .....	I. Howland, Jr., & Co. ....
China .....	do	370	Sylvester Hathaway .....	William Phillips & Son .....
Cleora .....	Bark	263	Isaac Har II. Akin .....	Charles Hitch & Son .....
Columbus .....	do	214	Edwin A. Lane .....	John P. Knowles, 2d .....
Congress .....	Ship	339	John A. Castino .....	Edward C. Jones .....
Congaree .....	Bark	321	Weston J. Swift .....	Thomas Wilcox .....
Cornelius Howland .....	Ship	431	Francis Dougherty .....	Edward W. Howland .....
Elizabeth .....	do	329	Perry Winslow .....	Thomas Nye, jr .....
E. Swift .....	Bark	425	Josiah E. Chase .....	Swift & Allen .....
Emily Morgan .....	Ship	368	Samuel H. Whiteside .....	William J. Rotch .....
Engela .....	Bark	356	Solomon F. Hamblin .....	Swift & Allen .....
Falcon .....	do	371	Bartlett Mayhew, 2d .....	Thomas Knowles & Co. ....
Florida .....	Ship	339	Coddington P. Fish .....	E. C. Jones .....
Gen. Pike .....	Bark	313	John P. Fisher .....	William Gifford .....
Gleconda .....	do	331	Joseph R. Green .....	George & M. Howland .....
Gov. Troup .....	Ship	430	Reuben Kelley .....	E. C. Jones .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.	
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		
Chester .....	Charles Mallory .....	Desolation Isl'd	June 18				Added 1858; struck an iceberg and was lost at Desolation Island February, 1859; mate, Charles Francis, lost also.	
Chester .....	do .....	S. A. and Ind.	June 11				Sent home 475 whale; 3,000 bone; condemned at Pernambuco January 4, 1860.	
McGinley .....	do .....	Indian Ocean	May 25	Sept. 17, 1861	21	791	Sent home 9,391 bone; one of the "stone fleet;" sunk off Charleston 1861.	
Turner .....	do .....	Desolation Isl'd	June 3	May 9, 1860		2,538	Sold to New York 1860.	
W. Clark .....	Amos F. Barnes .....	Pacific Ocean	Aug. 7				Bought from Warren 1858; sent home 61 sperm, 1,104 whale, 1,652 bone; sold at San Francisco for merchant-service.	
Green .....	W. & G. H. Cooper .....	Atl. & Indian	Dec. 1				Condemned at Sydney November 25, 1860; oil sold.	
Rose .....	Wade & Brown .....	do	Sept. 29	Mar. 6, 1861	356	606	Returned 1858.	
Goodbee .....	H. & S. French .....	North Atlantic	June 7	Nov. 24, 1858	1	291		
Reynolds .....	Jos. W. Gawley .....	Pacific Ocean	May 17				No report; sailed 1859; Easton, captain; returned 1860, with 600 whale.	
Seamons .....	J. C. Hewlett .....	do		Apr. 27, 1860		1,200	No report.	
Paolo .....		Coast California	June 10					
Washington T. Walker .....	L. Kollock & San .....	North Pacific	Sept. 22				Third mate, Mr. Littlefield, died from an accident May, 1861; lost in the Ochotsk January, 1860.	
Edward Nichols .....	Wood & Nye .....	Pacific Ocean	Nov. 2	Jan. 25, 1864	855	95	600	Sent home 500 sperm.
Francis J. Silva .....	James P. Wood & Co. ....	North Pacific	Aug. 16	July 17, 1863		80		Sent home 174 sperm.
Anna A. Crowell .....	C. R. Tucker & Co. ....	Indian Ocean	Aug. 2					Captain Cook was killed by a whale October 26, 1860.
Turner .....	William O. Brownell .....	Pacific Ocean	Nov. 2					Altered from a ship 1859; took on voyage 685 sperm, 3,950 whale, 24,000 bone; condemned at Honolulu October, 1862; fitted as a whaler from that port under the Oldenburg flag.
.....		do	May 12					Sent home 255 sperm.
.....		do						Sent home 2,280 whale, 23,334 bone.
.....		do						Sent home 425 sperm.
.....		do						Condemned at Mauritius July, 1862.
.....		do						Sent home 73 sperm.
.....		do						Sent home 125 sperm, 3,000 bone.
.....		do						Sent home 290 sperm; condemned and sold at Valparaiso July, 1863.
.....		do						Sent home 267 sperm.
.....		do						Sent home 100 sperm; sold to New York 1864 for merchant-service.
.....		do						Sent home 456 sperm.
.....		do						Fourth mate died 1860; crew refused duty at Honolulu and were discharged by the consul; sent home 1,611 whale, 24,467 bone.
.....		do						Sent home 55 sperm.
.....		do						Altered from a ship 1859.
.....		do						Sent home 335 sperm, 1,096 whale, 38,186 bone.
.....		do						Altered from a ship 1859; took in all 450 sperm, 2,000 whale, 15,000 bone—valued at \$100,000.
.....		do						Altered from a ship in 1859; sent home 460 sperm; captured and burned by the Florida July 8, 1864, with 140 sperm of her own, and about 1,100 barrels sperm and 600 barrels whale on freight.
.....		do						The larger part of the crew mutinied and deserted at St. Catharine's; sent home 24 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1859.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Harvest.....	Ship.....	360	Wilbour Manchester.....	Charles E. Hawes.....
Harvest.....	Bark.....	263	David R. Gifford.....	Lorenzo Pierce.....
Hecla.....	do.....	207	Eben Nickerson.....	T. Knowles & Co.....
Henry Taber.....	do.....	355	David G. Kirby.....	Henry Taber & Co.....
Herald, 2d.....	Ship.....	303	William S. Beebe.....	T. Nye, jr.....
Hope.....	Bark.....	186	Seth McFarlan.....	Zeno Kelley.....
Hudson.....	Ship.....	368	Moses R. Fish.....	Thomas Nye, jr.....
Hunter.....	do.....	453	Alden Besse.....	Jonathan Bourne, jr.....
Hydaspe.....	do.....	313	Charles S. Pope.....	J. B. Wood & Co.....
Illinois.....	do.....	413	William R. Potter.....	Wood & Nye.....
Isaac Howland.....	do.....	393	Thomas Long.....	I. Howland, jr., & Co.....
Isabella.....	Bark.....	315	Moses G. Tucker.....	T. Knowles & Co.....
James Allen.....	do.....	355	Wm. D. Van Wyke.....	Gid. Allen & Son.....
John Maury.....	Ship.....	385	Lyman Wing.....	C. R. Tucker & Co.....
Japan.....	do.....	487	Charles Grant.....	William E. Backler.....
John Dawson.....	Bark.....	235	John W. Cornell.....	J. & W. R. Wing.....
Josephine.....	Ship.....	146	James L. Chapman.....	Switt & Perry.....
Matengo.....	do.....	426	Friederick A. Weld.....	Jonathan Bourne, jr.....
Maria.....	Bark.....	202	Wm. B. Thompson.....	Thomas R. Rodman.....
Marion.....	do.....	328	Clothier Pierce.....	William P. Howland.....
Matthew Luce.....	do.....	410	do.....	William Hathaway, jr.....
Mercury.....	Ship.....	340	Edward F. Lakeman.....	I. Howland, jr., & Co.....
Messenger.....	Bark.....	291	John W. Gifford.....	John R. Thornton.....
Millinocket.....	do.....	180	Charles A. M. Taber.....	B. Franklin Howland.....
Milo.....	Ship.....	401	Thomas E. Fordham.....	E. C. Jones.....
Morning Light.....	do.....	361	Hervey E. Luce.....	S. Thomas & Co.....
Nautilus.....	Bark.....	354	Charles G. Swain.....	G. Allen & Son.....
Navy.....	Ship.....	356	Andrew S. Sarvent.....	J. B. Wood & Co.....
Newark.....	Bark.....	323	Nathan S. Smith.....	C. Hitch & Son.....
Ocean.....	Ship.....	330	Ezra Gifford.....	J. R. Thornton.....
Osceola, 2d.....	Bark.....	197	John E. Barker.....	J. & W. R. Wing.....
Osceola, 3d.....	do.....	200	Oris F. Ham's In.....	Cumston Wilcox.....
Pacific.....	do.....	385	Jacob A. Howland.....	Switt & Perry.....
Pacific, 2d.....	do.....	314	Joseph C. Smith.....	William H. Reynard.....
Pamela.....	do.....	300	Henry A. Slocum.....	do.....
Parachute.....	Ship.....	334	Timothy Howland.....	Edmund Maxfield.....
President.....	Bark.....	293	William J. Macy.....	Richmond & Richardson.....
President, 2d.....	do.....	189	Isaac Woodell.....	E. Maxfield.....
Rainbow.....	Ship.....	474	James Nichols.....	William Gifford.....

Table showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					Bbls.	Bbls.	Lbs.	
Manchester.	Charles E. Hawes	Pacific Ocean	May 5					Added 1859; sent home 1,375 whale, 3,600 bone; put under Hawaiian flag 1862; captured and burned by the Schemoball; paid for by the English government. Sent home 300 sperm; condemned at Mauritius 1861.
R. Gifford.	Lorenzo Pierce	Indian Ocean	Aug. 23					
Nickerson	T. Knowles & Co.	Pacific Ocean	Aug. 4	May 29, 1863	400			Captain Nickerson died of heart disease March 4, 1864; sent home 625 sperm, 519 bone.
G. Kirby.	Henry Taber & Co.	do	Oct. 25	June 28, 1864	772			Charles Floyd, first mate, drowned 1863; boat stove whale fast to a whale.
M. S. Beebe.	T. Nye, Jr.	do	May 10	Aug. 30, 1863	6.0			Captain Beebe came home sick 1864; sent home 145 sperm.
McFarlan	Zeno Kelley	Indian Ocean	Aug. 1					Lost at island of Coetiva 1862; saved 200 barrels oil.
R. Fish.	Thomas Nye, Jr.	Pacific Ocean	July 6	Mar. 26, 1863	1,550			Sold to Honolulu 1863; some changed to the Hawaii.
Hesse	Jonathan Bourne, Jr.	do	June 8	Aug. 30, 1863	1,867	625		Sent home 177 sperm.
S. S. Pope.	J. B. Wood & Co.	do	Nov. 5					Sent home 738 sperm; condemned at Talcahuano 1864; named changed to Narcissa and went whaling from Talcahuano.
M. R. Potter	Wood & Nye	do	Oct. 29	Oct. 25, 1863	1,060	1,000	8,000	Sent home 40 sperm, 12,443 bone.
W. Long	I. Howland, Jr., & Co.	North Pacific	Dec. 31	Apr. 15, 1861		625		
G. Tucker	T. Knowles & Co.	Pacific Ocean	Aug. 2	May 27, 1861	2	3,500	12,000	Altered from a ship 1859; Captain Van Wyke left at Caliao sick 1864
D. Van Wyke	Gil. Allen & Son	Indian Ocean	Oct. 4	Feb. 5, 1865	604	454		Sent home 12, 60 bone.
n. Wing.	C. R. Tucker & Co.	do	Sept. 6	Sept. 15, 1862	792	2,321	5,550	Added 1859 from Falhaven; sent home 490 sperm; sold to Boston 1864.
S. Grant	William G. Backler	Pacific Ocean	May 31	May 19, 1863	1,290			Sent home 340 sperm.
W. Cornell	J. & W. R. Wing	Atl. & Indian	July 16	Nov. 3, 1861	617			First mate, Mr. Stevens, and boat's crew taken down by a whale December 30, 1859, off New Holland; sent home 425 sperm, 96 whale, 10,740 bone.
L. Chapman.	Swift & Perry	North Pacific	July 14	July 27, 1862	295	2,319		Sent home 30 sperm
rick A. Weld	Jonathan Bourne, Jr.	Indian Ocean	Aug. 12	Apr. 22, 1863		3,106	8,794	Condemned at Talcahuano 1863; used as a cooler till 1866, then fitted again for a whaler; sent home 840 sperm.
B. Thompson	Thomas R. McKean	Pacific Ocean	Sept. 29					Sent home 322 sperm.
ier Pierce	William P. Howland	Atl. & Indian	June 7	May 14, 1861	1,300	3		Manuel Frates, fourth mate, killed by a whale August 1, 1862; sent home 240 sperm; sold to Boston for Chim trade 1865.
cleaveland	William Hathaway, Jr.	Pacific Ocean	May 12	May 22, 1863	1,260			
ord F. Lakeman	I. Howland, Jr., & Co.	Indian Ocean	June 28	Oct. 21, 1862	1,053	6		Altered from a ship 1859.
W. Gifford	John R. Thornton	do	June 7					Sent home 230 sperm; sold to Dartmouth 1862.
es A. M. Taber	B. Franklin Howland	Atl. & Indian	May 3	May 24, 1862	152			Sent home 88 sperm, 1,546 whale, 28,500 bone. Sent home 80 sperm, 9,900 bone; sold to Boston 1862.
as E. Fordham	E. C. Jones	North Pacific	Nov. 15	May 21, 1863	177	1,800	6,000	
ey E. Luce.	S. Thomas & Co.	Pacific Ocean	Sept. 22	May 20, 1862	638	1,012	2,100	Altered from a ship 1859.
es G. Swain	G. Allen & Son	do	Nov. 1	July 13, 1861	1,003	42		Sent home 269 sperm, 1,025 whale, 10,700 bone.
ew S. Sarvent.	J. B. Wood & Co.	North Pacific	Aug. 10	Apr. 18, 1861	205	1,936	21,950	Lost on Sandal Wood Island (Malay Archipelago) Apr 17, 1863; crew in boats 9 days and 10 nights, with but little bread and water; sent home 76 sperm.
an S. Smith	C. Hitch & Son	Indian Ocean	Oct. 19					Sold to Edgartown 1864.
Gifford	J. R. Thornton	Pacific Ocean	Nov. 29	Oct. 28, 1863	220			Sent home 650 sperm.
E. Barker	J. & W. R. Wing	Indian Ocean	Dec. 20	Mar. 26, 1861	922			
F. Hamlin	Cornston Wilcox	Pacific Ocean	Jan. 2	June 20, 1862	834			Sent home 106 sperm, 1,040 whale, 17,032 bone.
D. A. Howland	Swift & Perry	Indian Ocean	June 15	June 7, 1862	105	2,420	3,600	Sent home 123 sperm; sold to Sag Harbor 1864.
oh C. Smith	William H. Reynard	do	May 10					Sent home 190 sperm, 1,060 bone; withdrawn 1862.
y A. Stearns	do	do	May 4	May 4, 1862	975	77		Lost near Papeete June 10, 1864; saved 880 sperm out of 1,225.
am J. Maey	Edmund Maxfield	Ind. and Pacific	Nov. 11					Altered from a ship 1859; sent home 319 sperm.
Woodell	Richmond & Richardson	Pacific Ocean	Oct. 10	June 18, 1861	972			
S. Nichols	E. Maxfield	Atl. & Indian	June 13	May 10, 1862	185			
	William Gifford	Pacific Ocean	Nov. 12	June 10, 1864	1,200			

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1859.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Bodman .....	Bark	371	William Whitton, Jr.	William G. E. Pope
Roman .....	Ship	370	John C. Hamblin	E. C. Jones
Roscoe .....	Bark	362	William H. May	Louis Snow
San Francisco .....	do	265	Daniel F. Worth	William Phillips & Son
Seine .....	do	251	John S. Smith	Rodney French
Savina .....	do	249	Thomas P. Webb	Charles S. Randall
Thomas Pope .....	Ship	323	Charles H. Robbins	William G. E. Pope
Tedant .....	do	449	Elisha H. Fisher	Fredrick Parker
Vigilant .....	Bark	252	Fredrick P. Cole	W. & G. D. Watkins
Waverly .....	do	327	William H. Vinal	David B. Kempton
Zephyr .....	Ship	361	Joseph S. Taylor	Thomas Nye, Jr.
<i>Fairhaven, Mass.</i>				
Emerald .....	Schooner	401	Thomas F. Lambert	Damon & Judd
Hesper .....	Ship	262	Joseph Hamblin, jr.	Dexter Jenney
Hudson .....	do	368	Moses R. Fish	Jenney & Tripp
Joseph Maxwell .....	do	302	Andrew B. Jenney	E. R. Whitwell
Winthrop .....	Bark	218	William P. Weeks	Albert Sawin
<i>Mattapoisett, Mass.</i>				
America .....	Bark	257	John A. Luce	R. L. Barstow
Annawan .....	do	159	Charles F. Keith	J. Holmes, Jr., & Bro.
Ocean Rover .....	Ship	314	James M. Clark	do
R. L. Barstow .....	Bark	203	— Mitchell	R. L. Barstow
Sarah .....	Ship	370	Henry P. Butler	L. Melus
Samuel & Thomas .....	Bark	191	Asa Hoyle	R. L. Barstow
Willis .....	do	164	James King	do
<i>Sippican, Mass.</i>				
Altamaha .....	Schooner	119	John C. Clark	Stephen C. Luce
Hopeton .....	Brig	145	Otis S. Snow	Ored Delano
James .....	Schooner	80	Benjamin B. Handy	Benjamin B. Handy
Retriever .....	do	100	William C. Hathaway	do
Roswell King .....	do	134	Pardon Tripp	Peleg Hankeuship
<i>Sandwich, Mass.</i>				
Ocean .....	Bark	465	Peleg Cornell	W. F. Lapham
<i>Falmouth, Mass.</i>				
Com. Morris .....	Ship	35	Silas Jones	Oliver C. Swift
<i>Holmes's Hole, Mass.</i>				
America .....	Bark	255	— Luce	Thomas Bradley
Heleu Augusta .....	do	271	— West	do
<i>Beverly, Mass.</i>				
Eschol .....	Brig	143	— Hoyle	F. W. Choate
Lady Suffolk .....	Bark	210	— Robertson	do
<i>Dartmouth, Mass.</i>				
Benj. Cummings .....	Bark	391	David Briggs	Tucker & Cummings
Beuswick .....	Ship	295	Vareus Baker	do

Table showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					Bbls.	Bbls.	Lbs.	
William Whitton, Jr.	William G. E. Pope	Pacific Ocean	Nov. 17					Sent home 1,550 sperm, 250 whale; sold at Mauritius 1863.
John C. Hamblin	E. C. Jones	Indian Ocean	Aug. 22	May 9, 1863	1,700	750		Sent home 71 sperm.
William H. Almy	Laura Snow	Pacific Ocean	Nov. 8	Apr. 14, 1860	79	6		Captain Almy and 7 men (part of two boats) crews killed by a whale 1859.
Daniel F. Worth	William Phillips & Son	Atlantic	Aug. 1					Foundered at sea off Aboukank Point February 24, 1863; sent home 2,000 bone.
John S. Smith	Rodney French	Pacific Ocean	May 13	May 4, 1862	220	1	500	Sent home 435 sperm, 421 whale, 4,430 bone.
Charles P. Webb	Charles S. Russell	Atlantic	Sept. 3	June 11, 1863	37			Sent home 314 sperm; sold to New York 1863, for African trade.
Charles H. Robbins	William G. E. Pope	Indian Ocean	July 20	June 21, 1863	650			Sent home 350 sperm.
Joshua H. Fisher	Frederick Parker	Pacific Ocean	Dec. 21	June 7, 1861	1,110			Sent home 435 sperm.
Derick P. Cole	W. & G. D. Watkins	do	Aug. 23	June 18, 1861	157	54		Sent home 435 sperm.
William H. Vinal	David B. Kempton	Indian Pacific	Apr. 26	May 4, 1863	1,530	750	1,300	Altered from a ship; sent home 325 sperm, 5,010 bone.
Joseph S. Taylor	Thomas Nye, Jr.	Indian Ocean	Nov. 21					Condemned at Mauritius 1863; shipped oil (600 sperm) to London.
Thomas F. Lambert	Damon & Judd	Atlantic	May 2	Aug. 19, 1860	150	10		Added 1859; sent home 200 sperm.
Joseph Hamblin, Jr.	Dexter Jenucy	Pacific Ocean	June 5					Sailed February 31; returned February 22, leaking 300 strokes per hour; sent home 651 sperm; condemned at Palta 1861.
Andrew R. Fish	Jenny & Tripp	do	July 6					Sent home 180 sperm; transferred to New Bedford 1862.
Andrew B. Jenney	E. E. Whitwell	Indian Ocean	Aug. 27	May 13, 1863	800			Sent home 42 sperm.
William P. Weeks	Albert Savin	do	July 26	Sept. 29, 1862	290	48		Sent home 30 sperm; sold to Boston for merchant service 1863.
John A. Luce	R. L. Barstow	Indian Ocean	Dec. 27					Sold to Holmes's Hole 1861.
Charles P. Keith	J. Holmes, Jr., & Bro.	Atlantic	Nov. 17	June 27, 1862	230	1		Altered from a brig 1859; sold to New Bedford 1862; sent home 50 sperm.
James M. Clark	do	Atlantic & Ind	May 26					Built at Mathapolsell 1859; captured and burned by the Alabama, with 900 barrels of oil, 1862; sent home 210 sperm, 250 whale, 2,000 bone.
— Mitchell	R. L. Barstow	Atlantic	May 20	Aug. 28, 1861	297	9		Sold to New Bedford 1861; sold thence to Nantucket 1862.
Henry P. Butler	L. Meigs	Indian Ocean	Dec. 22	June 19, 1861	201			Transferred to New Bedford 1861.
Asa Hoxie	R. L. Barstow	Atlantic	Sept. 3	June 29, 1863	160			Sold to New Bedford 1863; sent home 400 sperm.
James King	do	do	June 2	Sept. 12, 1860	381	40		
John C. Clark	Stephen C. Luce	Atlantic	June 29	July 24, 1860	151	17		Sent home 40 sperm.
Oris S. Snow	Ored Delano	do	June 2	Aug. 29, 1860	255	7		
Benjamin B. Handy	Benjamin B. Handy	do	May 2	Sept. 16, 1859	103	6		
William C. Hathaway	do	do	May 2	Sept. 11, 1859	53	1		Sent home 56 sperm.
Cardon Tripp	Peleg Dankenship	do	Apr. 26	Aug. 19, 1860	85	40		
Peleg Cornell	W. F. Lapham	Atlantic	Sept. 12	Aug. 25, 1861	447	3		Sent home 214 sperm.
Edas Jones	Oliver C. Swift	Pacific Ocean	July 13	June 19, 1861	931	232	1,700	Sent home 50 sperm; sold to New Bedford 1861.
— Luce	Thomas Bradley	Indian Ocean	Dec. 13	May 9, 1862	705			Withdrawn for merchant service 1861; sent home 160 sperm.
— West	do	Atlantic	May 25	June 8, 1861	500			
— Hoxie	F. W. Choate	Atlantic	July 11	Sept. 12, 1860	110			Bought from Provincetown 1858.
— Robertson	do	do	Aug. 21	Aug. 30, 1860	260	120		Withdrawn; sold to Salem.
David Briggs	Tucker & Cummings	Pacific Ocean	Sept. 12	Aug. 3, 1866		101		Sent home 387 sperm, 518 whale, 4,000 bone; sold to New Bedford 1866.
Varenius Baker	do	Indian Ocean	Nov. 27	Aug. 19, 1862	537	103	800	Sold to New Bedford 1862.



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1850.</b>				
<i>Westport, Mass.</i>				
Champion .....	Bark ...	200	— Coggeshall .....	Andrew Hicks .....
Janet .....	do .....	131	George G. Collin .....	Henry Wilcox .....
<i>Edgartown, Mass.</i>				
Louisa Sears .....	Bark ...	180	George P. Fisher .....	Abraham Osborn .....
Vineyard .....	Ship ...	381	— Caswell .....	Benjamin Worth .....
Walter Scott .....	do .....	369	— Baxter .....	do .....
Washington .....	Schooner	140	— Ripley .....	William H. Munto .....
<i>Nantucket, Mass.</i>				
Mohawk .....	Ship ...	350	George H. Swain .....	J. & P. Macy .....
Peru .....	Bark ...	355	Elmer F. Turner .....	Zenas L. Adams .....
Three Brothers .....	Ship ...	384	C. Wm Swain .....	G. A. W. Starbuck .....
Watchman .....	Schooner	140	Charles W. Hussey .....	J. B. Macy .....
<i>Provincetown, Mass.</i>				
Acorn .....	Bark ...	215	— Nickerson .....	Nickerson & Tuck .....
Alleghany .....	Schooner	95	— Cook .....	Daniel C. Cook .....
Alexander .....	do .....	75	— Nickerson .....	Johnson & Cook .....
Chanticleer .....	do .....	87	— Small .....	Samuel Cook .....
Emporium .....	do .....	80	— Cook .....	do .....
Estella .....	do .....	91	— do .....	do .....
F. Burchells .....	Bark ...	200	— Tuck .....	Nickerson & Tuck .....
Jolia Adams .....	Schooner	93	— John Adams .....	John Adams .....
Montezuma .....	do .....	92	— Chapman .....	T. & S. Hilliard .....
N. J. Knights .....	do .....	95	— Somers .....	D. Conwell .....
Oread .....	do .....	90	— Farwell .....	E. S. Smith & Co .....
R. E. Cook .....	do .....	80	— Freeman .....	R. & E. Cook .....
Richard .....	do .....	92	— do .....	David Conwell .....
Renzl .....	do .....	108	— Milliken .....	J. E. & G. Howley .....
S. R. Soper .....	do .....	130	— Soper .....	Samuel Soper .....
Thrifter .....	do .....	95	— Leonard Small .....	S. Small .....
V. Doane .....	do .....	19	— Cook .....	H. and S. Cook & Co .....
Walter Irvin .....	do .....	133	— Small .....	Samuel Soper .....
<i>Orleans, Mass.</i>				
Lewis Bruce .....	Brig ...	175	— Cook .....	Heman Smith .....
Rothschild .....	Bark ...	261	— Alberton .....	do .....
William Martin .....	Schooner	134	— Martin .....	do .....
<i>New London, Conn.</i>				
Amaret .....	Brig ...	91	— Quayle .....	Williams & Haven .....
Charles Carroll .....	Ship ...	412	— Smith .....	Frink & Prentiss .....
Clematis .....	do .....	314	— Watrous .....	Williams & Barns .....
Dove .....	Bark ...	151	— Smith .....	Richard H. Chappell .....
Electra .....	Ship ...	348	— Brown .....	Williams & Barns .....
Exile .....	Schooner	83	Alex. Tillinghast .....	E. V. Stoddard .....
Franklin .....	do .....	119	— Church .....	R. E. Chappell .....
Northwest .....	Ship ...	304	William Dunbar .....	Thomas Fitch .....
Peat .....	Bark ...	135	— Bartlett .....	Williams & Haven .....
<i>Sag Harbor, N. Y.</i>				
Columbia .....	Bark ...	282	— Mc Corkle .....	John Budd .....
Concordia .....	do .....	285	— Hamilton .....	Wade Brown .....
Excel .....	do .....	373	— Loper .....	do .....
Mary Gardner .....	do .....	316	— Jennings .....	W. & G. Soper .....

Table showing returns of whaling-vessels

ailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
— Coggeshall	Andrew Hicks	Indian Ocean	Oct. 0	June 20, 1863	Bbls. 376	Bbls. ....	Lbs. ....	Sold and withdrawn for merchant-service 1863.
— Gorgo G. Collin	Henry Wilcox	Atlantic	July 14	May 9, 1863	800	.....	.....	Sent home 35 sperm.
— George P. Fisher	Abraham Osborn	Atlantic	Apr. 13	.....	.....	.....	.....	Sent home 100 sperm, 67 whale; lost in Fossil Harbor September 7, 1860.
— Caswell	Benjamin Worth	South Pacific	Sept. 25	May 27, 1862	150	2,304	10,600	Sent home 16,860 bone.
— Baxter	do	do	1862	.....	.....	.....	.....	Sent home 52 sperm, 1,000 bone; condemned at Honolulu June, 1861.
— Ripley	William H. Munro	Atlantic	Oct. 5	Aug. 4, 1861	.....	12	.....	Sold to New York 1862; sent home 170 sperm.
— George H. Swain	L. & P. Macy	Pacific Ocean	May 12	June 29, 1863	1,000	.....	.....	Sold to New York.
— Tho. F. Turner	Zenas L. Adams	do	Sept. 25	May 7, 1863	1,300	12	.....	Sold to New London.
— John Swain	G. A. W. Starbuck	do	Apr. 2	1863	125	250	.....	Sold to New Bedford.
— Charles W. Hussey	J. B. Macy	Atlantic	Sept. 6	Sept. 25, 1860	65	430	.....	.....
— Nickerson	Nickerson & Tuck	Atlantic	Dec. 13	Aug. 26, 1861	80	70	.....	.....
— Cook	Daniel C. Cook	do	May 17	Sept. 12, 1859	.....	115	.....	.....
— Nickerson	Johnson & Cook	do	May 17	Sept. 10, 1859	.....	110	.....	.....
— Small	Samuel Cook	South Atlantic	Mar. 28	Sept. 18, 1859	.....	131	.....	.....
— Cook	do	Atlantic	May 24	Sept. 12, 1859	.....	65	.....	.....
— Cook	do	do	May —	Sept. 12, 1859	194	.....	.....	Sent home 160 sperm.
— Tuck	Nickerson & Tuck	do	May 10	Dec. 1, 1860	540	60	.....	.....
— Chapman	T. & S. Hilliard	do	May —	Jan. —, 1861	145	20	.....	.....
— Soule	D. Connell	do	May 21	Sept. 20, 1859	65	.....	.....	.....
— Parwell	E. S. Smith & Co.	South Atlantic	Nov. 28	Aug. 20, 1862	191	.....	.....	.....
— Freeman	R. & E. Cook	do	Feb. —	July 15, 1859	205	103	.....	.....
— David Conwell	David Conwell	do	Aug. 19	Sept. 9, 1860	183	14	.....	.....
— Miller	J. E. & G. Bowley	Atlantic	May 16	Aug. 9, 1860	168	37	.....	Lost on island of Nevis April 7, 1860; saved 125 sperm.
— Soper	Samuel Soper	South Atlantic	Sept. 20	1859	130	.....	.....	.....
— Leonard Small	S. Small	South Atlantic	Mar. 2	June 10, 1860	15	.....	.....	.....
— Cook	H. and S. Cook & Co.	Atlantic	Mar. 14	Aug. 19, 1859	300	.....	.....	.....
— Small	Samuel Soper	South Atlantic	Aug. 19	.....	.....	.....	.....	.....
— Cook	do	do	Feb. 11	July 16, 1859	144	10	.....	.....
— Small	do	do	Feb. 15	June 9, 1860	217	81	.....	.....
— Cook	do	Atlantic	May 30	Aug. 28, 1860	128	10	.....	Sent home 50 sperm.
— Martin	do	do	Jan. 8	Sept. 29, 1859	340	340	.....	Sent home 210 sperm.
— Martin	do	do	May 17	Sept. 10, 1860	58	60	.....	.....
— Quynlo	Williams & Haven	Cumberland Straits	Apr. 13	.....	.....	.....	.....	Lost in Cumberland Straits September 27, 1860; the Amaret formed a part of the Kane Expedition.
— Smith	Frink & Prentiss	Davis's Strait	May 14	.....	.....	.....	.....	Wrecked in Mozambique Channel; condemned at Mata 1862; sent home 1,000 barrels of oil.
— Watrons	Williams & Barns	Indian Ocean	Oct. 11	.....	.....	.....	.....	Lost at Solomon Islands September, 1861; second mate Benjamin Small, died 1861.
— Smith	Richard H. Chappell	Desolat'n Isl'd	Aug. 11	July 15, 1861	.....	933	.....	.....
— Brown	Williams & Barns	North Pacific	Aug. 16	Mar. 26, 1862	80	1,530	13,850	One of the "Stone Fleet," No. 2.
— Alex. Tillinghast	E. V. Stoddard	Desolat'n Isl'd	Sept. 1	.....	.....	500	.....	No report.
— Church	R. R. Chappell	Indian Ocean	Sept. 1	June 4, 1862	474	.....	.....	.....
— William Dunbar	Thomas Fitch	Indian and Pacific	Oct. 17	Sept. 12, 1862	194	6	.....	.....
— Bartlett	Williams & Haven	do	.....	.....	.....	.....	.....	.....
— McCorkle	John Budd	South Atlantic	Aug. 1	Apr. 16, 1862	712	131	.....	Sent home 930 bone; sold to New York 1862.
— Hamilton	Waldo Brown	Atlantic	May 23	May 8, 1862	109	938	1,000	Sent home 2,400 bone.
— Loper	do	Coast of Pat.	July 1	May 20, 1861	68	940	3,500	.....
— Jennings	W. & G. Soper	Atlantic	Oct. 31	June 20, 1861	243	459	3,600	Was chased two hours off Bermuda by rebel privateer on passage home.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1859.</b>				
<i>Say Harbor, N. Y.—Continued.</i>				
Myra .....	Brig .....	176	— Havens .....	W. & G. H. Cooper .....
Noble .....	Park .....	27	— Fowle .....	H. & S. French .....
S. S. Learned .....	Ship .....	110	— Eldridge .....	do .....
Susan .....	Schooner .....	134	— King .....	do .....
Washington .....	Bark .....	236	— Babcock .....	Wade & Brown .....
<i>Stonington, Conn.</i>				
Tekoa .....	Schooner .....	143	— Stivers .....	J. E. Smith & Co. ....
<b>1860.</b>				
<i>New Bedford, Mass.</i>				
Active .....	Bark .....	323	Davis Blake .....	Loam Snow .....
Adeline .....	Ship .....	329	Albert D. Barber .....	Charles R. Tucker & Co. ....
Addison .....	Bark .....	426	John C. Peirce .....	Isaac B. Richmond .....
Anaconda .....	do .....	38	John H. Paun .....	do .....
Antelope .....	do .....	340	— Wrisley .....	S. Thomas & Co. ....
Atlantic .....	do .....	307	William H. Sherman .....	William Hathaway, jr. ....
Awashonka .....	do .....	342	John Marble .....	J. & W. K. Wing .....
Brutus .....	Ship .....	—	E. S. Davoll .....	do .....
Barnstable .....	Bark .....	373	L. B. Brownson .....	David B. Kempton .....
Black Eagle .....	do .....	311	Charles E. Allen .....	S. Thomas & Co. ....
Cherokee .....	do .....	261	James H. McKenzie .....	W. Hathaway, jr. ....
Cleora .....	Ship .....	252	John R. Stivers .....	L. Snow .....
Contest .....	do .....	441	Elijah B. Morgan .....	I. Howland, jr. & Co. ....
Course .....	Bark .....	327	John M. Hammett .....	B. Franklin Howland .....
Daniel Webster .....	Ship .....	336	— Allen .....	S. Thomas & Co. ....
Daniel Wood .....	do .....	345	Josiah Richmond .....	James B. Wood & Co. ....
Deadmona .....	do .....	295	Franklin Bates, jr. ....	Thomas Nye, jr. ....
Draper .....	do .....	291	Charles W. Parker .....	Charles E. Hawes .....
E. Gearing .....	rk .....	325	Charles Stetson .....	William C. N. Swill .....
Edward .....	do .....	274	Orrick Soule .....	Thomas Knowles & Co. ....
Eliza .....	do .....	366	William Devoll .....	Cornell & Pennington .....
Elliot C. Cowdin .....	Ship .....	286	William Cleaveland .....	Tucker & Cummings .....
Emma C. Jones .....	do .....	347	Gorham B. Howes .....	Edward C. Jones .....
Empire .....	do .....	403	John A. Macomber .....	Henry Taber & Co. ....
Endeavour .....	Bark .....	252	Owen Fisher .....	Abraham Ashley, ad. ....
Fanny .....	do .....	391	George W. Bilven .....	Swift & Allen .....
Gay Head .....	Ship .....	389	Lewis H. Lawrence .....	J. B. Wood & Co. ....
Java .....	Bark .....	295	Edward B. Phinney .....	G. & M. Howland .....
Java, ad. ....	do .....	292	T. C. Spaulding .....	William G. Backler .....
John Perry .....	Ship .....	435	Wanton H. Sherman .....	Swift & Perry .....
John Coggeshall .....	do .....	338	Aaron Dean .....	B. B. Howard .....
Kathleen .....	Bark .....	312	Charles C. Morris .....	J. & W. R. Wing .....
Kingfisher .....	do .....	451	Elisha Russell .....	Jona. Bourne, jr. ....
Larkin .....	do .....	275	Joseph Stowell .....	George B. Taber .....
Lagoda .....	Ship .....	341	Z. A. Devoll .....	J. Bourne, jr. ....
Lancer .....	do .....	395	George H. Allen .....	Joshua Richmond .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whalesoil.	Whale-bone.	
— Havens .....	W. & G. H. Cooper .....	South Atlantic	June 20	Oct. 16, 1860	230	.....	.....	Added 1850.
— Fowler .....	do .....	do	Sept. 1	Aug. 19, 1861	46	51	500	Sent home 60 sperm; condemned at St. Catharines 1862.
— Eldridge .....	H. & S. French .....	do	Apr. 20	.....	.....	.....	.....	.....
— King .....	do .....	Atlantic	May 23	.....	.....	.....	.....	.....
— Babcock .....	Waile & Brown .....	South Atlantic	May 2	May 6, 1862	532	607	4,000	Sold to New York 1862.
— Stivers .....	J. E. Smith & Co. ....	Atlantic	July 7	July 25, 1860	31	40	.....	.....
— Blako .....	Loun Snow .....	Pacific Ocean	Nov. 21	May 22, 1865	2	87	750	Sent home 865 sperm.
— Bert D. Barber .....	Charles R. Tucker & Co. ....	North Pacific	Sept. 19	May 7, 1865	28	1,084	6,000	Sent home 15 sperm, 2,250 whale, 12,500 bone.
— C. Peirce .....	Isaac B. Richmond .....	Ind. and Pacific	Aug. 28	Apr. 24, 1867	.....	527	4,000	Altered from a ship 1860; sent home 234 sperm, 460 whale, 13,650 bone; withdrawn 1867 for freighting; lost.
— H. Pann .....	do .....	Pacific Ocean	Nov. 17	Sept. 8, 1864	1,006	50	.....	Withdrawn 1861.
— W. W. W. .....	S. Thomas & Co. ....	Davis's Strait	Mar. 15	Oct. 12, 1863	.....	1,500	24,000	Sent home 50 sperm.
— William H. Sherman .....	William Hathaway, jr. ....	Pacific Ocean	May 1	May 4, 1861	211	16	.....	Sent home 335 sperm.
— M. Marbo .....	J. & W. R. Wing .....	Indian Ocean	Sept. 6	Apr. 4, 1862	148	101	550	Bought from Edmouth 1860; Capt. Marbo died October 22, 1861.
— K. Davoll .....	do .....	do	Aug. —	.....	.....	.....	.....	Brutus bought from Warren 1860.
— B. Brownson .....	David B. Kempton .....	Pacific Ocean	May 22	Apr. 28, 1864	65	1,407	.....	Barnstable sent home 14 700 bone; altered from a ship 1860; sold to New York 1864 for merchant service.
— Charles E. Allen .....	S. Thomas & Co. ....	Davis's Strait	May 20	Nov. 3, 1861	.....	1,122	17,800	Built 1854; bought from Sag Harbor 1850; for merchant service.
— James H. McKenzie .....	W. Hathaway, jr. ....	Indian Ocean	Oct. 10	Nov. 22, 1864	920	378	3,500	Put into Aberdeen, Scotland, on account of the rebellion; sent home 2,500 bone; George Bessel, second mate, and two men died of scurvy 1862.
— John R. Stivers .....	L. Snow .....	Pacific Ocean	Oct. 9	May 25, 1865	70	329	3,800	Sent home 116 sperm, 1,333 whale, 8,200 bone.
— John B. Morgan .....	I. Howland, jr., & Co. ....	Atlantic	June 21	Apr. 25, 1861	.....	354	.....	Sent home 161 sperm, 2,256 bone.
— M. Hammett .....	B. Franklin Howland .....	Pacific Ocean	Aug. 14	June 9, 1864	159	.....	.....	First mate, Mr. Thomas, died December 12, 1860; Captain Hammett came home sick 1862; sent home 928 sperm.
— Allen .....	S. Thomas & Co. ....	Davis's Strait	Mar. 21	Jan. 5, 1864	.....	.....	6,500	Put into Aberdeen, Scotland, on account of the rebellion; sent home 2,500 bone; George Bessel, second mate, and two men died of scurvy 1862.
— John Richmond .....	James B. Wood & Co. ....	Pacific Ocean	June 12	July 28, 1861	608	318	.....	Sent home 420 sperm, 3,000 bone.
— Franklin Bates, jr. ....	Thomas Nye, jr. ....	do	July 17	Mar. 15, 1865	430	.....	.....	Sent home 113 sperm.
— Charles W. Parker .....	Charles E. Hawes .....	Indian Ocean	May 8	July 10, 1864	705	100	450	Sent home 186 sperm; sold to Boston 1864.
— Charles Stetson .....	William C. N. Swift .....	Pacific Ocean	Nov. 15	May 24, 1866	7	48	.....	Sent home 737 sperm.
— Charles Sumley .....	Thomas Knowles & Co. ....	do	July 2	June 27, 1864	14	48	.....	Sent home 448 sperm.
— William Devoll .....	Cornell & Pennington .....	do	Oct. 2	Dec. 30, 1864	950	.....	.....	Bought from Dartmouth 1860; sent home 213 sperm; sold to New York 1864 for merchant service.
— William Cleveland .....	Tucker & Cummings .....	do	May 22	May 4, 1864	1,695	13	.....	Sent home 1,286 sperm.
— Abraham B. Howes .....	Edward C. Jones .....	do	Nov. 19	Apr. 24, 1866	14	387	5,600	Lost on Chatham Island April 15, 1862; saved 500 sperm; sent home 111 sperm.
— John A. Macomber .....	Henry Taber & Co. ....	do	Nov. 1	.....	.....	.....	.....	.....
— Owen Fisher .....	Abraham Ashley, 2d .....	North Pacific	Oct. 30	Aug. 28, 1864	460	177	.....	Sent home 455 sperm, 1,680 whale, 28,400 bone.
— George W. Eiven .....	Swift & Allen .....	do	June 13	Apr. 14, 1864	112	2,348	28,550	Sent home 631 sperm, 700 bone.
— Lewis H. Lawrence .....	J. B. Wood & Co. ....	Pacific Ocean	Oct. 2	Apr. 12, 1865	.....	1,054	15,300	Sent home 420 sperm, 3,000 bone.
— Edward B. Philney .....	G. & M. Howland .....	Indian Ocean	Sept. 6	May 28, 1864	1,202	224	1,700	Sent home 274 sperm, 219 whale, 9,000 bone.
— C. Spaulding .....	William G. Blackler .....	do	June 27	Apr. 13, 1864	1,040	104	.....	Bought 1860 from Fairhaven; sent home 131 sperm, 1,160 whale, 13,300 bone; sold to New York 1864.
— Antonio H. Sherman .....	Swift & Perry .....	Pacific Ocean	Sept. 13	June 18, 1864	471	953	2,850	Sent home 211 sperm.
— Aaron Dean .....	B. B. Howard .....	do	June 9	May 2, 1864	33	924	6,700	Sent home 211 sperm.
— Charles C. Mowbray .....	J. & W. R. Wing .....	Indian Ocean	June 19	Apr. 13, 1864	1,357	25	.....	Sent home 400 sperm.
— John Russell .....	Jona. Bourne, jr. ....	Atlantic	June 1	Mar. 30, 1861	214	11	.....	Sent home 162 sperm, 25,400 bone.
— Joseph Stowell .....	George R. Taber .....	Pacific Ocean	Oct. 19	May 4, 1864	600	.....	.....	Sent home 763 sperm.
— A. Devoll .....	J. Bourne, jr. ....	do	Aug. 27	Apr. 18, 1864	94	2,164	.....	.....
— George H. Allen .....	Joshua Richmond .....	do	Aug. 25	Nov. 20, 1864	930	.....	.....	.....

576 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1860.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Lapwing .....	Ship	432	George H. Soule .....	E. C. Jones .....
Massachusetts .....	Bark	364	Daniel B. Greene .....	Swift & Allen .....
Mars .....	do	270	Abner P. Barker .....	Gifford & Cummings .....
Mary Frazier .....	Ship	288	Job Hathaway .....	H. F. Howland .....
Mary & Susan .....	do	409	Philip Howland .....	T. Knowles & Co. ....
Mary Wilder .....	do	215	Sylvanus Cleaveland .....	Charles Army .....
Mary .....	Bark	287	Warren Woodward .....	William O. Brownell ..
Merlin .....	do	348	John S. Deblois .....	W. & G. D. Watkins ..
Milton .....	Ship	388	Charles Halsey .....	H. Taber & Co .....
Minerva .....	Bark	291	Edward Penman .....	Thomas Knowles & Co
Nassau .....	Ship	408	E. P. Herendeen .....	Swift & Perry .....
Nye .....	Bark	211	Joseph B. Barker .....	Tucker & Cummings ..
Perle .....	do	205	John W. Norton .....	Rodney French .....
Polar Star .....	Ship	475	Daniel D. Wood .....	C. R. Tucker & Co .....
Raindeer .....	do	450	George W. Raynor .....	E. W. Howland .....
Roscoe .....	Bark	362	George H. Macomber .....	L. Snow .....
Sabblo .....	do	321	Edward B. Collin .....	O. & D. W. Seabury .....
Scotland .....	Ship	384	Humphrey W. Seabury .....	do .....
Solon .....	Bark	128	Joseph E. Smith .....	J. R. Thornton .....
Sophia Thornton .....	Ship	424	William P. Briggs .....	T. Nye, jr .....
Stallford .....	Bark	206	Obed Pierce .....	William Hathaway, jr ..
Stella .....	do	378	Frederick Hussey .....	L. Snow .....
Stephanus .....	Ship	315	James M. Witherell .....	J. Bourne, jr .....
Sunbeam .....	Bark	366	Samuel H. Cromwell .....	J. & W. R. Wing .....
Sun .....	do	184	Thomas Smith .....	Gifford & Cummings ..
Tahmaroo .....	Ship	371	Jabez S. Hathaway .....	Jabez Hathaway .....
Thomas Dickason .....	do	454	James Stewart .....	G. & M. Howland .....
T. Winslow .....	Bark	136	Joseph H. Fisher .....	John Hicks .....
Triton .....	do	300	Roland T. Packard .....	I. Howland, jr., & Co ..
Tropic Bird .....	do	220	Jos. L. Dimmick .....	William P. Howland .....
Wave .....	do	195	Leonard Courtney .....	T. Knowles & Co .....
Young Phoenix .....	Ship	375	Benjamin F. Wing .....	William Phillips & Son
<i>Fairhaven, Mass.</i>				
Ansel Gibbs .....	Ship	319	Henry G. Chapel .....	Gibbs & Jenney .....
Arabi .....	Bark	276	Joseph P. Nye .....	Damon & Judd .....
Emerald .....	Schooner	101	E. C. Cudworth .....	do .....
General Scott .....	Bark	360	James T. Eldridge .....	L. C. Tripp .....
Homer .....	Brig	...	John A. Benson .....	do .....
Lydia .....	Ship	351	Elisba Babcock .....	Jenney & Tripp .....
Northern Light .....	do	513	Edward A. Chapel .....	Edmund Allen .....
Pavillion .....	Brig	150	George H. Cannon .....	Danon & Judd .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
				Bbls.	Bbls.	Lbs.	
John H. Soule	E. C. Jones	Indian Ocean	June 14				Sold at Mauritius 1863; renamed W. A. Farnsworth; returned to whaling under the Hawaiian flag, 1876; sent home 847 sperm.
Al B. Greene	Swift & Allen	North Pacific	Sept. 4	May 13, 1865		47	Sent home 132 sperm, 904 whale, 28,950 bone.
W. P. Barker	Gifford & Cummings	Pacific Ocean	Oct. 2	July 2, 1865	851	1	Sent home 90 sperm.
Lathaway	H. F. Howland	Indian Ocean	Aug. 1	Apr. 23, 1865	457		Sent home 75 sperm, 1,600 bone; shipped 1,000 sperm to London.
W. P. Howland	T. Knowles & Co.	Pacific Ocean	Aug. 7	May 28, 1864	1,380		Sent home 49 sperm.
Annus Cleaveland	Charles Ahny	do	Aug. 8	May 10, 1864	250		Sent home 25 sperm; sold to New York 1864.
Wren Woodward	William O. Brownell	Indian Ocean	Nov. 1	Aug. 5, 1863	460		Sent home 195 sperm; altered from a ship 1860; Captain Woodward died 1861.
S. Deloia	W. & G. D. Watkins	Pacific Ocean	June 12	Aug. 2, 1863	900		Sent home 561 sperm.
John Halsey	H. Taber & Co.	North Pacific	Sept. 6	Apr. 6, 1865		2,300	Sent home 2,413 whale, 63,300 bone.
and Penman	Thomas Knowles & Co.	Pacific Ocean	May 15	Apr. 27, 1864	1,866		Altered from a ship 1860; sent home 116 sperm.
Herendeen	Swift & Perry	Indian Ocean	Oct. 2	Apr. 21, 1863	100	500 8,000	Bought from Dartmouth 1860; captured and burned by the Alabama 1863.
W. P. Barker	Tucker & Cummings	Atlantic	Oct. 2				Sold at Mauritius 1864.
W. Norton	Rodney French	Indian Ocean	May 2				Sent home 98 sperm; lost on Kamshatka May 28, 1861; first mate, James Wilson, and boat's crew lost in landing.
Ed B. Wood	C. R. Tucker & Co.	North Pacific	Sept. 6				Was attacked by natives in the Arctic 1862; sent home 123 sperm, 3,648 whale, 31,100 bone.
W. Raynor	E. W. Howland	do	Oct. 2	Feb. 27, 1864	1,845	31,500	Sent home 251 sperm, 800 bone.
W. Macomber	L. Snow	Indian Ocean	May 15	Nov. 23, 1864	1,083	395	Sent home 21 sperm.
W. D. Coffin	O. & D. W. Seabury	Pacific Ocean	May 3	July 18, 1863	1,450	12	
W. Seabury	do	do	May 22	Dec. 1, 1860	249	7	
W. Smith	J. R. Thornton	Atlantic	May 21	May 7, 1862	20	31	Bought from Westport 1860; sent home 125 sperm.
W. Briggs	T. Nye, jr.	Pacific Ocean	Apr. 28	Sept. 10, 1864	1,256	18	Sent home 68 sperm, 800 bone.
W. Pierce	William Hathaway, jr.	do	Oct. 16	Sept. 10, 1864	210		Sent home 460 sperm.
W. Husey	L. Snow	do	May 31	July 6, 1864	737	15	Sent home 325 sperm.
W. Witherell	J. Bourne, jr.	Indian Ocean	Aug. 16	Apr. 17, 1864	783	1,034 150	Sent home 25 sperm, 9,300 bone.
W. Cromwell	J. & W. R. Wing	Pacific Ocean	Oct. 22	June 15, 1864	889		John D. Thompson, first mate, and one man drowned while fast to a whale, 1860; Captain Cromwell came home sick 1861; sent home 107 sperm.
W. Smith	Gifford & Cummings	New Zealand	Nov. 13				Bought from Martinpoissett 1860; sent home 370 sperm; condemned at Bay of Islands August, 1863.
W. Hathaway	Jabez Hathaway	Atlantic	July 3				Bought from Fairhaven 1860; sent home 37 sperm.
W. Stewart	G. & M. Howland	North Pacific	Oct. 16	July 12, 1865	54	65	Latham C. Ryder, first mate, died at Honolulu January 11, 1862; sent home 2,230 whale, 21,000 bone.
W. Fisher	John Hicks	Atlantic	Apr. 24	July 2, 1862	146		Transferred from Westport 1859; sent home 137 sperm.
W. Packard	I. Howland, jr. & Co.	Pacific Ocean	Oct. 10	Apr. 23, 1865	257		Sent home 821 sperm.
W. Dimmick	William P. Howland	Atlantic	Apr. 16	Oct. 3, 1861	124	9	Sent home 275 sperm.
W. Courtney	T. Knowles & Co.	do	July 24	Sept. 23, 1862	257		Sent home 140 sperm, 8,000 bone.
W. Wing	William Phillips & Son	Indian Ocean	Oct. 2	Nov. 19, 1863	1,200	800	
W. Chapel	Gilbs & Jenney	Davis's Strait	Apr. 11	Nov. 11, 1861		500 9,000	Sold to New Bedford 1861.
W. Nye	Damon & Judd	Atlantic	June 1	Sept. 6, 1861	278	1	Sold to New London 1862 to replace the Alert.
W. Cudworth	do	do	Sept. 5	Nov. 4, 1861	96	6	Sent home 75 sperm; sold to Slippan 1862.
W. Eldridge	L. C. Tripp	Pacific Ocean	Sept. 4	June 23, 1865	3	45	Sent home 142 sperm; returned with all her original officers, an unusual circumstance.
W. Benson	do	do					Bought from Nantucket 1859; lost at Teesireo September 7, 1860; sent home 100 sperm.
W. Babcock	Jenney & Tripp	Pacific Ocean	May 16	May 17, 1864	754	700 600	Sent home 298 sperm; Lydia sold to New London 1864.
W. Chapel	Edmund Allen	Davis's Strait	July 21	Oct. 11, 1861		1,104 21,000	Second mate, I. M. Larrabee, died April 20, 1861.
W. Cannon	Damon & Judd	Atlantic	Nov. 22	May 15, 1863	65		Bought from Holmes' Hole, 1860; sent home 100 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1860.</b>				
<i>Fairhaven, Mass.—Continued.</i>				
Syren Queen .....	Ship .....	461	C. B. Chapel .....	Gilbs & Jenney .....
William and Henry .....	do .....	261	William C. Parsons .....	L. F. Torry .....
<i>Mattapoisett, Mass.</i>				
Amelia .....	Brig .....	127	Charles W. Kempton .....	L. Meigs .....
Brewster .....	Ship .....	220	John A. Beebe .....	J. Holmes, jr., & Brother
March .....	Brig .....	89	Henry Lewis .....	R. L. Barstow .....
Union .....	Bark .....	124	David Dexter .....	do .....
<i>Dartmouth, Mass.</i>				
Charles and Edward .....	Ship .....	150	William D. Gifford .....	William Potter, 2d .....
Matilda Sears .....	Bark .....	300	Edward J. Howland .....	do .....
<i>Beverly, Mass.</i>				
Eschol .....	Brig .....	143	Robertson .....	F. W. Choute .....
N. D. Chase .....	Bark .....	242	Hamlin .....	do .....
<i>Sippican or Marion, Mass.</i>				
Admiral Blak .....	Schooner .....	120	William C. Hathaway .....	Peleg Blankenship .....
Hopeton .....	Brig .....	143	Edwin A. Perry .....	Obed. Delano .....
James .....	Schooner .....	80	Bonj. B. Handy .....	Benj. B. Handy .....
Retrieve .....	do .....	100	Zenas F. Eldridge .....	do .....
<i>Salem, Mass.</i>				
Messenger .....	Ship .....	216	Holmes .....	Benjamin Webb .....
<i>Westport, Mass.</i>				
George and Mary .....	Bark .....	165	Allen W. Pierce .....	Reacom Macomber .....
Gov. Carver .....	do .....	180	John W. Sherman .....	Henry Whicox .....
Leonidas .....	Brig .....	122	Janua L. Skiff .....	C. A. Church .....
Mattapoisett .....	Bark .....	150	Benjamin Gifford .....	Henry Smith .....
Mermald .....	do .....	330	George W. Jenks .....	Andrew Hicks .....
Platina .....	do .....	266	David E. Allen .....	do .....
<i>Fall River, Mass.</i>				
B. Franklin .....	Bark .....	164	Brown .....	John B. Reed .....
<i>Warren, R. I.</i>				
Covington .....	Bark .....	351	Jenks .....	Charles T. Child .....
<i>Edgartown, Mass.</i>				
Champion .....	Ship .....	400	Worth .....	Benjamin Worth .....
Rose Pool .....	Bark .....	285	Fisher .....	Joseph Holley .....
<i>Nantucket, Mass.</i>				
Alabama .....	Bark .....	340	Alfred M. Coffin .....	George Starbuck .....
Alpha .....	Ship .....	345	William H. Caswell .....	Geo. & Wm. Starbuck .....
Columbia .....	do .....	329	Joseph Abbott .....	Robert F. Gardner .....
Hero .....	do .....	317	Edward B. Hussey, jr. .....	G. & M. Starbuck & Co. .....
Norman .....	do .....	338	Richard C. Gibbs .....	do .....
Watchman .....	Schooner .....	140	Charles W. Hussey .....	J. B. Macy .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Date—		Result of voyage.			Remarks.
		Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Mapel.....	Gibbs & Jonecy.....	Davis's Strait..	June 13	Oct. 11, 1861	Bbls. 667	Lbs. 15,700	Lost five men by scurvy; sold to Sydney, N. S. W., for merchant service 1861.
Wm C. Parsons ..	L. F. Terry.....	Pacific Ocean..	Apr. 21	Mar. 10, 1864	29		Sent home 561 sperm.
W. Kempton ..	L. Meigs.....	Atlantic.....	Apr. 3	Sept. 9, 1861	15	33	Sailed once and returned, heaving 500 strokes an hour; sent home 120 sperm; withdrawn 1861; finally wrecked and abandoned 1864.
A. Beebe.....	J. Holmes, Jr., & Brother	Indian Ocean..	Oct. 13	June 30, 1863	970		Sold to New Bedford 1863.
Lewis.....	R. L. Barstow.....	Atlantic.....	May 23	No report..			
Dexter.....	do.....	do.....	May 15	Sept. 11, 1861	191		
Wm D. Gifford..	William Potter, 2d.....	Pacific Ocean..	Sept. 18				Sent home 1,175 sperm, 70 whale; sold at Talcahuano 1865 to sail under the Chilean flag.
Ed J. Howland ..	do.....	do.....	Nov. 1	Nov. 11, 1864	500	525	Sent home 4,200 bone.
Robertson.....	F. W. Choate.....	Atlantic.....	Oct. 6	May 5, 1862	23	40	Sent home 79 sperm; sold to Liverpool, Nova Scotia, 1861.
Hauulin.....	do.....	Atl. and Pacific	Apr. 18	Sept. 21, 1861	4	70	
Wm C. Hathaway	Peleg Blankenship.....	Atlantic.....	Apr. 6	Sept. 20, 1860	122	2	Sold for merchant service 1862.
Wm A. Perry.....	Otho L. DeLano.....	do.....	Oct. 9	Nov. 25, 1861	110	10	
B. Handy.....	Benj. B. Handy.....	do.....	Apr. 30	Aug. 29, 1860	103		
F. Eldridge.....	do.....	do.....	Apr. 30	Sept. 6, 1860	118		
Holmes.....	Benjamin Webb.....	Atlantic.....	Apr. 18	July 17, 1861	310	16	Sold to Boston 1861; Salem's last whaler; one of "stone fleet," No. 2; sunk 1861.
W. Pierce.....	Reacom Macomber.....	Atlantic.....	Nov. 19	Aug. 16, 1863	321	2	Sold to Boston 1863 for merchant service.
W. Sherman.....	Henry Wilcox.....	Indian Ocean..	Nov. 21	May 21, 1863	670		Sent home 188 sperm; sold to N. Bedford 1863.
W. L. Skiff.....	C. A. Church.....	Atlantic.....	Nov. 12	May 2, 1863	130	70	
Wm Gifford.....	Henry Smith.....	do.....	May 29	Feb. 16, 1862	322	10	
W. Jenks.....	Andrew Hicks.....	Pacific Ocean..	Oct. 4	Sept. 21, 1864	760	3	Sent home 48 sperm; shipped 200 sperm to London.
Ed E. Allen.....	do.....	Indian Ocean..	Aug. 16	Dec. 8, 1863	800	20	
Brown.....	John B. Reed.....	Atlantic.....	Nov. 20	Oct. 30, 1862	15		Sent home 360 sperm; sold to New Bedford 1862; Fall River's last whaler.
Jenks.....	Charles T. Child.....	Pacific Ocean..	Nov. 7				Sent home 804 sperm, 144 whale, 2,700 bone; captured and burned by the Shenandoah in Behring Strait June, 1865; Warren's last whaler.
Worth.....	Benjamin Worth.....	North Pacific..	Oct. 26	Apr. 18, 1864	153	1,525	Sent home 113 sperm 8,900 bone.
Fisher.....	Joseph Holley.....	Indian Ocean..	Sept. 21	Aug. 25, 1863	1,200	100	Sold to Boston 1863 for merchant service.
Ed M. Coffin.....	George Starbuck.....	Pacific Ocean..	May 6				Sent home 4,000 gallons sperm-oil; lost on Chatham Islands.
Wm H. Caswell..	Geo. & Wm. Starbuck..	do.....	Apr. 26				Took 1,000 barrels sperm; sold at San Francisco.
Wm Abbott.....	Robert F. Gardner.....	do.....	Apr. 30				Captain Abbott died at sea September 5, 1861; condemned at Upolu.
Wm B. Hussey, Jr	G. & M. Starbuck & Co.	do.....	Sept. 30				Lost in Algoa Bay, New Holland, 1861.
Wm C. Gibbs.....	do.....	do.....	Aug. 20	May 3, 1865	1,200		Sold to New Bedford.
Wm W. Hussey.....	J. B. Macy.....	Atlantic.....	Nov. 30	Oct. 13, 1861	20	400	Sold to Provincetown.



## 580 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1860.</b>				
<i>Provincetown, Mass.</i>				
Alleghany.....	Schooner	95	— Cook .....	Daniel C. Cook .....
Alexander .....	do .....	74	— .....	Johnson & Cook .....
Antarctic .....	do .....	136	— .....	J. E. & G. Bowley .....
Chanticleer .....	do .....	87	— Young .....	Samuel Cook .....
Civilian .....	Bark .....	—	— Burch .....	.....
Emporium .....	Schooner	80	{ — Cook .....	D. C. Cook .....
Estella .....	do .....	94	{ — Curran .....	.....
J. H. Duvall .....	Bark .....	200	— Freeman .....	J. E. & G. Bowley .....
Mermaid .....	Ship .....	158	— Tribble .....	.....
.....	.....	.....	Robert Soper, jr. ....	S. R. Soper .....
N. J. Knight .....	Schooner	95	— Sparks .....	D. Connell .....
S. R. Soper .....	do .....	130	— Holmes .....	Samuel Soper .....
Spartan .....	Bark .....	188	— Cook .....	Stephen Nickerson .....
V. Duane .....	Schooner	98	— Young .....	H. & S. Cook & Co .....
V. H. Hill .....	do .....	152	— Freeman .....	J. E. & G. Bowley .....
Walter Irvin .....	do .....	133	— Atkins .....	Samuel Soper .....
Weather Gage .....	do .....	105	— Small .....	H. & S. Cook & Co .....
<i>Orleans, Mass.</i>				
Lewis Bruce .....	Brig .....	135	— Cornell .....	Heman Smith .....
Rothschild .....	Bark .....	261	— Allerton .....	.....
<i>New London, Mass.</i>				
Alert .....	Bark .....	39	— Parsons .....	E. V. Stoddard .....
Charles Colgate .....	Schooner	25	— Naab .....	Lawrence & Co .....
E. R. Sawyer .....	do .....	12	— Lyon .....	E. V. Stoddard .....
Geo. Henry .....	Bark .....	303	Sidney O. Buddington ..	Williams & Haven .....
Georgiana .....	Brig .....	190	— Tyson .....	.....
Hannibal .....	Ship .....	441	— Rogers .....	Benj. F. Brown .....
Monticello .....	Bark .....	356	— Chureh .....	Richard H. Chस्पell .....
Pioneer .....	do .....	25	— Lester .....	Williams & Haven .....
Silver Cloud .....	Schooner	140	— Billings .....	R. H. Chapell .....
<i>Stonington, Conn.</i>				
Tekoa .....	Schooner	143	— Williams .....	J. E. Smith & Co .....
<i>Mystic, Conn.</i>				
Coriolanus .....	Ship .....	265	— Flah .....	Charles Malloy .....
Cornelia .....	Schooner	195	— Chester .....	.....
<i>Sag Harbor, N. Y.</i>				
Parana .....	Brig .....	209	— Green .....	H. & S. French .....
Susan .....	Schooner	134	— Klog .....	.....
<b>1861.</b>				
<i>New Bedford, Mass.</i>				
A. R. Tucker .....	Bark .....	218	Asa Grinnell .....	J. & W. R. Wiog .....
Adeline Gibbs .....	Ship .....	351	Henry W. Davis .....	Jonathan Bourne, Jr. ....
Artelope .....	Bark .....	340	George Taber .....	S. Thomas & Co .....
Benjamin Tucker .....	Ship .....	349	William Childs .....	C. R. Tucker & Co .....
Chill .....	do .....	291	Godfrey Klog .....	Azel Howard .....
Content .....	do .....	441	Thomas H. Norton .....	I. Howland, Jr., & Co .....
Cornelia .....	Bark .....	210	Ephraim Poole .....	John P. Knowles, 2d. ....
Dr. Franklin .....	do .....	171	Beriah C. Manchester ..	Cobb & Manchester .....

Showing returns of whaling vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Cook	Daniel C. Cook	Atlantic	Jan. 8	July 26, 1860	160	140		
	Johnson & Cook			June 14, 1860	210	5		
	J. E. & G. Bowley			Oct. 19, 1860	320	8		
	Samuel Cook	North Atlantic	Apr. 23	Sept. 3, 1860	67	15		
		Atlantic	May 26	Sept. 4, 1862	740			Added 1860; sent home 280 sperm.
	D. C. Cook		Feb. 7	Aug. 22, 1860	61	5		
	Curran		Dec. 28	June 23, 1861	206	10		
	J. E. & G. Bowley		May 5	Sept. 12, 1861	120	25		Sold at Bombay; renamed Haunah Maria, and sailed under the English flag.
			July 17					Added 1860; built at East Boston 1860; captured and burned by rebel privateer Calhoun 1861.
Soper, jr.	S. R. Soper		Dec. 28					
			Jan. 3	Aug. 14, 1860	84	130		
Sparks	D. Connell	North Atlantic	Jan. 13	Nov. 12, 1860	208			
Holmes	Samuel Soper	Atlantic	July 17	Aug. 11, 1863	150	100		
Cook	Stephen Nickerson		Feb. 7	Aug. 28, 1860	120	20		
Young	H. & S. Cook & Co.	North Atlantic	Jan. 2	Aug. 25, 1860	321	0		
Freeman	J. E. & G. Bowley	Atlantic	Dec. 28	Dec. 7, 1861	267	12		
Atkins	Samuel Soper	North Atlantic	Jan. 2	Aug. 14, 1860	81	136		Added 1859.
Small	H. & S. Cook & Co.							
Cornell	Heman Smith	Atlantic	Nov. 16	July 13, 1862	45			Transferred to Boston 1862.
Allerton	do		Jan. 20	Aug. 28, 1861	30	700		Sent home 110 sperm; transferred to Boston 1862.
Parsons	E. V. Stoddard	Hurd's Island	July 24	July 12, 1862		3,190	1,850	Added 1860.
Nash	Lawrence & Co.	Desolation Isd.	June 4	May 20, 1862		1,280		
Lyon	E. V. Stoddard	do	June 27	July 2, 1862		492		
O. Buddington	Williams & Haven	Davis's Strait	May 29	Sept. 13, 1862		564	10,100	
Tyson	do	do	May 1	Oct. 7, 1861		696	14,700	Sent home 6,000 bone; abandoned in Cumberland Inlet October, 1861.
Ringers	Benj. F. Brown	do	Mar. 21					Bought from Nantucket 1859.
Church	Richard H. Chapell	Indian Ocean	Sept. 4	July 30, 1861	1e	153		Captain Leater died June 13, 1860.
Lester	Williams & Haven	Cumber'd Inlet	June 1	Oct. 24, 1861		10		Probably lost with all on board 1862; had sent home 700 barrels of elephant-oil.
Billings	R. H. Chapell	Desolation Isd.	June 13					
Williams	J. E. Smith & Co.	South Atlantic	Nov. 13	Jan. 20, 1861				Arrived at New York; sold to Fairhaven 1861.
Flah	Charles Malloy	Indian Ocean	July 10					Sent home 18 sperm, 75 whale; condemned at Mauritius November, 1861.
Chester	do	Hurd's Island	June 16	June 17, 1862		908		Sold to New London 1862.
Green	H. & S. French	Atlantic	May 10	July 2, 1862	110			Sent home 295 sperm; 200 whale, 1,500 bone; altered to a bark 1862.
King	do		May 7	Aug. 7, 1861	341	176		
Grinnell	J. & W. R. Wing		May 29	May 4, 1864	55			Sent home 378 sperm.
W. Davis	Jonathan Bourne, Jr.	Pacific Ocean	Oct. 2	Apr. 24, 1866	90	41	350	
Taber	S. Thomas & Co.	Hudson's Bay	Oct. 31	Oct. 12, 1863		1,500	24,000	Sent home 151 sperm; captured and burned by the Alabama, with 450 bbla. of oil, 1862.
Am Childs	C. R. Tricker & Co.	Atlantic	May 8					Sent home 266 sperm; sold and broken up 1864.
Key King	Azel Howard	Atl. and Ind.	May 21	Apr. 27, 1864	334	94		Sailed under Captain Morgan; returned because he died suddenly of heart disease, March 4, 1861; sent home 283 sperm and 5,000 bone; sold to New London, 1864, for Valparaiso.
mas H. Norton	I. Howland, Jr., & Co.		May 30	Aug. 5, 1864	208	691	950	Sent home 120 sperm.
raim Poole	John P. Knowles, 2d.	Atlantic	May 5	Apr. 29, 1864	330	592	200	Bought from Westport 1861; sent home 250 sperm and 150 whale; sold at Talcahuano 1864, to fit under the Chilean flag; name changed to Mathieu & Branae.
ah C. Manchester	Cobb & Manchester	Atl. and Ind.	Nov. 11					

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1861.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Eben Dodge.....	Bark ..	221	Gideon C. Hoyle .....	G. Franklin Howland ..
George & Susan .....	Ship ...	356	N. M. Jernegan .....	George and M. Howland
Heeler .....	do ..	380	Amos A. Chase.....	William J. Rotch .....
John Wells.....	do ..	366	Matthew Fisher .....	Thomas Knowles & Co.
Joshua Hagdon.....	Bark ...	370	— Spooner .....	Charles S. Randall .....
Lafayette .....	Ship ...	311	Obed Sherman .....	I. H. Bartlett & Sons
Louisa .....	Bark ...	316	John Steen .....	Swift & Allen .....
Majestic .....	Ship ...	293	Alex. A. Tripp .....	S. Thomas & Co .....
Midas .....	Bark ...	326	Henry A. Howland ..	James B. Wood & Co ..
Niger .....	Ship ...	437	Francis J. Allen .....	William Hathaway, Jr. .
Nimrod .....	Bark ...	340	Alfred C. Davis .....	William Gifford .....
Northern Light.....	Ship ...	513	Jacob Taber .....	Jonathan Bourne, Jr. .
Palmyra .....	Schooner	100	E. S. Davoll .....	A. H. Potter & Co .....
Robert Morrison .....	Bark ...	307	Crary B. Waite .....	Thomas Knowles & Co.
Roscius .....	do ..	300	John M. Honeywell ..	William P. Howland ..
Sea Breeze .....	do ..	473	Joshua Weeks, Jr .....	Otis Seabury .....
Swallow .....	Ship ...	430	Frederick Socum .....	William G. Blackler ..
Tropic Bird .....	Bark ...	220	Charles H. Hagar .....	W. P. Howland .....
Washington .....	do ..	344	John D. Willard .....	J. Bourne, Jr .....
<i>Fairhaven, Mass.</i>				
Arab .....	Bark ...	276	Joseph P. Nye .....	Damon & Judd .....
Kingfisher .....	Schooner	120	Thomas W. Lambert ..	C. H. Tripp .....
Oxford .....	do ..	130	Otis B. Snow .....	I. F. Terry .....
Roswell King .....	do ..	134	Basel Tripp .....	Fisk, Robinson & Co. .
Tekoa .....	do ..	143	John A. Benson .....	Damon & Judd .....
<i>Mattapoisett, Mass.</i>				
Sarah .....	Bark ...	179	James King .....	J. R. & W. L. Taber ..
Willis .....	do ..	164	Bradford B. Briggs ..	H. N. Barnow .....
<i>Sippican, Mass.</i>				
Admiral Blake .....	Schooner	120	William C. Hathaway ..	Peleg Blankenship .....
Altamaha .....	do ..	119	Benjamin B. Handy ..	Stephen C. Luce .....
James .....	do ..	80	Allen D. Rider .....	Benjamin B. Handy ..
Retrieve .....	do ..	100	Zenas T. Eldridge .....	do .....
<i>Westport, Mass.</i>				
Aurora .....	Ship ...	351	John Chmroh .....	Andrew Hicks .....
Elizabeth .....	Bark ...	270	Hiram Francis .....	do .....
Kate Cory .....	Brig ...	132	Stephen Flanders .....	Alexander H. Cory .....
Sea Fox .....	Bark ...	246	John Moran .....	A. Hicks .....
<i>Warren, R. I.</i>				
Dromo .....	Bark ...	267	— Ray .....	Charles T. Child .....
<i>Edgartown, Mass.</i>				
Ellen .....	Bark ...	232	— Marchant .....	William H. Munroe .....

Showing returns of whaling-vessels

sailing from American ports—Continued.

Whaling- ground.	Date— Of sailing. Of arrival.	Result of voyage. Sperm-oil. Whale-oil. Whale-bone.	Remarks.
Atlantic	Nov. 25		Captured and burned by the Sumter December 7, 1861.
Pacific Ocean	Aug. 28	176 1,258 7,850	Sent home 1,028 sperm and 2,150 bone; built at Dartmouth 1860.
Atlantic	May 22		Sent home 260 sperm, 140 whale, and 1,850 bone; captured and burned by the Shenandoah, at Ascension, 1865; value \$11,000, and oil.
Atlantic and Ind.	June 26		Sold 570 sperm and 120 whale at Sydney.
Atlantic	June 27	276 10	Captain William Childs took Captain Spooner's place 1861; sent home 344 sperm; sold to New York for merchant-service 1864.
do	May 29	Dec. 4, 1861	Sent home 460 sperm, 640 whale, 5,000 bone.
do	July 3	Nov. 24, 1864	
do	June 12	Nov. 26, 1864	Sent home 327 sperm.
Pacific Ocean	May 15	Aug. 28, 1865	Captain Allen died at sea June 9, 1864; sent home 170 sperm; sent also 128 sperm by Golconda; burned by the Florida.
do	May 21	May 21, 1865	Altered from a ship 1861.
Atlantic and Ind.	Aug. 26	Dec. 28, 1863	Bought from Fairhaven 1861; sent home 70 sperm.
Indon's Bay	Nov. 18	Oct. 17, 1862	Bought from Mattapovett 1861; sent home 120 sperm; withdrawn 1862 for a coastor.
Atlantic	Apr. 25		Sent home 100 sperm; took a sperm whale which made 153 barrels.
Indian Ocean	June 5	Aug. 21, 1864	Sent home 635 sperm and 60 whale.
Atlantic	Oct. 8	Dec. 27, 1862	
Pacific Ocean	Oct. 1	Nov. 13, 1864	Sent home 129 sperm.
do	May 1	Apr. 23, 1865	Sent home 250 sperm, 400 whale, 8,060 bone.
Atlantic	Oct. 30	Nov. 26, 1861	
Ind. and Pac.	July 22	May 26, 1865	
Atlantic	Oct. 16	Sept. 24, 1862	Sold to New London to replace Alert.
do	July 30		Added 1861; sent home 104 sperm; captured and burned by the Alabama 1863.
do	June 5	Aug. 22, 1862	Altered to a brig 1862.
do	May 8	Aug. 14, 1863	Sent home 100 sperm; bought from Shippleau 1860.
do	July 11	May 28, 1863	Bought from Stonington 1861; sent home 110 sperm.
Atlantic	May 9	Oct. 8, 1862	Sent home 153 sperm.
do	June 9	Sept. 18, 1862	
Atlantic	May 9	Sept. 27, 1861	Burned at sea by the rebel cruisers.
do	May 21		
do	May 16	Aug. 29, 1861	Sent home 109 sperm; condemned at Fayal 1861.
do	May 16		
Pacific Ocean	Nov. 20	Aug. 7, 1865	Altered from a bark 1861; Edwin A. Sherman, third mate, died January, 1864, from injuries received from a whale; sold to New Bedford 1865; sent home 275 sperm and 6,700 bone.
Atlantic	May 13	Oct. 5, 1863	Sent home 350 sperm.
do	Apr. 20	Apr. 18, 1862	
Pacific Ocean	Nov. 4	Oct. 19, 1864	
Pacific Ocean	Nov. 5		Sent home 280 sperm; condemned at Palta 1864.
Atl. and Ind.	Jan. 5		Sent home 09 sperm; condemned at Barbadoes 1863.

Whaling- ground.	Date— Of sailing. Of arrival.	Result of voyage. Sperm-oil. Whale-oil. Whale-bone.	Remarks.
Atlantic	Nov. 25		Captured and burned by the Sumter December 7, 1861.
Pacific Ocean	Aug. 28	176 1,258 7,850	Sent home 1,028 sperm and 2,150 bone; built at Dartmouth 1860.
Atlantic	May 22		Sent home 260 sperm, 140 whale, and 1,850 bone; captured and burned by the Shenandoah, at Ascension, 1865; value \$11,000, and oil.
Atlantic and Ind.	June 26		Sold 570 sperm and 120 whale at Sydney.
Atlantic	June 27	276 10	Captain William Childs took Captain Spooner's place 1861; sent home 344 sperm; sold to New York for merchant-service 1864.
do	May 29	Dec. 4, 1861	Sent home 460 sperm, 640 whale, 5,000 bone.
do	July 3	Nov. 24, 1864	
do	June 12	Nov. 26, 1864	Sent home 327 sperm.
Pacific Ocean	May 15	Aug. 28, 1865	Captain Allen died at sea June 9, 1864; sent home 170 sperm; sent also 128 sperm by Golconda; burned by the Florida.
do	May 21	May 21, 1865	Altered from a ship 1861.
Atlantic and Ind.	Aug. 26	Dec. 28, 1863	Bought from Fairhaven 1861; sent home 70 sperm.
Indon's Bay	Nov. 18	Oct. 17, 1862	Bought from Mattapovett 1861; sent home 120 sperm; withdrawn 1862 for a coastor.
Atlantic	Apr. 25		Sent home 100 sperm; took a sperm whale which made 153 barrels.
Indian Ocean	June 5	Aug. 21, 1864	Sent home 635 sperm and 60 whale.
Atlantic	Oct. 8	Dec. 27, 1862	
Pacific Ocean	Oct. 1	Nov. 13, 1864	Sent home 129 sperm.
do	May 1	Apr. 23, 1865	Sent home 250 sperm, 400 whale, 8,060 bone.
Atlantic	Oct. 30	Nov. 26, 1861	
Ind. and Pac.	July 22	May 26, 1865	
Atlantic	Oct. 16	Sept. 24, 1862	Sold to New London to replace Alert.
do	July 30		Added 1861; sent home 104 sperm; captured and burned by the Alabama 1863.
do	June 5	Aug. 22, 1862	Altered to a brig 1862.
do	May 8	Aug. 14, 1863	Sent home 100 sperm; bought from Shippleau 1860.
do	July 11	May 28, 1863	Bought from Stonington 1861; sent home 110 sperm.
Atlantic	May 9	Oct. 8, 1862	Sent home 153 sperm.
do	June 9	Sept. 18, 1862	
Atlantic	May 9	Sept. 27, 1861	Burned at sea by the rebel cruisers.
do	May 21		
do	May 16	Aug. 29, 1861	Sent home 109 sperm; condemned at Fayal 1861.
do	May 16		
Pacific Ocean	Nov. 20	Aug. 7, 1865	Altered from a bark 1861; Edwin A. Sherman, third mate, died January, 1864, from injuries received from a whale; sold to New Bedford 1865; sent home 275 sperm and 6,700 bone.
Atlantic	May 13	Oct. 5, 1863	Sent home 350 sperm.
do	Apr. 20	Apr. 18, 1862	
Pacific Ocean	Nov. 4	Oct. 19, 1864	
Pacific Ocean	Nov. 5		Sent home 280 sperm; condemned at Palta 1864.
Atl. and Ind.	Jan. 5		Sent home 09 sperm; condemned at Barbadoes 1863.

## 584 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-returns

o of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1861.</b>				
<i>Edgartown, Mass.—Continued.</i>				
Mary .....	Ship	343	— Morrison .....	Abraham Osborn .....
<i>Nantucket, Mass.</i>				
Samuel Chase .....	Schooner	65	James McGuire .....	.....
<i>New London, Conn.</i>				
Atlantic .....	Schooner	.....	.....	.....
<i>Provincetown, Mass.</i>				
Alleghany .....	Schooner	95	— Cook .....	Daniel C. Cook .....
Alexander .....	do	75	— Rich .....	Johnson & Cook .....
Antarctic .....	do	130	— Cornell .....	J. E. & H. Bowley .....
Arizona .....	do	115	— Cook .....	Stephen Cook .....
Conquer .....	do	120	— Young .....	H. & S. Cook & Co. ....
E. H. Hatfield .....	do	125	— Cook .....	E. & E. K. Cook .....
E. Gerry .....	do	80	— Caton .....	D. C. Cook .....
Emporium .....	do	200	— Rich .....	Nickerson & Tuck .....
F. Bunchula .....	Bark	300	— Holmes .....	— Taylor .....
G. W. Lewis .....	Schooner	110	— Joseph Caton .....	John Adams .....
John Adams .....	do	99	.....	.....
N. J. Knights .....	do	95	— Sparks .....	D. Connell .....
Oread .....	do	9e	— Young .....	E. S. Smith & Co. ....
Panama .....	Ship	.....	George Pow .....	.....
Quickstep .....	Schooner	110	— Cook .....	E. & E. K. Cook .....
R. E. Cook .....	do	80	— Tibbon .....	R. & E. Cook .....
Rienzi .....	do	10e	— Goodspeed .....	J. E. & G. Bowley .....
S. R. Soper .....	do	130	— Abbott .....	Samuel Soper .....
V. Doane .....	do	99	— Cook .....	H. & S. Cook & Co. ....
V. H. Hill .....	do	153	— Freeman .....	J. E. & G. Bowley .....
Watchman .....	do	140	.....	.....
Weather Gage .....	do	105	— Small .....	H. & S. Cook & Co. ....
<i>• Orleans, Mass.</i>				
William Martin .....	Schooner	134	— Martin .....	Heman Smith .....
<i>Say Harbor, N. Y.</i>				
Excel .....	Bark	375	— Rose .....	O. R. Wade .....
John A. Robb .....	do	273	— Jennings .....	.....
Myra .....	Brig	150	Jacob Havens .....	W. & G. H. Cooper .....
Odd Fellow .....	Bark	230	— Wold .....	Wade & Brown .....
Susan .....	Brig	134	— King .....	H. & S. French .....
Union .....	Bark	300	— Ludlow .....	O. R. Wade .....
Bark Cath, 335 tons, Captain Fay, (San Francisco,) sailed April 18, 1861, for the Arctic; no further report.				
<b>1862.</b>				
<i>New Bedford, Mass.</i>				
Abigail .....	Ship	310	Ebenezer F. Nye .....	Loum Suow .....
.....	.....	.....	.....	.....
Anscl Gibbs .....	do	310	William Washburn .....	Jonathan Bourne, Jr. ....
Awashonks .....	Bark	343	Peleg S. Wing .....	J. & W. R. Wing .....
Bartholemew Gosnold .....	Ship	354	John Dolles .....	L. Howland, Jr., & Co. ....
Black Eagle .....	Bark	311	Charles E. Allen .....	S. Thomas & Co. ....
Brunswick .....	Ship	295	Allen T. Potter .....	J. & W. R. Wing .....

able showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Morrison.....	Abraham Osborn.....	Indian Ocean.....	June 19	July 26, 1863	656			
McGuire.....		Shoals.....		Sept. 18, 1861		12		Made five trips, humpbacking; sold to Dartmouth.
Cook.....	Daniel C. Cook.....	Atlantic.....	Jan. 1	Aug. 30, 1861	4	146		
Rich.....	Johnson & Cook.....	do.....	Mar. 12	Sept. 22, 1861	170	5		
Cornell.....	J. E. & G. Bowley.....	do.....	Mar. 28	Sept. 4, 1862	194	55		Bought from Salisbury 1860; built 1858.
Cook.....	Stephen Cook.....	do.....	Jan. 23	Aug. 14, 1861	38	14		
Young.....	H. & S. Cook & Co.....	North Atlantic.....	May 10	Oct. 4, 1861		Clean		Built 1861; sent home 50 sperm.
Cook.....	E. & E. K. Cook.....	do.....	May 21, 1862	Sept. 10, 1861	181	230		
Caton.....	D. C. Cook.....	Atlantic.....	Aug. 15	July 10, 1862	109	16		Sent home 119 sperm.
Rich.....	Nickerson & Tuck.....	do.....	Sept. 24, 1862	Sept. 1, 1861	373	48		Sent home 29 sperm.
Holmes.....	Taylor.....	do.....	Feb. 5		90	11		Captured and burned by rebel privateer Calhoun 1861.
Caton.....	John Adams.....	do.....						Reported also in September with 60 sperm, 180 whale.
Sparks.....	D. Connell.....	do.....	Jan. 1	July 23, 1861	61	185		
Young.....	E. S. Smith & Co.....	do.....	Jan. 1	Aug. 5, 1861	130	110		Captured and burned by rebel privateer Calhoun 1861.
Pow.....		do.....						Sent home 285 sperm, 60 whale.
Cook.....	R. & E. K. Cook.....	Atlantic.....	Jan. 9	Aug. 25, 1864	300	137		
Tilson.....	R. & E. Cook.....	do.....	Mar. 25	Aug. 14, 1861	138	5		Captured and burned by a rebel privateer 1863.
Goodspeed.....	J. E. & G. Bowley.....	do.....	Mar. 25					
Abbott.....	Samuel Soper.....	do.....		Nov. —, 1862	75			
Cook.....	H. & S. Cook & Co.....	do.....	Jan. 1	Aug. 8, 1861	146	152		
Freeman.....	J. E. & G. Bowley.....	do.....	Feb. 7	Sept. 11, 1862	131	134		
Small.....	H. & S. Cook & Co.....	Atlantic.....	Oct. 13, 1861	Aug. 14, 1861	30	36		
		do.....	Jan. 1		144	140		
Martin.....	Heman Smith.....	Atlantic.....	Jan. 22	Sept. 6, 1861	336	27		Transferred to Boston 1862.
Rose.....	O. R. Wado.....	Atl. and Indian.....	July 23					Sent home 147 sperm; condemned 1863.
Jennings.....		Atlantic.....	Oct. 15	Apr. 27, 1863	400	706	3,000	Added 1861.
Havens.....	W. & G. H. Cooper.....	South Atlantic.....	June 14	Apr. 30, 1863	555	335	2,600	
Weld.....	Wade & Brown.....	Atl. and Indian.....	Aug. 23	Mar. 13, 1864	150	150		Sold to New York 1863.
King.....	H. & S. French.....	Atlantic.....	Oct. 14	July 13, 1863	150	150		
Ludlow.....	O. R. Wado.....	Atl. and Indian.....	Nov. 15	June 4, 1864	558	170	1,100	
ezzer F. Nye.....	Loum Snow.....	North Pacific.....	July 31					Sent home 355 sperm, 1,548 whale, 6,100 bone; captured and burned by the Shenandoah 1865, in Ochotsk; value, \$10,000 and catchings; Captain Nye immediately manned two boats and started to warn the rest of the fleet.
am Washburn.....	Jonathan Bourne, jr.....	Hudson's Bay.....	Apr. 15	Oct. 11, 1863		1,000	17,580	Bought from Fairhaven 1861; sent home 20 sperm.
S. Wing.....	J. & W. R. Wing.....	Atlantic.....	May 29	Aug. 1, 1865	207	238	1,050	Sent home 277 sperm, 500 bone.
Dolles.....	L. Howland, jr., & Co.....	Indian Ocean.....	Sept. 16	Apr. 16, 1866		566	3,750	Sent home 43 sperm, 1,080 whale, 14,700 bone.
les E. Allen.....	S. Thomas & Co.....	Comberd Inlet.....	May 5	Sept. 24, 1863		1,650	30,000	Bought from Dartmouth 1862; captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 30 sperm, 1,230 whale, 5,000 bone.
n T. Potter.....	J. & W. R. Wing.....	North Pacific.....	Oct. 15					

## 586 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1892.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Callao .....	Bark...	324	Frederick S. Howland	Henry Taber & Co.....
Camilla .....	do .....	426	Reuben T. Thomas...	Swift & Allen .....
California .....	Ship ...	399	Charles E. Cleaveland	I. Howland, Jr., & Co...
Canton .....	do .....	260	Archibald Baker, Jr....	C. R. Tucker & Co.....
Canton Packet .....	do .....	272	Obed Freeman .....	I. H. Bartlett & Sons...
Cleone .....	Bark ...	273	Maxfield .....	Edmund Maxfield .....
Corinthian .....	Ship ...	401	Valentino Lewis.....	Geo. & Matt. Howland.
Dolphin .....	Schooner	97	Wash. T. Walker .....	W. T. Walker.....
Draco .....	Bark ...	257	John R. Lawrence .....	Jonathan Bourne, Jr....
Eagle .....	do .....	336	James R. Allen .....	Swift & Perry .....
Elisha Dunbar .....	do .....	.....	David R. Gifford .....	.....
Euphrates.....	Ship ...	363	Thomas B. Hathaway	Edward W. Howland ..
Europa .....	do .....	380	Anthony Milton .....	Edward C. Jones.....
Fabius .....	do .....	43	Daniel B. Wood .....	C. R. Tucker & Co .....
Falcon .....	do .....	273	Richard Flanders .....	Thomas Knowles & Co.
Gazelle .....	do .....	340	Daniel F. Worth .....	Thomas Nye, Jr. ....
George Howland .....	do .....	374	Robert Jones .....	G. & M. Howland .....
George .....	do .....	240	Joseph D. Silva .....	Gideon Allen & Son....
Globe .....	Bark ...	215	Alexander A. Tripp .....	Charles Tucker .....
Governor Troup.....	Ship ...	430	E. E. Ashley .....	E. C. Jones .....
Gratitude .....	Bark ...	337	Lewis N. Herendeen .....	Swift & Allen .....
Gypsy .....	do .....	366	Orlando G. Robinson .....	I. Howland, Jr., & Co...
Helen Snow .....	do .....	299	Joseph S. Adams .....	Loum Snow .....
Henry Kneeland .....	Ship ...	304	John M. Soule .....	Benjamin B. Howard...
Hercules .....	Bark ...	335	John G. Dexter .....	Swift & Perry .....
Hillman .....	Ship ...	383	S. W. Flak .....	H. Taber & Co .....
James Arnold .....	do .....	390	David H. Bartlett .....	do .....
James .....	do .....	321	Joseph H. Cornell .....	Thomas Nye, Jr. ....
Jirch Swift.....	Bark ...	454	Thomas W. Williams	Swift & Allen .....
John Dawson .....	do .....	277	John W. Cornell .....	J. & W. R. Wing .....
Lafayette .....	do .....	357	William Lewis .....	I. H. Bartlett & Sons...
Levi Starbuck.....	Ship ...	...	Thomas Mellon .....	.....
Marcella .....	Bark ...	210	Alfred K. Crosby .....	C. R. Tucker & Co.....
Martha, 2d .....	do .....	360	Barnard H. Dudley .....	William O. Brownell....
Millwood .....	do .....	254	Rich W. Hathaway .....	G. Allen & Son.....
Morning Star.....	do .....	363	Hervey E. Luce.....	S. Thomas & Co.....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.
Erick S. Howland	Henry Taber & Co.
en T. Thomas	Swift & Allen
os E. Cleveland	I. Howland, Jr., & Co.
chus Baker, Jr.	C. R. Tucker & Co.
Freeman	I. H. Bartlett & Sons
Maxfield	Edmund Maxfield
Matino Lewis	Geo. & Matt. Howland
h. T. Walker	W. T. Walker
R. Lawrence	Jonathan Bourne, Jr.
os R. Allen	Swift & Perry
d R. Gifford	Edward W. Howland
omas B. Hathaway	
ony Milton	Edward C. Jones
iel B. Wood	C. R. Tucker & Co.
ard Flanders	Thomas Knowles & Co.
iel F. Worth	Thomas Nye, Jr.
ert Jones	G. & M. Howland
eph D. Silva	Gideon Allen & Son
audor A. Tripp	Charles Tucker
L. Ashley	E. C. Jones
ela N. Herendeen	Swift & Allen
ando G. Robinson	I. Howland, Jr., & Co.
eph S. Adams	Loum Snow
on M. Soule	Benjamin B. Howard
on G. Dexter	Swift & Perry
V. Fisk	H. Taber & Co.
eld H. Bartlett	do
eph H. Cornell	Thomas Nye, Jr.
omas W. Williams	Swift & Allen
an W. Cornell	J. & W. R. Wing
idiam Lewis	I. H. Bartlett & Sons
omas Mellon	do
fred K. Crosby	C. R. Tucker & Co.
rnard H. Dalley	William O. Brownell
ch W. Hathaway	G. Allen & Son
arvey E. Luce	S. Thomas & Co.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-obl.	Whale-obl.	Whale-bone.	
Atlantic	Sept. 2	Aug. 30, 1863	Bbls. 296	Bbls. 301	Lbs. 1,550	Sent home 550 sperm, 710 whale, 5,600 bone
North Pacific	Dec. 21	Apr. 11, 1863		700		Sent home 75 sperm, 3,250 whale, 31,500 bone.
do	Aug. 25	Apr. 11, 1866		1,198	17,150	James B. Wood, first mate, died January 1, 1866; sent home 80 sperm, 1,020 whale, 11,900 bone.
Indian Ocean	Dec. 24	Apr. 7, 1866	1,415	81		
Atlantic	Apr. 30	Nov. 27, 1862	311	2		
do	Sept. 1	Nov. 21, 1861	160			
North Pacific	Aug. 30	Apr. 20, 1860	371	1,620	18,750	Sent home 92 sperm.
Atlantic	May 20					Sent home 215 sperm, 1,974 whale, 53,100 bone.
Ad. and Indian	June 19	Oct. 8, 1865	313			Formerly in Havana trade; added 1862; No further report.
Atlantic	June 17	Oct. 7, 1864	138	900		Sent home 900 sperm.
do	Aug. —					Silas B. Plato, second mate, and boat's crew lost while lost to a whale December 29, 1861; sent home 652 sperm, 5,900 bone.
North Pacific	Aug. 5					Captured and burned by the Alabama 1862.
do	July 1	Sept. 10, 1867	90	230		Captured and burned by the Shenandoah off Cape Thaddeus 1865; value, \$32,000 an oil; sent home 1,883 whale, 19,400 bone.
do	Oct. 16					Sent home 178 sperm, 1,599 whale, 25,300 bone.
Atlantic	July 8	June 17, 1865	197	722		Sent home 285 sperm, 1,192 whale, 19,500 bone; lost on Soldad reef, coast of California, January 27, 1865.
Indian Ocean	Aug. 25	Apr. 20, 1866	906	290	1,650	
Pacific Ocean	June 4	Apr. 16, 1866		1,035	11,800	Sent home 261 sperm, 2,950 whale, 36,920 bone.
do	June 3	May 27, 1864	3	5		Sent home 612 sperm.
Atlantic	June 10	Aug. 24, 1864	23	4		Sent home 831 sperm, 120 whale, 600 bone.
North Pacific	Dec. 2	June 4, 1867	40	400	5,000	Sent home 53 sperm, 2,546 whale, 28,800 bone.
Pacific Ocean	June 19					Sent home 410 sperm, 600 whale; struck an ice berg and lost in Arctic July 2, 1865.
do	May 28					Sent home 174 sperm, 670 whale, 9,200 bone; captured and burned by the Shenandoah in Behring Strait June, 1865; sent 305 whale by Galconda, (burned by the Florida.)
do	Oct. 9	May 13, 1867	175	600	10,000	Captain Adams died in the Arctic August 20, 1864; sent home 210 sperm, 729 whale, 15,300 bone.
North Pacific	Aug. 11					Sent home 419 sperm, 5,500 whale; lost in the ice in the Arctic July, 1864.
do	Sept. 2	May 8, 1865	222	60	5,800	Sent home 126 sperm, 2,973 whale, 19,800 bone.
do	Oct. 28					Captain Fisk died February 28, 1864; sent home 50 sperm, 1,942 whale, 6,300 bone; captured and burned by the Shenandoah in Behring Strait June, 1865.
Atlantic	June 12	Dec. 19, 1863	380			Sent home 95 sperm.
do	July 15	Oct. 29, 1865	820	401		Sent home 550 sperm, 309 whale, 6,262 bone.
North Pacific	Sept. 2					Sent home 25 sperm, 1,540 whale, 20,950 bone; captured and burned by the Shenandoah June 22, 1865; value, \$40,000 and catches; had 400 whale.
Atlantic	May 19	June 18, 1864	270			Sent home 548 sperm.
do	May 20					Sent home 25 sperm; captured and burned by the Alabama 1864, with 184 sperm.
do	Oct. —					Captured and burned by the Alabama five days out; value, \$32,000.
Atlantic	May 14	Oct. 27, 1864	90			Sent home 684 sperm.
North Pacific	Oct. 1					Captain Dalley died at sea April, 1864; captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 171 sperm, 1,113 whale, 22,477 bone.
Atlantic	July 1	Sept. 26, 1863	100			Sent home 204 sperm.
do	Aug. 7	Apr. 21, 1863	90			Sent home 112 sperm.



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1862.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Mount Wollaston	Ship	325	James M. Willis	Wood & Nye
Ohio	do	383	Matthew L. Smith	E. W. Howland
Ohio	Bark	237	Daniel Flanders	Loum Snow
Orray Taff	do	176	George E. Tyson	George Homer & Co.
Oscola	Ship	200	Michael S. Hogan	Cranston Wilcox
Oscola, 3d	Bark	385	Jetar Rose	Swift & Perry
Pacific	do	231	Henry R. Plaskett	J. D. Thompson
Pioneer	do	330	George N. Macy	W. & G. D. Watkins
Plover	do	149	Benjamin Gifford	E. Maxfield
President, 2d	do	281	Edwin A. Luce	J. P. Knowles, 2d.
Seluc	do	129	Daniel H. Baxter	J. & W. R. Wing
Solon	Ship	321	Francis S. Worth	Thomas S. Hathaway
Swift	do	357	N. P. Gray	T. Knowles & Co.
Tamerlane	Bark	136	E. G. Casworth	John Hicks
T. Winslow	do	124	— Dexter	J. P. Knowles, 2d
Unlon	do	40	Shadrach R. Tilton	—
Virginia	do	197	M. C. Flahe	T. Knowles & Co.
Wavo	do	197	M. C. Flahe	—
<i>Fairhaven, Mass.</i>				
Alto	Bark	236	Joseph D. Nye	Damon & Judd
Erie	Ship	—	—	—
Oxford	Brig	—	—	—
<i>Mattapoisett, Mass.</i>				
Wills	Bark	164	B. B. Briggs	H. N. Barstow
<i>Dartmouth, Mass.</i>				
Cape Horn Pigeon	Ship	300	Daniel Sherman	William Potter, 2d
<i>Sippican, Mass.</i>				
Admiral Blake	Schooner	120	William C. Hathaway	Peleg Blankenship
Attamaba	do	119	Rufus Gray	Stephen C. Luce
Emerald	do	101	Zenas F. Eldridge	Benjamin B. Handy
Hopeton	Brig	145	Benjamin B. Handy	Obed Delano
James	Schooner	80	Allen D. Ryder	Benjamin B. Handy
<i>Westport, Mass.</i>				
Greyhound	Bark	249	James M. Sowler	Henry Wilcox
Kate Cory	Brig	132	Stephen Flanders	Alexander H. Cory
Mattapoisett	Bark	150	George W. Beebe	Henry Smith
Sea Queen	do	261	Peleg W. Gifford	Andrew Hicks
<i>Provincetown, Mass.</i>				
Abby H. Brown	Schooner	131	— Higgins	E. & E. K. Cook
Acorn	Bark	215	— Allerton	Nickerson & Tuck
Alleghany	Schooner	95	— Cook	Daniel C. Cook
Alexander	do	75	— Rich	Johnson & Cook
Arizona	do	117	— Cook	Stephen Cook
C. L. Sparks	do	128	— Sparks	D. Conwell
Conraer	do	120	Sims S. Young	H. & S. Cook & Co.
E. B. Conwell	do	132	— Kilburn	D. Conwell
E. Gerry	do	104	— Smith	G. A. Homan
E. H. Hatfield	do	135	— Cook	E. & E. K. Cook
Ellen Rippsal	do	100	— Smith	Stephen Cook & Co.
Estella	do	94	— Snow	J. E. & G. Bowley
G. W. Lewis	do	110	— Holmes	— Taylor

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
James M. Willis	Wood & Nye	North Pacific	Nov. 24	June 13, 1867	Bbls. 140	Bbls. 700	Lbs. 12,000	Sent home 1,040 whale, 22,800 bone.
Abraham L. Smith	E. W. Howland	Pacific Ocean	June 17	June 19, 1866	1,334	12		Sent home 220 sperm, 300 whale.
John P. Flanders	Louise Snow	Atl. and Indian	Oct. 4	Dec. 11, 1864		238	3,900	
George E. Tyson	George Homer & Co.	Cumberland Inlet	Apr. 27	Oct. 25, 1867				Captured and burned by the Alabama 1863.
Isaac S. Hogan	Crawston Wilcox	Pacific Ocean	Aug. 5	July 14, 1865		Clean		Sent home 210 sperm, 375 whale, 4,900 bone.
Henry R. Rose	Swift & Perry	North Pacific	Nov. 4	May 11, 1865		817		Sent home 83 sperm, 1,780 whale, 49,500 bone.
Henry R. Plaskett	J. D. Thompson	Atlantic	Apr. 29	Nov. 6, 1864	176			Sent home 15 sperm.
George N. Macy	W. & G. D. Watkins	South Pacific	Oct. 15					Altered from a ship 1862; sent home 800 bone; lost on a reef north of Fejee Islands August 5, 1864; saved 265 sperm, 55 whale.
James Gifford	E. Maxfield	Atlantic	June 16	Oct. 6, 1864	85			Sent home 657 sperm.
John A. Luce	J. P. Knowles, 2d.	Pacific Ocean	July 8	June 11, 1865	601	2		Sent home 211 sperm.
Isaac B. Baxter	J. & W. R. Wing	Atlantic	June 12	Oct. 19, 1863	60			Sent home 140 sperm.
Francis S. Worth	Thomas S. Hathaway	Pacific Ocean	Oct. 12					Sent home 25 sperm; lost off Rorotonga July 15, 1863.
George Gray	T. Knowles & Co.	North Pacific	Aug. 26	Apr. 11, 1865	63	1,194	1,400	Sent home 706 whale, 14,670 bone.
John C. Culworth	John Hicks	Atlantic	July 28	Oct. 5, 1863	15			Sent home 226 sperm.
Isaac Dexter	J. P. Knowles, 2d.	do	Apr. 23	Sept. 6, 1863	25			Captured and burned by the Alabama 1862.
Isaac R. Tilton	T. Knowles & Co.	Atlantic	Oct. 26	Sept. 4, 1864	92			Sent home 370 sperm.
Isaac Fisher								
Isaac D. Nye	Damon & Judd	Atlantic	Nov. 10	Sept. 15, 1864	228	2		Bought from New Bedford 1862; sent home 319 sperm.
								Dismasted and abandoned off Cape Horn August, 1862.
								Altered from a schooner; sailed 1862 or 1863; no report.
Isaac B. Briggs	H. N. Barstow	Atlantic	Nov. 24	Sept. 15, 1864	50		700	Sent home 303 sperm, 195 whale; sold to New Bedford 1865; Mattapoisett's last whaler.
Isaac Sherman	William Potter, 2d.	Pacific Ocean	Sept. 15	Apr. 9, 1866		723	13,800	Sent home 325 sperm, 675 whale, 15,100 bone.
Isaac C. Hathaway	Peleg Blankenship	Atlantic	May 12	Oct. 18, 1862	10	5		Captured and burned by the Alabama 1862.
Isaac Gray	Stephen C. Luce	do	May 12	Oct. 21, 1862	35	5		Fought from Fairhaven 1862.
Isaac F. Eldridge	Benjamin B. Handy	do	May 20	Oct. 18, 1862	138			Withdrawn 1862.
Isaac B. Handy	Obed Delano	do	May 14	Sept. 6, 1862	62			
Isaac D. Ryder	Benjamin B. Handy							
Isaac M. Sewle	Henry Wilcox	Atlantic	June 20	Oct. 16, 1864	350			Sent home 343 sperm.
Isaac Flanders	Alexander H. Cory	do	June 26					Sent home 126 sperm; captured and burned by the Alabama 1863.
Isaac W. Beebe	Henry Smith	Indian Ocean	May 20	Apr. 14, 1864	75	20		Sent home 110 sperm.
Isaac W. Gifford	Andrew Hicks		Sept. 18	Apr. 27, 1866	1,063			
Isaac Higgins	E. & E. K. Cook	Atlantic	Jan. 29	Aug. 16, 1863	190	110		Added 1862.
Isaac Allerton	Nickerson & Tuck	do	Apr. 13	Apr. 16, 1862				Put into Gloucester leaking 650 strokes per hour; sold to Boston on voyage.
Isaac Cook	Daniel C. Cook	do	Jan. 11	Sept. 23, 1862	68	71		No report.
Isaac Rich	Johnson & Cook	Atlantic	Jan. 11	May —, 1863	182	157		Added 1862.
Isaac Cook	Stephen Cook	do	Jan. 11	Aug. 19, 1862	182	157		Captured and burned by the Alabama 1862.
Isaac Sparks	D. Cowwell	do	Jan. 11	June 18, 1863	75	225		Added 1862.
Isaac S. Young	H. & S. Cook & Co.	do	Jan. —	Aug. 28, 1862	245	36		
Isaac Kilburn	D. Conwell	do	Jan. —	Apr. —, 1863	50			No report.
Isaac Small	G. A. Homan	do	Aug. 12	Oct. —, 1863				Added 1862; built at Essex 1856.
Isaac Cook	E. & E. K. Cook	do	Aug. 11	Aug. 11, 1863	50	30		
Isaac Smith	Stephen Cook & Co.	do	do	Mar. —, 1863	100			
Isaac Snow	J. E. & G. Bowley	do	do	Sept. 1, 1863	90	10		
Isaac Holmes	Taylor							

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1862.</b>				
<i>Provincetown, Mass.—Continued.</i>				
Montezuma	Schooner	92	— Curren	T. & S. Hilliard
N. J. Knights	do	95	—	D. Conwell
Oread	do	98	— Young	E. S. Smith & Co.
R. E. Cook	do	80	—	R. & E. Cook
Rising Sun	do	102	— Young	E. S. Smith & Co.
V. Doune	do	93	—	H. & S. Cook & Co.
Union	do	97	—	Samuel Soper
Walter Irvin	do	138	—	—
Watchman	do	140	—	—
Wonthor Gage	do	105	Samuel C. Small	H. & S. Cook & Co.
<i>Boston, Mass.</i>				
Acorn	Bark	215	— Allerton	John Tyler
Rothschild	do	261	— Dimmick	Heman Smith
Sarah E. Lewis	Schooner	140	— Farwell	do
William Martin	do	134	— Martin	do
<i>Sandwich, Mass.</i>				
Ocean	Bark	165	Peleg Cornell	W. F. Lapham
<i>Holmes' Hole, Mass.</i>				
America	Bark	257	— Luce	Thomas Bradley
<i>Salem, Mass.</i>				
Falcon	Brig	153	— Holmes	J. C. Osgood
<i>Beverly, Mass.</i>				
Eachol	Brig	143	— Robertson	F. W. Cheate
Thrivel	Schooner	95	— Holman	do
<i>New London, Conn.</i>				
Alert	Bark	396	Edwin Church	Richard H. Chapell
Arab	do	276	—	do
Electra	Ship	348	Oliver Sison	Williams & Barns
E. R. Sawyer	Schooner	121	— Rogers	R. H. Chapell
Gen. Williams	Ship	419	— Benjamin	Williams & Barns
Georgianna	Brig	190	— Rogers	Williams & Haven
Monticello	Bark	356	— Chapell	R. H. Chapell
Pacific	Schooner	161	— Turner	Lawrence & Co.
Pearl	Bark	195	— Bush	Williams & Haven
Pioneer	do	235	— Chapell	do
<i>Edgartown, Mass.</i>				
Europa	Ship	400	— Crosby	Abraham Osborn
Ocmnlgee	do	—	—	—
Splendid	do	392	James B. Hoxford	Abraham Osborn
Vineyard	do	381	— Caswell	Benjamin Worth
<i>Nantucket, Mass.</i>				
Islander	Ship	347	William Cash	Zenas L. Adams
Rainbow	do	80	{ James Maguire } { Robert F. Kent }	Joseph B. Macy

Table showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm oil.	Whale-oil.	Whalebone.	
— Curren .....	T. & S. Hilliard .....	Atlantic .....	Jan. —	Aug. 26, 1862	126	108	.....	Withdrawn 1864.
.....	D. Couwell .....	.....	.....	Sept. 11, 1862	12	167	.....	
— Young .....	E. S. Smith & Co. ....	.....	Mar. 5	Sept. 18, 1862	64	49	.....	
.....	.....	.....	Dec. 2	Aug. 20, 1863	115	.....	.....	
.....	R. & E. Cook .....	.....	Jan. 28	Nov. 22, 1862	21	5	.....	
— Young .....	E. S. Smith & Co. ....	.....	.....	July 23, 1863	200	.....	.....	
.....	H. & S. Cook & Co. ....	.....	.....	Nov. 12, 1862	109	22	.....	
.....	.....	.....	.....	Nov. 13, 1862	182	10	.....	
.....	Samuel Soper .....	Atlantic .....	.....	Apr. —, 1863	.....	100	.....	
.....	H. & S. Cook & Co. ....	.....	.....	.....	.....	.....	.....	
— Allerton .....	John Tyler .....	Atlantic .....	Apr. 13	Aug. 31, 1863	250	50	.....	Bought from Provincetown 1862; sent home 29 sperm; withdrawn 1863 for merchant-service.
— Dimmock .....	Heman Smith .....	.....	May 7	.....	.....	.....	.....	Transferred from Orleans 1862; sent home 300 sperm, 180 whale; condemned at Inagua March, 1864.
— Farwell .....	.....	.....	Aug. 11	Aug. 6, 1864	150	2	.....	Added 1862; sent home 43 sperm.
— Martin .....	.....	.....	Apr. 18	Nov. 5, 1862	207	.....	.....	.....
— Cornell .....	W. F. Lapham .....	Atlantic .....	May 6	No report .....	.....	.....	.....	Sent home 291 sperm; sold to Sag Harbor 1864.
— Luce .....	Thomas Bradley .....	Atlantic .....	Sept. 10	May 4, 1865	620	.....	.....	Sold to New Bedford 1865 to be broken up; Holmes' Hole's last whaler.
— Holmes .....	J. C. Osgood .....	Atlantic .....	May 19	July 26, 1863	200	40	.....	Built at Hanover 1862; sent home 218 sperm.
— Robertson .....	F. W. Choate .....	Atlantic .....	June 9	Sept. 7, 1863	210	.....	.....	Sent home 102 sperm.
— Holman .....	.....	North Atlantic	Aug. 19	May 27, 1865	10	3	.....	Bought from Provincetown 1862; sent home 218 sperm.
— Church .....	Richard H. Chapell .....	.....	.....	.....	.....	.....	.....	Captured and burned by the Alabama 1862.
.....	.....	Hurd's Island.	Dec. 23	June 8, 1864	.....	2, 241	.....	Bought from New Bedford 1862 to replace the Alert.
— Sisson .....	Williams & Barns .....	Pacific Ocean .....	Aug. 5	.....	.....	.....	.....	Lost on Nantuxack Island July 14, 1863.
— Rogers .....	R. H. Chapell .....	Hurd's Island .....	July 24	May 25, 1864	.....	556	.....	Captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 150 whale, 1,500 bone.
— Benjamin .....	Williams & Barns .....	Pacific Ocean .....	Oct. 4	.....	.....	.....	.....	.....
— Rogers .....	Williams & Haven .....	Cumber'd Inlet .....	May 9	Nov. 3, 1863	.....	319	4, 700	Lost at Hurd's Island February 1, 1864.
— Chapell .....	R. H. Chapell .....	Pacific Ocean .....	July 3	Oct. 6, 1864	5	1, 117	19, 700	
— Turner .....	Lawrence & Co. ....	Desolation Isld .....	June 17	.....	.....	.....	.....	
— Bush .....	Williams & Haven .....	Pacific Ocean .....	Nov. 1	.....	.....	.....	.....	
— Chapell .....	.....	Hudson's Bay .....	May 24	Oct. 13, 1863	1	561	9, 000	.....
— Crosby .....	Abraham Osborn .....	North Pacific .....	Nov. 1	Apr. 7, 1860	1, 350	11, 400	.....	Sent home 250 sperm, 2,950 whale, 31,800 bone.
.....	.....	.....	.....	.....	.....	.....	.....	Captured and burned by the Alabama 1862; value, \$31,750.
— Huxford .....	Abraham Osborn .....	Indian Ocean .....	Aug. 11	Apr. 11, 1867	1, 300	26, 000	.....	Captain Huxford came home in 1863 sick; sent home 340 sperm, 358 whale.
— Caswell .....	Benjamin Worth .....	North Pacific .....	Nov. 5	Aug. 17, 1866	407	925	14, 000	Sent home 850 whale, 12,100 bone.
— Cash .....	Zenas L. Adams .....	Pacific Ocean .....	June 13	July 13, 1865	2, 40	560	.....	Sent home 1,900 pounds bone; sold to New Bedford.
— Maguire .....	Joseph B. Macy .....	Atlantic .....	May 8	July 3, 1862	3	56	.....	.....
— Robert F. Kent .....	.....	.....	Nov. 17	June 23, 1863	29	.....	.....	.....

## 592 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1862.</b>				
<i>Nantucket, Mass.—Continued.</i>				
R. L. Barstow .....	Bark	200	Charles W. Hussey	Joseph B. Macy
<b>1863.</b>				
<i>New Bedford, Mass.</i>				
Andrews .....	Bark	303	Silas G. Baker	Jona. Bourne, jr.
Annawan .....	do	159	John S. Howland	Edmund Maxfield
Arnolds .....	Ship	360	William T. Hawes	James B. Wood & Co.
Benj. Franklin .....	Bark	164	Samuel T. Braley	E. Maxfield
Brewster .....	do	220	John A. Beebe	J. & W. R. Wing
Canton Packet .....	do	274	Charles E. Allen	I. H. Bartlett & Sons
Chas. W. Morgan .....	Ship	351	Thomas C. Landers	J. & W. R. Wing
Clarice .....	Bark	277	David R. Gifford	Edward C. Jones
Congress, 2d .....	do	376	Fra. E. Stranburg	Gideon Allen & Son
Cornelius Howland .....	Ship	431	— Homan	Edward W. Howland
Coral .....	do	370	Jared S. Crandall	G. Allen & Son
Daniel Webster .....	do	336	Merrill W. Sanborn	S. Thomas & Co.
Eliza Adams .....	do	403	Coddington P. Fish	E. C. Jones
E. Swift .....	Bark	425	Ronben Pontius	Swift & Allen
Emily Morgan .....	Ship	368	George Athearn	J. & W. R. Wing
Glendower .....	Schooner	112	Nehemiah West	Nehemiah West
Hecla .....	Bark	207	Barzillai Luce	Thomas Knowles & Co.
Hunter .....	Ship	453	Asa S. Tobey	Jona. Bourne, jr.
Isabella .....	Bark	315	Hudson Winslow	T. Knowles & Co.
John P. West .....	do	420	Daniel J. Tinker	Simeon N. West
Josephine .....	Ship	446	James L. Chapman	Swift & Perry
Martha .....	Bark	271	William W. Thomas	Swift & Allen
Mary .....	Ship	287	Edwin P. Thompson	William O. Brownell
Mercury .....	Bark	340	George S. Tooker	do
Merlin .....	do	348	David Baker	William Watkins
Milo .....	Ship	401	Jona. C. Hawes	E. C. Jones
Naseau .....	do	408	Samuel Greeno	Swift & Perry
Nimrod .....	Bark	340	James M. Clark	William Gifford
Northern Light .....	Ship	513	Jaacob Taber	Jona. Bourne, jr.
Oliver Crocker .....	Bark	352	Clothier Pierce, jr.	James R. Wood & Co.
Ontario .....	do	469	William M. Barnes	William O. Brownell

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Charles W. Hussey	Joseph H. Macy	Atlantic	May 9	July 20, 1865	Bbls. 360	Bbls. 556	Lbs.	
Thomas G. Baker	Jona. Bourne, jr.	Hudson's Bay	Apr. 29	Oct. 25, 1864	1 21	1,046	17,150	Bought from Mattapoisett 1863; returned once, damaged by a gale; sent home 210 sperm.
Edmund S. Howland	Edmund Maxfield	Atlantic	Apr. 8	May 5, 1865		45		Sent home 46 sperm, 1,830 whale, 20,000 pounds bone.
William T. Hawes	James B. Wood & Co.	North Pacific	Dec. 1	Apr. 8, 1866		800	13,000	Bought from Fall River 1863; sent home 340 sperm and 55 whale.
Samuel T. Braley	E. Maxfield	Atlantic	May 4	Sept. 11, 1865	233			Bought from Mattapoisett 1863; sent home 30 sperm.
John A. Beebe	J. & W. R. Wing	Indian Ocean	Oct. 17	Nov. 28, 1865	1,135			Sent home 230 sperm, 1,480 whale, and 21,500 bone; lost April 3, 1867, in a typhoon off Japan; five men lost at same time; struck on Cape Syria and broke in two in ten minutes.
Charles E. Allon	I. H. Bartlett & Sons	North Pacific	Dec. 3					Sent home 824 whale and 13,300 bone.
Thomas C. Landora	J. & W. R. Wing	Indian Ocean	Dec. 1	June 12, 1867	125	270		
Edwin R. Gifford	Edward C. Jones	North Pacific	Apr. 30	Apr. 10, 1869	1,078	65	500	Altered from a ship 1863; Captain Stranburg died 1865; captured and burned by the Shenandoah in Behring Strait June, 1865.
John E. Stranburg	Gideon Allon & Son	North Pacific	June 3					Sent home 158 sperm, 3,798 whale, and 50,800 pounds bone.
— Homan	Edward W. Howland	Atlantic	Nov. 4	Apr. 21, 1867	15	2,000	20,000	Sent home 2,273 whale and 35,000 bone.
Frederic S. Crandall	G. Allen & Son	Hudson's Bay	Nov. 25	May 11, 1867	40	400	5,000	
Ernest W. Sauborn	S. Thomas & Co.	North Pacific	Apr. 21	Oct. 27, 1864	630	9,700		Captain Fish came home sick 1866; sent home 266 sperm, 1,215 whale, and 8,450 pounds bone.
William P. Fish	E. C. Jones	North Pacific	Oct. 20	Apr. 23, 1867	30	700	10,000	Sent home 170 sperm, 2,183 whale, and 12,100 pounds bone.
Benjamin Pontius	Swift & Allen	Atlantic	Nov. 12	Apr. 14, 1863		867		Sent home 770 sperm, 1,890 whale, and 10,200 pounds bone.
George Athearn	J. & W. R. Wing	Atlantic	July 7	June 13, 1868	207	700		Bought from Surry, Me., 1862. Sent home 872 sperm and 11 blackfish.
Abraham West	Nehemiah West	Pacific Ocean	June 5	May 29, 1867	140			Sent home 10,400 pounds bone.
Thomas L. Luce	Thomas Knowles & Co.	North Pacific	Oct. 20	May 21, 1865	191	1,694		Captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 113 sperm, 480 whale, and 7,050 bone.
John S. Tobey	Jona. Bourne, jr.	North Pacific	Sept. 29					Captain Tinker came home 1867; sent home 409 sperm, 1,502 whale, and 28,000 bone.
Edwin Winslow	T. Knowles & Co.	North Pacific	Sept. 29					Sent home 12 sperm, 3,150 whale, and 45,700 pounds bone.
Samuel J. Tinker	Simeon N. West	Atlantic	Dec. 9	Apr. 14, 1868	32	1,187	14,250	Sent home 23 sperm, 731 whale, and 14,800 pounds bone.
James L. Chapman	Swift & Perry	Atlantic	Apr. 14	June 12, 1867	95	1,200		Lost in North East Harbor, Ochotak, 1864.
William W. Thomas	Swift & Allen	Atlantic	Dec. 7	May 10, 1868	87	185		Sent home 70 sperm, 900 whale, and 44,250 pounds bone.
Edwin P. Thompson	William O. Brownell	Atlantic	Dec. 10	May 9, 1868	49	530		Sent home 90 sperm, 2,013 whale, and 13,110 pounds bone.
George S. Tuckor	William O. Brownell	Atlantic	July 20	May 25, 1867	35	530		Captured and burned by the Shenandoah for \$40,000 1865; sold out 1872; sent home 2,431 whale and 9,780 pounds bone.
David Baker	William Watkins	Atlantic	Dec. 1	May 9, 1868	49	530		Captured and burned by the Shenandoah June, 1865, in Behring Strait; sent home 209 sperm, 623 whale, and 8,400 bone.
Jona. C. Hawes	E. C. Jones	Atlantic	Nov. 26	May 7, 1869	223			Sent home 171 sperm, 230 whale, and 3,300 bone; captured and burned by the Shenandoah in Behring Strait June, 1865.
Samuel Greene	Swift & Perry	Atlantic	Dec. 3					
James M. Clark	William Gifford	Indian Ocean	Apr. 15					
Jacob Taber	Jona. Bourne, jr.	Hudson's Bay	Apr. 29	Oct. 21, 1864	18	1,270	20,900	Altered from a ship 1863; sent home 170 sperm; returned having left Captain Pierce sick at Falklands.
Charles R. Pierce, jr.	James B. Wood & Co.	North Pacific	Oct. 28	Mar. 12, 1864		6		Collided with the Helen, Mar. September 27, 1866, and somewhat damaged; the crew refusing duty, she was abandoned with 1,050 whale; sent home 590 sperm, 1,150 whale, and 18,000 pounds bone.
William M. Barnes	William O. Brownell	Atlantic	July 2					

594 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1863.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Onward .....	Ship	461	William H. Allen .....	E. W. Howland .....
Oriole .....	Bark	404	Jared Jernegan .....	E. C. Jones .....
Ocean .....	Ship	197	Zenas E. Hourno .....	J. & W. R. Wing .....
Oscoda, 2d .....	Bark	226	Renben W. Crapo .....	Swift & Allen .....
Ospray .....	do	356	Calob O. Hamblen .....	E. C. Jones .....
Robert Edwards .....	Bark	300	— Honeywell .....	W. P. Howland .....
Roscius .....	do	306	Frederick A. Smith .....	G. & M. Howland .....
Rousseau .....	do	191	William Lewis .....	David B. Kempton .....
Samuel and Thomas .....	do	320	Edward B. Coffin .....	Otis Seabury .....
Sappho .....	do	219	Renben Kelley .....	C. Hitch & Son .....
Solon .....	do	129	Charles B. Barstow .....	J. & W. R. Wing .....
Union .....	do	124	Amos C. Baker .....	J. P. Knowles 2d .....
Waverly .....	do	327	Richard Holley .....	D. B. Kempton .....
Wm. Gifford .....	do	320	John P. Fisher .....	William Gifford .....
Wm. Thompson .....	Ship	495	Jacob A. Howland .....	William C. N. Swift .....
<i>Fairhaven, Mass.</i>				
Favorite .....	Bark	296	Thomas G. Young .....	F. R. Whitwell .....
Joseph Maxwell .....	Ship	302	Ariel Chase .....	do .....
Pavillon .....	Brig	150	Ichabod Handy .....	Damon & Judd .....
Tekoa .....	Schooner	143	Valentine C. Long .....	do .....
<i>Mattapoisett, Mass.</i>				
Sarah .....	Bark	179	Elihu B. Handy .....	J. R. & W. L. Taber .....
<i>Sippican, Mass.</i>				
Admiral Blako .....	Schooner	120	William C. Hathaway .....	Peleg Blankenship .....
Emerald .....	do	101	Zenas F. Eldridge .....	Benjamin B. Handy .....
James .....	do	80	George H. Keen .....	do .....
Sunbeam .....	do	...	Benjamin B. Handy .....	do .....
<i>Nantucket, Mass.</i>				
Rainbow .....	Schooner	80	R. F. Kent .....	Joseph B. Macy .....
<i>Provincetown, Mass.</i>				
Alleghany .....	Schooner	95	— Nickersam .....	Daniel C. Cook .....
Alexander .....	do	75	— Rich .....	Johnson & Cook .....
Antarctic .....	do	136	— Cornell .....	J. E. & G. Bowley .....
Arizona .....	do	115	— Cook .....	Stephen Cook .....
Civilian .....	do	201	— Burch .....	S. E. Soper .....
E. B. Conwell .....	do	132	— Kilbren .....	D. Conwell .....
E. Gerry .....	do	104	— Small .....	C. A. Homan .....
E. H. Hatfield .....	do	125	— Small .....	E. & E. K. Cook .....
Euporinum .....	do	60	— Leach .....	D. C. Cook .....
Estella .....	do	64	— Snow .....	J. E. & G. Bowley .....

ble showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Allen	E. W. Howland	North Pacific	June 2	Apr. 10, 1866	Bbls. 180	Bbls. 1,200	Lbs. 5,650	Made a great voyage, took, in all, 180 sperm, 5,650 whale, and 62,100 pounds bone.
Jernegan	E. C. Jones	do	June 3	Sept. 2, 1866	443	4		Bought from Fairhaven 1862; sent home 264 sperm and 688 whale.
Howland	J. & W. R. Wing	Indian Ocean	Apr. 30	Apr. 2, 1866		1,085	18,050	Captured and burned by the Alabama in '63. Sent home 300 sperm.
Crapo	Swift & Allen	Atlantic	June 2	Nov. 13, 1864	534	20		Sent home 600 sperm.
Hamblen	E. C. Jones	Indian Ocean	Aug. 5	Apr. 14, 1867	930	940		Sent home 380 sperm.
Honeywell	W. P. Howland	Atlantic	Mar. 27	Dec. 10, 1863	300			
Smith	G. & M. Howland	Indian Ocean	Mar. 25	July 14, 1866	1,014			
Lewis	David B. Kempton	Pacific Ocean	Dec. 19	Jan. 18, 1866	480	209		Bought from Mattapoisett 1863; shipped 5,721 gallons whale by Golconda; burned by Florida.
Coffin	Otis Seabury	do	Oct. 4	June 9, 1866	1,163	231		Shipped 6,374 gallons whale by Golconda; burned by the Florida; sent home 280 sperm.
Kelley	C. Hiteb & Son	Atl. and Indian	Dec. 3					Burned by the crew at St. Helena, with 350 whale on board; was built at Duxbury, Mass., 1822.
Barstow	J. & W. R. Wing	Atlantic	Oct. 23	June 24, 1865	117	351	1,600	Sent home 163 sperm and 300 whale.
Baker	J. P. Knowles	do	Oct. 9	Oct. 10, 1864	160			Sent home 100 sperm.
Holley	D. B. Kempton	North Pacific	Nov. 25					Mr. Holt, third mate, and boat's crew lost, fast to a whale, 1865; captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 453 whale and 8,300 pounds bone.
Fisher	William Gifford	do	Nov. 25	May 20, 1866		447	1,337	Sent home 228 sperm, 1,710 whale, and 14,150 bone; shipped 5,484 gallons sperm by Golconda; burned by the Florida.
Howland	William C. N. Swift	Hudson's Bay	Mar. 17	Dec. 10, 1863	350	100	1,200	
Young	F. R. Whitwell	North Pacific	May 10					Sent home 240 whale and 4,500 bone; taken and burned by the Shenandoah June, 1863, in Behring Strait; the Favorite was built at Boston about 1812, launched 1815.
Chase	do	do	Dec. 16	July 1, 1868	86	540	8,000	Stephen Bradley, 2d mate, drowned at Honolulu April, 1866; sent home 180 sperm, 900 whale, and 10,650 pounds bone; sold to New Bedford 1868.
Handy	Damon & Judd	Hudson's Bay	June 15					Lost in Hudson's Bay, crushed by ice, 1863; seven men lost; survivors suffered severely from cold and exposure.
Long	do	Atlantic	June 29	Nov. 20, 1863	100	6		
Handy	J. R. & W. L. Taber	Atlantic	May 11	Nov. 23, 1864	21	5		Sent home 427 sperm; sold to New Bedford 1865.
Hathaway	Peleg Blankenship	Atlantic	May 14	Oct. 9, 1863	105	8		
Edridge	Benjamin B. Handy	do	May 25	Oct. 17, 1863	115			Bought from Fairhaven 1862.
Keen	do	do	May 9	Aug. 27, 1863	47	15		Withdrawn 1863; lost on Fortune Island February 11, 1864, loaded with salt.
Handy	do	do	May 26	Aug. 17, 1863	45	5		Sold to Plymouth 1863, for mackerel fishing.
Kent	Joseph B. Macy	Atlantic	July —	Sept. —, 1863	Clean			
Nickerson	Daniel C. Cook	Atlantic	Feb. 14	Sept. 30, 1863	15	40		
Ritch	Johnson & Cook	do	May 23	Jan. —, 1864	70			
Cornell	J. E. & G. Bowley	do	May 26	Sept. 15, 1864	252	19		Sent home 80 sperm.
Cook	Stephan Cook	do	Feb. 3	Aug. 7, 1864	200	240	1,000	Sent home 163 sperm; withdrawn 1864.
Burgh	S. H. Soper	do	Mar. 19	Sept. 15, 1864	340	50		
Kilburn	D. Conwell	do	Mar. 2	Aug. 31, 1864	55	25		
Small	C. A. Hoaman	do	May 1	Aug. 18, 1863	120	114		Sent home 42 sperm and 82 whale.
Small	E. & E. K. Cook	do	Nov. 25	Oct. 31, 1864	185	54		Sent home 223 sperm and 70 hump.
Small	D. C. Cook	do	Jan. 14	Aug. 30, 1863	100			
Leach	do	do	Jan. 14	Aug. 30, 1863	100			
Snow	J. E. & G. Bowley	do	Apr. 8	Jan. —, 1865	43	65		



596 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1863.</b>				
<i>Provincetown, Mass.—Continued.</i>				
F. Bunchinia .....	Bark	200	Goodspeed	J. E. & G. Bowley
Montezuma .....	Schooner	92	Curran	Freeman & Hilliard
N. J. Knight .....	do	95	Dyer	D. Conwell
R. E. Cook .....	do	180	Cook	Jesse Cook
Rising Sun .....	do	108	Young	E. S. Smith & Co.
Union .....	do	97	Nickerson	S. Freeman
V. Doane .....	do	99	Smith	H. & S. Cook & Co.
V. H. Hill .....	do	153	Dyer	J. E. & G. Bowley
Walter Irvin .....	do	138	Freeman	Samuel Soper
Watchman .....	do	140	Tilson	Jesse Cook
<i>Boston, Mass.</i>				
Lewis Bruce .....	Brig	135	Kilbarn	Heman Smith
Wm. Martin .....	Schooner	134	Currier	do
<i>Salem, Mass.</i>				
Falcon .....	Brig	159	Holmes	J. C. Osgood
<i>Beverly, Mass.</i>				
Eschol .....	Brig	143	Robertson	F. W. Choate
<i>New London, Conn.</i>				
Astor .....	Schooner	90	Spicer	S. Chapman
Charles Colgate .....	do	256	Rogers	Lawrence & Co.
Franklin .....	do	119	Buddington	Richard H. Chapell
Geo. Henry .....	Bark	303	C. B. Chapell	Williams & Haven
Isabella .....	Brig	192	Parsons	R. H. Chapell
J. D. Thompson .....	Bark	432	Brown	Williams & Barns
<i>Sag Harbor, N. Y.</i>				
J. A. Robb .....	Bark	273	Greene	H. & S. French
Myra .....	Brig	150	Babcock	do
<b>1864.</b>				
<i>New Bedford, Mass.</i>				
A. R. Tucker .....	Bark	218	Jesschar H. Aikin	J. & W. R. Wing
Ansel Gibbs .....	Ship	319	C. B. Kilmner	Jona. Bourne, Jr.
Antelope .....	Bark	340	George E. Tyson	S. Thomas & Co.
Black Eagle .....	do	311	Edwin W. White	do
Cleone .....	do	373	Harvey E. Luce	Edmund Maxfield
C. C. Comstock .....	Schooner	95	Nehemiah West	Nehemiah West
Congress .....	Ship	339	John A. Castino	Edward C. Jones
Coroella .....	Bark	219	Warren Luce	John P. Knowles, 2d
Edward .....	do	474	Charles Worth	Thomas Knowles & Co.
Endeavour .....	do	252	Wilson	Lorenzo Pierce
Fanny .....	do	301	James R. Hantling	Swift & Allen
Florida .....	Ship	330	Thomas E. Fordham	E. C. Jones
Gen. Pike .....	Bark	313	Shadrach R. Titton	William Gifford

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
		Atlantic	May 18	Sept. 15, 1864	Bbls. 35	Lbs. 150		Built at New London; sold 1864 to Charleston.
Goodspeed	J. E. & G. Bowley	do	Apr. 1	Aug. 18, 1863	135			
do	do	do	Jan. 14	July 23, 1863		270	1,000	
Curren	Freeman & Hilliard	do	May 20	Aug. 31, 1863	22	87		
Dyer	D. Conwell	do	Apr. 3	June 10, 1864	100	30		
Cook	Jesse Cook	do	Apr. 3	Sept. 24, 1863	146	20		
Young	E. S. Smith & Co.	do	Dec. 4	Sept. 17, 1865		300		
Nickerson	S. Freeman	do	Jan. 20	July 23, 1864		75	185	
Smith	H. & S. Cook & Co.	do	Apr. 8	Apr. —, 1865	175			
Dyer	J. E. & G. Bowley	do		Aug. 19, 1863	55	240	300	Sent home 100 sperm.
Freeman	Samuel Soper	Atlantic	May 1	Aug. 21, 1864				
Tilton	Jesse Cook							
		Atlantic	Jan. 30					Transferred from Orleans, 1862.
		do	May 27	Aug. 30, 1863	155	5		Transferred from Orleans, 1862.
		do	Nov. 11	June 30, 1864	16	440		
Kilbarn	Hemas Smith							
do	do							
Carrier	do							
		Atlantic	Aug. 31	Sept. 30, 1864	90	20		Sent home 80 sperm.
Holmes	J. C. Osgood							
		Atlantic	Oct. 29	May 13, 1865	17	100		
Robertson	F. W. Choate							
		Cumberland St. Desolat'n Isl'd	June 15	Oct. 25, 1863		151	2,150	Withdrawn 1864.
		Freelisher Strait	May 21	Apr. 9, 1865		1,365		
Spicer	S. Chapman	Hudson Bay	June 21	Sept. 8, 1864		341	5,800	Lost in Hudson's Bay 1863.
Rogers	Lawrence & Co.		Mar. 19			502	7,250	
Huddington	Richard H. Chapell		June 6	Oct. 4, 1864		1,656	23,100	Bought from New Bedford 1863; Mr. Kenworthy, first mate, and boat's crew lost while fast to a whale; sent home 4,493 whale, 41,600 pounds bone.
Chapell	Williams & Haven	North Pacific	May 30	Mar. 10, 1868				
Parsons	R. H. Chapell							
Brews	Williams & Barns							
		South Atlantic	Aug. 3	Apr. 8, 1866	210	165	2,500	Shipped 230 sperm, 470 whale to Liverpool from Port Stanley; sent home 3,100 bone.
Greene	H. & S. French	do	Oct. 5	Apr. 18, 1866		310	1,500	Sent home 70 sperm, 192 whale.
Babcock	do							
		Atlantic	June 6	Nov. 3, 1865	290	241		Sent home 810 sperm, 216 whale, 2,300 bone.
		Hudson's Bay	Mar. 15	Oct. 1, 1865		885	12,900	Lost in Cumberland Inlet 1866; sent home 375 whale, 1,500 pounds bone.
		do	Apr. 30					
Char H. Aikin	J. & W. R. Wing		May 7	Oct. 1, 1865		781	12,400	Sent home 823 sperm, 172 whale, 3,898 bone.
Kilmer	Jona. Bourne, Jr.	Atl. and Pacific	May 24	June 13, 1868	721	55		Bought from Edgartown 1864; formerly of —; sent home 29 sperm; lost at Pernambuco January 19, 1866.
George E. Tyson	S. Thomas & Co.	Atlantic	Dec. 1					Sent home 370 sperm, 1,900 whale, 26,500 bone; stove by ice and abandoned in Anadir Sea May 13, 1867.
Erin W. White	do							Sent home 421 sperm.
Ervey E. Luce	Edmund Maxfield	Atlantic	June 10	Nov. 1, 1865	52			Captured and burned by the Shenandoah 1865; value \$30,000 and oil.
Nemiah West	Nemiah West	North Pacific	Oct. 26	May 15, 1868		266		Sent home 715 whale, 3,600 bone; sold to New York 1868; sold to Boston 1871, and broken up; built at Salem 1803.
John A. Caetano	Edward C. Jones		Sept. 1	Apr. 24, 1869	76	1,040		W. J. Huntington, first mate, died in Arcle July, 1867; sent home 323 sperm, 2,992 whale, and about 57,400 pounds bone.
Erren Luce	John P. Knowles, 2d	Atlantic	July 11	Sept. 20, 1868	159	653	3,730	Sent home 91 sperm, 1,035 whale, 41,950 bone.
Charles Worth	Thomas Knowles & Co.	do	May 17					Captain Tilton died February 25, 1865; captured in Behring Strait in June, 1865, by the Shenandoah, 220 captured whale-men put on board and the vessel bonded; sent home 484 sperm, 720 whale.
Wilson	Lorenzo Pierce							
Jones R. Hunting	Swift & Allen							
Thomas E. Fordham	E. C. Jones							
Adraech R. Tilton	William Gifford							

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1864.</b>				
<i>New Bedford, Mass.—Continued.</i>				
George .....	Bark .....	280	James E. Stanton .....	Gideon Allen & Son .....
Glacier .....	Schooner .....	262	George Taber .....	S. Thomas & Co .....
Herald .....	Shlp .....	363	Benjamin B. Handy .....	I. H. Bartlett & Sons .....
Henry Taber .....	Bark .....	353	David H. Bartlett .....	Henry Taber & Co .....
Illinois .....	Shlp .....	413	Joshua Davis .....	Wood & Nye .....
Isaac Howland .....	do .....	399	Jeremiah Ludlow .....	C. R. Tucker & Co .....
James Arnold .....	do .....	393	Jacob L. Cleveland .....	H. Taber & Co .....
James Maury .....	do .....	395	S. L. Gray .....	C. R. Tucker & Co .....
Java .....	Bark .....	295	Mannet Enos .....	G. & M. Howland .....
Java, 2d .....	do .....	292	Nathan S. Smith .....	Charles Hibel & Son .....
Jireh Perry .....	Shlp .....	435	Benjamin H. Halsey .....	Swift & Perry .....
John Dawson .....	Bark .....	237	James Cottle, jr. ....	J. & W. R. Wing .....
John Howland .....	do .....	377	Alexander Wheelou .....	James H. Howland .....
Kathleen .....	do .....	312	Charles H. Robbins .....	J. & W. R. Wing .....
Lætitia .....	do .....	275	Joseph Stowell .....	do .....
Laogada .....	do .....	341	Charles W. Fisher .....	Jona. Bourne, jr. ....
Leonidas .....	do .....	128	Francis M. Cottle .....	David B. Kempton .....
Loulalana .....	Shlp .....	297	William H. Haskins .....	Thomas Nye, jr. ....
Mary and Susan .....	Bark .....	409	Phillip Howland .....	Thomas Knowles & Co .....
Minerva Smyth .....	Shlp .....	333	Obed Sherman .....	J. H. Bartlett & Sons .....
Minerva .....	Bark .....	291	Edward Penniman .....	Thomas Knowles & Co .....
Milwood .....	do .....	254	James O. Avelino .....	Gid. Allen & Son .....
Morning Star .....	do .....	305	Charles E. Allen .....	S. Thomas & Co .....
Napoleon .....	do .....	360	William C. Fidler .....	Charles Tucker .....
Northern Light .....	Shlp .....	513	Benjamin Clough .....	Jona. Bourne, jr. ....
Oliver Crocker .....	Bark .....	352	John A. Lapham .....	James B. Wood & Co .....
Orray Taft .....	do .....	176	George J. Parker .....	S. Thomas & Co .....
Roselus .....	do .....	300	John M. Honeywell .....	William P. Howland .....
Roman .....	Shlp .....	370	John C. Hamblen .....	E. C. Jones .....
Sophia Thornton .....	do .....	424	Moses G. Tucker .....	John R. Thornton .....
Spartan .....	do .....	333	Leonard B. Brownson .....	David B. Kempton .....
Stella .....	Bark .....	312	Seth M. Blackmer .....	Loun Snow .....
Stephaula .....	do .....	315	James G. Sinclair .....	Jona. Bourne, jr. ....
Sunbeam .....	do .....	366	D. C. Barrett .....	J. & W. R. Wing .....
Thomas Winslow .....	do .....	193	John Grinnell .....	John Hicks .....
Tropic Bird .....	do .....	230	Charles H. Hagar .....	William P. Howland .....
Wm. Thompson .....	Shlp .....	495	F. C. Smith .....	William C. N. Swift .....
Young Phoenix .....	do .....	371	Tristram P. Ripley .....	William Phillips & Son .....
<i>Fairhaven, Mass.</i>				
Alto .....	Bark .....	236	Joseph P. Nye .....	Damon & Judd .....

Table showing returns of whaling vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
E. Stanton	Gilson Allen & Son	Atlantic	June 21	Aug. 25, 1865	132			
Wm. B. Handy	I. H. Bartlett & Co.	Hudson's Bay	June 21	Nov. 13, 1865	1	328	5,500	Built at Fairhaven 1864.
H. Bartlett	Henry Faber & Co.	Atlantic	Apr. 19	Dec. 19, 1864	110			
A. Davis	Wood & Nye	Pacific Ocean	Sept. 3	Dec. 7, 1865	118	230		Sent home 140 whale, 2,800 pounds bone.
John Ludlow	C. R. Tucker & Co.	North Pacific	Oct. 19	July 25, 1869		1,550		Sent home 139 sperm, 2,365 whale, 61,450 pounds bone.
L. Cleveland	H. Taber & Co.	Atlantic	May 28	Nov. 2, 1865	491	10	300	Captured and burned by the Shenandoah in Behring Strait June, 1865.
Gray	C. R. Tucker & Co.	North Pacific	June 1	May 18, 1868	151	694		Sent home 215 sperm.
John Enot	G. & M. Howland	Ind. and Pac.	Aug. 25	Apr. 25, 1869	112	667	5,141	Captain Gray died at Guam March 24, 1865; captured by the Shenandoah in Behring Strait June, 1865; bonded because Captain Gray's widow was on board; sent home 110 sperm, 965 whale, 26,331 bone.
Sam S. Smith	Charles Hitch & Son	North Pacific	Sept. 1	Oct. 13, 1867	1,697	70		Sent home 1,075 whale, 13,500 bone.
Amn H. Halsey	Swift & Perry	North Pacific	July 27	Mar. 30, 1868	81	1,117		Sent home 700 pounds bone.
John Cottle, jr.	J. & W. R. Wing	Atlantic	July 19	Nov. 15, 1866	253			Captain Halsey came home sick 1866; Captain Green came home 1867; sent home 369 sperm, 1,558 whale, 39,370 bone.
Isander Wheldon	James H. Howland	North Pacific	June 25	May 29, 1871	1,860			Sent home 565 sperm.
John H. Robbins	J. & W. R. Wing	Indian Ocean	June 25	May 23, 1867	900	900		Altered from a ship 1864; Captain Wheldon came home sick 1865; sent home 338 sperm, 6,689 whale, 48,472 pounds bone.
John Stowell	do	Pacific Ocean	Aug. 25	June 25, 1868	1,307	30		Sent home 280 sperm, 1,350 bone; Captain Robbins came home sick 1865.
John W. Fisher	Jona. Bourne, jr.	Atlantic	July 25	May 24, 1868	167	1,092	18,821	Sent home 211 sperm.
John M. Cottle	David H. Kempton	Atlantic	May 28	Aug. 18, 1865	21	42		Sent home 88 sperm, 1,727 whale, 37,108 bone.
William H. Haaskins	Thomas Nye, jr.	Indian Ocean	Apr. 25					Altered from a brig 1864; bought from Westport 1864; sent home 153 sperm.
John Howland	Thomas Knowles & Co.	Pacific Ocean	Aug. 30	July 3, 1867	850			Lost in Kotzebue Sound July 9, 1865; oil saved; sent home 117 sperm, 21 whale.
John Sherman	J. H. Bartlett & Sons	Atlantic	Mar. 15	Dec. 6, 1864	272	7		Captain Howland died at sea November 11, 1866; sent home 917 sperm, 91 whale, and 600 bone.
Edward Penulman	Thomas Knowles & Co.	North Pacific	Oct. 12	Apr. 12, 1868	6	1,314	22,671	Returned to whaling 1864.
John O. Avelino	Gid. Allen & Son	Hudson's Bay	Apr. 24	Oct. 25, 1864	100			Fourth mate drowned at New Zealand 1866.
John E. Allen	S. Thomas & Co.	Atlantic	May 14	Oct. 14, 1865		1,170	17,000	Sent home 227 sperm, 2,082 whale, and 39,300 bone.
John C. Fuller	Charles Tucker	Atl. and Pacific	May 31	Sept. 8, 1867	1,300	150	1,400	
John Clough	Jona. Bourne, jr.	North Pacific	Dec. 8	Aug. 5, 1867	1,356	450		Sent home 151 sperm and 800 bone.
John A. Lapham	James H. Wood & Co.	Atlantic	Apr. 19	Apr. 6, 1869	674			Sent home 14,200 bone.
George J. Parker	S. Thomas & Co.	Hudson's Bay	Apr. 9	Oct. 6, 1865		472	7,250	Captain Lapham died at Plover Bay August 29, 1867; sent home 407 sperm, 2,438 whale, and 46,411 bone.
John M. Honeywell	William P. Howland	Atlantic	Mar. 1	Sept. 10, 1864	99	1		Returned on account of illness of Captain Honeywell; sent home 270 sperm.
John C. Hamblen	E. C. Jones	Pacific Ocean	July 14	Apr. 27, 1868	158	1,000	9,060	Sent home 88 sperm and 2,284 whale.
John G. Tucker	John R. Thornton	North Pacific	Dec. 5					Captured and burned by the Shenandoah 1865; value, \$48,000 and catchings.
John B. Brownson	David D. Kempton	Atlantic	Nov. 23	Oct. 29, 1865	241			Bought from Nantucket 1864; sent home 312 sperm.
John M. Blackmer	Lonm Snow	Atlantic	Aug. 10	May 8, 1866	428	223		Sent home 1,280 bone.
John G. Sinclair	Jona. Bourne, jr.	Pacific Ocean	June 22					Albert H. Wright, fourth mate, died July 4, 1866; sent home 21 sperm, 720 whale, and 13,750 bone; put into Sydney in distress and was condemned April, 1868; retained, remained onward, and sailed under English flag.
John Barrett	J. & W. R. Wing	North Pacific	Nov. 2	Apr. 27, 1868	203	669	8,028	Sent home 167 sperm, 806 whale, and 7,400 bone.
John Grinnell	John Hicks	Atlantic	Mar. 15	July 23, 1865	23	308	1,450	Sent home 150 sperm.
John H. Hagar	William P. Howland	Atlantic	Jan. 4	May 21, 1865	83	25		Sent home 200 sperm.
John Smith	William C. N. Swift	North Pacific	June 25					Sent home 316 sperm; captured and burned by the Shenandoah off Cape Thaddeus 1865; value, \$50,000 and catchings.
John M. Ripley	William Phillips & Son	Ind. and Pac.	May 14	Mar. 21, 1866	1,025	465	2,600	Shipped 409 whale to London from Cape Town; sent home 455 sperm, 224 whale, and 4,670 bone.
John P. Nye	Damon & Judd	Atlantic	Nov. 19	Oct. 24, 1866	154			Sent home 14 sperm and 2 whale; sold to New Bedford 1867.

## 600 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1864.</b>				
<i>Fairhaven, Mass.—Continued.</i>				
Oxford .....	Brig	130	John Charry .....	Damon & Judd .....
Tekoa .....	do	140	John R. Taber .....	do .....
William and Henry .....	Ship	261	Charles F. Stotson .....	Isaiah F. Terry .....
<i>Sippican, Mass.</i>				
Admiral Blake .....	Schooner	120	William C. Hathaway .....	A. J. Hadley .....
Emerald .....	do	101	Zenas F. Eldridge .....	do .....
<i>Westport, Mass.</i>				
Elizabeth .....	Bark	270	Hiram Francis .....	Andrew Hicks .....
Gov. Carver .....	do	180	Thomas H. Macy .....	Henry Wilcox .....
Janet .....	do	194	Stephen Flanders .....	do .....
Mattapoisett .....	do	150	Weston M. Tripp .....	Henry Smith .....
Platina .....	do	266	Otis F. Hamblon .....	A. Hicks .....
<i>Edgartown, Mass.</i>				
Almira .....	Ship	372	Osborn .....	Abraham Osborn .....
<i>Nantucket, Mass.</i>				
Rainbow .....	Schooner	80	Zenas M. Coleman .....	J. B. Macy .....
<i>Provincetown, Mass.</i>				
A. H. Brown .....	Schooner	131	Illegible .....	E. & E. K. Cook .....
Alleghany .....	do	95	Rich .....	Daniel C. Cook .....
Alexander .....	do	75	Nickerson .....	Johnson & Cook .....
E. B. Conwell .....	do	132	Marshall .....	David Conwell .....
F. Gerry .....	do	104	Remington .....	A. Small .....
Ellen Ripsh .....	do	100	Smith .....	Stephen Cook & Co .....
Emporium .....	do	80	Dyer .....	D. C. Cook .....
G. W. Lewis .....	do	110	Holmes .....	Taylor .....
Montezuma .....	do	92	Leach .....	Freeman & Hilliard .....
N. J. Knights .....	do	95	Dyer .....	D. Conwell .....
Quickstep .....	do	119	Ryder .....	E. & E. K. Cook .....
Sassacus .....	do	160	Cook .....	do .....
V. Doane .....	do	99	Freeman .....	H. & S. Cook & Co .....
Walter Irvin .....	do	138	Atkins .....	Samuel Soper .....
<i>Boston, Mass.</i>				
S. N. Smith .....	Schooner	150	Martin .....	Heman Smith .....
Wm. Martin .....	do	134	Cook .....	do .....
<i>Mattapoisett, Mass.</i>				
Sarah .....	Bark	179	Ellaba B. Handy .....	J. R. & W. I. Taber .....
<i>New London, Conn.</i>				
Arab .....	Bark	276	Church .....	Richard H. Chappell .....
Cornelia .....	Schooner	197	James T. Skinner .....	S. Hobson & Son .....
Era .....	do	182	Hellows .....	Moses Darrow .....
E. R. Sawyer .....	do	128	Rogers .....	R. H. Chappell .....
Geo. and Mary .....	Bark	165	Charles Jeffrey .....	Williams & Barns .....
Georgiana .....	Brig	190	Keoney .....	Williams & Haven .....
Helen F. .....	Schooner	108	Chapel .....	R. H. Chappell .....
Isabel .....	do	95	King .....	S. Chapman .....
Leader .....	do	81	Newbury .....	Williams & Haven .....
Lydia .....	Bark	331	Turner .....	Lawrence & Co .....

Captain.	Managing owner or agent.
Cherry.....	Damon & Judd.....
R. Taber.....	do.....
Wm F. Stotson.....	Isiah F. Terry.....
Sam C. Hathaway.....	A. J. Hadley.....
W. F. Eldridge.....	do.....
Wm Francis.....	Andrew Hicks.....
Wm H. Macy.....	Henry Wilcox.....
Wm Flanahan.....	do.....
Wm M. Tripp.....	Henry Smith.....
W. F. Hamblen.....	A. Hicks.....
Osborn.....	Abraham Osborn.....
Wm M. Colman.....	J. B. Macy.....
Wm Higgins.....	E. & E. K. Cook.....
Rich.....	Daniel C. Cook.....
Nickerson.....	Johnson & Cook.....
Marshall.....	David Conwell.....
Remington.....	A. Small.....
Smith.....	Stephen Cook & Co.....
Dyer.....	D. C. Cook.....
Holmes.....	Taylor.....
Leach.....	Frogman & Hilliard.....
Dyer.....	D. Conwell.....
Ryder.....	E. & E. K. Cook.....
Cook.....	do.....
Freeman.....	H. & S. Cook & Co.....
Atkins.....	Samuel Soper.....
Martin.....	Heman Smith.....
Cook.....	do.....
Wm B. Handy.....	J. R. & W. L. Taber.....
Church.....	Richard H. Chappell.....
Wm T. Skinner.....	S. Johnson & Son.....
Hollows.....	Moses Darrow.....
Rogers.....	R. H. Chappell.....
Charles Jeffrey.....	Williams & Barns.....
Keeney.....	Williams & Haven.....
Chapell.....	R. H. Cuspell.....
King.....	S. Chapman.....
Newbury.....	Williams & Haven.....
Turner.....	Lawrence & Co.....

## HISTORY OF THE AMERICAN WHALE FISHERY.

601

Sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Hudson's Bay..	May 5	May 31, 1865	Bbls. 30	Bbls. 25	Lbs.	Sailed once and returned April 16, making 1,000 strokes per hour; Captain Cherry was presented with an elegant sextant by the British government, for rescuing the crew of English bark <i>Joana</i> burned at sea; sent home 50 whale and 795 bone.
Atlantic .....	Jan. 23	Sept. 29, 1865	32	38		Sent home 607 whale and 9,350 bone.
North Pacific.	Nov. 23	May 25, 1866	126	994	8,420	
Atlantic .....	Apr. 29	Oct. 19, 1864	155	9		Supposed to have foundered at sea with all on board.
do.....	May 20					
Atlantic .....	Feb. 3	Aug. 9, 1864	62	0		Sent home 250 sperm.
do.....	Aug. 18	Nov. 11, 1864	33			
Atl. and Indian	May 20	Sept. 1, 1867	180			Sent home 325 sperm.
Atlantic .....	June 15	Aug. 14, 1866	109	373	600	Sent home 130 sperm.
do.....	Oct. 3	Aug. 5, 1866	260	23		Sent home 120 sperm and 30 black fish.
do.....	Jan. 20	Mar. 14, 1867	911			Sent home 130 sperm and 734 whale.
North Pacific..	Aug. 8	Oct. 4, 1868		1,310		Sent home 184 sperm, 1,661 whale, and 70,000 bone.
Atlantic .....	May 4	Sept. 12, 1864	80	20		Sold to Dartmouth.
Atlantic .....	Feb. 10	July 9, 1865	120	349	1,350	Sent home 107 sperm.
do.....	Feb. 10	Aug. 29, 1864	85	192		
do.....	Jan. 24	Sept. 28, 1864	60	80		Sailed under Captain Kilburn, who died at Isle of Sal, January 19, 1867; sent home 40 sperm and 180 whale.
do.....	Oct. 10	Aug. 2, 1866	63	25		
do.....	Oct. 4	July 24, 1865	30	32		Sent home 80 sperm.
do.....	Oct. 4	Aug. 13, 1864	63	227	1,300	
do.....	Oct. 17	Aug. 7, 1864	103	140		Added 1864; sent home 66 sperm and 190 whale.
do.....	Feb. 20	July 8, 1865	71	110		
do.....	Jan. 24	Aug. 21, 1864	79	80		Added 1864; sent home 84 sperm.
do.....	Jan. 2	Jan. — 1865	224	198	850	
do.....	Oct. 25	Aug. 23, 1865	162	3		Added 1861; sent home 84 sperm.
do.....	July 12	Sept. 24, 1865	136	110	500	
do.....	Mar. 1	Aug. 9, 1865	136	400		Added 1861; sent home 84 sperm.
do.....	May 4	Aug. 24, 1865	136	400		
Atlantic .....	June 30	Sept. 6, 1865	100	100		Added 1861; sent home 84 sperm.
do.....	Aug. 10	Aug. 12, 1865	80	270	1,100	
Atlantic .....	July 15	Nov. 23, 1864	21	5		
Hurd's Island..	Aug. 4	June 23, 1865	53	1,692		Added 1864; sold to Groton 1866.
Hudson's Bay..	May 9	Oct. 11, 1865		300	4,200	
Cum. Inlet.....	Aug. 31	Sept. 20, 1864				Bought from Boston 1864.
Hurd's Island..	July 14					Traded to the Roman; lost September 17, 1866, on Hurd's Island.
Hudson's Bay..	June 4	Oct. 10, 1865		180	2,800	Bought from Gloucester 1864; formerly of Westport.
Cum. Inlet.....	Apr. 13	Oct. 10, 1865		760	15,250	Added 1864.
Hudson's Bay..	June 30	Sept. 18, 1865		Clean		
do.....	June 8	Oct. 28, 1864		Clean		Do.
Greenland.....	May 28	Sept. 11, 1865		287	5,000	Bought from Fairhaven 1864
Hurd's Island..	Aug. 18	May 17, 1865		1,734		

602 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1864.</b>				
<i>New London, Conn.—Continued.</i>				
Monticello.....	Bark...	356	— Chapell.....	R. H. Chapell.....
Peru.....	do.....	259	— Hempstead.....	Williams & Haven.....
Pioneer.....	do.....	235	Ehenezer Morgan.....	do.....
Roswell King.....	do.....	134	— Church.....	R. H. Chapell.....
S. B. Howes.....	do.....	101	— Spicer.....	Williams & Haven.....
Somerset.....	do.....	211	— Ward.....	Lawrence & Co.....
<i>Sag Harbor, N. Y.</i>				
Balena.....	Bark...	301	— Jennings.....	H. & S. French.....
Concordia.....	do.....	265	— Rogers.....	O. R. Wade.....
Ocean.....	do.....	165	Davis C. Osborn.....	Davis C. Osborn.....
Pacific.....	do.....	314	{ — Pierson.....	{ H. & S. French.....
Union.....	do.....	300	{ — Huntting.....	{ O. R. Wade.....
{ — Hedgos.....				
<b>1865.</b>				
<i>New Bedford, Mass.</i>				
A. R. Tucker.....	Bark...	216	Asa Ginnell.....	J. & W. R. Wing.....
Active.....	do.....	333	O. G. Robinson.....	Loum Snow & Son.....
Adelino.....	Ship...	329	John M. Soule.....	C. R. Tucker & Co.....
Alfred Gibbs.....	do.....	435	Edward E. Jennings.....	Dennis Wood.....
Alpha.....	do.....	345	— Lawson.....	Edward W. Howland.....
Andrews.....	Bark...	303	Tim. C. Packard.....	Jonathan Bourne, Jr.....
Annawan.....	do.....	159	M. C. Fisher.....	Edmund Maxfield.....
Atlautic.....	do.....	367	Benj. F. Wing.....	J. & W. R. Wing.....
Anroth.....	do.....	351	James O. Avelino.....	Swift & Allen.....
Awashonks.....	do.....	342	Ariel Norton.....	J. & W. R. Wing.....
Callao.....	do.....	324	Roswell Brown.....	Henry Taber & Co.....
Cherokee.....	do.....	261	Henry Eldridge.....	William Hathaway, Jr.....
China.....	do.....	370	Charles H. Gifford.....	Wm. Phillips & Son.....
Cleero.....	do.....	252	John H. Pann.....	L. Snow & Son.....
Com. Morris.....	Ship...	355	Jacob A. Howland.....	Swift & Perry.....
Courser.....	Bark...	381	Joseph Hamblen, Jr.....	Charles Tucker.....
Daniel Webster.....	Ship...	336	Benjamin Kelley.....	S. Thomas & Co.....
Daniel Wood.....	Bark...	315	Josiah Richmond.....	James B. Wood & Co.....
Desdemona.....	do.....	295	E. B. Phinney.....	G. & M. Howland.....
Eagle.....	do.....	336	Jas. H. McKenzie.....	Swift & Perry.....
Eliza.....	do.....	366	James M. Witherell.....	J. Bourne, Jr.....
Eugenia.....	do.....	356	John Steel.....	Swift & Allen.....
Falcon.....	do.....	273	Francis Dougherty.....	Thos Knowles & Co.....
Gayhead.....	Ship...	389	William H. Kelley.....	J. B. Wood & Co.....
George.....	Bark...	280	William L. Davis.....	Gideon Allen & Son.....

Table showing returns of whaling-vessels

Captain.	Managing owner or agent.
Chapell	R. H. Chapell
Hempstead	Williams & Haven
Mezer Morgan	do
Church	R. H. Chapell
Spicer	Williams & Haven
Ward	Lawrence & Co.
Jennings	H. & S. French
Rogers	O. R. Wade
C. Osborn	Davis C Osborn
Pierson	H. & S. French
Hunting	O. R. Wade
Hedgoc	O. R. Wade
Germell	J. & W. R. Wing
Robinson	Loum Snow & Son
M. Soule	C. R. Tucker & Co
Edward E. Jennings	Fennis Wood
Lawton	Edward W. Howland
C. Packard	Jonathan Bourne, Jr.
C. Fisher	Edmund Maxfield
J. F. Wing	J. & W. R. Wing
Mes O. Aveline	Swift & Allen
Ed Nerton	J. & W. R. Wing
oswell Brown	Henry Taber & Co.
Henry Eldridge	William Hathaway, Jr.
Charles H. Gifford	Wm. Phillips & Son
John H. Pau	L. Snow & Son
acob A. Howland	Swift & Perry
Joseph Hamblen, Jr.	Charles Tucker
Benjamin Kelley	S. Thomas & Co.
osiah Richmond	Jamca H. Wood & Co.
B. Phinney	G. & M. Howland
as. H. McKenzie	Swift & Perry
ames M. Witherell	J. Bourne, Jr.
ohn Steen	Swift & Allen
Francis Dougherty	Thos Knowles & Co.
William H. Kelley	J. B. Wood & Co.
William L. Davis	Gideon Allen & Son.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Hudson's Bay Pacific Ocean	June 30	Sept. 21, 1865				Added 1864; Charles N. Marsh, third mate, died at Honolulu December 2, 1866; sent home 567 sperm, 1,660 whale, and 19,560 bone.
	May 28	May 8, 1869				
Hudson's Bay	June 4	Sept. 18, 1865		1,391	22,650	Made best voyage on record; sold at \$35,800; cargo worth \$150,000. Sent home 1,100 whale and elephant and 4,000 bone; added 1864.
	Aug. 23	Apr. 30, 1867	11	703	645	
Desol'n Island	Apr. 19	Oct. 5, 1865		199	3,000	Bought from Boston 1864. Bought from Baltimore 1864; lost on Desolation Island August 26, 1864.
	June 4					
Atlantic	May 20	May 25, 1867	350	600	1,400	Bought from New Bedford 1863; sent home 123 sperm, 183 whale, and 3,600 bone.
Hudson's Bay Pacific Ocean	June 3	Oct. 7, 1865		70	900	Bought from Sandwich 1864. Bought from New Bedford 1864; Captain Pierson died at Pernambuco Oct. 1864.
	May 29	Apr. 16, 1866	185	30		
South Atlantic	July 26	Nov. 11, 1864		20		Sent home 275 sperm; withdrawn for freighting 1868.
	Nov. 28	No report				
South Atlantic	Aug. 22	Aug. 10, 1867	300	300		
Atlantic	Dec. 4	Oct. 7, 1868	318	4		Sent home 176 sperm, 200 whale, 1,900 bone. Mr. Taber, first mate, and boat's crew lost while fast to a whale July, 1866; Captain Robinson came home 1868; sent home 129 sperm, 2,092 whale, 35,150 bone.
	Nov. 8	Sept. 6, 1871	132	1,052		
do	Aug. 29	July 26, 1869	320	600		Sent home 164 sperm, 449 whale, 17,335 bone.
Pacific Ocean	June 20	Sept. 7, 1869	670			Sent home 679 sperm, 972 bone.
North Pacific	Dec. 9	Apr. 18, 1868		566	9,790	Bought from Nantucket 1865; sold and broken up 1872; sent home 807 whale.
Hudson's Bay	Apr. 1	Apr. 25, 1866		1,038	16,600	Sent home 814 sperm, 22 whale. Sent home 40 sperm 675 whale, 6,000 bone.
	June 14	July 21, 1867	340			
Atlantic	Oct. 3	Apr. 12, 1868	746	1,047	7,436	Bought from Westport 1865; Captain Aveline came home sick 1868; sent home 360 sperm 2,293 whale, 33,685 bone; sold to Salem 1871.
Indian Ocean	Oct. 3	Apr. 23, 1871	243	1,288		Sent home 358 sperm, 2,040 whale, 24,550 bone.
North Pacific	Nov. 14	Apr. 23, 1871				
do	Oct. 11	June 3, 1870	30	696	10,237	
Atlantic	Nov. 15	Oct. 11, 1870	853	1		Jos. B. Baker, first mate, drowned while fast to a whale March 18, 1866; sent home 592 sperm, 87 whale, 900 bone.
Indian Ocean	Sept. 11	June 10, 1869	900	436	643	Sent home 459 sperm, 400 whale, 4,125 bone; sold to New York 1872.
Atl. & Indian	May 13	Apr. 22, 1868	937	600	3,201	Altered from a ship 1865; sent home 415 sperm, 450 whale, 3,350 bone.
North Pacific	Oct. 17	Sept. 3, 1868	60	280		Sent home 212 sperm, 212 whale, 17,106 bone.
Atlantic	May 10	Dec. 10, 1867	250	70		Bought from Falmouth 1864; sent home 1,810 sperm, 30 whale.
North Pacific	Oct. 17	Sept. 12, 1869	315	120		Sent home 226 sperm, 400 whale, 9,223 bone; towed into Newport dismantled by a gale, homeward bound.
Hudson's Bay	May 20	Nov. 14, 1866		703	11,500	
North Pacific	May 16					Altered from a ship 1865; sent home 304 sperm, 595 whale, 10,500 bone; lost on French Frigate Shoal April 14, 1867.
Indian Ocean	Sept. 5	June 1, 1869	698	20	200	Altered from a ship 1865.
North Pacific	June 7					Sent home 3,100 whale, 40,000 bone; lost on Sea Horse Island (Ochotsk) September 30, 1869, with 1,600 whale, 25,000 bone.
Pacific Ocean	July 1	Apr. 23, 1869	1,005	410	4,776	Sent home 105 sperm.
Atlantic	June 6	Apr. 22, 1869	151	500		Sent home 257 sperm, 1,234 whale, 2,300 bone.
do	Aug. 1	Sept. 16, 1867	250	500		Sent home 1,600 bone.
North Pacific	July 11	Apr. 25, 1870		1,200	17,000	Sent home 648 sperm, 2,879 whale, 44,340 bone.
do	Oct. 24	July 6, 1869	5	492		Sent home 455 sperm, 100 whale, 12,831 bone.



## 604 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1885.</b>				
<i>New Bedford, Mass.—Continued.</i>				
George & Susan .....	Bark .....	356	Samuel F. Davis .....	G. & M. Howland .....
Globe .....	do .....	315	Alex'r A. Trip .....	C. Tucker .....
Herald .....	Ship .....	303	Gillia .....	I. H. Bartlett & Sons .....
Hunter .....	do .....	355	Alden Besae .....	J. Bourne, jr .....
Islander .....	Bark .....	347	Richard Holley .....	David B. Kempton .....
Janea Allen .....	do .....	355	Eben Pierce .....	G. Allen & Son .....
James .....	Ship .....	321	F. C. Smith .....	Swift & Perry .....
John Wells .....	Bark .....	366	Aaron Dean .....	William O. Brownell .....
Lancer .....	Ship .....	395	William J. Macy .....	Joshua Richmond .....
Leonidas .....	Bark .....	124	Eben Cook .....	David B. Kempton .....
Louisa .....	do .....	316	Reuben W. Crapo .....	Swift & Allen .....
Lydia .....	do .....	351	Thos. B. Hathaway .....	Edmund Maxfield .....
Marcella .....	do .....	310	Henry B. Chase .....	Chas. E. Tucker & Co .....
Massachusetts .....	do .....	364	Nathan B. Wilcox .....	Swift & Allen .....
Mars .....	do .....	270	George Gray .....	Gifford & Cummings .....
Mary Frazier .....	do .....	288	William Allen .....	Chas. Tnoker .....
Midas .....	do .....	326	Andrew J. Fuller .....	Wm. O. Brownell .....
Milton .....	Ship .....	284	David R. Drake .....	Henry Taber & Co .....
Minerva Smyth .....	do .....	335	Charles Grant .....	I. H. Bartlett & Sons .....
Milwood .....	Bark .....	254	Obed Sherman .....	G. Allen & Son .....
Nautilus .....	do .....	374	Isaac Allen .....	do .....
Navy .....	do .....	356	George W. Bilvon .....	James B. Wood & Co .....
Norman .....	do .....	338	William Davis .....	Chas. S. Randall .....
Ocean .....	Ship .....	349	Peter E. Childs .....	John R. Thornton .....
Ohio .....	Bark .....	237	Albert D. Barber .....	L. Snow & Son .....
Oceola, 3d .....	do .....	200	James W. Staplewood .....	Jacob B. Hadley .....
Ospray .....	do .....	236	Peter Cornall .....	Swift & Allen .....
Pacific .....	do .....	365	Peter Cartland .....	Swift & Perry .....
Petrel .....	Schooner .....	96	James R. Allen .....	Chas. Thatcher & Co .....
President .....	Bark .....	293	John S. Howland .....	Taber, Read & Co .....
President, 2d .....	do .....	189	Edmond Kelley .....	Edmund Maxfield .....
Rainbow .....	Ship .....	474	Benjamin D. Gifford .....	Wm. Gifford .....
Reindeer .....	do .....	450	Nehemiah Baker .....	Edward W. Howland .....
Robt. Morrison .....	Bark .....	367	George W. Raynor .....	T. Knowles & Co .....
Roscius .....	do .....	300	Charles P. Worth .....	Wm. Penn Howland .....
Roseco .....	do .....	362	Ezra W. Crapo .....	L. Snow & Son .....
Sarah .....	do .....	179	Geo. H. Macomber .....	John P. Knowles, 2d .....
Sea Breeze .....	do .....	473	Aaron C. Baker .....	Jona. Bourne, jr .....
Selne .....	do .....	281	Jas. A. Hamilton .....	J. P. Knowles, 2d .....
Solon .....	Bark .....	129	Abner Smith .....	J. & W. R. Wing .....
Spartan .....	Ship .....	333	John M. Shaw .....	David B. Kempton .....
St. George .....	do .....	408	Daniel W. Gifford .....	Taber, Read & Co .....
Stafford .....	Bark .....	206	George H. Soule .....	J. & W. R. Wing .....
			Chas. B. Barstow .....	

Table showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
uel F. Davis .....	G. & M. Howland .....	Atl. & Indian	June 1	Aug. 2, 1868	Bbls. 639	Dbls. 009	Lbs. 1,322	Altered from a ship 1865; sent home 476 sperm, 437 whale, 2 300 bone.
tr A. Trip .....	C. Tucker .....	Atlantic	June 14	July 29, 1868	300	10	.....	Sent home 490 sperm.
— Gillis .....	L. H. Bartlett & Sons .....	do	Apr. 19	Nov. 12, 1866	115	2	.....	Sailed under Captain Honeywell, who came home sick 1865; sent home 316 sperm.
en Bease .....	J. Bourne, jr .....	do	Aug. 31	Oct. 22, 1867	400	1,400	5,000	Sent home 110 sperm, 145 whale.
ward Holley .....	David B. Kempton .....	North Pacific	Nov. 11	June 12, 1869	270	274	2,200	Bought from Nantucket 1865; sent home 417 sperm, 2,083 whale, 35,715 bone.
n Pierce .....	O. Allen & Son .....	do	Aug. 21	June 7, 1870	70	947	13,132	Sent home 135 sperm, 1,836 whale, 25,480 bone.
t. Smith .....	Swift & Perry .....	do	Dec. 6	June 2, 1871	65	347	.....	George G. Faville, fourth mate, killed by a whale December 27, 1867; Captain Jas. M. Green, whalook Captain Smith's place, died 1870; sent home 731 sperm, 2,161 whale, 6,221 bone.
on Dean .....	William O. Brownell .....	North Pacific	Sept. 20	Aug. 13, 1869	345	1,000	.....	Added 1865; sent home 294 sperm, 2,220 whale, 47,715 bone.
lliam J. Macy .....	Joshua Richmond .....	Atl. & Indian	May 24	Sept. 5, 1868	1,030	1	.....	Sent home 95 sperm, 36 whale.
n Cook .....	David B. Kempton .....	Atlantic	Sept. 21	July 8, 1867	180	270	1,009	Sent home 518 sperm, 36 whale.
uben W. Crapo .....	Swift & Allen .....	do	Nov. 2	Nov. 2, 1868	470	.....	.....	Added 1865; sent home 33 sperm, 504 whale, 16,898 bone.
sa. B. Hathaway .....	Edmund Maxfield .....	North Pacific	Nov. 2	May 1, 1869	.....	766	.....	.....
ary B. Chase .....	Chas. R. Tucker & Co. ....	Atlantic	Apr. 25	Apr. 13, 1867	85	5	.....	.....
han B. Wilcox .....	Swift & Allen .....	North Pacific	Aug. 15	May 10, 1870	39	1,025	16,050	Sent home 153 sperm, 4,056 whale, and about 11,000 bone.
orge Gray .....	Gifford & Cummings .....	do	Aug. 15	May 10, 1870	39	1,025	16,050	Sent home 936 sperm.
illiam Allen .....	Chas. Tucker .....	Pacific Ocean	Oct. 29	Aug. 13, 1868	1,030	62	.....	.....
ndrew J. Fuller .....	Chas. Tucker .....	Atlantic	June 23	Sept. 1, 1865	76	.....	.....	.....
vid R. Drake .....	Wm. O. Brownell .....	North Pacific	Sept. 7	Aug. 1, 1867	350	250	2,000	Sent home 104 sperm, 1,561 whale, 15,016 bone.
Charles Grant .....	Henry Taber & Co. ....	do	Nov. 1	Mar. 24, 1869	38	1,302	10,480	Sent home 1,568 sperm.
ed Sherman .....	I. H. Bartlett & Sons .....	Pacific Ocean	Aug. 15	June 29, 1868	1,330	.....	.....	.....
ac Allen .....	G. Allen & Son .....	Atlantic	Apr. 24	Dec. 10, 1865	140	.....	.....	.....
orge W. Bilvon .....	do .....	Hudson's Bay	Apr. 19	Nov. 7, 1866	37	923	14,500	.....
William Davis .....	James B. Wood & Co. ....	North Pacific	June 13	July 5, 1869	92	1,600	10,000	Sent home 340 sperm, 1,233 whale, 31,974 bone.
ter E. Childs .....	Chas. S. Randall .....	do	Nov. 20	June 12, 1869	107	176	1,585	Altered from a ship 1865; sent home 136 sperm, 1,060 whale, 18,818 bone.
bert D. Barber .....	John R. Thornton .....	do	Oct. 12	May 26, 1871	74	376	1,495	Bought from Nantucket 1865; Captain Childs came home 1867; sent home 457 sperm, 2,200 whale, 41,957 bone.
mes W. Staplewood .....	L. Snow & Son .....	do	Nov. 15	June 23, 1869	387	16	.....	Sent home 25 sperm, 725 whale, 22,112 bone.
ez Cornell .....	Jacob B. Hadley .....	Atlantic	May 10	Apr. 18, 1868	263	.....	.....	Sent home 555 sperm, 588 whale, 9,050 bone.
ter Gard .....	Swift & Allen .....	do	Sept. 4	Aug. 14, 1866	312	2	.....	Sent home 158 sperm, 70 whale.
mes R. Allen .....	Swift & Perry .....	do	May 2	Oct. 27, 1867	175	.....	.....	Sent home 619 sperm, 90 whale, 603 bone.
hn S. Howland .....	Chas. Thatcher & Co. ....	do	June 13	Oct. 13, 1867	300	650	2,000	Sent home 152 sperm, 400 whale, 2,900 bone.
mond Kelley .....	Taber, Read & Co. ....	do	Oct. 22	July 23, 1866	28	138	450	Added 1865.
jamin D. Gifford .....	Edmund Maxfield .....	North Pacific	July 11	Apr. 8, 1869	16	471	.....	Sent home 208 sperm, 1,617 whale, 42,351 bone.
heleh Baker .....	Wm. Gifford .....	Atlantic	Mar. 20	Nov. 13, 1865	100	.....	.....	.....
orge W. Raynor .....	Edward W. Howland .....	North Pacific	Sept. 12	Apr. 20, 1870	01	1,177	13,040	Sent home 262 sperm, 441 whale, 1,000 bone.
Charles P. Worth .....	T. Knowles & Co. ....	do	June 13	Apr. 20, 1869	100	1,013	24,270	Sent home 3, 92 whale, 56,767 bone.
ara W. Crapo .....	Wm. Penn Howland .....	Atl. & Indian	July 6	June 1, 1868	692	378	440	Sent home 65 sperm, 500 bone.
so. H. Maomber .....	L. Snow & Son .....	Atlantic	Apr. 1	Sept. 15, 1866	132	21	.....	Sent home 97 sperm.
aron C. Baker .....	John P. Knowles, 2d .....	North Pacific	July 11	June 10, 1870	1,450	2	.....	Sent home 554 sperm, 1,128 whale, 1,550 bone.
sa. A. Hamilton .....	Jona. Bourne, jr .....	Atlantic	May 1	July 29, 1867	180	.....	.....	Bought from Mattapoisett 1865; sent home 192 sperm.
bnier Smith .....	J. P. Knowles, 2d .....	North Pacific	Oct. 18	Apr. 11, 1871	.....	1,340	17,531	Abram Caffer, first mate, and Stillman Smith, fourth mate, died 1866; Captain Hamilton's term of shipment expired 1868, and Captain Chas Fisher took his place; sent home 5,658 sperm, 54,803 bone.
ohn M. Shaw .....	J. & W. R. Wing .....	do	Nov. 2	May 7, 1870	209	30	.....	Sent home 280 whale, 1,165 bone.
daniel W. Gifford .....	David B. Kempton .....	Atlantic	July 18	.....	.....	.....	.....	Took on voyage 210 sperm, 50 whale; wrecked and condemned at Barbadoes June 1866.
orge H. Soule .....	Taber, Read & Co. ....	South Atlantic	Dec. 12	July 27, 1868	287	.....	.....	Sailed once and returned with captain sick; sent home 366 sperm, 100 whale, 400 bone.
ha. B. Barstow .....	J. & W. R. Wing .....	North Pacific	Oct. 29	Sept. 10, 1869	430	270	3,200	Formerly in South American trade; added 1865; sent home 148 sperm, 2,046 whale, 34,322 bone.
		Atlantic	Nov. 20	Oct. 18, 1867	240	.....	.....	Sent home 175 sperm, 48 whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1865.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Swallow.....	Ship	431	William Weeks.....	William Watkins.....
Tamerlane.....	Bark	357	Joshua B. Winslow...	T. Knowles & Co.....
Thomas Dickason.....	Ship	454	Nathaniel Jernogan...	G. & M. Howland.....
Thomas Winslow.....	Bark	136	John Grinnell.....	John Hicks.....
Three Brothers.....	Ship	384	Jacob Taber.....	C. R. Tucker & Co.....
Trident.....	Bark	449	Jotur R. Rose.....	Swift & Perry.....
Triton.....	do	300	John W. Cornell.....	J. & W. R. Wing.....
Tropio Bird.....	do	220	Lemuel P. Adams.....	W. P. Howland.....
Union.....	do	124	Ahner Smith.....	J. P. Knowles, 2d.....
Vigilant.....	do	282	William Childs.....	W. Watkins.....
Washington.....	do	344	Silas G. Baker.....	J. Bourne, Jr.....
Wave.....	do	107	Elisha B. Handy.....	T. Knowles & Co.....
Willis.....	do	164	Bradford C. Briggs.....	Andrew H. Potter.....
<i>Fairhaven, Mass.</i>				
General Scott.....	Ship	333	William Washburn...	Tripp & Terry.....
Oxford.....	Brig	130	Nathan Briggs.....	Damon & Judd.....
President.....	Schooner	60	S. B. Bourne.....	F. R. Whitwell, Jr.....
Tekoa.....	Brig	143	Jos. D. Benjamin.....	Damon & Judd.....
<i>Dartmouth, Mass.</i>				
Matilda Sears.....	Bark	303	William D. Gifford...	William Potter, 2d.....
<i>Sippican, Mass.</i>				
Admiral Blako.....	Schooner	126	{ Wm. C. Hathaway... }	A. J. Hadley.....
Herald.....	Brig	178	{ Arthur H. Hammond }	Henry M. Allen.....
			John A. Kelley.....	
<i>Westport, Mass.</i>				
Elizabeth.....	Bark	270	Hiram Francis.....	Andrew Hicks.....
Greyhound.....	do	249	John E. Barker.....	Henry Wilcox.....
Mormald.....	do	330	John Horan.....	Andrew Hicks.....
Sea Fox.....	do	246	David E. Allen.....	do.....
<i>Edgartown, Mass.</i>				
Champion.....	Ship	400	— Worth.....	Grafton N. Collins.....
<i>Nantucket, Mass.</i>				
E. H. Adams.....	Schooner	107	Zenas M. Coleman...	Freeman E. Adams.....
R. L. Baratow.....	Bark	182	Charles W. Hussey...	Jos. B. Macy.....
<i>Provincetown, Mass.</i>				
A. H. Brown.....	Schooner	131	— Dyer.....	E. & E. K. Cook.....
Allegany.....	do	95	— Carlow.....	Daniel C. Cook.....
Alexander.....	do	75	— Cornell.....	Johnson & Cook.....
Antarctic.....	do	136	{ Hill..... }	J. E. & G. Bowley.....
Arizona.....	do	115	{ Cook..... }	Stephen Cook.....
C. H. Cook.....	do	149	do.....	do.....
E. H. Hatfield.....	do	125	Rich.....	E. & E. K. Cook.....
Ellen Rizpah.....	do	100	— Smith.....	Stephen Cook & Co.....
Emporium.....	do	80	— Chandler.....	Daniel C. Cook.....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
William Weeks.....	William Watkins.....	Indian Ocean..	Sept. 9	Oct. 19, 1868	1,632	1	232	Charles F. Brown, second mate, drowned while fast to a whale December 25, 1865.
John B. Winslow.....	T. Knowles & Co.....	North Pacific..	Aug. 23	May 30, 1869	116	1,448	3,892	Sent home 341 sperm, 90 whale, 9,575 bone.
Samuel Jernegan.....	G. & M. Howland.....	do	Oct. 21	July 15, 1869	270	1,150	3,000	Sent home 442 sperm, 1,018 whale, 39,093 bone.
John Grinnell.....	John Hicks.....	Atlantic.....	Oct. 25	Apr. 23, 1867	40	910	500	Sent home 133 sperm, 37 whale, 450 bone.
John Taber.....	C. R. Tucker & Co.....	North Pacific..	Sept. 22	Aug. 9, 1869	100	1,200	20,000	Bought from Nantucket 1865; sent home 280 sperm, 2,316 whale, 49,911 bone.
John R. Rose.....	Swift & Perry.....	do	Nov. 16	June 10, 1871			2,000	Altered from a ship 1865; sent home 81 sperm, 4,074 whale, 36,789 bone.
John W. Cornell.....	J. & W. R. Wing.....	Atlantic.....	June 12	May 31, 1868	139			Sent home 153 sperm.
John P. Adams.....	W. P. Howland.....	do	June 21	Nov. 11, 1860	255			Sailed again in August under Captain John Dimmick and was lost off Western Islanda September 27, 1865.
John Smith.....	J. P. Knowles, 2d.....	do	May 12	July 14, 1865	59	13		Sent home 250 sperm.
William Childs.....	W. Watkins.....	North Pacific..	May 4	Oct. 13, 1837	175	275	1,400	Sent home 245 sperm, 1,500 whale, 21,619 bone; condemned at San Francisco August, 1878.
John G. Baker.....	J. Bourne, Jr.....	do	Aug. 12					Sent home 115 sperm.
John B. Handy.....	T. Knowles & Co.....	Atlantic.....	May 18	Oct. 22, 1853	465	3		Bought from Mattapoisett 1865; badly strained by cutting in in rough weather; condemned at Fayal 1866; sent home 408 sperm, 150 whale, 800 bone.
John C. Briggs.....	Andrew H. Potter.....	do	Aug. 15					Sent home 75 sperm, 915 whale, 37,577 bone.
William Washburn.....	Tripp & Terry.....	North Pacific..	Oct. 18	Oct. 5, 1869	239	1,480		Bought from New Bedford 1865; formerly a coaster; no report.
John Briggs.....	Damon & Judd.....	Atlantic.....	June 20	Dec. 4, 1865		240	5,500	
John Bourne.....	F. R. Whitwell, Jr.....	do	Nov. 6					
John D. Benjamin.....	Damen & Judd.....	do	Nov. 15	Sept. 29, 1866	176	96		
William D. Gifford.....	William Potter, 2d.....	Pacific Ocean..	May 15	Apr. 8, 1869	365	72		Sent home 1,103 sperm, 42 whale, 8,000 bone.
John C. Hathaway.....	A. J. Hadley.....	Atlantic.....	May 2	Aug. 21, 1865	285	2		Added 1865 from the merchant service.
John H. Hammond.....	Henry M. Allen.....	do	Dec. 28	Nov. 4, 1866	130	150		
John A. Kelley.....		do	Oct. 24	Aug. 9, 1866	237	277		
John Francis.....	Andrew Hicks.....	Atl. & Indian	Mar. 13	Nov. 4, 1865	260	3		Sent home 50 sperm.
John E. Barker.....	Henry Wilcox.....	do	May 24	Oct. 26, 1867	400	160		Mr. Perry, second mate, drowned while fast to a whale November, 1866.
John Horan.....	Andrew Hicks.....	do	Aug. 28					Sent home 65 sperm.
John E. Allen.....	do	Indian Ocean..	May 24	May 2, 1867	980			
John Worth.....	Grafton N. Collins.....	North Pacific..	Aug. 8	May 12, 1869	38	1,084	9,080	Sent home 41 sperm, 1,412 whale, 13,627 bone.
John M. Coleman.....	Freeman E. Adams.....	Atlantic.....	Apr. 18	Sept. 30, 1865	230			
John W. Hussey.....	Jos. B. Macy.....	do	Nov. 19	Sept. 20, 1868	400	400		
John Dyer.....	E. & E. K. Cook.....	do	Oct. 8	— 1866				No report.
John Carlow.....	Daniel C. Cook.....	do	Feb. 1	Aug. 3, 1865	110	150		Sailed again December 2; arrived September 5, 1866; 25 sperm.
John Cornell.....	Johnson & Cook.....	do	Feb. 16	Aug. 27, 1865	46	110	450	
John Hill.....	J. E. & G. Bowley.....	do	May 23	Aug. 21, 1865	240	48		Sent home 145 sperm, 95 whale.
John Cook.....	Stephen Cook.....	do	Sept. 20	July 24, 1867	25	40		Sailed again December 17, and July 30, 1867; 80 sperm.
John Rich.....	E. & E. K. Cook.....	do	Jan. 18	Aug. 27, 1865	102	33	100	Added 1865; sent home 260 sperm.
John Smith.....	Stephen Cook & Co.....	do	May 30	Aug. 25, 1865	240	102	493	Sailed again December 2, arrived October 24, 1866; 85 sperm.
John Candler.....	Daniel C. Cook.....	do	Feb. 1	Aug. 31, 1865	160	186	600	
		do	Jan. 12	July 15, 1865	39	102	600	
		do	Jan. 30	Aug. 3, 1865	102	98	450	

## 608 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1865.</b>				
<i>Provincetown, Mass.—Continued.</i>				
Estella .....	Schooner	94	— Snow .....	J. E. & G. Bowley .....
Mary Curren .....	do	146	— Curren .....	Freeman & Hilliard .....
M. E. Simmonds .....	do	160	— Taylor .....	E. & E. K. Cook .....
Montezuma .....	do	92	— Leach .....	Freeman & Hilliard .....
M. J. Knights .....	do	96	— Dyer .....	David Cowwell .....
Quickstep .....	do	119	— Thompson .....	E. & E. K. Cook .....
Rising Sun .....	do	108	{ — Young .....	E. S. Smith & Co. ....
Sassaens .....	do	160	{ — Clark .....	E. & E. K. Cook .....
S. H. Soper .....	do	130	— Ryder .....	Samuel Cook .....
T. R. Hinglett .....	do	130	.....	.....
V. Doane .....	Schooner	99	— Dyer .....	H. & S. Cook & Co. ....
V. H. Hill .....	do	135	— Small .....	J. E. & G. Bowley .....
Walter Irvin .....	do	138	— Atkins .....	Samuel Soper .....
Watchman .....	do	140	— Tillson .....	Jesse Cook .....
<i>Boston, Mass.</i>				
Louisa A .....	Schooner	122	— Freeman .....	Heman Smith .....
S. E. Lewis .....	do	140	{ — Farwell .....	do .....
S. N. Smith .....	do	150	{ — Caton .....	do .....
Wm. Martin .....	do	134	— Senter .....	do .....
<i>Salem, Mass.</i>				
Falcon .....	Brig	159	— Holmes .....	John C. Osgood .....
Para .....	Schooner	135	— Hussey .....	do .....
<i>Beverly, Mass.</i>				
Eschol .....	Brig	143	— Bngbee .....	F. W. Choate .....
Thrivor .....	Schooner	95	— Wood .....	do .....
<i>New London, Conn.</i>				
Arab .....	Bark	276	— Church .....	Richard H. Chappell .....
Cornelia .....	Schooner	250	— James Carbury .....	do .....
Chas. Colgate .....	do	188	— Turner .....	Lawrence & Co. ....
Era .....	do	119	— Bellows .....	Moses Darrow .....
Franklin .....	do	141	— Badlington .....	R. H. Chappell .....
Golden West .....	do	141	— Simeon Church .....	Lawrence & Co. ....
Isabella .....	Brig	192	— Chappell .....	R. H. Chappell .....
Monticello .....	Bark	356	— Comstock .....	do .....
S. B. Howes .....	Schooner	101	— Spicer .....	Williams & Haven .....
<i>Sag Harbor, N. Y.</i>				
Odd Follow .....	Bark	239	— Weld .....	O. R. Wade .....
Pacific .....	do	314	— French .....	J. & S. French .....
<i>San Francisco, Cal.</i>				
C. E. Forte .....	Schooner	.....	— Hazard .....	.....
<b>1866.</b>				
<i>New Bedford, Mass.</i>				
Abm. Barker .....	Bark	380	— Andrew T. Potter .....	J. & W. R. Wing .....
Adeline Gibbs .....	do	327	— Elisha Babcock .....	Jona. Bonrne, Jr. ....
Andrews .....	do	277	— James H. Huxford .....	do .....
Ansel Gibbs .....	do	303	— C. B. Kilmer .....	do .....
Armadillo .....	Schooner	82	— Charles H. Hager .....	D. R. Greene & Co. ....

Table showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					Bbls.	Bbls.	Lbs.	
— Snow .....	J. E. & G. Bowley .....	Atlantic .....	Jan. 25	Aug. 25, 1865	90	171	650	Added 1865; sent home 507 sperm.
— Curran .....	Freeman & Hilliard .....	do .....	Feb. 20	May 21, 1866	51	347	.....	Added 1865; sent home 280 sperm.
— Taylor .....	E. & E. K. Cook .....	do .....	Feb. 10	July 17, 1866	240	90	.....	
— Leach .....	Freeman & Hilliard .....	do .....	Feb. 8	Aug. 14, 1866	180	75	100	Sailed again December 23.
— Dyer .....	David Conwell .....	do .....	Jan. 25	Aug. 14, 1865	80	275	.....	
— Thompson .....	E. & E. K. Cook .....	do .....	Oct. 31	Sept. 18, 1866	129	155	600	
— Young .....	E. S. Smith & Co. ....	do .....	Jan. 5	Aug. 11, 1865	40	240	.....	Sent home 60 sperm, 175 humpback.
— Clark .....	E. & E. K. Cook .....	do .....	Oct. 4	Aug. 10, 1866	130	45	.....	Sent home 64 sperm.
— Ryder .....	E. & E. K. Cook .....	do .....	Dec. 10	Aug. 21, 1867	318	35	.....	Added 1865; withdrawn same year; no report.
.....	Samuel Cook .....	.....	May 4	Aug. 28, 1860	.....	.....	.....	
— Dyer .....	H. & S. Cook & Co. ....	Atlantic .....	Jan. 24	Aug. 9, 1865	130	109	500	
— Small .....	J. E. & G. Bowley .....	do .....	May 26	Aug. 10, 1866	160	90	.....	Sent home 35 sperm, 60 whale.
— Atkins .....	Samuel Super .....	do .....	Dec. 13	Sept. 19, 1866	130	12	.....	
— Tillson .....	Jeese Cook .....	do .....	Jan. 24	Aug. 26, 1865	151	112	450	
— Freeman .....	Homan Smith .....	Atlantic .....	July 17	Sept. 8, 1867	220	.....	.....	Added 1865; sent home 112 sperm, 175 whale.
— Farwell .....	do .....	do .....	Jan. 27	Aug. 3, 1865	120	100	.....	Sent home 131 sperm; brought in also 40 pounds of ambergris.
— Caton .....	do .....	do .....	Oct. 2	June 9, 1867	70	.....	.....	
— Senter .....	do .....	do .....	Nov. 23	Sept. 2, 1867	240	.....	.....	
.....	do .....	do .....	Dec. 21	Sept. 12, 1866	203	18	.....	
— Holmes .....	John C. Osgood .....	Atlantic .....	Jan. 11	Oct. 5, 1866	127	31	.....	Sent home 288 sperm, 105 hump, 470 bone.
— Hussey .....	do .....	do .....	Oct. 3	Oct. 20, 1867	140	.....	.....	Added 1865; sent home 200 humpback.
— Ghee .....	F. W. Choate .....	Atlantic .....	July 15	Sept. 4, 1866	168	21	.....	Sent home 149 sperm.
— Wood .....	do .....	do .....	June 20	Oct. 5, 1865	45	.....	.....	Sailed again; Wood, captain, November 15 and August 15, 1866; 131 sperm, 103 whale.
— Church .....	Richard H. Chappell .....	Hurd's Island .....	Aug. 9	June 6, 1866	35	2,061	3,900	Sold to New Bedford 1867.
— James Carbury .....	Lawrence & Co. ....	Hurd's Island .....	June 5	May 28, 1867	.....	1,100	.....	No report.
— Turner .....	Lawrence & Co. ....	Greenland .....	May 17	Nov. 9, 1866	230	2,900	.....	Sent home 250 elephant; added 1864.
— Bellows .....	Moses Darow .....	Hudson's Bay .....	Apr. 25	Sept. 17, 1866	541	8,900	.....	
— Burdington .....	R. H. Chappell .....	Desolation Isld. ....	Nov. 30	May 25, 1868	651	500	.....	Bought from Baltimore 1865; sent home 1,400 elephant.
— Meon Church .....	Lawrence & Co. ....	Bath's Bay .....	Mar. 7	Nov. 9, 1866	.....	541	10,500	Sent home 50 sperm, 2,411 whale; shipped 8,300 bone to Bremen; lost in the Arctic 1871.
— Chappell .....	R. H. Chappell .....	North Pacific .....	Nov. 18	.....	.....	.....	.....	
— Comstock .....	do .....	Labrador .....	Oct. 26	Oct. 9, 1867	.....	300	6,000	
— Spicer .....	Williams & Haven .....	Atlantic .....	July 7	June 13, 1868	315	.....	.....	James M. Ward, first mate, died at Fayal, September 1, 1867; sent home 70 sperm, 457 whale, 2,700 bone; sold to New London 1869.
— Weld .....	O. E. Wade .....	Pacific Ocean .....	Aug. 14	.....	.....	.....	.....	Lost at Behring's Island July 30, 1866; third mate and five men arrived at Hakodadi, after being two months in an open boat.
— French .....	J. & S. French .....	Coast Cal .....	Apr. 18, 1866	.....	.....	1,000	.....	
— Hazard .....	.....	Pacific Ocean .....	June 19	May 24, 1870	1,852	57	.....	Bought from New York 1865; sent home 1,021 sperm, 913 bone.
— Andrew T. Potter .....	J. & W. R. Wing .....	Indian Ocean .....	July 10	May 12, 1870	1,413	685	.....	Sent home 150 sperm, 2 whale, 4,000 bone.
— Elisha Babcock .....	Jona. Bourne, Jr. ....	Atlantic .....	Oct. 17	May 2, 1867	90	5	.....	
— James H. Huxford .....	do .....	Hudson's Bay .....	May 1	Oct. 9, 1867	.....	320	6,000	Added 1866; lost at St. Enstatia March 25, 1867.
— C. H. Kilmer .....	do .....	Atlantic .....	July 18	.....	.....	.....	.....	
— Charles H. Hager .....	D. R. Greene & Co. ....	.....	.....	.....	.....	.....	.....	

## 610 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1866.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Barth Gosnold	Ship	365	Charles Nichols	Charles R. Tucker & Co
E. Cummings	Bark	303	Charles Halsey	Taber, Gordon & Co
Benj. Franklin	do	122	Samuel T. Braley	Edmund Maxfield
Black Eagle	do	929	Edwin W. White	S. Thomas & Co
Brewster	do	170	Isaachar Atkin	J. & W. R. Wing
California	Ship	307	Daniel B. Wood	G. R. Tucker & Co
Canton	do	239	Joshua G. Lapham	do
Charlie	Bark	189	John G. Morrison	Edward C. Jones
Contest	Ship	341	James Coon	Swift & Perry
Corinthian	do	390	Valentine Lewis	G. & M. Howland
Cornelia	Bark	293	Ephraim Poole	John P. Knowles, 2d
Draco	do	256	do Braley	J. Bourne, Jr
E. Corniug	do	245	George Taber	Swift & Perry
Ellen Morrison	do	150	Presbury A. Luce	Thomas Knowles & Co
Emma C. Jones	Ship	307	Ezra Gifford	E. C. Jones
Gazelle	do	273	David R. Gifford	do
Geo. Howland	do	301	James H. Knowles	G. & M. Howland
Glacier	Schooner	177	Edwin A. Potter	S. Thomas & Co
Greyhound	Bark	215	L. W. H. Gifford	Charles Tucker
Hamilton	do	137	Edwin R. Osgood	Zenas L. Adams
Helen Mar	do	35e	— Herendeen	Swift & Allen
Henry Taber	do	390	Frederick S. Howland	Taber, Gordon & Co
Hercules	do	511	Isaac G. Howland	Swift & Perry
Hibernia	Ship	236	Jeremiah Ludlow	C. K. Tucker & Co
James Arnold	do	346	Thomas Sullivan	Taber, Gordon & Co
John Carver	Bark	319	Henry F. Worth	T. Knowles & Co
Laeonia	do	158	Charles W. Parker	John P. Knowles, 2d
Marengo	Ship	478	Joseph C. Little	William O. Brownell
Minerva Smyth	do	310	Timothy Howland	I. H. Bartlett & Sons
Morning Star	Bark	238	Charles E. Allen	S. Thomas & Co
Niger	Ship	412	Jacob L. Cleveland	William Hathaway, Jr
Ohio	do	363	Lewis H. Lawrence	Edward W. Howland
Oriole	Bark	280	Henry S. Hayes	E. C. Jones
Orray Taft	do	134	George J. Parker	S. Thomas & Co
Osceola, 2d	do	150	John M. Shaw	J. & W. R. Wing
Osceola, 3d	do	140	Martin Malloy	Jacob H. Hadley
Osmani	do	292	Moses K. Fish	Charles S. Randall
Petrel	do	257	Francis S. Worth	T. Knowles & Co
Petrel	Schooner	50	John A. Honeywell	Charles Thatcher & Co
Pioneer	Bark	228	— Hoxie	James D. Thompson
President, 2d	do	123	Benjamin Gifford	Edmund Maxfield

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
						Bbls.	Bbls.	Lbs.
Isaac Nichols.....	Charles R. Tucker & Co.	Pacific Ocean	June 10	July 8, 1870	1,150	47	.....	Sent home 710 sperm.
Isaac Halsey.....	Taber, Gordon & Co.	North Pacific	Sept. 27	Apr. 30, 1871	1,100	15,000	.....	Bought from Dartmouth, 1866; sent home 45 sperm, 1,200 whale, 15,240 bone.
Isaac T. Braley.....	Edmund Maxfield.....	Atlantic	May 8	.....	.....	.....	.....	Second mate, Richard Flinders, died 1868; sent home 120 sperm; lost near Zanzibar Sept. 8, 1867.
Isaac W. White.....	S. Thomas & Co.	Hudson's Bay	Apr. 20	Sept. 24, 1867	75	200	3,000	.....
Isaac M. Alkin.....	J. & W. R. Wing.....	Atlantic	May 1	.....	.....	.....	.....	Sent home 371 sperm, 2,065 whale, 37,285 bone.
Isaac H. Wood.....	C. R. Tucker & Co.	North Pacific	Aug. 1	Apr. 22, 1871	50	1,352	15,000	.....
Isaac G. Lapham.....	do	Indian Ocean	Oct. 2	July 9, 1870	1,329	.....	.....	Sent home 70 sperm.
Isaac G. Morrison.....	Edward C. Jones.....	do	July 12	Aug. 10, 1870	1,000	.....	.....	Sold to Edgartown 1871; sent home 30 sperm.
Isaac Coon.....	Swift & Perry.....	Pacific Ocean	May 15	Oct. 11, 1868	463	7	.....	Built at Mattapoisett 1861; sent home 285 sperm.
Isaac Lewis.....	G. & M. Howland.....	North Pacific	Nov. 6	.....	.....	.....	.....	Lost on Blossom Shoals August 30, 1868, with 1,100 whale, 20,000 bone; sent home 763 whale, 10,696 bone.
Isaac Poole.....	John P. Knowles, 2d.....	Atlantic	May 1	Sept. 9, 1868	152	.....	201	Sent home 283 sperm, 236 whale.
Isaac Braley.....	J. Bourne, Jr.....	do	Apr. 7	July 15, 1868	496	.....	.....	.....
Isaac Taber.....	Swift & Perry.....	Indian Ocean	July 10	Mar. 12, 1869	560	300	4,250	Sent home 280 sperm, 625 whale, 1,000 bone.
Isaac A. Luce.....	Thomas Knowles & Co.	Pacific Ocean	Oct. 3	June 15, 1870	173	.....	.....	Bought from New Haven 1866; built at Baltimore 1850; sent home 400 sperm.
Isaac Gifford.....	E. C. Jones.....	do	June 9	May 23, 1870	1,501	.....	.....	E. J. Howland, first mate, killed by a whale August 6, 1868; sent home 277 sperm.
Isaac R. Gifford.....	do	Indian Ocean	Aug. 15	Apr. 20, 1870	1,285	3	.....	Sent home 315 sperm.
Isaac H. Knowles.....	G. & M. Howland.....	North Pacific	Aug. 7	May 2, 1870	70	1,105	14,852	Sent home 4 sperm, 2,647 whale, 35,561 bone.
Isaac A. Potter.....	S. Thomas & Co.	Hudson's Bay	Apr. 10	Oct. 6, 1867	20	300	.....	.....
Isaac W. H. Gifford.....	Charles Tucker.....	Pacific Ocean	Oct. 27	July 5, 1871	514	4	.....	Bought from New York 1866; built at Kingston, Mass., 1850; sold to New York 1872; sent home 540 sperm.
Isaac R. Osgood.....	Zenas L. Adams.....	do	June 5	.....	.....	.....	.....	Added 1866; Captain Osgood came home sick 1867; sent home 440 sperm; condemned at _____, 1869; rebitted and renamed Maggie Hill.
Isaac Herendeen.....	Swift & Allen.....	North Pacific	Apr. 18	May 12, 1870	63	11,050	.....	Bought from Boston 1865; sent home 200 sperm; 2,235 whale.
Isaac S. Howland.....	Taber, Gordon & Co.	Atlantic	June 15	June 11, 1868	131	.....	.....	Sent home 410 sperm, 2,083 whale, 5,785 bone.
Isaac G. Howland.....	Swift & Perry.....	North Pacific	July 17	Apr. 30, 1871	1,593	.....	.....	Sent home 261 sperm, 3,100 bone.
Isaac Ludlow.....	C. R. Tucker & Co.	do	May 3	.....	.....	.....	.....	Bought from New York 1866; stove by lee and lost in Arctic, 1870; had sent home 790 sperm; 3,800 whale, 35,000 bone; had on board 500 whale and 5,000 bone.
Isaac Sullivan.....	Taber, Gordon & Co.	Pacific Ocean	May 29	Aug. 11, 1869	1,350	.....	.....	Sent home 1,620 sperm.
Isaac F. Worth.....	T. Knowles & Co.	North Pacific	Nov. 13	June 10, 1870	787	13,870	.....	Bought from New York 1866; Captain Worth came home sick 1869; sent home 60 sperm, 750 whale, 9,100 bone.
Isaac W. Parker.....	John P. Knowles, 2d.....	Atlantic	June 2	Sept. 20, 1868	102	.....	.....	Bought from Boston 1866; sent home 305 sperm.
Isaac C. Little.....	William O. Brownell.....	North Pacific	Oct. 17	Apr. 23, 1871	191	1,020	.....	Sent home 222 sperm, 1,270 whale, 31,248 bone.
Isaac H. Howland.....	I. H. Bartlett & Sons.....	Atl. and Ind.	June 19	May 22, 1870	700	338	2,633	Sent home 1,075 sperm, 1,560 whale; broken up 1870.
Isaac E. Allen.....	S. Thomas & Co.	Hudson's Bay	Apr. 18	Oct. 31, 1867	.....	650	12,000	.....
Isaac L. Cleveland.....	William Hathaway, Jr.....	North Pacific	May 29	June 2, 1870	866	533	1,362	Sent home 513 sperm, 265 whale, 4,395 bone.
Isaac H. Lawrence.....	Edward W. Howland.....	do	Aug. 7	May 24, 1871	130	1,510	16,700	.....
Isaac S. Hayes.....	E. C. Jones.....	do	June 26	Apr. 27, 1870	.....	1,188	14,361	Sent home 176 sperm; 1,819 whale, 29,717 bone.
Isaac J. Parker.....	S. Thomas & Co.	Hudson's Bay	May 8	Oct. 25, 1867	.....	225	3,000	.....
Isaac M. Shaw.....	J. & W. R. Wing.....	Pacific Ocean	Oct. 31	May 12, 1870	605	34	.....	Captain Shaw came home sick 1869; sent home some oil and bone.
Isaac H. Malloy.....	Jacob H. Hadley.....	Atlantic	Sept. 17	Oct. 4, 1868	132	.....	.....	Sent home 982 sperm, 35 whale.
Isaac K. Fish.....	Charles S. Randall.....	do	May 29	Sept. 7, 1868	525	336	.....	Bought from Boston 1866; sent home 255 sperm.
Isaac S. Worth.....	T. Knowles & Co.	Pacific Ocean	Nov. 5	Oct. 16, 1870	29	2	.....	Returned to whaling 1866; sent home 700 sperm.
Isaac J. Honeywell.....	Charles Thatcher & Co.	Atlantic	Aug. 7	Nov. 16, 1866	133	9	.....	Gone three months and nine days; value of cargo about \$11,000.
Isaac Hoxie.....	James D. Thompson.....	Hudson's Bay	Apr. 19	Sept. 12, 1867	.....	500	8,000	.....
Isaac Benjamin Gifford.....	Edmund Maxfield.....	Atlantic	Apr. 10	Apr. 15, 1867	65	4	.....	Sent home 353 sperm.



## 612 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1866.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Progress .....	Bark ..	358	James Dowden .....	W. O. Brownell .....
Roscius .....	do ..	302	Ezra W. Crapo .....	William Penn Howland ..
Rousseau .....	do ..	203	James Hyland .....	H. & M. Howland .....
Sam'l and Thomas .....	do ..	132	Samuel H. Cromwell ..	David H. Rempton .....
Sappho .....	do ..	261	James T. Handy .....	Otis Sealbury .....
Sea Ranger .....	do ..	273	William Lewis .....	I. H. Bartlett & Sons ..
Stamboul .....	do ..	260	Reuben Kelley .....	Charles Hitch & Son ..
Stella .....	do ..	270	Ebenezer F. Nye .....	Loum Snow & Son .....
Xantho .....	do ..	325	John A. Beebe .....	J. & W. R. Wing .....
<i>Fairhaven, Mass.</i>				
Ellen Rodman .....	Schooner ..	73	Thomas F. Lambert ..	George F. Wing .....
George J. Jones .....	do ..	120	John R. Taber .....	James I. Church .....
John Hathaway .....	Brig .....	...	William H. Haskins ..	...
Oxford .....	do ..	91	Nathan Briggs .....	Damon & Judd .....
Selah .....	Bark .....	166	Heman N. Stewart ..	Benjamin H. Chase .....
Tekoa .....	Brig .....	99	William G. Morton ..	Damon & Judd .....
<i>Dartmouth, Mass.</i>				
C. Horn Pigeon .....	Shlp .....	212	Charles H. Robbins ..	William Potter, 2d .....
Rainbow .....	Schooner ..	48	Robert D. Eldridge ..	do .....
<i>Marion*, Mass.</i>				
Herald .....	Brig .....	142	John A. Kelley .....	Henry M. Allen .....
Wm. Wilson .....	Schooner ..	92	William C. Hathaway ..	A. J. Hadley .....
<i>Westport, Mass.</i>				
Elizabeth .....	Bark .....	203	Hiram Francis .....	Andrew Hicks .....
Janet .....	do .....	154	Alonzo J. Marvin .....	Henry Wilcox .....
Mattapoisett .....	do .....	150	Alfred C. Davis .....	Henry Smith .....
Sea Queen .....	do .....	195	Charles C. Movers ..	A. Hicks .....
<i>Edgartown, Mass.</i>				
Europa .....	Shlp .....	392	Thomas Mellon .....	C. B. Marchant .....
Mary .....	do .....	373	George A. Smith .....	William H. Munroe .....
Vineyard .....	do .....	349	— Smith .....	Grafton N. Collins .....
<i>Nantucket, Mass.</i>				
Amy .....	Bark .....	232	Joseph Winslow .....	Joseph B. Macy .....
B. Coleard .....	do .....	234	Edward McCleave ..	Freeman E. Adams .....
E. H. Adams .....	Schooner ..	107	Zenas M. Coleman .....	do .....
M. Wrightington .....	Bark .....	132	Elihu F. Turner .....	do .....

\* Name changed

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale oil.	Whale-bone.	
W. Dowden	W. O. Brownell	North Pacific	May 29	May 8, 1870				Formerly the Charles Phelps of Stonington; added, rebuilt, and renamed 1866; sent home 1,420 whale, 39,632 bone. Condemned at Barbadoes, Merch, 1867.
W. Crapo	William Penn Howland	Atlantic	Nov. 5					
W. Hyland	G. & M. Howland	Pacific Ocean	Oct. 4	June 15, 1870	1,471			Thomas Parker, third mate, killed by falling from aloft, September, 1866; Captain Cromwell came home sick 1-67; sold at Talcahuano 1869; continued whaling from that port; sent home 914 sperm, 2 whale.
W. H. Cromwell	David B. Kempton	Atl. and Pac.	June 12					
T. Handy	Otis Seabury	Pacific Ocean	Oct. 1	July 5, 1870	1,263	0		Sent home 460 sperm, 600 bone.
W. Lewis	I. H. Bartlett & Sons	do	July 17	June 25, 1869	1,096			Added 1866; formerly of Nantucket; sent home 630 sperm.
W. Kelley	Charles Hitch & Son	Atlantic	May 15	June 25, 1869	144	1,040	6,389	Bought from Boston 1865; sent home 260 sperm, 650 whale, 4,700 bone.
W. F. Nye	Loum Snow & Son	North Pacific	July 10					Lost on Foggy Island, Gulf of California, August 11, 1867; 2 men lost; sent home 6 blackfish.
W. A. Beebe	J. & W. R. Wing	Atl. and Ind.	Nov. 17	Nov. 28, 1869	1,455			Bought from New York, 1866; formerly of Warren, R. I.
W. F. Lambert	George F. Wing	Atlantic	May 3	Sept. 13, 1866	116	0		Bought from New Bedford 1865.
W. R. Taber	James I. Church	do	June 24	Feb. 19, 1869	100			Bought from Dennis 1866; sent home 179 sperm.
W. H. Haskins		do	June					Bought from New York 1866; condemned at St. Thomas 1866.
W. Briggs	Damon & Judd	Cumberland I.	May 1	Sept. 22, 1867		289	8,000	Bought from Boston 1866; built 1849; sent home 352 sperm, 80 whale, 760 bone.
W. N. Stewart	Benjamin H. Chase	Atl. and Ind.	May 29	May 25, 1869	25			Sent home 85 whale.
W. G. Morton	Damon & Judd	Atlantic	Nov. 14	Aug. 17, 1867	34			
W. H. Robbins	William Potter, 21	Atl. and Ind.	May 30	May 24, 1869	395	87	620	Sailed under Capt. Charles H. Robbins, who came home sick, 1866; sent home 1,002 sperm, 92 whale, 500 bone.
W. D. Eldridge	do	Atlantic	Dec. 13	Aug. 17, 1867	35	3		
W. A. Kelley	Henry M. Allen	Atlantic	Dec. 12	Sept. 27, 1868	112	20		Sailed once and returned on account of damage to boats and crew by a whale.
W. C. Hathaway	A. J. Hadley	do	May 18	Aug. 28, 1866	220			Bought from Plymouth 1866.
W. Francis	Andrew Hicks	Atlantic	Jan. 31	Aug. 18, 1867	100	100	700	Sent home 80 sperm.
W. J. Marvin	Henry Wilcox	do	Dec. 21	June 16, 1869	391	116		Sent home 204 sperm.
W. C. Davis	Henry Smith	do	Nov. 13	Aug. 25, 1868	362	30		
W. C. Movers	A. Hicks	Indian Ocean	July 3	Sept. 5, 1869	910			Sent home 87 sperm.
W. Mellen	C. B. Marchant	North Pacific	Aug. 29	Aug. 17, 1872	148	230	4,000	Sent home 1,408 sperm, 2,870 whale, 35,293 bone.
W. A. Smith	William H. Munroe	do	Sept. 22					Sent home 1,100 sperm, 990 whale, 15,115 bone; lost in the Arctic 1871.
W. Smith	Grafton N. Collins	do	Oct. 25	Apr. 23, 1871	93	1,418	17,593	Sent home 334 sperm, 2,409 whale, 26,792 bone; sold to New Bedford and withdrawn 1872.
W. Winslow	Joseph B. Macy	Pacific Ocean	May 30		1,450	50		Bought from Boston 1866; sold to Boston 1871.
W. McCleave	Freeman E. Adams	do	Nov. 6					Sent home 723 bone; Mr. Munroe, first mate, killed by falling from aloft January, 1871; sold at Talcahuano for whaling.
W. M. Coleman	do	Atl. and Ind.	May 8	Sept. 28, 1866	203			Mate James H. Bunker killed by a whale; altered to a brig 1867.
W. F. Turner	do	Pacific Ocean	July 2					Bought from Fall River 1866; sold at Talcahuano.

\* Name changed from Sippican 1866.

614 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1800.</b>				
<i>Wellfleet, Mass.</i>				
Edith May .....	Schooner	135	— Gross .....	R. H. Freeman .....
<i>Provincetown, Mass.</i>				
A. H. Brown .....	Schooner	131	N. Y. Higgins .....	E. & E. K. Cook & Co .....
Alleghany .....	do	95	— Dyer .....	Daniel C. Cook .....
A. L. Putnam .....	do	178	— Handy .....	H. & S. Cook & Co .....
Alycane .....	do	120	— Hudson .....	E. & E. K. Cook & Co .....
A. Clifford .....	do	118	— Dyer .....	H. & S. Cook & Co .....
Allegra .....	do	76	— Ryder .....	James Rich .....
Ada M. Dyer .....	do	119	— Isaac A. Dyer .....	Allred Cook .....
B. T. Crocker .....	do	114	— Chandler .....	John Atwood & Co .....
Cetacean .....	do	123	Nathaniel Atwood .....	A. T. Williams .....
C. H. Cook .....	do	149	— Cook .....	Stephen Cook .....
C. L. Sparks .....	do	130	H. Sparks .....	David Conwell .....
E. Gerry .....	do	104	— Dunham .....	A. Small .....
Ellen Riprah .....	do	100	— John S. Smith .....	A. T. Williams .....
			— Taylor .....	Stephen Cook & Co .....
Emporium .....	do	80	— Young .....	Daniel C. Cook .....
E. P. Howard .....	do	84	— Hudson .....	E. & E. K. Cook .....
Estella .....	do	94	— Snow .....	J. E. & G. Bowley .....
G. W. Lewis .....	do	110	— Carlow .....	C. H. Rich .....
H. M. Simmons .....	do	146	— Cook .....	Stephen Cook .....
J. Taylor .....	do	174	— Smith .....	J. Atwood, Jr. & Co .....
John A. Lewis .....	do	117	Lewis L. Chapman .....	B. A. Lewis & Co .....
L. P. Simmons .....	do	119	— Cornell .....	J. E. & G. Bowley .....
Mary H. Curran .....	do	143	— Atkins .....	Freeman & Hilliard .....
M. E. Simmons .....	do	160	— Farwell .....	E. & E. K. Cook & Co .....
Montezuma .....	do	92	— Parsons .....	Freeman & Hilliard .....
N. J. Knights .....	do	95	— Nye .....	David Conwell .....
Olive Clark .....	do	98	— Dyer .....	do .....
Quickstep .....	do	119	— Sparks .....	E. & E. K. Cook & Co .....
Rising Sun .....	do	108	— Taylor .....	E. S. Smith & Co .....
Union .....	do	97	— Clark .....	do .....
V. Dame .....	do	99	— Nickerson .....	P. N. Freeman .....
Watchman .....	do	140	— Atkins .....	H. & S. Cook & Co .....
W. A. Grozier .....	do	165	— Sild .....	Isalah Gifford .....
Winged Racer .....	do	100	— Moses Young .....	E. S. Smith & Co .....
			Xenophon Rich .....	David Conwell .....
<i>Boston, Mass.</i>				
A. Pickertug .....	Bark	223	— Jenks .....	Thomas L. Jenks .....
E. B. Phillips .....	do	144	— Ellerton .....	Josna E. Bowley .....
Geo. Brown .....	Schooner	103	— Crenner .....	Lewis & Folger .....
Heman Smith .....	Brig	123	— Martin .....	Heman Smith .....
St. Elizabeth .....	Bark	144	— Ellerton .....	Joshua E. Bowley .....
Wm. Martin .....	Schooner	92	— Senter .....	Heman Smith .....
<i>Salem, Mass.</i>				
Falcon .....	Brig	150	— Macy .....	John C. Osgood .....
Wm. H. Shuller .....	Bark	175	— Marshall .....	do .....
<i>Newburyport, Mass.</i>				
Georgia .....	Schooner	127	Eben Bradbury .....	Sunmer, Swazy & Co .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.			
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.				
						Bbls.	Bbls.	Lbs.			
— Gross .....	R. R. Freeman .....	Atlantic .....	Feb. 26	Sept. 6, 1867	230	.....	.....	.....	Added 1866; sent home 80 sperm		
— Higgins .....	E. & E. K. Cook & Co. ....	Atlantic .....	Feb. 5	July 31, 1867	180	10	.....	Sent home 27 sperm.			
— Dyer .....	David C. Cook .....	do .....	Jan. 31	Aug. 22, 1866	85	120	.....	Added 1866; sent home 60 sperm.			
— Handy .....	H. & S. Cook & Co. ....	do .....	June 7	Oct. 27, 1867	160	70	.....	Added 1866.			
— Hudson .....	E. & E. K. Cook & Co. ....	do .....	June 10	Sept. 5, 1867	160	.....	.....	Added 1866; withdrawn 1866.			
— Dyer .....	H. & S. Cook & Co. ....	do .....	Feb. 6	Sept. 1, 1866	100	140	.....	Built at Essex, Mass., 1865.			
— Ryder .....	James Blech .....	do .....	June 3	Aug. 28, 1866	83	.....	.....	Added 1866; sent home 40 sperm; sailed again December 25; withdrawn 1868.			
— A. Dyer .....	Alfred Cook .....	do .....	Jan. 31	Sept. 1, 1866	158	140	.....	Built at Essex, Mass., 1865.			
— Chandler .....	John Atwood & Co. ....	do .....	Feb. 1	July 4, 1866	.....	117	.....	Sent home 224 sperm, 8 blackfish.			
— Daniel Atwood .....	A. T. Williams .....	do .....	Jan. 27	Aug. 29, 1866	241	125	.....	Added 1866; sent home 130 sperm, 15 blackfish.			
— Cook .....	Stephen Cook .....	do .....	Jan. 17	Aug. 10, 1867	100	50	.....	.....			
— Sparks .....	David Conwell .....	do .....	May 11	Aug. 10, 1867	100	50	.....	.....			
— Dunham .....	A. Small .....	do .....	Feb. 13	July 4, 1866	.....	97	.....	.....			
— John S. Smith .....	A. T. Williams .....	do .....	Aug. 14	Aug. 13, 1867	.....	230	.....	Sailed again December 25; ——— Nicker-son, captain; arrived August 19, 1867; 70 sperm, 165 whale.			
— Taylor .....	Stephen Cook & Co. ....	do .....	Feb. 6	July 22, 1866	109	130	.....	.....			
— Young .....	Daniel C. Cook .....	do .....	Jan. 31	Aug. 24, 1866	50	100	.....	Added 1866; withdrawn 1866.			
— Hudson .....	E. & E. K. Cook .....	do .....	Feb. 13	May 28, 1866	.....	64	.....	.....			
— Snow .....	J. E. & G. Bowley .....	do .....	Jan. 22	Aug. 24, 1866	45	175	.....	Sailed again December 13, arrived August 10, 1867; 80 sperm, 60 whale.			
— Carlow .....	C. H. Rich .....	do .....	Jan. 22	Aug. 27, 1866	70	140	.....	Sent home 120 sperm; added 1866.			
— Cook .....	Stephen Cook .....	do .....	Feb. —	Oct. 15, 1867	400	.....	.....	Sent home 45 sperm, 60 whale; added 1866.			
— Smith .....	J. Atwood, Jr., & Co. ....	do .....	Feb. 28	June 28, 1867	30	130	.....	Built at Ipswich, Mass., 1865.			
— L. Chapman .....	B. A. Lewis & Co. ....	do .....	Feb. 5	Nov. 27, 1866	138	.....	.....	Added 1866.			
— Cornell .....	J. E. & G. Bowley .....	do .....	Apr. 26	Sept. 1, 1866	240	15	.....	.....			
— Atkins .....	Freeman & Hillard .....	do .....	Oct. 24	Sept. 30, 1867	.....	110	.....	.....			
— Farwell .....	Freeman & Hillard .....	do .....	July 3	June 2, 1867	25	.....	.....	Sent home 250 elephant.			
— Parsons .....	E. & E. K. Cook & Co. ....	Desolation Is. .....	Aug. 16	May 31, 1868	.....	809	.....	.....			
— Nye .....	Freeman & Hillard .....	Atlantic .....	Dec. 19	July 29, 1867	160	35	.....	.....			
— Dyer .....	David Conwell .....	do .....	Jan. 6	Aug. 22, 1866	90	125	.....	.....			
— Sparks .....	.....	do .....	Nov. 26	Sept. 13, 1867	100	20	.....	Added 1866.			
— Taylor .....	E. & E. K. Cook & Co. ....	do .....	May 20	Aug. 28, 1866	50	.....	.....	.....			
— Clark .....	E. S. Smith & Co. ....	do .....	Nov. 24	Sept. 8, 1867	200	200	.....	.....			
— Nickerson .....	P. N. Freeman .....	do .....	Dec. 19	Sept. 8, 1867	200	.....	.....	Sold to Fairhaven 1866.			
— Atkins .....	H. & S. Cook & Co. ....	do .....	Jan. 13	Oct. 10, 1866	70	80	.....	.....			
— Stid .....	Isalah Gilford .....	do .....	Nov. 18	Sept. 14, 1867	50	.....	.....	.....			
— Jones Young .....	E. S. Smith & Co. ....	do .....	Jan. 11	Aug. 30, 1866	68	70	.....	.....			
— Tenophon Rich .....	David Conwell .....	do .....	Jan. 6	Aug. 15, 1867	30	90	.....	Built at Kennebunkport, Me., 1866; sent home 121 sperm.			
— Jenks .....	Thomas L. Jenks .....	Pacific Ocean .....	Apr. 26	.....	130	.....	.....	Bought from Wellfleet 1865.			
— Ellerton .....	Joshua E. Bowley .....	Atlantic .....	Mar. 9	Oct. 29, 1867	30	10	.....	Added 1866; W. S. Maxfield, first mate, died April, 1868; sent home 513 sperm, 8 whale.			
— Crenner .....	Lewis & Folger .....	do .....	Feb. 17	.....	.....	.....	.....	Sold to New London 1868; added 1866; wrecked and sold at Bermuda September, 1868.			
— Martin .....	Heman Smith .....	do .....	July 28	Sept. 20, 1868	170	20	.....	Added 1866; sent home 138 sperm.			
— Ellerton .....	Joshua E. Bowley .....	do .....	Mar. 9	.....	.....	.....	.....	Added 1866; William Lewis, first mate, drowned at Fayal 1866; condemned.			
— Senter .....	Heman Smith .....	do .....	Nov. 24	Aug. 27, 1867	225	.....	.....	.....			
— Macy .....	John C. Osgood .....	Atlantic .....	Nov. 26	Apr. 21, 1868	.....	6	.....	Added 1866; formerly in African trade.			
— Marshall .....	.....	do .....	Oct. 17	Oct. 13, 1867	100	.....	.....	.....			
— Eben Bradbury .....	Sumner, Swazy & Co. ....	Atlantic .....	Oct. 31	Sept. 21, 1868	138	4	.....	Whaling company formed 1866 and Georgia bought; sold to Brewer, Me., 1869.			

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1866.</b>				
<i>Beverly, Mass.</i>				
Thrifter .....	Schooner	95	Woods .....	F. W. Choate .....
<i>New London, Conn.</i>				
Acoro Barns .....	Bark	296	Charles Jeffrey .....	Williams & Barnes .....
Geo. and Mary .....	do	105	Horace M. Newbury .....	do .....
Georgiana .....	do	128	Spicer .....	Williams & Haven .....
Helen F. .....	Schooner	108	Smith .....	do .....
Leader .....	do	57	George W. Bailey .....	do .....
Pioneer .....	Bark	212	Ebenezer Morgan .....	do .....
Quickstep .....	Schooner	105	Chester .....	Williams & Barnes .....
Roman .....	do	350	Church .....	Richard H. Chapell .....
S. B. Howes .....	do	101	Keeney .....	Williams & Haven .....
V. D. .....	do	77	Buddington .....	S. Chapman .....
<i>Groton, Conn.</i>				
Cornelia .....	Schooner	148	Lorenzo B. Baker .....	Ebenezer Morgan .....
<i>Say Harbor, N. Y.</i>				
Concordia .....	Bark	217	Skinner .....	O. R. Wade .....
J. A. Robb .....	do	241	Green .....	H. & S. French .....
Myra .....	Brig	116	Babeck .....	do .....
Ocean .....	Bark	239	Weld .....	do .....
<i>New York, N. Y.</i>				
Minnesota .....	Ship	243	Sidney L. Pierce .....	Lorenzo Pierce .....
<b>1867.</b>				
<i>New Bedford, Mass.</i>				
Alaska .....	Bark	340	Shubael H. Norton .....	Jonathan Bourne, Jr. ...
Albion .....	do	328	Albert A. Thomas .....	Nathaniel T. Gifford ...
Alto .....	do	300	Elias H. White .....	Charles H. Gifford .....
Andrews .....	do	277	Tim. C. Paekard .....	J. Bourne, Jr. ...
Anuawan .....	do	108	Edward K. Russell .....	Edmund Maxfield .....
Ansel Gibbs .....	do	319	James B. Huxford .....	J. Bourne, Jr. ...
Arab .....	do	278	Frederick P. Cole .....	William T. Smith .....
Arnolda .....	Ship	310	James A. Crowell .....	James B. Wood & Co. ...
Avoia .....	Bark	230	Zenas E. Bourne .....	John P. Knowles, 3d ...
Camilla .....	do	328	Benj. F. Jones .....	Swift & Allen .....
Catalpa .....	do	202	Obad. Pierce .....	N. T. Gifford .....
C. W. Morgan .....	do	314	George Athearn .....	J. & W. R. Wing .....
Concordia .....	do	308	Robert Jones .....	G. & M. Howland .....
Corn's Howland .....	Ship	333	John A. Luce .....	Edward W. Howland }
			H. F. Homan .....	
Dan'el Webster .....	do	327	George F. Marvin .....	William O. Brownell ...
D. N. Richards .....	Schooner	92	Elisha D. Russell .....	William Penn Howland ...
Edw'd Everett .....	Bark	187	Joseph D. Silva .....	Gideon Allen & Son ...

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					Bbls.	Lbs.		
Woods .....	F. W. Choate .....	Atlantic .....	Oct. 31	Aug. 14, 1867	20	150	Sold to Boston 1867.	
Les Jeffrey .....	Williams & Barnes .....	Ind. and Pacific .....	June 6	Apr. 24, 1871	.....	850 11,500	Built at New London 1861; sent home 65 sperm, 1,939 whale, 27,715 bone.	
Geo M. Nowbury .....	do .....	Hudson's Bay .....	Apr. 18	Sept. 14, 1867	.....	500 10,000		
Spicer .....	Williams & Haven .....	Cumberland Inlet .....	July 12	Nov. 29, 1867	.....	800 16,000		
Smith .....	do .....	do .....	July 16	Nov. 10, 1867	.....	50		
Geo W. Bailey .....	do .....	Atlantic .....	Dec. 25	No report .....	.....	.....		
Ezezer Morgan .....	do .....	Davis's Strait .....	Apr. 28	Nov. 14, 1866	.....	340 5,300	Rebuilt 1865; originally built at Charlestown, Mass., for a Government transport; first steam whaler from United States.	
Chester .....	Williams & Barnes .....	Cumberland Inlet .....	June 28	Sept. 14, 1868	.....	362 6,600		
Church .....	Richard H. Chapel .....	Desolation Isld .....	Aug. 22	June 2, 1867	19	1,684 815	Added 1866; formerly of New Bedford bought from United States.	
Keeney .....	Williams & Haven .....	Cumberland Inlet .....	June 22	Oct. 9, 1866	.....	241 5,600	Added 1866; sold to Fairhaven 1867.	
Buddington .....	S. Chapman .....	Davis's Strait .....	June 6	Sept. 26, 1866	.....	Clean		
Enzo B. Baker .....	Ebenezer Morgan .....	Hudson's Bay .....	Apr. 18	Oct. 31, 1867	.....	200	Bought from New London 1866.	
Skinner .....	O. R. Wade .....	Hudson's Bay .....	May 11	Sept. 13, 1867	.....	410 7,300	Sold at St. Helena March 1869.	
Green .....	H. & S. French .....	South Atlantic .....	July 24	.....	.....	.....	Sent home 80 sperm; no other report.	
Babeck .....	do .....	Atlantic .....	May 28	Dec. 30, 1867	.....	.....	Lost 1867.	
Weld .....	do .....	South Atlantic .....	Aug. 9	.....	.....	.....		
Henry L. Pierce .....	Lorenzo Pierce .....	Atlantic .....	May 29	May 16, 1868	321	.....	Bought 1866; built at Philadelphia 1849; fitted from New Bedford; Captain Pierce came home sick 1867; sent home 40 sperm.	
Abner H. Norton .....	Jonathan Bourne, jr .....	Pacific Ocean .....	Aug. 21	Apr. 19, 1871	.....	751 10,163	Built 1867; sent home 987 sperm.	
Bert A. Thomas .....	Nathaniel T. Gifford .....	do .....	Dec. 25	.....	.....	.....	Bought as a ship from New York 1867; formerly of Fairhaven; built at Haverhill; sold to Auckland, N. Z., as the nucleus of a whaling company there; sent home 287 sperm.	
As H. White .....	Charles H. Gifford .....	do .....	June 7	.....	.....	.....	Bought from Fairhaven 1867; sent home 395 sperm; lost on reef near Falkland Islands 1874; with 315 sperm, 475 whale. Lost at Harrison's Point, Cumberland Inlet, November 14, 1867.	
Wm. C. Packard .....	J. Bourne, jr .....	Hudson's Bay .....	May 26	.....	.....	.....	Sent home 288 sperm.	
Edward K. Russell .....	Edmund Maxfield .....	Atlantic .....	Oct. 1	May 3, 1870	14	.....		
Thomas E. Huxford .....	J. Bourne, jr .....	do .....	Oct. 23	Apr. 23, 1868	260	.....		
Sterrick P. Cole .....	William T. Smith .....	Pacific Ocean .....	June 25	.....	.....	.....	Bought from New London 1867; sent home 1,334 sperm, 674 whale; condemned at — 1871.	
James A. Crowell .....	James B. Wood & Co .....	do .....	June 25	June 18, 1871	97	.....	Sent home 62 sperm.	
Thomas E. Bourne .....	John P. Knowles, 2d .....	Indian Ocean .....	Aug. 22	Oct. 13, 1870	77	.....	Bought from Boston 1867; built at Waldborough, Me., 1841; sent home 55 sperm.	
Wm. F. Jones .....	Swift & Allen .....	Pacific Ocean .....	July 16	July 5, 1871	1,277	.....	Sent home 1,003 sperm.	
Ed Pierce .....	N. T. Gifford .....	do .....	May 8	May 27, 1871	23	.....	Added 1866 from New York; formerly a whaler; sent home 430 sperm; sold to Gloucester 1873.	
George Athearn .....	J. & W. R. Wing .....	do .....	July 17	Aug. 16, 1871	507	1	Sent home 325 sperm, 525 whale, 3,000 bone.	
Albert Jones .....	G. & M. Howland .....	North Pacific .....	Dec. 7	.....	.....	.....	Added 1867; sent home 164 sperm, 3,763 whale, 34,965 bone; lost in the Arctic 1871.	
Wm. A. Luce .....	Edward W. Howland .....	Atlantic .....	May 7	Sept. 28, 1867	140	.....	Sent home 140 whale.	
F. Homan .....	do .....	North Pacific .....	Nov. 12	May 7, 1871	9	1,530 19,350	Sent home 24 sperm, 2,525 whale, 44,635 bone.	
George F. Marvin .....	William O. Brownell .....	do .....	May 20	May 2, 1872	77	310	Sent home 161 sperm, 3,115 whale, 45,635 bone.	
Alsha D. Russell .....	William Penn Howland .....	Atlantic .....	June 1	Nov. 5, 1868	25	.....	Bought from Sandwich 1867; sent home 25 sperm.	
Joseph D. Silva .....	Gideon Alton & Son .....	Indian Ocean .....	June 8	.....	.....	.....	Bought from Boston 1867; built at Medford 1863; sent home 1,699 sperm, 20 whale.	

## 618 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	To page.	Captain.	Managing owner or agent.
<b>1867.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Eliza Adams .....	Ship	408	Caleb O. Hamblen .....	Taber, Gordon & Co. ....
Europa .....	do	323	John G. Nye .....	Edward C. Jones .....
Falcon .....	Bark	295	Charles Allen .....	Thos. Knowles & Co. ....
Hadley .....	do	163	B. B. Briggs .....	Andrew H. Potter .....
Hecla .....	do	160	Elisha B. Handy .....	T. Knowles & Co. ....
Helen Snow .....	do	215	Thos. G. Campbell .....	Louisa Snow & Son .....
Herald .....	Ship	300	Seth Nickerson .....	Zenas L. Adams .....
Hunter .....	Bark	355	Josiah E. Chase .....	J. Bourne, jr. ....
Ionia .....	do	291	John O. Norton .....	Edmund Maxfield .....
Java, 2d .....	do	290	Chas. H. S. Kempton .....	Charles Hitch & Son .....
John Dawson .....	do	173	Asaph S. Wicks .....	J. & W. R. Wing .....
J. W. Dodge .....	Schooner	83	{ John M. Honeywell } { Edwin N. Clark .....	Charles Thatcher & Co. ....
Josephine .....	Ship	363	Bernard Cogan .....	Swift & Perry .....
Kathleen .....	Bark	206	James Cottle .....	J. & W. R. Wing .....
Leonidas .....	do	98	Eben Cook .....	David B. Kempton .....
Marcella .....	do	166	Charles West .....	C. R. Tucker & Co. ....
Mary Frazier .....	do	301	Thos. F. Caswell .....	C. Tucker .....
Mary and Susan .....	do	327	A. O. Herendeen .....	T. Knowles & Co. ....
Milwood .....	do	216	Isaac Allen .....	G. Allen & Son .....
Mt. Wollaston .....	Ship	325	Edward B. Coffin .....	Otis Sanbury .....
Northern Light .....	Bark	335	Michael Baker, 3d .....	J. Bourne, jr. ....
Onward .....	Ship	339	E. C. Pulver .....	Edward W. Howland .....
Orlando .....	Bark	190	James M. Clark .....	C. Hitch & Son .....
Pacillo .....	do	341	William Allen .....	Swift & Perry .....
Petrel .....	Schooner	59	{ Benj. H. Morris .....	Charles Thatcher & Co. ....
President, 2d .....	Bark	123	{ Loring Braley .....	Edmund Maxfield .....
Robert Edwards .....	Ship	336	James M. Soule .....	Taber, Read & Co. ....
Sarah .....	Bark	128	Stephen Flanders .....	J. P. Knowles, 2d .....
Stafford .....	do	156	Alex. Newcomb .....	J. & W. R. Wing .....
Starlight .....	Brig	141	Dan'l L. Ricketson .....	Charles S. Randall .....
Starlight .....	Brig	141	Frederick Stoenm .....	Charles S. Randall .....
Thomas Winslow .....	Bark	97	Elthu Russell .....	John Hicks .....
Tropic Bird .....	do	145	Lemuel D. Adams .....	Wm. Penn Howland .....
Vigilant .....	do	215	Archelus Baker .....	William Watkins .....
Wave .....	do	150	Elisha Cannon 2d .....	T. Knowles & Co. ....
Young Phoenix .....	Ship	355	Daniel Sherman .....	William Phillips & Son .....
<i>Fairhaven, Mass.</i>				
A. Lawrence .....	Brig	160	David Marston .....	James I. Church .....
Ellen Rodman .....	Schooner	73	Thomas F. Lambert .....	George F. Wing .....
John Randolph .....	do	83	— Coggeshall .....	Dexter Jenney .....
Oxford .....	Brig	91	Amos C. Baker .....	Damon & Judd .....
Star Castle .....	do	116	Henry Clay .....	do .....
U. D .....	Schooner	77	Joseph P. Nye .....	do .....
Wash. Freeman .....	do	96	{ Benj. G. Stowell .....	Obed F. Hitch .....
Wash. Freeman .....	do	96	{ Jonathan Jenney .....	Obed F. Hitch .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
O. Hamblen	Taber, Gordon & Co.	Pacific Ocean	July 22	Jan. 20, 1871	1,300	361	1,115	Took on voyage 2,000 sperm, 1,300 whale, 11,000 bone.
G. Nye	Edward C. Jones	Indian Ocean	Oct. 23	July 13, 1871	320	1,183	.....	F. Armstrong, third mate, died September 1868; fourth mate drowned 1869.
Allen	Thos. Knowles & Co.	Pacific Ocean	Oct. 23	Sept. 16, 1871	358	4	.....	Sent home 393 sperm, 5 whale
Briggs	Andrew H. Potter	Atlantic	May 16	May 24, 1870	32	.....	.....	Added 1867; sent home 192 sperm.
B. Handy	T. Knowles & Co.	do	July 9	July 23, 1869	200	.....	.....	Sent home 286 sperm.
C. Campbell	Louisa Snow & Son	North Pacific	Aug. 31	Apr. 19, 1871	420	993	.....	Sent home 277 sperm, 2,089 whale, 37,710 bone.
Nickerson	Zenas L. Adams	Atlantic	Apr. 30	Apr. 25, 1869	947	71	.....	Got 70 pounds ambergris, worth \$97.50 per pound.
E. Chase	J. Bourne, jr.	Pacific Ocean	Dec. 4	July 19, 1871	1,821	.....	.....	Sent home 620 sperm, 36 whale.
O. Norton	Edmund Maxfield	do	May 2	July 1, 1871	353	1,071	.....	Bought from Salem 1866; built at Duxbury 1848; sold to New York 1872; sent home 317 sperm, 1,200 bone.
H. S. Kempton	Charles Hitch & Son	Indian Ocean	Dec. 10	Jan. 12, 1872	992	.....	.....	Part of the crew mutinied, killed third mate, (J. W. Jones,) beat and tied up first mate and escaped, while Captain Kempton was on shore.
W. S. Wickes	J. & W. R. Wing	Atlantic	Apr. 20	Apr. 7, 1870	950	.....	.....	Sent home 50 sperm.
M. Honeywell	Charles Thatcher & Co.	do	Apr. 14	June 27, 1867	.....	.....	.....	Added 1866.
N. Clark	do	do	July 9	Apr. 17, 1868	.....	.....	.....	Sent home 363 sperm, 2,625 whale, 10,700 bone.
W. Cogswell	Swift & Perry	North Pacific	Sept. 3	Apr. 20, 1871	.....	.....	.....	Sent home 630 sperm.
W. Cottle	J. & W. R. Wing	Indian Ocean	July 2	July 20, 1871	883	.....	.....	Sent home 130 sperm.
W. Cook	David B. Kempton	Atlantic	Aug. 14	July 23, 1869	160	30	.....	Sent home 224 sperm, 84 whale, 800 bone.
W. West	C. R. Tucker & Co.	do	May 30	Oct. 4, 1869	208	35	.....	John George, third mate, and boat's crew drowned while fast to a whale, December 25, 1868; sent home 629 sperm, 6 whale.
W. Caswell	C. Tucker	Pacific Ocean	Oct. 8	Mar. 12, 1871	435	4	.....	Sent home 10 sperm.
W. Herendeen	T. Knowles & Co.	do	Sept. 10	May 30, 1870	1,244	.....	.....	Benjamin Pense, second mate, lost overboard 1868; sent home 60 sperm.
W. Allen	G. Allen & Son	Hudson's Bay	Apr. 2	Nov. 13, 1868	.....	37	2,889	Sent home 644 sperm, 235 whale, 2,334 bone.
W. Coffin	Otis Seabury	Pacific Ocean	Aug. 15	Aug. 9, 1871	1,138	.....	.....	Sent home 1,076 whale, 40,921 bone.
W. Baker, 3d	J. Bourne, jr.	do	Oct. 15	Aug. 2, 1871	1,104	211	.....	Bought from Philadelphia 1860.
W. Pulver	Edward W. Howland	North Pacific	Oct. 1	Apr. 6, 1871	.....	.....	.....	Sent home 1,076 whale, 40,921 bone.
W. M. Clark	G. Hitch & Son	Indian Ocean	Apr. 10	May 6, 1870	651	10	.....	Sent home 1,076 whale, 40,921 bone.
W. Allen	Swift & Perry	Atlantic	Nov. 6	July 1, 1868	597	30	.....	Sent home 1,076 whale, 40,921 bone.
W. B. Morris	Charles Thatcher & Co.	do	Apr. 3	Sept. 13, 1867	190	.....	.....	Sent home 733 sperm, 4,450 bone.
W. Ring	Edmund Maxfield	do	Nov. 5	June 25, 1868	.....	.....	.....	First mate, Mr. Lambert, died November 6 1867; sent home 89 sperm.
W. M. Soule	Taber, Read & Co.	do	May 23	Sept. 4, 1868	240	730	.....	Sent home 573 sperm.
W. Flanders	J. P. Knowles & Co.	do	June 20	Oct. 10, 1869	230	33	.....	Sent home 758 sperm, 705 whale, 4,500 bone.
W. Newcomb	J. P. Knowles, 2d	do	Sept. 25	Oct. 25, 1870	230	33	.....	Sent home 172 sperm, 13 whale.
W. L. Ricketson	J. & W. R. Wing	do	Nov. 27	Sept. 11, 1870	992	7	.....	Sent home 573 sperm.
W. Slocum	Charles S. Randall	do	May 6	May 21, 1870	166	412	.....	Sent home 758 sperm, 705 whale, 4,500 bone.
W. Russell	John Hicks	do	June 4	.....	.....	.....	.....	Lost at sea September 8, 1869, latitude 35° 50' north, longitude 71° 40' west; seven lives lost; had 150 sperm; Captain Russell was 69 years old.
W. D. Adams	Wm. Penn Howland	do	Jan. 8	Oct. 22, 1868	138	.....	.....	Sent home 172 sperm, 13 whale.
W. Baker	William Watkins	Indian Ocean	Nov. 27	Apr. 27, 1870	1,470	2	.....	Sent home 573 sperm.
W. Cannon	T. Knowles & Co.	Atlantic	May 6	Apr. 25, 1869	137	.....	.....	Sent home 758 sperm, 705 whale, 4,500 bone.
W. Sherman	William Phillips & Son	Indian Ocean	Nov. 12	Apr. 22, 1871	860	73	672	Sent home 172 sperm, 13 whale.
W. Marston	James I. Church	Atlantic	June 10	May 13, 1869	209	.....	.....	Bought from Boston 1867; sent home 40 sperm.
W. F. Lambert	George F. Wing	do	Apr. 12	Sept. 23, 1868	30	9	.....	Sent home 65 sperm.
W. Coggeshall	Dexter Jenney	do	Oct. 10	Aug. 4, 1869	40	10	.....	Added 1876 from Edgartown; withdrawn 1870; sent home 112 sperm.
W. C. Baker	Damon & Judd	do	Oct. 15	June 14, 1868	75	.....	.....	Sent home 1,020 sperm, 150 humpback; bought from New London 1867; lost 1869.
W. Clay	do	do	May 13	.....	.....	.....	.....	Bought from Province town, 1867.
W. P. Nye	do	do	June 5	Oct. 13, 1868	37	.....	.....	Bought from Wellfleet 1867; sent home 25 sperm.
W. G. Stowell	Obadiah F. Hitch	do	May 13	Aug. 18, 1867	110	.....	.....	Sent home 1,020 sperm, 150 humpback; bought from Province town, 1867.
W. Jonathan Jenney	do	do	Aug. 28	Sept. 17, 1868	260	10	.....	Sent home 1,020 sperm, 150 humpback; bought from Province town, 1867.



## 620 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1867.</b>				
<i>Dartmouth, Mass.</i>				
Rainbow .....	Schooner	48	H. B. Macomber.....	William Potter, Ed.....
<i>Marion, Mass.</i>				
Admiral Blake .....	Schooner	84	Arthur H. Hammond.....	Henry M. Allen.....
Cohannet .....	do	83	Wm. C. Hathaway.....	A. J. Hadley.....
Wm. Wilson .....	do	92	Judah Hathaway.....	do.....
<i>Westport, Mass.</i>				
Andrew Hicks .....	Bark	303	Ous F. Haroblen.....	A. Hicks.....
Elizabeth .....	do	203	T. C. Spaulding.....	do.....
Gov. Carver .....	do	128	Jason W. Gifford.....	Henry Wilcox.....
Platina .....	do	214	Amos A. Chase.....	Ambr & Hicks.....
Sea Fog .....	do	165	Joseph W. Lavers.....	do.....
<i>Edgartown, Mass.</i>				
Linda Stewart.....	Bark	236	Frederick Sr.....	William H. Muoro.....
Splendid .....	Ship	369	— Jernegan.....	do.....
<i>Tisbury, Mass.</i>				
M. Taylor .....	Brig	117	Thomas Foster.....	J. M. Taber.....
<i>Nantucket, Mass.</i>				
Abby Bradford.....	Schooner	114	John Murray.....	Joseph B. Macy.....
E. H. Adams.....	Brig	107	Zenas M. Coleman.....	Freeman E. Adams.....
Oak .....	Bark	167	Joshua Chadwick.....	do.....
<i>Provincetown, Mass.</i>				
A. H. Brown .....	Schooner	134	— Elwell.....	Thomas Hilliard.....
A. L. Putnam .....	do	178	— Dyer.....	H. & S. Cook & Co.....
Alyson .....	do	130	— Brown.....	E. & E. K. Cook & Co.....
Alexander .....	do	93	— Graham.....	Daniel C. Cook.....
Alexander .....	do	75	— Hopkins.....	P. N. Freeman.....
Antarctic .....	do	136	— Hill.....	J. E. & G. Bowley.....
Arizona .....	do	113	— Goodspeed.....	Stephen Cook.....
A. Clifford.....	do	118	— Dyer.....	H. & S. Cook & Co.....
Albert Clarence .....	do	135	— Small.....	J. Freeman.....
Ada M. Dyer .....	do	119	— Dyer.....	Alfred Cook.....
Alice B. Dyer .....	do	129	James S. Dyer.....	David Conwell.....
Carrie Jones .....	do	130	— Cornell.....	J. E. & G. Bowley.....
Cetacean .....	do	116	— Atwood.....	Union Wharf Co.....
C. H. Cook .....	do	149	— Gelott.....	S. Cook.....
C. L. Sparks .....	do	130	— Roberts.....	David Conwell.....
D. C. Smith .....	do	67	— Kenney.....	John Atwood.....
E. B. Conwell .....	do	132	— Cannon.....	D. Conwell.....
E. H. Hatfield .....	do	125	— Keith.....	E. & E. K. Cook & Co.....
Emma F. Lewis .....	do	120	George W. Powe.....	B. A. Lewis & Co.....
Emporium .....	do	80	{ Cook..... } { Downer..... }	D. C. Cook.....
Estella .....	do	94	— Snow.....	J. E. & G. Bowley.....
Etta G. Fogg .....	do	120	— Thompson.....	E. & E. K. Cook.....
Express .....	do	85	{ Cook..... } { Atkins..... }	do.....
G. H. Phillips.....	do	130	— Taylor.....	S. Cook.....
J. H. Collins.....	do	93	Ira B. Atkins.....	David A. Small.....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					Bbls.	Bbls.	Lbs.	
Macomber.....	William Potter, 3d.....	Atlantic.....	Sept. 9	May 1, 1868	20			Bought from Nantucket 1866.
ur H. Hammond	Henry M. Allen.....	Atlantic.....	May 10	Apr. 21, 1868	212	32		Sent home 55 sperm.
C. Hathaway.....	A. J. Hadley.....	do.....	May 13	Aug. 14, 1867	220			Bought from Boston 1866; gone three months; value of cargo \$13,000.
h Hathaway.....	do.....	do.....	May 10	Aug. 28, 1867	185	15		Brought also 8 pounds of ambergris.
F. Hamblen.....	A. Hicks.....	Pacific Ocean.....	Sept. 11	May 14, 1872	225	730		Built 1867; sent home 843 sperm, 4 whale.
Spaulding.....	do.....	Indian Ocean.....	Dec. 18	June 13, 1870	927	10		Took 203 pounds ambergris, worth \$94 per pound, and sent it to London; sold to Boston 1872.
n W. Gifford.....	Henry Wilcox.....	do.....	Dec. 25					Sent home 670 sperm; condemned and sold at Mauritius 1869.
as A. Chase.....	Andre's Hicks.....	Pacific Ocean.....	May 23	June 13, 1871	270	200		Sent home 812 sperm.
ph W. Lavers.....	do.....	Indian Ocean.....	July 10					Sent home 259 sperm.
derick Sr.....	William H. Munros.....	Indian Ocean.....	May 15	Apr. 7, 1870	578			Bought from New York 1867; built at Dorchester, Md., 1862; sent home 257 sperm; sold to Tisbury 1871.
— Jernegan.....	do.....	North Pacific.....	Oct. 2	May 17, 1872	981			Sent home 1,100 sperm; sold to New Zealand 1873 for whaling thence.
mas Foster.....	J. M. Taber.....	Atlantic.....	May 11	Sept. 20, 1868	208			Bought from Dennis 1866; formerly a schooner; sent home 116 sperm.
n Murray.....	Joseph B. Macy.....	Atlantic.....	Apr. 30	Sept. 1, 1868	404	5		
as M. Coleman.....	Freeman E. Adams.....	do.....	May 1	Sept. 25, 1868	170			
ina Chadwick.....	do.....	Atlantic & Ind.....	June 11	Sept. 20, 1869	570	15		
— Elwell.....	Thomas Hilliard.....	Atlantic.....	Oct. 30	Aug. 19, 1869	290	80		Sent home 45 sperm; withdrawn 1869.
— Dyer.....	H. & S. Cook & Co.....	do.....	Dec. 26	July 30, 1868	13	31	1,000	
— Brown.....	E. & E. K. Cook & Co.....	do.....	Oct. 15	Aug. 24, 1868	153	133		
— Graham.....	Daniel C. Cook.....	do.....	Feb. 7	Aug. 12, 1867	130	170		Withdrawn 1868; sold to New Bedford 1869.
— Hopkins.....	P. N. Freeman.....	do.....	Feb. 18	Aug. 13, 1867	20	6		
— Hill.....	J. E. & G. Bowley.....	do.....	Nov. 14	July 30, 1869	20	50		
— Goodspeed.....	Stephen Cook.....	do.....	Dec. 21	July 10, 1869	180	190		
— Dyer.....	H. & S. Cook & Co.....	do.....	Jan. 3	Aug. 18, 1867	90	200		
— Small.....	J. Freeman.....	do.....	Dec. 26	Sept. 3, 1868	73	142		Added 1866; sent home 45 sperm.
— Dyer.....	Alfred Cook.....	do.....	Feb. 18	Aug. 19, 1868	60	145		
nes S. Dyer.....	David Conwell.....	do.....	Jan. 3	Sept. 12, 1867	70	200		
— Cornell.....	J. E. & G. Bowley.....	do.....	Dec. 26	Sept. 3, 1868	155	230		Sailed again August 6; arrived July 24, 1868; 70 sperm; built 1866; added 1867; withdrawn 1868; sent home 60 sperm.
— Atwood.....	Union Wharf Co.....	do.....	Jan. 31	July 7, 1867		200		
— Gelett.....	S. Cook.....	do.....	May 15	Aug. 10, 1862	69	12		Sent home 190 sperm.
— Roberts.....	David Conwell.....	do.....	Mar. 20	Aug. 15, 1868	40	5		
— Kenney.....	John Atwood.....	do.....	Oct. 22	May 18, 1868	184			
— Cannon.....	D. Conwell.....	do.....	Nov. 5	July 31, 1868	380			Added 1867; withdrawn 1869.
— Keith.....	E. & E. K. Cook & Co.....	do.....	May 16	Aug. 20, 1867		10		
— George W. Powo.....	B. A. Lewis & Co.....	do.....	Dec. 11	Aug. 30, 1868	39	3		
— Cook.....	D. C. Cook.....	do.....	Jan. 3	Aug. 1, 1868	150	10		Sent home 133 sperm.
— Duwauer.....	do.....	do.....	Jan. 22	Sept. 15, 1868	75	60		Built at Ipswich 1866.
— Snow.....	J. E. & G. Bowley.....	do.....	Jan. 22	Oct. 0, 1867	220			Sold to West Indies 1868; sailed from thence whaling under a Provincetown captain.
— Thompson.....	E. & E. K. Cook.....	do.....	Dec. 30	Sept. 17, 1868	31	29		Second mate, Edwin Dunham, lost overboard 1867; also lost four men, boats, &c.
— Cook.....	do.....	do.....	Jan. 25	June 16, 1867		8		Added 1867; supposed to be lost with all on board.
— Atkins.....	do.....	do.....	July 22	Aug. 22, 1868	14	139		
— Taylor.....	S. Cook.....	do.....	May 11					Added 1867.
— B. Atkins.....	David A. Small.....	do.....	Mar. 29	Aug. 10, 1867	50			Added 1867.
		do.....	Dec. 18	Sept. 1, 1868	32	166		Added 1867; sent home 225 sperm.
		do.....	June 4	Sept. 5, 1868	177	78		
		do.....	Feb. 4	Aug. 12, 1867	90	110		Built 1866.
		do.....	Dec. 18	Aug. 26, 1868	91	114		

## 622 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1867.</b>				
<i>Provincetown, Mass.—Continued.</i>				
J. Taylor	Schooner	174	Atkins Smith	J. Atwood, jr. & Co.
John A. Lewis	do	147	Chapman	R. A. Lewis & Co.
Joseph Lindsey	do	95	Ryder	James Rich
Mary D. Leach	do	138	W. A. Leach	Union Wharf Co.
Mary G. Curran	do	143	Fisher	Freeman & Hilliard
Montezuma	do	92	Nye	do
N. J. Knights	do	95	Dyer	D. Conwell
N. P. Putnam	do	do	Tilson	H. & S. Cook
O. M. Remington	do	138	William Remington	Union Wharf Company
Olive Clark	do	95	Sparks	D. Conwell
Quickstep	do	119	Dyer	E. & E. K. Cook & Co.
Rising Sun	do	105	Freeman	Atkins Nickerson
S. A. Palmé	do	130	Curran	Freeman & Hilliard
S. B. Soper	do	99	Burch	Robert Soper
V. Donip	do	99	Young	H. & S. Cook & Co.
V. H. Hill	Brig	153	Freeman	J. E. & G. Howley
Walter Irvin	Schooner	158	Atkins	Amos Nickerson
Winged Racer	do	100	Rich	D. Conwell
Willie Irving	do	115	White	C. H. Cook
Watchman	do	140	Stid.	Isalah Gifford
W. A. Grozier	do	162	James E. Cook	Atk. Nickerson
			Young	
<i>Wetfleet, Mass.</i>				
Edith May	Schooner	135	Gross	R. R. Freeman
<i>Boston, Mass.</i>				
Louisa A	Schooner	122	Senter	Heman Smith
Money Hill	do	100	Abbott	Robert Soper & Son
Rosa Baker	Brig	108	Stetann	H. Smith
S. E. Lewis	Schooner	96	Smith	do
Thrifter	do	69	Swain	Robert Soper & Son
Wm. Martin	do	92	Bourne	H. Smith
<i>Salem, Mass.</i>				
Para	Brig	135	Worth	John C. Osgood
Said bin Sultan	Bark	335	James W. Holmes	do
Wm. H. Shaller	do	175	Marshall	do
<i>Beverly, Mass.</i>				
Eschol	Brig	143	Cottle	F. W. Choate
<i>Newburyport, Mass.</i>				
Hannah Grant	Schooner	71	Robbins	Sumner, Swasey & Co.
Life Boat	do	88	Joseph H. Caton	do
<i>New London, Conn.</i>				
Chas. Colgate	Schooner	250	Bollea	Lawrence & Co.
Emma Jane	do	86	do	Richard H. Chapell
Era	do	188	Tyson	Williams & Barus
Franklin	do	119	Baddington	R. H. Chapell
Isabella	Brig	192	Bailey	do
Perry	Bark	150	Stephen Bolles	Williams & Barus
Pioneer	Ship			

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
				Bbls.	Bbls.	Lbs.		
Smith	J. Atwood, jr. & Co.	Atlantic	Aug. 23	Aug. 24, 1869	150			Withdrawn 1869.
Chapman	B. A. Lewis & Co.	do	Mar. 15	July 30, 1868	80			Sent home 72 sperm.
Ryder	James Rich	do	Mar. 25	Aug. 15, 1867	23			Added 1866; withdrawn 1868.
Leach	Union Wharf Co.	do	Mar. 15	Aug. 31, 1868	60	10		Added 1867; sent home 362 sperm.
Fisher	Freeman & Hillard	do	June 18	Nov. 27, 1867	50			Sailed under Captain Jos. Farwell, who died May 14, 1867.
Nye	do	do	Oct. 30	Sept. 15, 1868	170	10		
Dyer	D. Conwell	do	Dec. 21	Sept. 17, 1868	100	32		Added 1867; sent home 70 sperm.
Tilson	H. & S. Cook	do	May 16	Aug. 6, 1868	90			Built 1867; sent home 41 sperm.
Liam Remington	Union Wharf Company	do	May 13	Aug. 12, 1867		15		
Sparks	D. Conwell	do	Dec. 26	Sept. 17, 1868	75	130		Sent home 68 sperm.
Fyer	do	do	Nov. 24	Aug. 28, 1869	165	175		
Nickerson	E. & E. K. Cook & Co.	do	Dec. 11	Aug. 28, 1868	173	80		Added 1867; sent home 114 sperm.
Freeman	Atkins Nickerson	do	Apr. 18	Sept. 21, 1869	180	180		Sent home 160 sperm.
Curran	Freeman & Hillard	do	Apr. 18	Aug. 19, 1848		Clean		
Burch	Robert Soper	do	Jan. 3	Aug. 26, 1867	3	120		
Young	H. & S. Cook & Co.	do	May 11	Oct. 5, 1868	230	20		Altered from a schooner 1867.
Freeman	J. E. & G. Howley	do	Feb. 25	Sept. 20, 1868	30	94		
Atkins	Amos Nickerson	do	Feb. 2	July 31, 1867				Added 1866; supposed to have foundered near George's Bank, and all on board lost.
Rich	D. Conwell	do	Jan. 25					1867; sent home 160 sperm.
White	C. H. Cook	do	Jan. 25	Aug. 15, 1867	40			
Stid.	Isaiah Gifford	do	Sept. 12	Aug. 6, 1868	80	110		
E. Cook	do	do	Oct. 10	Sept. 5, 1869	100	200		Sent home 239 sperm.
Young	Atk. Nickerson	do						
Gross	R. R. Freeman	Atlantic	Dec. 11	Sept. 26, 1869	260	85		Sent home 85 sperm; withdrawn 1870.
Senter	Heman Smith	Atlantic	Dec. 18	July 9, 1870	3	200		Sent home 271 sperm; withdrawn 1871.
Abbott	Robert Soper & Son	do	May 6					Added 1867; supposed to have been lost with all on board.
Stetson	H. Smith	do	July 9	July 24, 1869	170			Built 1867; sent home 324 sperm.
Smith	do	do	Oct. 22	Sept. 10, 1869	225			Sent home 76 sperm.
Swah	Robert Soper & Son	do	Nov. 9	Nov. 22, 1868		8		Bought from Beverly 1867.
Bonroe	H. Smith	do	Nov. 12	Sept. 3, 1868	175			
Worth	John C. Osgood	Indian Ocean	Dec. 17	May 16, 1871	760			Altered from a schooner 1867; built at Wilmington, Del., 1861; sold to Boston 1871; sent home 116 sperm.
W. Holmes	do	Atl'ic and Pac.	June 13	June 13, 1871	204	149		Bought from Boston 1867; built at Newburyport 1861; sent home 410 sperm; sold to Boston 1872; Salem's last whaler; sent home 243 sperm, 20 whale; condemned and sold at Rio Janeiro Nov. 6, 1869.
Marshall	do	Atlantic	Dec. 26					
Cottle	F. W. Choate	Atlantic	Apr. 26	Sept. 12, 1868	190	4		Put into New Bedford April 30; damaged by collision with British ship Isabella; sent home 60 sperm.
Robbins	Sumner, Swasey & Co.	Atlantic	Apr. 10	Sept. 5, 1868	64	13		Added 1867; built on the Merrimac 1847.
Joseph H. Caton	do	do	Mar. 6	Aug. 26, 1868	20	31		Added 1866; sent home 35 sperm.
Bolles	Lawrence & Co.	Hurd's Island.	June 22	May 4, 1869		1,150	1,200	Bought from Baltimore 1867; built at Baltimore 1855, to replace the E. R. Sawyer.
Richard H. Chapell	do	Desolatin Island	July 6	Apr. 26, 1872		97	1,100	Added 1866; (bird mate, H. Griswold, died May, 1868.
Tyson	Williams & Barns	Cumber'ld Inlet	Apr. 11	Aug. 27, 1868		837	13,400	
Buddington	do	do	May 2	Sept. 10, 1868		303	6,600	
Bailey	R. H. Chapell	Hudson's Bay	May 25	Sept. 14, 1868		608	8,700	Formerly of the United States Navy; bought 1867; sold to Edgartown 1874.
Stephen Bolles	Williams & Barus	Atlantic	June 1	July 21, 1870		306	10	Returned damaged by a gale; sunk in lee in Hudson's Strait July 6, 1867.
			Mar. 20	Apr. 29, 1867				

## 624 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1867.</b>				
<i>New London, Conn.—Continued.</i>				
Roman .....	Ship .....	350	Church .....	R. H. Chapell .....
Roswell King .....	Schooner .....	131	R. H. Glass .....	do .....
<i>Sag Harbor, N. Y.</i>				
Bahena .....	Bark .....	215	Jennluga .....	H. & S. French .....
Highland Mary .....	do .....	209	French .....	do .....
<i>New York, N. Y.</i>				
Addison .....	Bark .....	426	Peleg Cornell .....	Lorenzo Pelee .....
<b>1868.</b>				
<i>New Bedford, Mass.</i>				
A. R. Tucker .....	Bark .....	129	Charles B. Baratow .....	J. & W. R. Wing .....
Ansel Gibbs .....	do .....	303	Elnathan H. Fisher .....	Jonathan Bourne, Jr. ....
Atlantic .....	do .....	291	Henry R. Crow .....	J. & W. R. Wing .....
Black Eagle .....	do .....	229	B. Swain, Jr. ....	Andrew H. Foster .....
China .....	do .....	367	Charles H. Gifford .....	William Phillips & Son .....
Cleona .....	do .....	347	Horvey E. Luce .....	Edmund Maxfield .....
Com. Morris .....	Ship .....	338	Jacob A. Howland .....	Swift & Perry .....
Contest .....	do .....	341	James L. Chapman .....	do .....
Cornelia .....	Bark .....	203	Edward P. Shiverick .....	John P. Knowles, 2d .....
Coral .....	do .....	361	James E. Potter .....	Taber, Gordon & Co. ....
D. N. Richards .....	Schooner .....	92	Isaac P. Webb .....	William P. Howland .....
Draco .....	Bark .....	258	Andrew M. Braley .....	J. Bourne, Jr. ....
E. Swift .....	do .....	327	George W. Bliven .....	Swift & Allen .....
Emily Morgan .....	do .....	365	Benjamin Dexter .....	J. & W. R. Wing .....
Geo. and Susan .....	do .....	343	James W. Stapleford .....	G. & M. Howland .....
Glacier .....	do .....	195	Benjamin Gifford .....	A. H. Potter .....
Gov. Troup .....	Ship .....	407	John A. Castino .....	Edward C. Jones .....
Henry Taber .....	Bark .....	296	Tim. C. Packard .....	Taber, Gordon & Co. ....
Irving .....	Schooner .....	106	George Fox .....	W. P. Howland .....
James Maury .....	Bark .....	432	John C. Smith .....	Charles R. Tucker & Co. ....
Jreh Perry .....	Ship .....	316	George F. Smith .....	Swift & Perry .....
J. W. Dodge .....	Schooner .....	83	John M. Honeywell .....	Abraham Delano .....
John P. West .....	Bark .....	353	Calvin Manchester .....	Slmeon N. West .....
Joseph Maxwell .....	do .....	263	George Cowie .....	Taber, Read & Co. ....
Laeonia .....	do .....	158	John A. Luce .....	J. P. Knowles, 2d .....
Letitia .....	do .....	308	Joseph Stowell .....	J. & W. R. Wing .....
Lagoda .....	do .....	371	Swift .....	Jonathan Bourne, Jr. ....
Martha .....	do .....	277	Peter Cartland .....	Swift & Allen .....
Merlin .....	do .....	246	David E. Allen .....	William Watkins .....
Minerva .....	do .....	337	Hezekiah Allen .....	T. Knowles & Co. ....

Table showing returns of whaling-vessels.

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
					Bbls.	Bbls.	Lbs.	
— Church.....	R. H. Chapel.....	Hard's Island..	Aug. 12	June 6, 1868	15	1,920	3,222	Sent home 1,550 whale and elephant.
H. Glass.....	do.....	do.....	July 13	May 19, 1870	.....	692	3,222	
— Jennings.....	H. & S. French.....	Indian Ocean...	Oct. 13	Oct. 21, 1870	54	.....	.....	Joseph Menday, third mate, and three men, drowned at Trasmu d Acunha, November, 1868; sent home 550 sperm; sold to New Bedford 1871.
— French.....	do.....	Atlantic.....	July 3	.....	.....	.....	.....	Formerly named Michael, under the Portuguese flag; then the Parana, sailing from Sag Harbor; then was an English brig; added again to Sag Harbor 1866; the crew, except the second and third mate and one boat-steerer, deserted at Saint Catharine's 1868; condemned at Panama; refitted and named Sallie French 1868; sent home 180 sperm, 400 whale, 2,200 pounds bone.
leg Cornell.....	Lorenzo Zelree.....	Atlantic.....	July 4	Oct. 25, 1868	255	.....	.....	Added 1867; sent home 290 sperm.
Charles B. Harstow.....	J. & W. R. Wing.....	Atlantic.....	Nov. 12	Sept. 14, 1870	147	.....	.....	Sent home 108 sperm.
Mathan B. Fisher.....	Jonathan Bourne, Jr.....	Boston Bay.....	June 3	Sept. 26, 1869	.....	650	10,100	Sent home 293 sperm, 340 whale, 2,500 bone.
Henry R. Crow.....	J. & W. R. Wing.....	Indian Ocean...	May 12	May 13, 1872	1,075	150	.....	Sent home 542 sperm, 561 whale; sold to Beverly 1873, for freighting.
Swain, Jr.....	Andrew H. Potter.....	Pacific Ocean...	July 8	June 30, 1872	458	.....	.....	Sent home 530 whale, 4,100 pounds bone.
Charles H. Gilford.....	William Phillips & Son.....	Indian Ocean...	Oct. 6	Aug. 30, 1871	97	1,190	7,460	Sent home 476 sperm, 85 whale, 655 pounds bone; sold to New York for merchant-service.
Arvey E. Luce.....	Edmund Maxfield.....	Pacific Ocean...	Oct. 6	Aug. 3, 1872	451	1,011	.....	Sent home 164 sperm.
Seob A. Howland.....	Swift & Perry.....	Atlantic.....	May 12	Dec. 3, 1869	759	43	.....	Sent home 256 sperm, 36 humpback.
James L. Chapman.....	do.....	Pacific Ocean...	Dec. 15	May 18, 1870	184	1,123	4,221	Sent home 524 sperm, 1,421 whale, 5,000 pounds bone.
Edward P. Shiverick.....	John P. Knowles, 2d.....	do.....	Nov. 16	Aug. 4, 1871	1,133	.....	.....	Sent home 92 sperm, 104 whale; put into Norfolk disabled; withdrawn 1870.
James E. Potter.....	Taber, Gordon & Co.....	North Pacific...	Sept. 9	July 19, 1872	1,300	585	.....	Sent home 80 sperm; 911 whale, 15,300 pounds bone; lost in the Arctic 1871.
Maue P. Webb.....	William P. Howland.....	Atlantic.....	Dec. 3	.....	.....	.....	.....	Altered from a ship 1868; sent home 371 sperm, 1,351 whale, 1,747 bone; lost in the Arctic 1871.
Andrew M. Braley.....	J. Bourne, Jr.....	do.....	Oct. 17	Nov. 7, 1871	690	325	.....	Altered from a schooner 1868; sent home 273 sperm.
George W. Bilven.....	Swift & Allen.....	North Pacific...	July 21	.....	.....	.....	.....	Sold to Boston 1872.
Benjamin Dexter.....	J. & W. R. Wing.....	do.....	Nov. 10	.....	.....	.....	.....	Sent home 1,974 whale, 35,903 pounds bone; lost in the Arctic 1871.
James W. Stapleford.....	G. & M. Howland.....	Atlantic.....	Oct. 20	June 13, 1871	211	32	.....	Formerly the Hattie Hunt; built in the Provinces 1869; bought and renamed 1868; sent home 80 sperm, two blackish.
Benjamin Gilford.....	A. H. Potter.....	do.....	May 12	Sept. 21, 1870	245	.....	.....	Altered from a ship 1868; sent home 410 sperm, 80 whale, 500 pounds bone; sold to New York 1873.
John A. Castino.....	Edward C. Jones.....	Indian Ocean...	June 16	May 10, 1872	1,324	45	.....	Sent home 207 sperm.
Chas. C. Packard.....	Taber, Gordon & Co.....	North Pacific...	Oct. 23	.....	.....	.....	.....	Sent home 146 sperm; sold to Gloucester 1869.
George Fox.....	W. P. Howland.....	Atlantic.....	June 10	May 13, 1870	.....	Clean	.....	Sent home 2,000 pounds bone.
John C. Smith.....	Charles R. Tucker & Co.....	Indian Ocean...	Aug. 27	June 4, 1872	1,429	95	.....	Sent home 218 sperm, 369 whale.
George F. Smith.....	Swift & Perry.....	Atlantic.....	May 12	Aug. 22, 1871	273	692	3,149	Sent home 340 sperm, 2,459 whale, 24,659 pounds bone.
John M. Honeywell.....	Abraham Dolano.....	do.....	May 22	.....	.....	.....	.....	Sent home 422 sperm, 49 whale.
Calvin Manchester.....	Simeon N. West.....	Indian Ocean...	July 11	June 2, 1871	735	80	3,354	Sent home 218 sperm, 369 whale.
George Cowle.....	Taber, Read & Co.....	do.....	Sept. 1	Oct. 5, 1871	985	141	.....	Sent home 249 sperm, 2,459 whale, 24,659 pounds bone.
John A. Luce.....	J. P. Knowles, 2d.....	do.....	Oct. 15	May 22, 1871	506	.....	.....	Sent home 422 sperm, 49 whale.
Joseph Stowell.....	J. & W. R. Wing.....	Pacific Ocean...	Sept. 21	May 29, 1872	400	50	.....	Sent home 218 sperm, 369 whale.
— Swift.....	Jonathan Bourne, Jr.....	do.....	July 25	June 1, 1873	516	51	.....	Sent home 218 sperm, 369 whale.
Peter Gartland.....	Swift & Allen.....	do.....	June 16	July 1, 1872	846	.....	.....	Sent home 339 sperm, 1,573 whale, 12,715 pounds bone; abandoned in the Arctic 1871.
David E. Allen.....	William Watkins.....	Indian Ocean...	June 23	Apr. 3, 1872	1,147	.....	.....	
Hezekiah Allen.....	T. Knowles & Co.....	North Pacific...	July 7	May 12, 1873	.....	2,638	.....	

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1808.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Morning Star.....	Bark....	226	George H. Allen.....	Charles Hitch & Son.....
Napoleon.....	do.....	322	William C. Fuller.....	Charles Tucker.....
Ohio.....	do.....	205	J. R. Jenney.....	Loum Snow & Son.....
Oliver Crocker.....	do.....	305	James H. Fisher.....	James B. Wood & Co.....
Oceola, 3d.....	do.....	140	H. J. Hogan.....	J. & W. R. Wing.....
Osmantli.....	do.....	292	James M. Williams.....	Jacob H. Bradley.....
Ospray.....	do.....	173	Andrew R. Hyer.....	Swift & Allen.....
Pacillo.....	do.....	341	James B. Huxford.....	Swift & Perry.....
Palmetto.....	do.....	215	James B. Robinson.....	C. R. Tucker & Co.....
Petrel.....	Schooner	61	Loring Braley.....	C. Thatcher & Co.....
Robt. Morrison.....	Bark....	314	Henry A. Slocum.....	T. Knowles & Co.....
Roman.....	do.....	356	Jared Jernegan.....	W. Watkins.....
Sunbeam.....	do.....	255	Thomas N. Fisher.....	J. & W. R. Wing.....
Triton.....	do.....	264	Moses L. Snell.....	do.....
Tropic Bird.....	do.....	145	Edgar W. Crapo.....	W. P. Howland.....
Wm. Gifford.....	do.....	241	Charles A. Veeder.....	Charles H. Gifford.....
<i>Fairhaven, Mass.</i>				
Oxford.....	Brig... 91	Nathan Briggs.....	Damon & Judd.....	
U. D.....	Schooner 77	Ambrose H. Bates.....	do.....	
Union.....	do..... 66	Owen Fisher.....	Dexter Jenney.....	
Wash. Freeman.....	do..... 96	Loring Braley.....	Obed F. Hitch.....	
<i>Marion, Mass.</i>				
Admiral Blake.....	Schooner 84	Arthur H. Hammond.....	Henry M. Allen.....	
Cobannet.....	do..... 83	William C. Hathaway.....	A. J. Hadley.....	
Express.....	do..... 80	Handy.....	Benjamin B. Handy.....	
Graduate.....	do..... 58	Allen D. Ryder.....	H. M. Allen.....	
Herald.....	Brig... 148	John A. Kelley.....	do.....	
Pocahontas.....	do..... 200	Micajah C. Fisher.....	do.....	
Wm. Wilson.....	Schooner 92	do Hathaway.....	A. J. Hadley.....	
<i>Dartmouth, Mass.</i>				
Rainbow.....	Schooner 48	Thomas J. Cannon.....	William Porter, 2d.....	
<i>Westport, Mass.</i>				
Greyhound.....	Bark... 163	John M. Allan.....	Henry Wilcox.....	
<i>Tybury, Mass.</i>				
Mercy Taylor.....	Brig... 117	Thomas Foster.....	J. M. Taber.....	
<i>Nantucket, Mass.</i>				
Bobio.....	Bark... 197	Henry W. Davis.....	Joseph B. Macy.....	
H. L. Barstow.....	do..... 182	William Jernegan.....	do.....	
<i>Provincetown, Mass.</i>				
A. L. Putnam.....	Schooner 123	do Smith.....	H. & S. Cook & Co.....	
Acyone.....	do..... 92	do Baldwin.....	E. & E. K. Cook & Co.....	
Alleghania.....	do..... 70	do Graham.....	Daniel C. Cook.....	
A. Clifford.....	do..... 85	do Dyer.....	H. & S. Cook & Co.....	

Table showing returns of whaling-vessels.

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
George H. Allen	Charles Hitch & Son	Pacific Ocean	July 1	Aug. 16, 1872	1,074	.....	.....	Sent home 472 sperm.
.....	Charles Tucker	.....	.....	June 11, 1872	1,350	957	.....	Sent home 92 sperm, 110 whale, and 570 bone.
.....	Loum Snow & Son	Atlantic	July 14	July 8, 1871	350	285	1,475	Sent home 1,109 sperm, 1,273 whale, and 30,564 bone.
.....	James B. Wood & Co.	North Pacific	July 1	.....	.....	.....	.....	Lost in the Arctic 1871; sent home 434 sperm, 1,952 whale, and 27,320 bone.
.....	J. & W. R. Wing	Atlantic	Dec. 2	Nov. 25, 1870	135	.....	.....	Sent home 437 sperm and 675 whale.
.....	Jacob H. Hadley	Indian Ocean	Oct. 6	July 14, 1871	324	714	2,788	Sent home 498 sperm and 320 humpback.
.....	Swift & Allen	Atlantic	May 5	Apr. 30, 1871	303	373	.....	W. S. Church, first mate, died from wound received from a bomb lance Nov. 6, 1863.
.....	Swift & Perry	.....	Oct. 20	Apr. 28, 1869	64	1	.....	Bought from New York 1868; sent home 119 sperm and 250 whale.
.....	C. R. Tucker & Co.	Pacific Ocean	June 10	June 19, 1872	358	561	.....	.....
.....	C. Thatcher & Co.	Atlantic	July 13	Oct. 7, 1869	56	1	.....	Sold to Edgartown 1871.
.....	T. Knowles & Co.	Indian Ocean	July 21	July 15, 1871	443	131	1,228	Altered from a ship 1868; sent home 379 sperm, 2,222 whale, and 30,563 bone; lost in the Arctic 1871.
.....	W. Watkins	North Pacific	Oct. 29	.....	.....	.....	.....	.....
.....	J. & W. R. Wing	Pacific Ocean	June 4	Aug. 28, 1871	1,290	.....	.....	Sent home 137 sperm, 203 whale, and 1,100 bone.
.....	.....	Atlantic	July 21	Nov. 0, 1871	112	1,082	696	.....
.....	W. P. Howland	.....	Nov. 21	Oct. 17, 1870	21	8	.....	Sent home 250 sperm; sold and withdrawn 1871.
.....	Charles H. Gifford	Pacific Ocean	Aug. 1	Feb. 7, 1873	886	35	.....	Withdrawn 1873.
.....	Damon & Judd	Cumberland Inlet	July 20	.....	.....	.....	.....	Lost in Cumberland Inlet 1869.
.....	.....	Atlantic	Nov. 6	.....	.....	.....	.....	Sent home 190 sperm; condemned and sold at Barbadoes, January, 1870.
.....	Dexter Jenney	.....	Sept. 17	Sept. 26, 1869	90	.....	.....	Bought from Provincetown 1868; sold to New Bedford 1870.
.....	Obed F. Hitch	.....	Nov. 23	Sept. 30, 1870	21	312	.....	Sent home 137 sperm; sold to Thomaston, Me., for freighting 1871.
.....	Henry M. Allen	Atlantic	Dec. 3	Mar. 13, 1871	.....	361	768	Sent home 50 sperm and 221 whale; withdrawn for freighting 1871.
.....	A. J. Hadley	.....	May 12	Oct. 8, 1868	.....	7	.....	Added 1868.
.....	Benjamin B. Handy	.....	May 20	Oct. 12, 1868	17	3	.....	Do.
.....	H. M. Allen	.....	May 12	Sept. 21, 1868	51	.....	.....	Sent home 43 sperm, 442 whale, and 1,748 bone; withdrawn for merchant-service 1871.
.....	.....	.....	Dec. 18	July 27, 1870	270	.....	.....	Bought from New Bedford 1868; condemned at Barbadoes, October, 1870; sent home 150 sperm.
.....	A. J. Hadley	.....	July 23	.....	.....	.....	.....	.....
.....	A. J. Hadley	.....	May 22	Aug. 28, 1868	162	.....	.....	.....
.....	William Porter, 2d	Atlantic	May 15	Sept. 25, 1868	75	.....	.....	.....
.....	Henry Wilcox	Atlantic	May 27	May 15, 1871	634	46	400	.....
.....	J. M. Tabor	Atlantic	Dec. 3	Aug. 3, 1870	250	150	.....	Sent home 180 sperm and 233 whale; sold to New York 1871.
.....	Joseph B. Macy	Pacific Ocean	July 12	.....	.....	.....	.....	Bought from New York 1868; sold at Calais, January, 1872.
.....	.....	.....	Dec. 19	.....	430	650	.....	Sold at Calais, February, 1873.
.....	H. & S. Cook & Co.	Atlantic	Aug. 17	Sept. 9, 1869	45	50	.....	Withdrawn 1869.
.....	E. & E. K. Cook & Co.	Indian Ocean	Oct. 20	June 8, 1871	218	.....	.....	Sent home 235 sperm; withdrawn 1871.
.....	Daniel C. Cook	Atlantic	Jan. 24	Aug. 28, 1868	145	6	.....	.....
.....	H. & S. Cook & Co.	.....	Dec. 21	Sept. —, 1870	73	236	.....	Withdrawn 1870.



Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1868.</b>				
<i>Provincetown, Mass.—Continued.</i>				
Albert Clarence.....	Schooner	101	— Bourne.....	J. Freeman.....
Allie B. Dyer.....	do	87	Orlando J. Tripp.....	Alfred Cook.....
Ada M. Dyer.....	do	92	— Dyer.....	Stephen Cook.....
H. F. Sparks.....	do	116	— Cook.....	Atkins Nickerson.....
Carrie W. Clark.....	do	114	William Clark, jr.....	Stephen Cook.....
C. H. Cook.....	do	118	— Crowell.....	Union Wharf Company
Ubas. A. Higgins.....	do	119	N. Y. Higgins.....	David Conwell.....
D. A. Small.....	Brig	91	— Josiah Ryder.....	Union Wharf Company
E. B. Conwell.....	Schooner	71	— Cann.....	Stephen Cook.....
E. Gerry.....	do	65	— Emery.....	Atkins Nickerson.....
Ellen Ripzab.....	do	85	— White.....	J. A. Lewis & Co.....
Emma F. Lewis.....	do	70	— Powe.....	J. E. & G. Bowley.....
Estella.....	do	70	— Higgins.....	E. & E. K. Cook.....
Expres.....	do	63	— Meribew.....	Joshua Lewis.....
G. W. Lewis.....	do	141	— Stihl.....	Union Wharf Company
Grace Lothrop.....	do	116	John S. Smith.....	Stephen Cook.....
H. M. Simmons.....	Schooner	80	— Cook.....	B. A. Lewis & Co.....
John A. Lewis.....	do	130	— Chapman.....	do
Lizzie J. Bigelow.....	Brig	90	— Josiah Cook.....	do
I. P. Simmons.....	Schooner	102	— Dunham.....	J. E. & G. Bowley.....
Mary E. Nason.....	do	108	H. Sparks.....	D. Conwell.....
Mary G. Curren.....	do	105	— Fisher.....	Freeman & Hillard.....
M. F. Simmons.....	do	87	— Gelleit.....	E. & E. K. Cook & Co.....
N. F. Putnam.....	do	64	— Dyer.....	H. & S. Cook.....
Olive Clark.....	do	110	— Atkins.....	D. Conwell.....
Sassaacus.....	do	85	— Freeman.....	E. & E. K. Cook & Co.....
S. R. Soper.....	do	63	— Eldridge.....	Robert Soper.....
V. Doano.....	do	80	— Young.....	H. & S. Cook.....
Winged Racer.....	do	80	— Rich.....	D. Conwell.....
			— Graham.....	
<i>Boston, Mass.</i>				
Carrie Jones.....	Schooner	97	— Cornell.....	Robert Soper & Son.....
F. H. Moore.....	Brig	107	— Wood.....	Heman Smith.....
S. N. Smith.....	Schooner	108	— Ronnevillo.....	
Thraver.....	do	69	— Cook.....	R. Soper & Son.....
Wm. Martin.....	do	92	— Fisher.....	H. Smith.....
<i>Salem, Mass.</i>				
Falcon.....	Brig	120	— Richmond.....	John C. Osgood.....
<i>Newburyport, Mass.</i>				
Georgia.....	Schooner	127	— Bradbury.....	Sumner, Swasey & Co.....
Life Boat.....	do	85	— Caton.....	do
<i>Groton, Conn.</i>				
Cornelia.....	Schooner	148	— Baker.....	Ebenezer Morgan.....
<i>New London, Conn.</i>				
E. B. Phillips.....	Bark	144	C. B. Chapell.....	Williams & Haven.....
George and Mary.....	do	105	— Newbury.....	Williams & Barns.....
Georgiana.....	Brig	128	A. J. Parsons.....	Williams & Haven.....
Golden West.....	Schooner	144	— Church.....	Lawrence & Co.....

Table showing returns of whaling-vessels.

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Hourne	J. Freeman	Atlantic	Nov. 28	Nov. 4, 1870	Bbls.	Dbls.	Lbs.	Withdrawn 1870.
do J. Tripp	do	do	Aug. 4	No report	107			Withdrawn 1871; sent home 70 sperm.
do L. Dyer	Alfred Cook	do	Dec. 21	Sept. 14, 1869		185		Added 1868; sent home 150 sperm and 300 whale; wrecked on Gay Head 1869.
do Cook	Stephen Cook	do	July 3					Built at East Boston 1868; sent home 350 sperm.
do Sam Clark, jr.	Atkins Nickerson	do	May 5	June 18, 1869	120	350		
do Crowell	Stephen Cook	do	June 3	Oct. 23, 1868	140			Built at Duxbury 1868; sent home 56 sperm; withdrawn 1870.
do Higgins	Union Wharf Company	do	June 15	Aug. 27, 1870	80	200		Built at Provincetown 1868.
do Ah Ryder	David A. Small	do	Dec. 21	Sept. —, 1870	206	1		
do Carr	David Conwell	do	Oct. 6	Sept. 2, 1869	220			
do Emery	Union Wharf Company	do	Mar. 10	July 10, 1869		170		Sent home 53 sperm.
do White	Stephen Cook	do	Jan. 17	Sept. 13, 1868	77	5		
do Town	B. A. Lewis & Co.	do	Dec. —	Sept. 9, 1869	20	180		
do Higgins	J. E. & G. Bowley	do	Apr. 29	Sept. 13, 1869	110	30		Sent home 90 humpback; withdrawn 1869.
do Merithew	E. & E. K. Cook	do	Nov. 14	Aug. 5, 1870	33	34		Sold out 1870.
do Sbl.	Joshua Lewis	do	Oct. 27	July 26, 1870	19	28		Withdrawn 1870.
do S. Smith	Union Wharf Company	do	May 27	Aug. 31, 1869	85	95		Withdrawn 1870; sent home 18 sperm.
do Cook	Stephen Cook	do	June 10	July 26, 1870	71	87		Built at Duxbury in 1868; sent home 203 sperm; withdrawn 1870.
do Chapman	B. A. Lewis & Co.	do	June 19	Aug. 31, 1870	31	300		Sent home 130 whale; withdrawn 1870.
do Cook	do	do	Nov. 13	June 2, 1870		184		Withdrawn for the cod-fishery 1870.
do Cook	do	do	July 11	Nov. —, 1871	150			Built at Hanover in 1868; sent home 20 sperm; withdrawn 1871.
do Dunham	J. E. & G. Bowley	do	May 20	July 20, 1870	59	12		Withdrawn 1870; sold to New York 1872.
do Sparks	D. Conwell	Pacific Ocean	June 1	May 11, 1871	80	300		First whaler for the Pacific from Provincetown; withdrawn 1874; sent home 75 sperm; 430 humpback.
do Fisher	Freeman & Hilliard	Atlantic	May 27	Oct. 4, 1869	230			
do Gallett	E. & E. K. Cook & Co.	do	July 21	Oct. 4, 1869	138	11		
do Dyer	H. S. Cook	do	Nov. 12	July 27, 1869	130	300		
do Atkins	D. Conwell	do	Dec. —	June 25, 1869		150		Withdrawn 1870.
do Freeman	E. & E. K. Cook & Co.	do	Jan. 18	June 2, 1869		300		Sent home 410 sperm; 83 whals.
do Eldridge	Robert Soper	do	Sept. 28					Sent home 90 sperm; lost on Bird Island May 25, 1870; had 150 sperm; saved 120.
do Young	H. S. Cook	do	Jan. 16	Sept. 4, 1868	35	184		Withdrawn for mackerel-fishery 1868.
do Rich	do	do	Jan. 24	Sept. 4, 1868	50	46		
do Graham	D. Conwell	do	Dec. —	Sept. 14, 1869		100		Withdrawn 1869.
do Cornell	do	Atlantic	Oct. 1	Sept. 9, 1869	275			Added 1868.
do Wood	do	do	May 5	Aug. 29, 1870	180	27		Added 1868; sent home 48 sperm.
do Rouseville	Heman Smith	do	Feb. 29					Lost August 28, 1869; the captain's wife, 2 children, first and second mates, boat-steerer, and 13 of the crew lost; had 120 sperm; sent home 65 sperm.
do Cook	R. Soper & Son	do	Nov. 2	Aug. 29, 1869	100	100		
do Fisher	H. Smith	do	Dec. 3	Oct. 13, 1869	170			
do Richmond	John C. Osgood	Atlantic	June 9	May 9, 1871	471	4		Sent home 25 sperm; sold to Boston 1871.
do Bradbury	Sumner, Swasey & Co.	Atlantic	Nov. 23	Sept. 28, 1869	93			Sold to Brewer, Me., 1869.
do Eaton	do	do	Dec. 21	Aug. 6, 1870	127	166		Withdrawn 1870.
do Baker	Ebenezer Morgan	Com. Inlet	May 26	Sept. 23, 1869		143	1,765	Withdrawn 1870; Groton out of the business.
do O. Chapell	Williams & Haven	Indian Ocean	Aug. 22	May 10, 1871	163	273		Bought from Boston 1868; Captain Chanell died at St. Helena October 23, 1870; sent home 219 sperm; shipped 2,000 gallons sperm to London from St. John's, N. F.; sold to Boston 1874.
do Newbury	Williams & Barns	Com. Inlet	May 16	Sept. 17, 1869		450	8,000	
do J. Parsons	Williams & Haven	do	Aug. 5					Supposed to be lost, with all on board, 1865.
do Church	Lawrence & Co.	Desolation Isld.	June 30	Apr. 18, 1871		724		Sent home 125 elephant.

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1868.</b>				
<i>New London, Conn.—Continued.</i>				
Helen F.....	Schooner	106	Spicer.....	Williams & Haven.....
J. D. Thompson.....	Bark.....	432	Allen.....	Williams & Barns.....
Roman.....	Ship.....	350	Church.....	Richard H. Chapel.....
S. B. Howes.....	Schooner	101	Avery.....	Williams & Haven.....
<i>Sag Harbor, N. Y.</i>				
Concordia.....	Bark.....	217	Dunbar.....	O. R. Wade.....
Myra.....	Brig.....	116	Babeock.....	H. & S. French.....
<i>New York, N. Y.</i>				
A. B. Cook.....	Brig.....	153	Wells S. Field.....	I. McKim Cook.....
Endeavour.....	Bark.....	232	Henry P. Taber.....	Lorenzo Peirce.....
Minnesota.....	do.....	243	Clothier Peirce.....	do.....
Ocean Steed.....	do.....	258	G. B. Borden.....	do.....
<i>San Francisco, Cal.</i>				
Florida.....	Ship.....	470	Fraser.....	Sherwood & Co.....
<b>1869.</b>				
<i>New Bedford, Mass.</i>				
Adeline.....	Ship.....	353	Alonzo J. Marvin.....	C. R. Tucker & Co.....
Annie Ann.....	Bark.....	220	John C. Pierce.....	John W. Pierce.....
Ansel Gibbs.....	do.....	304	Charles Stetson.....	Jonathan Bourne, jr.....
Desdemona.....	do.....	236	Samuel F. Davis.....	G. & M. Howland.....
Edward Everett.....	do.....	187	Hubert A. White.....	Gideon Allen & Son.....
E. Corning.....	do.....	225	John W. Cornell.....	Swift & Perry.....
Eliza.....	do.....	296	John C. Diamond.....	J. Bourne, jr.....
Eugenia.....	do.....	315	Daniel B. Nye.....	Swift & Allen.....
Fanny.....	do.....	391	Lewis W. Williams.....	do.....
Florida.....	Ship.....	...	N. P. Gray.....	do.....
George.....	Bark.....	259	Abraham Osborn.....	Gideon Allen & Son.....
Globe.....	do.....	200	Alexander A. Tripp.....	Charles Tucker.....
Hecla.....	do.....	160	Frederick H. Smith.....	Thomas Knowles & Co.....
Herald.....	do.....	300	John H. Sturgia.....	Zenas L. Adams.....
James Arnold.....	Ship.....	346	William P. Briggs.....	Taber, Gordon & Co.....
Java.....	Bark.....	295	Benjamin Mantor.....	G. & M. Howland.....
John Wells.....	do.....	357	Aaron Dean.....	William O. Brownell.....
Lancor.....	do.....	295	William J. Macy.....	Joshua Richmond & Son.....
Leonidas.....	do.....	95	A. L. Stiekney.....	David B. Kempton.....
Live Oak.....	do.....	448	John A. Beckerman.....	Charles S. Randall.....
Louisa.....	do.....	303	George W. Slocum.....	Swift & Allen.....
Lydia.....	do.....	329	Lysander W. Gifford.....	Edmund Maxfield.....
Marcella.....	do.....	166	Owen H. Tilton.....	C. R. Tucker & Co.....
Mars.....	do.....	256	Allen.....	Gifford & Cummings.....
Mercury.....	do.....	311	Tristram P. Ripley.....	William Phillips & Son.....
Midas.....	do.....	313	Charles Hamill.....	W. O. Brownell.....
Milton.....	Ship.....	373	Thomas Wilson.....	Taber, Gordon & Co.....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Spicer	Williams & Haven	Com. Inlet	June 20	Out, 1877				Had taken at last report 1,450 whale, 13,600 pounds bone.
Allen	Williams & Barus	North Pacific	June 13					Sent home 82 sperm, 2,774 whale, 31,829 pounds bone; lost in the Arctic 1871.
Church	Richard H. Chapel	Desolation Isd.	Aug. 13	May 18, 1869				
Avery	Williams & Haven	Com. Inlet	June 20	Nov. 6, 1869	Clean	4,617	694	
Dunbar	O. R. Wade	Com. Inlet	Apr. 20	Oct. 7, 1869	116	200	2,930	Sent home 121 sperm; sold to New London 1870.
Babeock	H. & S. Freuch	Pacific Ocean	Aug. 24	Apr. 25, 1871	213	310		Sent home 325 sperm; 339 whale.
ella S. Field	I. McKim Cook	Pacific Ocean	Aug. 5					Belongs to parties in Panama; fitted from New Bedford 1868; sailed under American flag; lost on Point Mangales, June 11, 1873; sent home 700 sperm, 430 whale.
Henry P. Taber	Lorenzo Peirce	Indian Ocean	Nov. 14	Oct. 2, 1870	760	475		Bought from New Bedford 1864
Robert Peirce	do	Indian Ocean	June 25	June 13, 1872	1,030	130		Third mate, Mr. Greene, died Nov. 9, 1869; sent home 140 sperm; withdrawn 1874.
B. Borlen	do	Atlantic	Apr. 27	Nov. 28, 1869	428	17		Abled 1868 from New Bedford; transferred to New Bedford 1870; took, in all, 1,170 sperm, 20 whale.
Fraser	Sherwood & Co.	North Pacific	Dec. 7	Nov. 7, 1869	45	1,600	20,000	Sailed 1870 for the Arctic; lost there 1871.
Lonzo J. Marvin	C. R. Tucker & Co.	Pacific Ocean	Sept. 21	July 1, 1874	792	746		Sent home 570 sperm, 1,500 pounds bone; sold to Manchester, Mass., 1871.
John C. Pierce	John W. Pierce	do	June 24					Added 1869; sent home 495 sperm; condemned at Mauritius in November, 1871.
Charles Stetson	Jonathan Bourne, jr.	Atlantic	Oct. 20	May 12, 1873	109			Sent home 150 whale, 800 pounds bone.
Samuel F. Davis	G. & M. Howland	do	July 6	Aug. 1, 1873	1,022	9		
Hubert A. White	Gideon Allen & Son	Pacific Ocean	Nov. 4	May 12, 1873	511	521		Sent home 264 sperm.
John W. Cornell	Swift & Perry	Atlantic	Apr. 19	Sept. 4, 1870	461			Joseph Caton, second mate, killed while cutting in 1871.
John C. Diamond	J. Bourne, jr.	Pacific Ocean	Aug. 14	Sept. 24, 1873	624	162		Sent home 175 sperm, 390 whale, 6,563 lbs. bone; lost in the Arctic 1871.
Daniel B. Nye	Swift & Allen	North Pacific	Sept. 14					Lost in the Arctic 1871.
Lewis W. Williams	do	do	July 21					Condemned at Mauritius, September, 1869; sent home 658 whale.
N. P. Gray	do	do	May —					Lost in the Arctic 1871.
Abraham Osborn	Gideon Allen & Son	Pacific Ocean	Aug. 10					Sent home 533 sperm; sold to Gloucester 1872.
Alexander A. Tripp	Charles Tucker	Atlantic	Mar. 6	May 20, 1872	115	875		Sent home 8 sperm; lost on Bird Island Dec. 29, 1870; had 530 sperm saved 28
Frederick H. Smith	Thomas Knowles & Co.	Indian Ocean	Aug. 31					Altered from a ship 1869; sold to London 1873.
John R. Sturgia	Zenas L. Adams	do	Aug. 14	Aug. 23, 1872	1,180	80	300	Sent home 370 sperm, 712 whale, 3,462 bone.
William P. Briggs	Taber, Gordon & Co.	Pacific Ocean	Oct. 12	Dec. 4, 1873	600	860		Sent home 146 sperm.
Benjamin Minter	G. & M. Howland	Atlantic	June 3	June 30, 1872	418	513	1,678	Sent home 1,208 whale, 17,148 pounds bone; lost in the Arctic 1871.
Anron Dean	William O. Brownell	North Pacific	Nov. 9					Sent home 83 sperm; sold to Mount Sinai, Long Island, 1874.
William J. Maey	Joshua Richmond & Son	Indian Ocean	Apr. 23	Apr. 25, 1873	1,560	38	150	Sent home 103 sperm, 108 whale.
A. L. Stickney	David H. Kempton	Atlantic	Oct. 2	June 15, 1872	95	228		Transferred from the merchant-service in 1869; formerly the Hobomok; sent home 1,071 sperm, 1,515 whale; sold to St. Johns, N. B., for merchant-service, 1871.
John A. Beckerman	Charles S. Randall	Indian Ocean	June 23	June 6, 1874	105	1,257		Sent home 1,170 sperm, 757 whale, 25,352 pounds bone.
George W. Slocum	Swift & Allen	do	May 4	June 23, 1874	55	1,138		William Michael, fourth mate, died Nov. 1871; sent home 803 whale, 1,638 bone.
Lysander W. Gifford	Edmund Maxfield	Pacific Ocean	July 14	Aug. 1, 1873	288	360		Sent home 317 sperm.
Owen H. Tilton	C. E. Tucker & Co.	Atlantic	Nov. 25	June 28, 1873	531	384		Sent home 479 sperm.
Allen	Gifford & Cummings	Pacific Ocean	Jan. 3	May 19, 1873	1,440	70	600	Sent home 269 sperm, 4 whale.
Tristram P. Ripley	William Phillips & Son	Indian Ocean	May 20	Nov. 1, 1872	1,041	484	1,028	Sent home 446 sperm, 2,868 whale, 42,575 pounds bone.
Charles Hamill	W. O. Brownell	North Pacific	June 22	June 8, 1874	39	531		Mr. Porter, second mate, killed by a whale October 5, 1872; sent home 1,159 sperm, 29 whale, 407 pounds bone.
Thomas Wilson	Taber, Gordon & Co.	Pacific Ocean	Oct. 21	June 11, 1873	790	950		

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1869.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Milwood .....	Bark...	216	Edwin W. White .....	G. Allen & Son .....
Nautilus .....	do .....	277	George A. Smith .....	do .....
Navy .....	do .....	385	George F. Bouldry .....	James B. Wood & Co. .
Orray Taft .....	do .....	134	M. V. B. Howland .....	Andrew H. Potter .....
Pacific .....	do .....	341	William Allen .....	Swift & Perry .....
Pioneer .....	do .....	225	James S. Hazard .....	Nathaniel T. Gifford ..
President .....	do .....	257	E. C. Almy .....	Taber, Read & Co. ....
President, 2d .....	do .....	12	George M. Seabury .....	Edmund Maxfield .....
Sea Ranger .....	do .....	273	Charles E. Allen .....	I. H. Bartlett & Sons ...
Seneca .....	do .....	32a	Edmund Kelley .....	Loun Snow & Son .....
Spartan .....	do .....	333	Edwin R. Osgood .....	David B. Kempton .....
Stamboul .....	do .....	206	William H. Mitchell .....	Charles Hitch & Son .....
Swallow .....	do .....	320	Willard W. Ryder .....	William Watkins .....
Tancred .....	do .....	372	Thomas E. Fordham .....	T. Knowles & Co. ....
Thomas Dickason .....	do .....	461	Valentine Lewis .....	G. & M. Howland .....
Three Brothers .....	Ship .....	357	James M. Witherell .....	C. R. Tucker & Co. ....
Wave .....	Bark .....	150	B. A. Briggs .....	T. Knowles & Co. ....
<i>Fairhaven, Mass.</i>				
A. Lawrence .....	Bark .....	160	Hiram J. Cleveland .....	James I. Church .....
Crownshield .....	do .....	257	John P. Praro .....	Terry & Chase .....
Ellen Rodman .....	Schooner	73	Jonathan Jenney .....	Tucker Damon, jr. ....
Selah .....	Bark .....	166	G. B. Howes .....	Benjamin H. Chase .....
<i>Marion, Mass.</i>				
Cohannet .....	Schooner	63	Obed Delano .....	A. J. Hadley .....
Express .....	do .....	80	Benjamin B. Handy .....	Benjamin B. Handy .....
Graduate .....	do .....	58	Rufus L. Savory .....	Henry M. Allen .....
Wm. Wilson .....	do .....	92	William C. Hathaway .....	A. J. Hadley .....
<i>Dartmouth, Mass.</i>				
Cape Horn Pigeon .....	Bark .....	212	G. I. F. Hazard .....	William Potter, 2d .....
Matilda Sears .....	do .....	27	William D. Gifford .....	do .....
Rainbow .....	Schooner	4c	Thomas J. Cannon .....	do .....
<i>Westport, Mass.</i>				
Janet .....	Bark .....	154	George N. Macy .....	Henry Wilcox .....
Mattapoisett .....	do .....	110	Weston S. Tripp .....	Henry Smith .....
Metmaid .....	do .....	27	John Horan .....	Andrew Hicka .....
Sea Fox .....	do .....	166	Samuel T. Braley .....	do .....
<i>Edgartown, Mass.</i>				
Almira .....	Ship .....	310	Marchant .....	Samuel Osborn, jr. ....
Champion .....	do .....	367	Pease .....	Grafton N. Collins .....
<i>Nantucket, Mass.</i>				
Abby Bradford .....	Schooner	114	John Murray .....	Joseph B. Macy .....
E. H. Adams .....	Brig .....	107	Zenna M. Coleman .....	Freeman E. Adams .....
Oak .....	Bark .....	167	William B. Thompson .....	do .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
John W. White	G. Allen & Son	Pan Inlet	Apr. 6	Oct. 6, 1870	.....	99	15,900	Sent home 220 sperm.
George A. Smith	do	Pacific Ocean	Oct. 6	May 22, 1874	.....	592	6,850	Sent home 154 sperm, 2,205 whale, 7,200 pounds bone.
George F. Boulhry	James B. Wood & Co.	North Pacific	Oct. 7	.....	.....	.....	.....	Sent home 433 sperm, 702 whale, 10,579 lbs. bone; lost in the Arctic 1871.
W. B. Howland	Andrew H. Potter	Atlantic	May 19	May 30, 1872	642	.....	.....	.....
Liam Allen	Swift & Perry	do	May 25	Aug. 9, 1870	713	10	.....	.....
Charles S. Hazard	Nathaniel T. Gilford	do	Aug. 6	Dec. 1, 1872	306	179	900	Held by United States consul at Mauritius several months; released 1872; sent home 232 sperm.
.....	.....	Atlantic & Ind	Aug. 11	Aug. 31, 1872	636	657	2,600	Sent home 387 sperm, 135 whale, 2,500 bone.
.....	.....	Atlantic	Apr. 13	Sept. 13, 1871	378	.....	.....	Sent home 43 sperm.
.....	.....	Pacific Ocean	Oct. 19	May 17, 1874	754	176	.....	Sent home 456 sperm.
.....	.....	North Pacific	Oct. 16	.....	.....	.....	.....	Bought from Baltimore 1869; sent home 82 sperm, 1,251 whale; lost in the Arctic 1871.
.....	.....	Pacific Ocean	July 10	Apr. 29, 1872	830	.....	.....	Sent home 50 sperm, 350 whale, 2,500 bone.
.....	.....	Indian Ocean	Aug. 31	June 1, 1873	610	148	737	.....
.....	.....	do	June 29	June 29, 1873	1,257	133	.....	Altered from a ship 1869; sent home 1,100 pounds bone; sold to Boston 1873, for merchant-service.
.....	.....	Pacific Ocean	July 20	June 5, 1873	403	508	.....	Sent home 348 sperm; 3,500 pounds bone.
.....	.....	North Pacific	Nov. 2	.....	.....	.....	.....	Altered from a ship 1863; sent home 102 sperm, 1,056 whale, 1,047 pounds bone; lost in the Arctic 1871.
.....	.....	Pacific Ocean	Oct. 12	Aug. 18, 1873	1,561	8	.....	Sold to New York 1873.
.....	.....	Atlantic	June 1	Dec. 1, 1870	.....	524	.....	Sent home 348 sperm.
.....	.....	Atlantic	June 29	Apr. 25, 1872	113	7	.....	Withdrawn 1872 for freighting; sent home 355 sperm; sold to New Bedford 1874.
.....	.....	Pacific Ocean	May 10	.....	.....	.....	.....	Bought from Boston 1869; sent home 719 sperm; condemned and sold at Bermuda August 28, 1873; oil (600 sperm and 100 whale) shipped home; Captain Praro received Order of the Rose from Emperor of Brazil for saving crew of Brazilian brig Damao.
.....	.....	Atlantic	Oct. 20	Sept. 27, 1870	191	5	.....	Sent home 833 sperm, 6 whale; condemned and sold at Panama June 6, 1873.
.....	.....	Pacific Ocean	July 28	.....	.....	.....	.....	.....
.....	.....	Atlantic	May 18	Sept. 19, 1869	85	6	.....	Sent home 44 sperm; sold to Provincetown 1871.
.....	.....	do	May 19	June 15, 1870	80	.....	.....	.....
.....	.....	do	May 18	.....	.....	.....	.....	Lost at sea 1869; 5 men lost.
.....	.....	do	May 18	Oct. 3, 1869	85	.....	.....	.....
.....	.....	Atlantic	June 29	July 11, 1872	916	90	866	Captain Hazard came home 1871; sent home 330 sperm, 500 bone.
.....	.....	Pacific Ocean	Aug. 2	June 11, 1873	752	30	.....	Sent home 579 sperm; 664 whale.
.....	.....	Atlantic	May 4	Aug. 13, 1870	Clean	.....	.....	Withdrawn for mackerel-fishery 1871.
.....	.....	Indian Ocean	Nov. 6	May 13, 1873	501	.....	.....	Sold to New Bedford 1874.
.....	.....	Atlantic	Apr. 22	Nov. 3, 1870	212	7	.....	.....
.....	.....	Indian Ocean	July 3	June 1, 1873	1,170	.....	.....	.....
.....	.....	do	Nov. 25	Feb. 14, 1871	32	.....	.....	.....
.....	.....	North Pacific	Aug. 5	.....	.....	.....	.....	Sent home 185 sperm; stove by ice and lost in Arctic 1870; had on board 400 whale.
.....	.....	do	Aug. 14	.....	.....	.....	.....	Sent home 37 sperm, 934 whale, 365 pounds bone; lost in the Arctic 1871.
.....	.....	Atlantic	May 1	Oct. 24, 1869	500	10	.....	Sold to New Bedford.
.....	.....	do	Mar. 31	June 14, 1870	550	10	.....	.....
.....	.....	Pacific Ocean	Nov. 16	.....	.....	.....	.....	Sold at Panama 1872; sent home 60 sperm, 450 whale; Nantucket's last whaler.

## 634 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1869.</b>				
<i>Provincetown, Mass.</i>				
Agate .....	Schooner	81	Atkins .....	W. A. Atkins .....
Alexander .....	do	75	Ryder .....	Judah Gifford .....
Alleghania .....	do	70	Fisher .....	Daniel C. Cook .....
Arizona .....	do	70	Hell .....	Stephen Cook .....
Allie B. P. yr .....	do	87	Tripp .....	David Conwell .....
Carrie W. Clark .....	do	116	Dyer .....	Atkins Nickerson .....
Cataean .....	do	81	Atkins .....	Union Wharf Company
C. H. Cook .....	do	114	Cowell .....	Stephen Cook .....
Eleanor B. Conwell .....	do	96	Roberts .....	D. Conwell .....
E. H. Hatfield .....	do	91	Cannon .....	do
G. H. Phillips .....	do	89	Burch .....	E. & E. K. Cook & Co.
J. H. Collins .....	do	107	Taylor .....	S. Cook .....
Mary D. Leach .....	do	50	Ryder .....	David A. Small .....
Montezuma .....	do	119	Atwood .....	Elisha M. Dyer .....
N. F. Putnam .....	do	60	Nyo .....	Freeman & Hilliard
N. J. Knight .....	do	57	Atkins .....	H. & S. Cook & Co.
O. M. Remington .....	do	70	Dyer .....	D. Conwell .....
Rising Sun .....	do	139	Freeman .....	Elisha M. Dyer .....
Sassacus .....	do	69	Leach .....	Atkins Nickerson .....
V. H. Hill .....	Brig	110	Freeman .....	E. & E. K. Cook & Co.
Walter Irvin .....	Schooner	126	Latr .....	J. E. & G. Bowley .....
Watchman .....	do	90	Snow .....	Amos Nickerson .....
		84		Isaiah Gifford .....
<i>Boston, Mass.</i>				
Carrie Jones .....	Schooner	97	Cornell .....	E. H. Atwood .....
Heman Smith .....	Brig	123	Martin .....	Heman Smith .....
Rosa Baker .....	do	108	Gifford .....	do
Sarah E. Lewis .....	Schooner	96	Payno .....	do
Thriller .....	do	69	Cook .....	Robert Super & Son
<i>Newburyport, Mass.</i>				
Hannah Graet .....	Schooner	71	Chadwick .....	Sumner, Swasey & Co.
<i>Beverly, Mass.</i>				
Eachol .....	Brig	143	Cottle .....	F. W. Choate .....
<i>New London, Conn.</i>				
Charles Colgate .....	Schooner	250	Norie .....	Lawrence & Co.
Era .....	do	188	Tyson .....	Williams & Barns .....
Francis Allyn .....	do	107	R. H. Glass .....	Richard H. Chapell .....
Franklin .....	do	119	Chapell .....	do
Isabella .....	Brig	192	Bailey .....	do
Odd Fellow .....	Bark	239		
Quickstep .....	Schooner	105	Allen .....	Williams & Barns .....
Roman .....	Ship	350	Williams .....	R. A. Chapell .....
<i>New York, N. Y.</i>				
Addison .....	Bark	385	Peleg Cornell .....	Lorenzo Peirce .....
<i>San Francisco, Cal</i>				
Florida .....	Ship	470	Frazer .....	Sherwood & Co.
Menschikoff .....	do	223		Hutchinson, Kohl & Co
Massachusetts .....	do	351	Cooty .....	Moore & Co.
Victoria .....	Brig	149	Redfield .....	
<b>1870.</b>				
<i>New Bedford, Mass.</i>				
Addison .....	Bark	385	James G. Sinclair .....	Lorenzo Peirce .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Atkins.....	W. A. Atkins.....	Atlantic.....	Feb. 8	July 15, 1870	90	136	.....	Added 1862; sent home 167 humpback.
Ryder.....	Judah Gifford.....	do.....	May 21	Aug. 24, 1869	40	100	.....	Added 1869; withdrawn 1870.
Fisher.....	Daniel C. Cook.....	do.....	Jan. 15	Sept. 1, 1869	122	69	.....	
Hell.....	Stephen Cook.....	do.....	Apr. 16	Aug. 27, 1870	132	221	.....	
Tripp.....	David Conwell.....	do.....	July 31	Aug. 5, 1870	350	40	.....	Sent home 70 sperm; withdrawn 1870.
Dyer.....	Atkins Nickerson.....	do.....	Jan. 6	Sept. 1, 1870	30	130	.....	Sent home 100 humpback; withdrawn 1870.
Atkins.....	Union Wharf Company.....	do.....	Apr. 5	July 30, 1870	30	5	.....	Sent home 45 sperm; withdrawn 1870.
Cowell.....	Stephen Cook.....	do.....	Mar. 16	Sept. 1, 1870	174	176	.....	
Roberts.....	D. Conwell.....	do.....	Nov. 30	Aug. 25, 1871	3	4	.....	Sent home 122 sperm; withdrawn 1872.
Cannon.....	do.....	do.....	Apr. 29	Aug. 27, 1870	225	15	.....	Sent home 24 sperm; withdrawn 1870.
Burch.....	E. & E. K. Cook & Co.....	do.....	Jan. 6	July 1, 1870	49	382	.....	Sent home 36 sperm; 140 humpback.
Taylor.....	S. Cook.....	do.....	Jan. 19	Aug. 24, 1869	50	40	.....	Withdrawn 1869.
Ryder.....	David A. Small.....	do.....	Jan. 19	Sept. 27, 1870	120	40	.....	Withdrawn 1870; sent home 62 sperm.
Atwood.....	Elsha M. Dyer.....	do.....	Jan. 20	Sept. 19, 1869	140	140	.....	
Nyo.....	Freeman & Hilliard.....	do.....	Nov. 9	Sept. 19, 1870	.....	.....	.....	Withdrawn 1870.
Atkins.....	H. & S. Cook & Co.....	do.....	.....	No report.	50	150	.....	Withdrawn 1871; sent home 8 sperm, 80 whale.
Dyer.....	D. Conwell.....	do.....	Mar. 15	Sept. —, 1870	.....	.....	.....	
Freeman.....	Elsha M. Dyer.....	do.....	Nov. 1	Sept. 2, 1869	250	40	.....	
Leach.....	Atkins Nickerson.....	do.....	Jan. 6	Sept. 13, 1869	66	100	.....	Withdrawn 1870.
Freeman.....	E. & E. K. Cook & Co.....	do.....	June 23	Sept. 30, 1869	.....	.....	.....	Do.
Leach.....	J. E. & G. Bowley.....	do.....	May 10	Oct. 14, 1870	75	2	.....	Sold to New York 1871.
Freeman.....	Amos Nickerson.....	do.....	Feb. 24	Sept. 1, 1870	337	2	.....	Withdrawn 1870.
Lair.....	Isaiah Gifford.....	do.....	Jan. 7	Sept. 9, 1869	.....	150	.....	
Snow.....	Isaiah Gifford.....	do.....	.....	.....	.....	.....	.....	
Cornell.....	E. H. Atwood.....	Atlantic.....	Dec. —	Aug. 30, 1870	122	.....	.....	Withdrawn 1870.
Martin.....	Heman Smith.....	do.....	Aug. 28	Oct. 10, 1870	500	30	.....	
Gifford.....	do.....	do.....	Oct. 1	Aug. 25, 1871	263	.....	.....	Sent home 70 sperm.
Payno.....	do.....	do.....	Dec. 24	June 24, 1871	100	106	.....	Sent home 39 sperm.
Cook.....	Robert Soper & Son.....	do.....	Dec. 29	Aug. 29, 1869	100	106	.....	
Chadwick.....	Sumner, Swasey & Co.....	Atlantic.....	Apr. 28	Aug. 31, 1870	54	14	.....	Sent home 47 sperm; withdrawn 1870; Newburyport out of the business.
Cottle.....	F. W. Choate.....	Atlantic.....	May 7	Sept. 30, 1870	106	.....	.....	
Norio.....	Lawrence & Co.....	Desolation Isl'd	June 13	Apr. 18, 1871	.....	1,114	.....	
Tyson.....	Williams & Barns.....	Cum. Inlet.....	May 11	Oct. 5, 1870	533	5,400	.....	H. Griswold, first mate, died 1869.
H. Glass.....	Richard H. Chapell.....	Indian Ocean.....	Aug. 21	Apr. 27, 1870	.....	780	.....	Built at Duxbury 1869.
Chapell.....	do.....	Cum. Inlet.....	May 18	Oct. 5, 1870	474	8,400	.....	
Bailey.....	do.....	do.....	Apr. 14	Oct. 15, 1870	527	6,567	.....	Bought from Sag Harbor 1869; lost at Little Placentia August, 1869.
Allen.....	Williams & Barns.....	Cum. Inlet.....	May 18	.....	.....	.....	.....	Lost 1870.
Williams.....	R. A. Chapell.....	Desolation Isl'd	June 25	May 23, 1870	3	2,188	1,681	.....
Leg Cornell.....	Lorenzo Peirce.....	Atlantic.....	Apr. 22	.....	.....	.....	.....	Transferred to New Bedford 1870, which see.
Frazer.....	Sherwood & Co.....	Pacific Ocean.....	Dec. 11	Nov. 5, 1870	1,900	10,000	.....	
Hatchinson.....	Hatchinson, Kohl & Co.....	do.....	Dec. 23	Nov. 3, 1870	800	15,000	.....	
Cooty.....	Moore & Co.....	do.....	Dec. 23	Nov. 3, 1870	1,050	2,500	.....	Added 1869; lost in the Arctic 1871.
Redfield.....	do.....	do.....	.....	.....	.....	.....	.....	
James G. Sinclair.....	Lorenzo Peirce.....	Pacific Ocean.....	May 20	Apr. 19, 1874	36	639	3,550	.....



Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1870.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Adeline Gibbs.....	Bark	327	Jacob L. Cleveland.	Jonathan Bourne, Jr....
Alfred Gibbs.....	do	347	Fred'k J. Furman.	Dennis Wood.....
Anscl Gibbs.....	do	303	Edward E. Jennings..	
Avola.....	do	240	Elmathan B. Fisher...	J. Bourne, Jr.....
Awashonks.....	do	380	Zenas E. Bourne.....	John P. Knowles, 2d...
Caton.....	Ship	239	Ariel Norton.....	J. & W. R. Wing.....
Cicero.....	Bark	226	J. G. Lapham.....	Charles R. Tucker & Co
			Henry Clay.....	Loum Snow & Son....
Commodore Morris.....	Ship	338	Gilbert B. Borden.....	Swift & Perry.....
Contest.....	do	341	Leander C. Owen.....	do
Gazelle.....	Bark	273	David R. Gifford.....	Edward C. Jones.....
Gay Head.....	Ship	300	William H. Kelley.....	James B. Wood & Co....
George Howland.....	Bark	301	James K. Knowles.....	G. & M. Howland.....
Hudley.....	do	133	John M. Soule.....	Andrew H. Potter.....
Irving.....	Schooner	106	Charles F. Crapo.....	William P. Howland...
John Carver.....	Bark	319	Jacob L. Howland.....	Thomas Knowles & Co..
John Dawson.....	do	173	Asaph S. Wicks.....	J. & W. R. Wing.....
Massachusetts.....	do	356	West Mitchell.....	Swift & Allen.....
Mary and Susan.....	do	327	A. O. Herendeen.....	T. Knowles & Co.....
Niger.....	Ship	412	Charles Grant.....	Taber, Gordon & Co....
Ocean Steed.....	Bark	258	Elisha E. Russell.....	L. Pelree.....
Oriole.....	do	290	H. S. Hayes.....	E. C. Jones.....
Oriando.....	do	190	Horace Montross.....	Charles Hitch & Sons..
Oceola, 2d.....	do	158	Jonathan Chase.....	J. & W. R. Wing.....
Pacific.....	do	341	George Taber.....	Swift & Perry.....
Petrel.....	Schooner	61	John W. Sherman.....	Josiah W. Bonney.....
Progress.....	Bark	358	James Dowden.....	William O. Brownell...
Rainbow.....	do	351	George Gray.....	Charles H. Gifford.....
Reindeer.....	Ship	332	R. F. Loveland.....	Edward W. Howland...
Roose.....	Bark	313	Edward D. Lewis.....	Loum Snow & Co.....
Robert Edwards.....	Ship	.....	Thomas F. Pease.....	.....
Roussau.....	Bark	305	James Hyland.....	G. & M. Howland.....
Stafford.....	do	156	George W. J. Moulton...	J. & W. R. Wing.....
Starlight.....	Brig	141	Reuben W. Crapo.....	Charles S. Randall.....
Union.....	Schooner	60	Owen Fisher.....	Hiram Webb.....
Vigilant.....	Bark	215	Otis F. Thatcher.....	William Watkins.....
Xantho.....	do	206	James W. Lavers.....	J. & W. R. Wing.....
<i>Fairhaven, Mass.</i>				
Ellen Rodman.....	Schooner	73	Jonathan Jenney.....	Tucker Damon, Jr.....
George J. Jones.....	do	126	Jaser M. Eara.....	do
William and Henry.....	Bark	234	Daniel B. Green.....	Isiah F. Terry.....
<i>Marion, Mass.</i>				
Cohannet.....	Schooner	83	James T. Wittet.....	Amos J. Hadley.....
William Wilson.....	do	92	Hathaway.....	do

Table showing returns of whaling vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Edw. L. Cleaveland } Chas. J. Forman } Edw. E. Jennings }	Jonathan Bourne, Jr. .... Dennis Wood .....	Indian Ocean } Pacific Ocean }	Sept. 1 Oct. 19 May 23	Sept. 26, 1870 May 22, 1873 July 20, 1873	600 819	206 209	..... .....	{ Captain Cleaveland died, and the vessel was damaged in a gale. Sent home 567 sperm, 1,700 pounds bone; sold to New York 1873.
Thos. B. Fisher... S. E. Bourne... I. Norton... Lapham... Wm. Clay...	J. Bourne, Jr. .... John P. Knowles, 2d... J. & W. R. Wing... Charles B. Tucker & Co... Loun Snow & Son...	Indian Ocean... Pacific and Ind... North Pacific... Indian Ocean... Atlantic.....	June 21 Dec. 7 Oct. 19 Oct. 19 May 9	Oct. 6, 1871 Feb. 13, 1874 Sept. 22, 1874 Oct. 21, 1873	..... 956 991 281	1,340 15 4 8	32,040 ..... ..... .....	Sent home 494 sperm. Lost in the Arctic 1871. J. F. Mandonsa, third mate, dropped dead in his boat while fast to a whale 1870; sent home 691 sperm, 230 whale, 1,300 bone. Sent home 1,215 sperm. Sent home 97 sperm; lost in the Arctic 1871. Captain Gifford died August 26, 1873, at sea; sent home 25 sperm. Lost in the Arctic 1871. Do.
Edw. B. Borden... Edw. C. Owen... Edw. R. Gifford...	Swift & Perry... do... Edward C. Jones...	North Pacific... do... Indian Ocean...	Apr. 27 July 19 Oct. 20	May 24, 1873 ..... June 2, 1874	610 ..... 954	..... ..... .....	..... ..... .....	Withdrawn 1873. Robert Salsbury, fourth mate, died at Val- paraiso May, 1873; sent home 437 sperm. Sent home 278 sperm, 10 whale. Sent home 184 sperm; lost in the Arctic 1871. Sent home 721 sperm. Added 1870; formerly a freighter; C. W. Swain, second mate, drowned by a foul line while fast to a whale, May 7, 1872; sent home 870 sperm, 825 whale, 2,124 bone. Transferred from New York 1870; sent home 594 sperm; sold to San Francisco 1873. Sent home 23 sperm; stove by ice in the Arctic 1871. Sent home 171 sperm; sold to Port Jeffer- son for freighting 1874. Sent home 718 sperm; condemned at Maho October, 1872.
Edw. H. Kelley... Edw. K. Knowles... Edw. M. Soule... Edw. F. Crapo... Edw. L. Howland...	James B. Wood & Co... G. & M. Howland... Andrew H. Potter... William P. Howland... Thomas Knowles & Co...	North Pacific... do... Pacific Ocean... Atlantic..... Pacific Ocean...	Oct. 26 Sept. 29 Sept. 27 May 28 Aug. 21	..... July 20, 1874 Oct. 2, 1871 July 2, 1874	..... 247 301 1,081	..... 443 5,204 4	..... ..... .....	.....
Edw. S. Wicks... Edw. Mitchell... Edw. Herenden... Edw. Grant...	J. & W. R. Wing... Swift & Allen... T. Knowles & Co... Taber, Gordon & Co...	Indian Ocean... North Pacific... Pacific Ocean... do...	July 6 July 19 Aug. 6 Nov. 10	Oct. 7, 1872 ..... June 4, 1871 Aug. 10, 1874	691 ..... 977 491	4 ..... 1 1,346	..... ..... .....	.....
Edw. E. Russell... Edw. Hayes... Edw. Montross... Edw. Chase...	L. Pelree... E. C. Jones... Charles Hitch & Sons... J. & W. R. Wing...	Atlantic..... North Pacific... Soochoo Sea... Pacific Ocean...	May 4 Nov. 7 June 28 Aug. 1	..... ..... Oct. 6, 1873	..... ..... 1,190	..... ..... 1	..... ..... .....	.....
Edw. Taber... Edw. W. Sherman... Edw. Dowden...	Swift & Perry... Josiah W. Bonney... William O. Brownell...	Indian Ocean... Atlantic..... North Pacific...	Oct. 5 June 1 Oct. 19	June 10, 1873 Oct. 11, 1871 May 10, 1875	936 114 434	70 ..... 3,225	..... .....	Captain Dowden left at San Francisco; Captain Elridge, formerly of Cherokee, took command; sent home 39,836 bone. Mr. Garrity, fourth mate, murdered by one of the crew May, 1873; sent home 309 sperm, 837 pounds bone. Sent home 154 sperm; lost in the Arctic September, 1871. Sent home 470 sperm, 319 elephant; crushed by ice in the Arctic August 19, 1872; had 800 sperm. Burned at sea July 24, 1870; fired by the crew.
Edw. Gray... Edw. Loveland... Edw. D. Lewis...	Charles H. Gifford... Edward W. Howland... Loun Snow & Co...	Pacific Ocean... North Pacific... Pacific Ocean...	Nov. 1 Oct. 4 Nov. 1	Sept. 1, 1874 ..... .....	287 ..... .....	419 ..... .....	..... .....	.....
Edw. Pease... Edw. Hyland... Edw. W. J. Moulton... Edw. W. Crapo... Edw. Fisher... Edw. F. Thatcher... Edw. W. Lavers...	G. & M. Howland... J. & W. R. Wing... Charles S. Randall... Hiram Webb... William Watkins... J. & W. R. Wing...	Pacific Ocean... Indian Ocean... Atlantic..... do... Indian Ocean... do... do... Atlantic..... do... Atlantic.....	Oct. 26 Oct. 21 July 6 May 21 Oct. 25 May 4 Nov. 4 June 7 May 12	May 2, 1875 May 5, 1873 Aug. 12, 1873 Aug. 11, 1871 Aug. 24, 1874 ..... Sept. 14, 1872 Aug. 6, 1871	1,130 860 128 39 992 ..... 23 106	650 141 ..... 135 140 ..... 135	2,500 1,707 ..... ..... ..... ..... .....	Captain Hyland came home sick 1871. Sent home 242 sperm, 58 whale. Sent home 130 sperm, 373 whale; sold to Bangor, Me., for the African trade, 1871. Added 1870 from Fairhaven; sent home 129 sperm. Sent home 506 sperm, 1,640 whale. Sent home 230 sperm, 800 bone; lost off Celebes July, 1871. Sent home 230 sperm. Added 1870; sent home 30 sperm. Sent home 414 sperm; condemned at Fayal November, 1871.
Edw. T. Wittet... Edw. Hathaway...	Amos J. Hadley... do...	Atlantic..... do...	May 17 May 17	Sept. 24, 1870 Sept. 23, 1870	..... 175	..... 8	..... .....	.....

## 638 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-roads

Name of vessel	Class	Tonnage	Captain	Managing owner or agent
<b>1870.</b>				
<i>Westport, Mass.</i>				
Sea Queen.....	Bark	193	Edward E. Hicks.....	Andrew Hicks.....
<i>Provincetown, Mass.</i>				
Alleghania.....	Schooner	70	— Snow.....	Daniel C. Cook.....
Antaretic.....	do	101	— Cornell.....	J. E. & G. Bowley.....
Ada M. Dyer.....	do	87	— Dyer.....	Alfred Cook.....
B. F. Sparks.....	do	93	— Goodspeed.....	Stephen Cook.....
C. L. Sparks.....	do	94	— Atwood.....	David Conwell.....
Elbridge Gerry.....	do	71	— Fisher.....	Union Wharf Co.....
Ellen Fitzhugh.....	do	67	— White.....	S. Cook.....
Gage H. Phillips.....	do	107	— Cook.....	do.....
Gracie M. Parker.....	do	83	— Dyer.....	Alfred Cook.....
Mary G. Curren.....	do	102	— Nye.....	Freeman & Hilliard.....
M. E. Simmons.....	do	105	— Taylor.....	E. & E. K. Cook & Co.....
Montezuma.....	do	60	— Leach.....	Freeman & Hilliard.....
O. M. Remington.....	do	130	— Remington.....	Elisha M. Dyer.....
Quoketop.....	do	94	— Gillette.....	E. & E. K. Cook & Co.....
Rising Sun.....	do	69	— Freeman.....	Atkins Nickerson.....
Sasacus.....	do	110	— Nickerson.....	E. & E. K. Cook & Co.....
S. A. Paine.....	do	133	— William Curren.....	Freeman & Hilliard.....
William A. Grosler.....	do	117	— Young.....	A. Nickerson.....
<i>Boston, Mass.</i>				
F. H. Moore.....	Brig	107	— Eldridge.....	Robert Soper & Son.....
Heman Smith.....	do	124	— Senter.....	Heman Smith.....
Thrifter.....	Schooner	69	— Cook.....	R. Soper & Son.....
<i>New London, Conn.</i>				
Flying Fish.....	Schooner	75	Alfred Turner.....	Lawrence & Co.....
Francis Allyn.....	do	107	— Smith.....	Williams, Haven & Co.....
George and Mary.....	Bark	105	— Palmer.....	Williams & Barus.....
Peru.....	do	259	— Glass.....	Williams, Haven & Co.....
Roman.....	Ship	350	— Williams.....	do.....
Roswell King.....	Schooner	134	— Fullor.....	do.....
S. B. Howes.....	do	101	— Gardner.....	do.....
Trinity.....	Bark	417	— Rogers.....	Lawrence & Co.....
<i>San Francisco, Cal.</i>				
C. E. Foote.....	Schooner	156	— Hazard.....	E. Higgins & Co.....
Carlotta.....	Bark	490	— Smith.....	Hutchinson, Kohl & Co.....
Massachusetts.....	Ship	354	— Cooty.....	Moore & Co.....
Menshikoff.....	Bark	824	— Chapman.....	Hutchinson, Kohl & Co.....
Page.....	Schooner	110	— Holcomb.....	Taylor & Buntel.....
<b>1871.</b>				
<i>New Bedford, Mass.</i>				
A. R. Tucker.....	Bark	129	D. L. Ricketson.....	J. & W. R. Wing.....
Abm. Barker.....	do	380	Alden T. Porter.....	do.....
Active.....	do	291	Thomas G. Campbell.....	Louisa Snow & Son.....
Alaska.....	do	340	Charles W. Fisher.....	Jona. Bourne, Jr.....
Anaswad.....	do	108	Jason W. Gifford.....	Azel Howard.....
Ansel Gibbs.....	do	303	Thomas McPherson.....	J. Bourne, Jr.....
Barth. Gosnold.....	do	365	James M. Willis.....	Charles R. Tucker & Co.....
Benj. Cummings.....	do	305	Roswell Brown.....	Taber, Gordon & Co.....
Callao.....	do	299	Ferdinand Lee.....	do.....
Camilla.....	do	328	E. C. Pulver.....	Swift & Allen.....

Table showing returns of whaling-returns.

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Edward E. Hicks	Andrew Hicks	Pacific Ocean	Nov. 22	Apr. 15, 1873	1,321			
— Snow	Donald C. Cook	Atlantic	Feb. 7	Sept. 9, 1870	30	15		Withdrawn 1871.
— Cornell	J. E. & G. Bowley	do	May 12	Sept. 6, 1871	206	50		Sent home 72 sperm.
— Dyer	Alfred Cook	do	Jan. 11	Sept. 5, 1870	11	180		Sent home 100 whale.
— Goodspeed	Stephen Cook	do	Jan. 11	June 27, 1870	10	121		
— Atwood	David Conwell	do	Dec. 24	Nov. 23, 1871	149	21		
— Fisher	Union Wharf Co.	do	Feb. 12	June 21, 1871	30	170		Sent home 250 sperm, 18 whale; withdrawn 1871.
— White	S. Cook	do	Jan. 8	Aug. 28, 1870	145	151		
— Cook	do	do	Oct. 21	June 11, 1873	100	60		Sent home 180 sperm, 352 whale, 700 hump.
— Dyer	Alfred Cook	do	Jan. 1	Sept. 1, 1873	163	182		Bull at Essex 1869; added 1869; sent home 100 whale.
— Nye	Freeman & Hilliard	do	Jan. 29	Aug. 25, 1871	123			Withdrawn 1871.
— Taylor	E. & E. K. Cook & Co.	do	Apr. 23	Sept. 10, 1871	135	36		Sent home 50 sperm, 200 whale.
— Leach	Freeman & Hilliard	do	do	Sept. 25, 1870	73	2		
— Remington	Elisha M. Dyer	do	May 10	Aug. 9, 1871	120	325		Sent home 315 sperm; withdrawn 1871.
— Gillette	E. & E. K. Cook & Co.	do	Feb. 26	Sept. 19, 1870	24	180		
— Freeman	E. & E. K. Cook & Co.	do	Jan. 4	Sept. 1, 1870	70	130		
— Nickerson	A. K. Nickerson	do	Feb. 12	Aug. 31, 1870	65	50		
— William Curran	E. & E. K. Cook & Co.	do	Jan. 11	July 29, 1871	151	220		Withdrawn 1871.
— Young	Freeman & Hilliard	A. and Ind.	Apr. 20	June 6, 1872	53	66		Sent home 50 sperm.
— Eldridge	Robert Soper & Son	Atlantic	Oct. —	Oct. 10, 1872	142	316		Sent home 295 sperm, 321 whale.
— Senter	Heman Smith	do	Dec. 7	Oct. 4, 1872	510	40		
— Cook	R. Soper & Son	do	Jan. 3	Aug. 22, 1870	38	69		Sent home again soon after, and was lost at Aux Cayes February 3, 1873; sent home 45 sperm, 150 whale.
— Alfred Turner	Lawrence & Co.	South Atlantic	July 5	Apr. 18, 1871	Clean			Bought from Gloucester 1870.
— Smith	Williams, Haven & Co.	do	June 30	June 6, 1872	19	395		
— Palmer	Williams & Barns	Cumberland Inlet	May 3	Nov. 20, 1871		425	5,000	Sold to New Bedford 1873.
— Glass	Williams, Haven & Co.	South Atlantic	July 9	June 1, 1871	18	771		Do.
— Williams	do	North Island	June 22	May 3, 1871		1,500		Sent home 1,750 whale and elephant, 5,600 bone.
— Fuller	do	Desolation Isl'd	June 29	Apr. 26, 1873		633		
— Gardner	do	Hudson's Bay	July 7					Lost in Cumberland Inlet 1873.
— Rogers	Lawrence & Co.	Atlantic	July 23	Apr. 21, 1871		210		Added 1870; formerly a freighter.
— Hazard	E. Higgins & Co.	Pacific Ocean	Oct. 7	June 30, 1872		263		Withdrawn 1872.
— Smith	Hutchinson, Kohl & Co.	do	Dec. 31					Added 1870; lost in the Arctic Ocean 1871.
— Cook	Moore & Co.	do	Dec. 22					Lost at Scammon's Lagoon Feb. 6, 1871.
— Chapman	Hutchinson, Kohl & Co.	do	Dec. 10	Aug. 14, 1872		326		Menshikov withdrawn 1872.
— Holcomb	Taylor & Bendel	do	Apr. 27	—, 1872				Added 1870; withdrawn 1872; no report.
— O. L. Ricketson	J. & W. R. Wing	Indian Ocean	May 2	Oct. 18, 1874	220			Sent home 344 sperm.
— Alden T. Potter	do	Pacific Ocean	May 10	Sept. 21, 1875	1,450	2,050		
— Thomas G. Campbell	Louisa Snow & Son	North Pacific	Nov. 11					Sent home 305 sperm, 1,079 whale, 22,215 pounds bone; condemned at Yokohama, April 25, 1874.
— Charles W. Fisher	Jona. Bourne, Jr.	Pacific Ocean	June 28	Oct. 4, 1875	1,850	1,700	15,500	Sent home 202 sperm; sold to Fairhaven 1873.
— Jason W. Gifford	Azel Howard	Atlantic	May 23	May 16, 1873	40	108	755	Lost on Marble Island, Hudson's Bay, October 19, 1872; had 530 whale, 10,000 pounds bone; saved 3,500 pounds bone.
— Thomas McPherson	J. Bourne, Jr.	Hudson's Bay	Dec. 13					Fifteen of the crew died of scurvy.
— James M. Willis	Charles R. Tucker & Co.	North Pacific	Nov. 2	Mar. 30, 1876	950	1,200	12,500	
— Roswell Brown	Taber, Gordon & Co.	Pacific Ocean	June 20	Sept. 5, 1875	1,400			
— Ferdinand Lee	do	do	July 15	Sept. 21, 1875	410	760		
— E. C. Pulver	Swift & Allen	North Pacific	Dec. 6					Abandoned in the Arctic, 1876; had on board 190 sperm, 300 whale, 5,060 pounds bone; sent home 75 sperm, 3,850 whale, 45,778 pounds bone.

## 640 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1871.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Charles W. Morgan.....	Bark.....	314	John M. Finkham.....	J. & W. R. Wing.....
Cornelia.....	do.....	203	Leroy S. Lewis.....	John P. Knowles, 2d.....
Coroner.....	do.....	250	Elias H. White.....	I. H. Bartlett.....
Emma C. Jones.....	Ship.....	307	Ezra Gifford.....	William Watkins.....
Europa.....	do.....	323	J. H. McKeonzie.....	Charles Tucker.....
George and Susan.....	Bark.....	343	Andrew R. Boyer.....	G. & M. Howland.....
Glacier.....	do.....	193	Edwin A. Porter.....	Andrew H. Patter.....
Helen Mar.....	do.....	334	William H. Koon.....	Swift & Allen.....
Helen Snow.....	do.....	215	George H. Macomber.....	L. Snow & Son.....
Hercules.....	do.....	311	Archelaus Baker.....	Swift & Perry.....
Hunter.....	do.....	355	Charles L. Holt.....	J. Bourne, jr.....
Isaador.....	do.....	240	John C. Hamlin.....	I. H. Bartlett & Sons.....
Jireh Perry.....	Ship.....	316	Leander C. Owen.....	Swift & Perry.....
John P. West.....	Bark.....	353	Calvin Manchester.....	Simcon N. West.....
Josephine.....	Ship.....	364	George P. Long.....	Swift & Allen.....
Kathleen.....	Bark.....	206	Samuel H. Howland.....	J. & W. R. Wing.....
Laonta.....	do.....	158	John A. Kelley.....	J. P. Knowles, 2d.....
Marango.....	Ship.....	478	William M. Barnes.....	William O. Brownell.....
Mary Frazier.....	Bark.....	301	John G. Nye.....	Charles Tucker.....
Millwood.....	do.....	216	Sanford S. Milner.....	Gld. Allen & Son.....
Northern Light.....	do.....	385	Gilbert L. Smith.....	J. Bourne, jr.....
Osmanli.....	do.....	292	James M. Williams.....	Charles S. Randall.....
Ospray.....	do.....	173	M. V. B. Millard.....	Swift & Allen.....
Petrel.....	do.....	287	Frederick H. Smith.....	T. Knowles & Co.....
Petrel.....	Schooner.....	61	Philip H. Reed.....	Philip H. Reed.....
Sarah.....	Bark.....	128	Thomas Foster.....	J. P. Knowles, 2d.....
Sea Breeze.....	do.....	323	E. D. Wicka.....	J. Bourne, jr.....
Subbeam.....	do.....	255	Joseph W. Lavers.....	J. & W. R. Wing.....
Trident.....	do.....	432	Jacob A. Howland.....	Swift & Perry.....
Wave.....	do.....	150	B. A. Briggs.....	T. Knowles & Co.....
Young Phoenix.....	Ship.....	353	— Fuller.....	William Phillips & Son.....
<i>Fairhaven, Mass.</i>				
General Scott.....	Bark.....	315	— Taber.....	Tripp & Terry.....
<i>Marion, Mass.</i>				
Cohasset.....	Schooner.....	83	Loring Braley.....	Andrew J. Hadley.....
William Wilson.....	do.....	92	— Hathaway.....	do.....
<i>Westport, Mass.</i>				
Mattapolsett.....	Bark.....	110	Orlando J. Tripp.....	Henry Smith.....
Platina.....	do.....	214	Amos A. Chase.....	Andrew Hicks.....
Sea Fox.....	do.....	166	William W. Eldridge.....	do.....
<i>Edgartown, Mass.</i>				
Clarlee.....	Bark.....	183	— Marchant.....	Samuel Osborn, jr.....
<i>Provincetown, Mass.</i>				
Agate.....	Schooner.....	81	— Atkins.....	W. A. Atkins.....
Arizona.....	do.....	79	— Higgins.....	Stephen Cook.....
Ada M. Dyer.....	do.....	57	— Dyer.....	Alfred Cook.....
B. F. Sparka.....	do.....	92	— Bull.....	S. Cook.....

FISH AND FISHERIES.

Table showing returns of whaling-vessels

Captain.	Managing owner or agent.
Ed M. Flukham	J. & W. R. Wing
By S. Lewis	John P. Knowles, 2d
As H. White	I. H. Bartlett
na Gifford	William Watkins
I. McKeezie	Charles Tucker
Andrew R. Boyer	G. & M. Howland
win A. Potter	Andrew H. Potter
Blam H. Koon	Swift & Allen
George H. Macomber	L. Snow & Son
cholana Baker	Swift & Perry
Charles L. Holt	J. Bourne, jr
in C. Hamlin	I. H. Bartlett & Sons
andor C. Owen	Swift & Perry
lvin Manchester	Shimon N. West
George F. Long	Swift & Allen
nnel R. Howland	J. & W. R. Wing
ohn A. Kelley	J. P. Knowles, 2d
William M. Barnes	William O. Brownell
ohn G. Nye	Charles Tucker
anford S. Milner	Gid. Allen & Son
lbert L. Smith	J. Bourne, jr
ames M. Williams	Charles S. Randall
T. V. B. Millard	Swift & Allen
rederick H. Smith	T. Knowles & Co.
Phillip H. Reed	Phillip H. Reed
Thomas Foster	J. P. Knowles, 2d
E. D. Wicks	J. Bourne, jr
oseph W. Lavers	J. & W. R. Wing
acob A. Howland	Swift & Perry
B. A. Briggs	T. Knowles & Co.
Fuller	William Phillips & Son
Ta'er	Tripp & Terry
Loring Braslev	Andrew J. Hadley
Hathaway	do
Orlando J. Tripp	Henry Smith
Amos A. Chase	Andrew Hicks
William W. Eldridge	do
Marchant	Samuel Osborn, jr
Atklos	W. A. Atkins
Higgins	Stephen Cook
Dyer	Alfred Cook
Bell	S. Cook

HISTORY OF THE AMERICAN WHALE FISHERY

641

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Indian Ocean	Sept. 26	Oct. 31, 1874	1,340	242		Sent home 109 sperm, 1,600 pounds bone.
Pacific Ocean	Oct. 10					Condemned at Paita March, 1873; sent home 278 sperm, 428 humpback.
do	July 19					Run down by steamship Ytata October 26, 1874; cut down and abandoned with 300 sperm, 550 whale; sent home 170 sperm, 350 whale.
do	July 11	Nov. 6, 1874	2,137	3		Sent home 415 sperm.
North Pacific	Dec. 11	Apr. 17, 1876	50	4,200	42,380	Belongs to Dartmouth parties.
Atlantic	Aug. 24	May 2, 1874	647	1,029		Sent home 572 sperm, 111 whale, 540 bone.
Can. Inlet	July 9	Sept. 26, 1874		75	1,600	Sold to Wicasset, Me., 1874.
North Pacific	Sept. 20	Apr. 15, 1876	340	3,850	36,085	
Pacific Ocean	Oct. 17					Sent home 160 sperm; damaged by ice in the Arctic, August 19, 1872, and abandoned; afterward found, taken into San Francisco, and sold to pay salvage; sailed one voyage from San Francisco then under Russian flag.
Indian Ocean	Aug. 23	Aug. 4, 1875	1,110	965		
Pacific Ocean	Sept. 27	July 14, 1875	2,700	1,100		Sent home 635 sperm; sold at Albany, New Holland, March, 1874.
Indian Ocean	July 25					
North Pacific	Dec. 21	Apr. 1, 1875	715	4,550	72,000	
Indian Ocean	Sept. 9	Oct. 3, 1874	402	1,752	7,400	Sent home 37 sperm, 4,700 pounds bone.
South Pacific	Sept. 26	May 22, 1875	510	4,175	53,500	
Indian Ocean	Oct. 16	Apr. 30, 1875	1,450			Sent home 95 sperm.
Atlantic	June 20	Nov. 3, 1874	191	1		Sent home 230 sperm, 2,202 whale, 29,300 pounds bone; sold at San Francisco 1874; lost in the Arctic 1876.
North Pacific	June 27					Sold to Edgartown 1876.
Pacific Ocean	Nov. 7	Aug. 25, 1870	770	1,500	1,200	Sent home 20 sperm; lost on Black Lead Island, November 13, 1871; saved 140 whale; built in 1808.
Can. Inlet	Apr. 25					Had taken at last report 330 sperm 4,850 whale, 57,489 pounds bone.
South Pacific	Oct. 10	Out 1877				
Indian Ocean	Oct. 4	June 15, 1875	535	1,235		Captain Millard came home sick 1872; sent home 655 sperm, 465 humpback.
Pacific Ocean	July 27	July 13, 1874		156		Sent home 74 sperm.
Indian Ocean	July 20	May 1, 1874	1,338	69	40	
Atlantic	Dec. 30	Sept. 1, 1872	11	112		Sent home 630 sperm, 208 whale, 1,020 bone.
do	May 24	May 12, 1874	185	311		
South Pacific	Aug. 3	May 10, 1875	60	640	8,300	
Indian Ocean	Dec. 4	Dec. 6, 1875	560			Sent home 397 sperm, 1,640 whale, 21,000 pounds bone; lost at Panama 1873.
North Pacific	Sept. 6					Sent home 416 sperm, 7 whale.
Atlantic	May 9	July 21, 1873	330			Sailed under Capt. Silas G. Baker, who came home 1871.
Indian Ocean	Oct. 3	June 14, 1875	340	400	1,000	
Pacific Ocean	June 20	Apr. 1, 1875	650	650		George S. Harris, third mate, died February 12, 1873.
Atlantic	June 13	Sept. 17, 1871	150			
do	May 24	Sept. 13, 1871	175			
Atlantic	June 21	Sept. 1, 1872	438	38		Sent home 115 sperm.
Pacific Ocean	Nov. 6	June 25, 1875	1,665	865		Mr. Crocker, first mate, killed by a whale, December 12, 1872; sold to New Bedford 1874.
Indian Ocean	Apr. 18	June 6, 1871	355	267		
Atlantic	Oct. 5	Sept. 4, 1875	1,040			Bought from New Bedford 1871; out 1875.
Atlantic	Jan. —	Sept. 24, 1871	106	100		
do	Jan. —	Aug. 30, 1871		70		
do	Feb. 20	Sept. 11, 1871	42	210		
do	Jan. —	Sept. 29, 1871	215	180		

## 642 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1871.</b>				
<i>Provincetown, Mass.—Continued.</i>				
D. A. Small .....	Brig .....	119	Lafr .....	David A. Small .....
Ellen Elizabeth .....	Schooner .....	67	White .....	S. Cook .....
Grace M. Parker .....	do .....	82	Dyer .....	A. Cook .....
Montezuma .....	do .....	60	Leach .....	Freeman & Hilliard .....
Quickstep .....	do .....	94	Birch .....	E. & E. K. Cook & Co .....
Rising Sun .....	do .....	69	Marshall .....	Atkins Nickerson .....
<i>Boston, Mass.</i>				
Rosa Baker .....	Brig .....	168	Gifford .....	Heman Smith .....
Sarah E. Lewis .....	Bark .....	96	Cannon .....	do .....
<i>Beverly, Mass.</i>				
Eschol .....	Brig .....	143	Williams .....	F. W. Choate .....
<i>New London, Conn.</i>				
Charles Colgate .....	Schooner .....	250	Norris .....	Lawrence & Co .....
Concordia .....	Bark .....	217	Chipman .....	Williams, Haven & Co .....
Francis Allyn .....	Schooner .....	107	Glass .....	do .....
Franklin .....	do .....	119	Holmes .....	do .....
Golden West .....	do .....	144	Rogers .....	Lawrence & Co .....
Isabella .....	Brig .....	192	Keeney .....	Williams, Haven & Co .....
Peru .....	Bark .....	259	Gilderfale .....	do .....
Roman .....	Ship .....	350	Williams .....	do .....
<i>Sag Harbor, N. Y.</i>				
Myra .....	Brig .....	116	Babeck .....	H. & S. French .....
<i>San Francisco, Cal.</i>				
Maunella .....	Brig .....	128	Herendeen .....	Wright & Bowne .....
<b>1872.</b>				
<i>New Bedford, Mass.</i>				
Abble Bradford .....	Schooner .....	115	Robt. P. Gifford .....	Jonathan Bourne, Jr. .....
Arnolds .....	Bark .....	340	Geo. F. Bouldry .....	James B. Wood & Co. .....
Atlantic .....	do .....	291	James F. Brown .....	J. & W. H. Wing .....
California .....	Ship .....	367	Jonah E. Chase .....	Chas. E. Tucker & Co. .....
China .....	Bark .....	367	David P. Gifford .....	Wm. Phillips & Son .....
Coral .....	do .....	361	George B. Marvin .....	Taber, Gordon & Co. .....
Draco .....	do .....	258	M. L. Snell .....	J. Bourne, Jr. .....
Eliza Adams .....	Ship .....	438	Caleb O. Hamblin .....	Taber, Gordon & Co. .....
E. H. Adams .....	Brig .....	107	Uran J. Cleveland .....	William Lewis .....
Falcon .....	Bark .....	285	Hezekiah Allen .....	Thos. Knowles & Co. .....
Illinois .....	do .....	409	Fraser .....	I. H. Bartlett & Sons .....
James Allen .....	do .....	349	W. H. Kelley .....	Gideon Allen & Son .....
Janus .....	Ship .....	276	J. R. Jenney .....	Swift & Perry .....
Java .....	Bark .....	309	Edmund Kelley .....	G. & M. Howland .....
Java, 2d .....	do .....	290	James H. Fisher .....	Chas. Hiltch & Son .....
John Dawson .....	do .....	173	Caleb Babeck .....	J. & W. R. Wing .....
John Howland .....	do .....	377	Fred'k P. Cole .....	William O. Brownell .....
Joseph Maxwell .....	do .....	263	Stephen Hickmott .....	Taber, Read & Co. .....

Table showing returns of whaling-returns

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
— Lafr.....	David A. Small.....	Atlantic.....	Jan. 4	June 11, 1873	188	215	570	Sent home 160 sperm, 425 whale.
— White.....	S. Cook.....	do.....	Feb. —	Sept. 8, 1871	78	61	.....	Towed into Vineyard Haven; dismantled in a gale, August 16. Sent home 266 sperm.
— Dyer.....	A. Cook.....	do.....	Feb. 20	Sept. 7, 1871	75	240	.....	
— Leach.....	Freeman & Hilliard.....	do.....	Feb. 17	Aug. 30, 1871	60	25	.....	
— Birch.....	E. & E. K. Cook & Co.....	do.....	Apr. —	Sept. 2, 1872	95	6	.....	Sent home 505 sperm.
— Marshall.....	Atkins Nickerson.....	do.....	Mar. 23	Nov. 23, 1871	70	10	.....	
— Gifford.....	Heman Smith.....	Atlantic.....	Nov. 28	Apr. 13, 1874	71	5	.....	Sent home 149 sperm.
— Cannon.....	.....	do.....	.....	Sept. 11, 1872	109	15	.....	
— Williams.....	F. W. Choute.....	Atlantic.....	May 20	Aug. 14, 1872	150	.....	.....	Sent home 850 elephant.
— Norrie.....	Lawrence & Co.....	Desolation Isl'd	June 27	Apr. 11, 1873	.....	987	.....	Nothing but freight; broken up, 1873; bought from Sag Harbor, 1870.
— Chipman.....	Williams, Haven & Co.....	Can. Inlet.....	Apr. 25	Nov. 9, 1871	.....	.....	.....	
— Glass.....	do.....	Atlantic.....	July 22	June 6, 1872	19	395	.....	Had a crew lost by boat capsizing, March 2, 1872; withdrawn and sold, 1874.
— Holmes.....	do.....	do.....	Aug. 26	June 9, 1872	.....	.....	.....	
— Rogers.....	Lawrence & Co.....	do.....	Aug. 7	May 14, 1872	.....	40	.....	
— Keeney.....	Williams, Haven & Co.....	Can. Inlet.....	May 31	Oct. 28, 1872	.....	22	.....	
— Gilderdale.....	do.....	Atlantic.....	Aug. 17	June 14, 1872	.....	187	.....	
— Williams.....	do.....	Desolation Isl'd	June 28	June 9, 1872	21	1,51	.....	Sent home 470 sperm, 500 whale, 700 pounds bone; embounded at Barbadoes, D. cember 14, 1871; Sag Harbor's last whaler.
— Babcock.....	H. & S. French.....	Atlantic.....	July 17	.....	.....	.....	.....	No report; lost at Scammon's Lagoon, Lower California.
— Herendeen.....	Wright & Bowne.....	Pacific Ocean.....	Feb. 4	.....	.....	.....	.....	Bought from Nantucket 1872; H. B. Martin, second mate, died January, 1873.
— Capt. P. Gifford.....	Jonathan Bourne, Jr.....	Hudson's Bay.....	May 28	Sept. 7, 1873	.....	87	13, 131	Sent home 428 sperm, 1,170 whale, 8,000 bone; condemned.
— Geo. F. Bouldry.....	James B. Wood & Co.....	North Pacific.....	Jan. 2	May 1, 1876	629	1,177	16, 200	Had taken at last report 630 sperm, 1,320 whale.
— James F. Brown.....	J. & W. R. Wing.....	Pacific Ocean.....	June 25	June 8, 1876	670	546	.....	
— John E. Chase.....	Chas. E. Tucker & Co.....	New Zealand.....	Aug. 7	Aug. 17, 1876	2,600	290	1,500	.....
— David P. Gifford.....	Wm. Phillips & Son.....	Indian Ocean.....	June 5	.....	.....	.....	.....	Mr. Soverino, second mate, died March, '75.
— George B. Marvin.....	Taber, Gordon & Co.....	Pacific Ocean.....	Dec. 4	Out 1877.....	.....	.....	.....	Sent home 272 sperm.
— M. L. Saell.....	J. Bourne, Jr.....	Atlantic.....	May 1	May 1, 1875	1,390	45	.....	Added 1871; collided with the Marengo and sunk in the Arctic April 18, 1876; sent home 587 whale, 26,390 bone.
— John O. Hamblin.....	Taber, Gordon & Co.....	Pacific Ocean.....	June 10	July 26, 1876	2,215	18	1,100	
— Hiram J. Cleveland.....	William Lewis.....	Atlantic.....	June 18	Aug. 10, 1874	326	.....	.....	First mate John N. Norton and boat's crew lost 1874, taken down by a whale; abandoned in the Arctic 1876; sent home 150 sperm, 5,100 whale, 79,500 bone; had 1,600 whale, 10,000 bone on board.
— Hezekiah Allen.....	Thos. Knowles & Co.....	do.....	May 14	Aug. 5, 1875	1,265	30	.....	
— Stephen.....	I. H. Bartlett & Sons.....	North Pacific.....	Jan. 9	.....	.....	.....	.....	Captain Kelley came home sick 1873; had taken at last report 330 sperm 3,200 whale, 30,340 bone.
— W. H. Kelley.....	Gideon Allen & Son.....	do.....	Jan. 3	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 800 whale, 3,000 bone; sent home 520 sperm, 2,050 whale, 20,000 bone.
— J. R. Jenney.....	Swift & Perry.....	Atlantic.....	May 28	May 21, 1875	1,650	1,150	3,572	Had taken at last report 1,150 sperm, 2,000 whale.
— Edmund Kelley.....	G. & M. Howard.....	North Pacific.....	Oct. 3	Out 1877.....	.....	.....	.....	
— James H. Fisher.....	Chas. Hitch & Son.....	do.....	Oct. 2	.....	.....	.....	.....	Sent home 1,201 whale, 24,000 bone; condemned and sold at Honolulu December 2, 1874.
— Caleb Babcock.....	J. & W. R. Wing.....	Indian Ocean.....	Nov. 26	Sept. 14, 1875	1,000	10	.....	.....
— Fred'k P. Cole.....	William O. Brownell.....	do.....	June 4	Out 1877.....	.....	.....	.....	
— Stephen Hickmott.....	Taber, Read & Co.....	North Pacific.....	Jan. 16	.....	.....	.....	.....	.....



Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1872.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Lactitia .....	Bark	205	Henry T. Crow .....	J. & W. R. Wing .....
Martha .....	do	275	James E. Stanton .....	Swift & Allen .....
Merlin .....	do	246	Albert A. Thomas .....	William Watkins .....
Mt. Wollaston .....	do	325	West Mitchell .....	Swift & Allen .....
Ohio .....	do	205	Howland .....	Loam Snow & Co. ....
Onward .....	do	339	H. S. Hayes .....	G. & M. Howland .....
Orray Taft .....	do	131	George J. Parker .....	Andrew H. Potter .....
Paduetto .....	do	215	Sylvanus D. Robinson .....	C. R. Tucker & Co. ....
Petrel .....	Schooner	61	Leamuel P. Adams .....	Phillip H. Reed .....
President, 2d .....	Bark	122	Geo. W. Seabury .....	Edmund Maxfield .....
Seine .....	do	234	Edward J. Silverick .....	John P. Knowles, 2d .....
Spartan .....	do	236	Benjamin Gifford .....	David B. Kempton .....
St. George .....	Ship	392	James H. Knowles .....	G. & M. Howland .....
Triton .....	Bark	264	John Heppingstone .....	J. & W. R. Wing .....
Union .....	Schooner	61	Owen Fisher .....	Hiram Webb .....
<i>Fairhaven, Mass.</i>				
Ellen Rodman .....	Schooner	72	Jacob Anderson .....	Tucker Damon, jr. ....
Geo. J. Jones .....	Brig	125	Jos. D. Silva .....	do .....
<i>Marion, Mass.</i>				
Admiral Blako .....	Schooner	84	Wm. C. Hathaway .....	Andrew J. Hadley .....
Cohannet .....	do	83	Loring Braley .....	do .....
Wm. Wilson .....	do	92	Edward Cluny .....	do .....
<i>Dartmouth, Mass.</i>				
Capo Horn Pigeon .....	Bark	215	George O. Baker .....	William Potter, 2d .....
<i>Westport, Mass.</i>				
A. Hicks .....	Bark	302	Timothy Howland .....	Andrew Hicks .....
Greyhound .....	do	163	John M. Allen .....	Henry Smith .....
<i>Provincetown, Mass.</i>				
Agate .....	Schooner	81	Atkins .....	W. A. Atkins .....
Aleyone .....	do	92	Ewell .....	E. & E. K. Cook & Co. ...
Antares .....	do	101	Cornell .....	J. E. & G. Bowley .....
Arizona .....	do	78	Nickerson .....	Stephen Cook .....
Ada M. Dyer .....	do	57	Dyer .....	Alfred Cook .....
B. F. Sparks .....	do	92	Bell .....	S. Cook .....
C. L. Sparks .....	do	96	Sparks .....	David Conwell .....
E. H. Hatfield .....	do	81	Freeman .....	E. & E. K. Cook & Co. ...
Elbridge Gerry .....	do	71	Fisher .....	Union Wharf Co. ....
Ellen Ripah .....	do	67	White .....	S. Cook .....
Gracie M. Parker .....	do	82	Dyer .....	A. Cook .....
John Atwood .....	do	...	Fisher .....	E. E. Small .....
M. E. Simmons .....	do	107	Taylor .....	E. & E. K. Cook & Co. ...
Montezuma .....	do	60	Leach .....	Freeman & Hilliard .....
N. J. Knights .....	do	71	Freeman .....	D. Conwell .....
Rising Sun .....	do	69	Marshall .....	Atkins Nickerson .....
<i>New London, Conn.</i>				
Acos's Barns .....	Bark	296	Allen .....	Williams & Barns .....
Emma Jane .....	Schooner	86	Swain .....	Williams, Haven & Co. ...
Florence .....	do	56	Athearn .....	do .....
Flying Fish .....	do	75	Church .....	Lawrence & Co. ....
Francis Allyn .....	do	107	Glass .....	Williams, Haven & Co. ...
Franklin .....	do	119	Buddington .....	do .....
Golden West .....	do	144	Rogers .....	Lawrence & Co. ....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
W. T. Crow	J. & W. R. Wing	Atlantic	July 18	Aug. 12, 1875	Bbls. 1,500	Bbls.	Lbs.	
E. Stanton	Swift & Allen	Pacific Ocean	Oct. 5					Condemned at Bay of Islands November 20, 1874; sent home 494 sperm, 365 whale.
A. Thomas	William Watkins	New Zealand	July 2	June 19, 1876	1,920			Abandoned in the Arctic 1876; sent home 250 sperm, 2,235 whale, 29,000 bone.
Mitchell	Swift & Allen	North Pacific	July 9					
Howland	Loom Snow & Co.	Atlantic	May 28	Oct. 19, 1875	1,600	60	533	Abandoned in the Arctic 1876; had 1,400 whale, 14,000 bone; sent home 615 sperm, 856 whale, 47,300 bone.
Hayes	G. & M. Howland	Pacific Ocean	June 25					Lost on Marble Island, (Hudson's Bay.) September 13, 1872.
J. Parker	Andrew H. Potter	Hudson's Bay	July 2					
D. Robinson	C. R. Tucker & Co.	Atlantic	Oct. 2	Sept. 4, 1875	1,350			
W. P. Adams	Phillip H. Reel	do	Oct. 21	July 3, 1873		Clean		Sent home 540 sperm, 10 blackfish.
W. Seabury	Edmund Maxfield	do	May 3	Sept. 30, 1874	499	1		
D. P. Shiverick	Johan P. Knowles, 2d	Pacific Ocean	June 3	July 1, 1875	1,610			
W. Gifford	David B. Kempton	Atlantic	May 22	May 5, 1873	703			Abandoned in the Arctic 1876; had 1,400 whale, 1,800 bone; sent home 255 sperm, 4,100 whale, 36,390 bone.
H. Knowles	G. & M. Howland	North Pacific	June 4					
H. Hoppingstone	J. & W. R. Wing	do	Jan. 8	June 6, 1876	255	2,700	43,000	
H. Fisher	Hiram Webb	Atlantic	May 13	Sept. 21, 1872	87			
H. Anderson	Tucker Damon, jr.	Atlantic	Oct. 9	Sept. 1, 1873	73			Sent home 278 sperm; condemned at Barbadoes April 1873.
D. Silva	do	do	May 28					
C. Hathaway	Andrew J. Hadley	Atlantic	May 22	Sept. 22, 1873	24	11		Added 1872.
W. Braley	do	do	Jan. 30	Aug. 31, 1872	260	20		Sold to Fairhaven 1874.
W. Cluny	do	do	Dec. 4	Sept. 1, 1873	158	2		Sent home 200 sperm.
W. Cluny	do	do	May 27	June 15, 1873	22	5	285	
W. O. Baker	William Potter, 2d	Pacific Ocean	Aug. 8	May 11, 1876	1,070	3,200		
W. Howland	Andrew Hicks	Atlantic	July 23	Sept. 14, 1876	1,790			E. N. Briggs, first mate, drowned by a foul line 1872.
W. Allen	Henry Smith	Indian Ocean	June 25	Oct. 18, 1875	1,630	500		
W. Atkins	W. A. Atkins	Atlantic	Jan. 31	Sept. 2, 1872	93	221		Returned 1872.
W. Bwell	E. & E. K. Cook & Co.	do	Feb. 22	Oct. 7, 1872	101	234		
W. Cornell	J. E. & G. Bowley	do	Apr. 23	Sept. 14, 1872	128	28		
W. Nickerson	Stephen Cook	do	Jan. 25	Sept. 6, 1872		221		Withdrawn 1872.
W. Dyer	Alfred Cook	do	Jan. 25	Sept. 13, 1872	57	190		
W. Bell	S. Cook	do	Feb. 7	Sept. 25, 1872	75	254		Sent home 175 sperm.
W. Sparks	David Conwell	do	May 6	Aug. 28, 1873	107	169	1,408	Replaced 1872; sailed again in 1872; arrived September 16, 1873; 137 sperm.
W. Freeman	E. & E. K. Cook & Co.	do	Apr. 11	Oct. 5, 1872	143			Returned 1872.
W. Fisher	Union Wharf Co.	do	Mar. 16	Sept. 25, 1872	47	75		
W. White	S. Cook	Atlantic	Feb. 22	July 16, 1872	112	214		
W. Dyer	A. Cook	do	Jan. 25	Aug. 7, 1872	105	323		Formerly a freighter; added 1872; withdrawn 1872.
W. Fisher	E. E. Small	Hudson's Bay	May 29	Oct. 8, 1872	180	3,125		
W. Taylor	E. & E. K. Cook & Co.	Atlantic	Feb. 22	Sept. 1, 1873	163	156		Sent home 150 sperm, 250 whale.
W. Leach	Freeman & Hilliard	do	June 18	Sept. 18, 1873	85	3		Sent home 105 whale; withdrawn 1874.
W. Freeman	D. Conwell	do	Feb. 29	Sept. 14, 1872	59	115		Returned 1872.
W. Marsball	Atkins Nickerson	do	Jan. 30	Sept. 21, 1872	52	80		
W. Allen	Williams & Barns	North Pacific	Jan. 18	—, 1874	235	1,130	22,740	Sold at San Francisco to New Bedford, 1875.
W. Swift	Williams, Haven & Co.	Hurt's Island	June 27	Out, 1877				Had at last report 800 whale.
W. Alhear	do	Atlantic	Aug. 6	1875 or 1876				Added 1872; no report.
W. Church	Lawrence & Co.	do	Aug. 10	Apr. 15, 1873		53		
W. Glass	Williams, Haven & Co.	do	Aug. 30	May 10, 1873		33		
W. Buddington	do	do	Aug. 5	May 14, 1873		27	60	
W. Rogers	Lawrence & Co.	do	Aug. 15	Apr. 6, 1873		Clean		

## 646 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1872.</b>				
<i>New London, Conn.—Continued.</i>				
Nile.....	Ship	29	— Williams.....	Williams, Haven & Co.....
Roman.....	do	354	— Turner.....	do.....
<i>New York, N. Y.</i>				
Lizzie P. Simmons.....	Schooner	85	— Potts.....	Lewis J. Phillips.....
<b>1873.</b>				
<i>New Bedford, Mass.</i>				
Annawan.....	Bark	.....	Geo. W. Bassett.....	.....
Com. Morris.....	do	33-	George F. Winslow.....	Swift & Perry.....
Desdemona.....	do	216	Sam'l F. Davis.....	G. & M. Howland.....
Edward Everett.....	do	187	Joseph D. Silva.....	Gideon Allen & Son.....
Lagoda.....	do	371	Edward D. Lewis.....	Jonathan Bourne, Jr.....
Marcella.....	do	166	John R. Sturgiss.....	Chas. H. Tucker & Co.....
Mercury.....	do	311	Chas. H. Gilford.....	William Phillips & Son.....
Milton.....	Ship	373	William C. Fuller.....	Tabor, Gordon & Co.....
Morning Star.....	Bark	238	James E. Potter.....	Joshua C. Hitch.....
Pacific.....	do	341	Gilbert B. Borden.....	Swift & Perry.....
Pioneer.....	do	222	Alex. A. Tripp.....	G. Allen & Son.....
Sarah.....	do	128	Thomas Foster.....	John P. Knowles, 2d.....
Stafford.....	do	156	Edward A. King.....	Jos. & Wm. R. Wing.....
Tamerlane.....	do	373	Geo. W. J. Moulton.....	Thos. Knowles & Co.....
Union.....	Schooner	60	Philip H. Reed.....	Philip H. Reed.....
<i>Dartmouth, Mass.</i>				
Matilda Sears.....	Bark	231	Charles Childs.....	William Potter, 2d.....
<i>Westport, Mass.</i>				
Mattapoisett.....	Bark	110	Orlando J. Tripp.....	Henry Smith.....
Mermald.....	do	273	Edward E. Hicks.....	Andrew Hicks.....
Sea Queen.....	do	195	David E. Allen.....	do.....
<i>Provincetown, Mass.</i>				
Agate.....	Schooner	81	— Atkins.....	W. A. Atkins.....
Alyone.....	do	92	— Ewell.....	E. & E. K. Cook & Co.....
Antarctic.....	do	101	— Cornell.....	J. E. & J. B. Wey.....
Arizona.....	do	79	— White.....	Stephen Cook.....
B. F. Sparks.....	do	92	— Bell.....	do.....
E. H. Hatfield.....	do	89	— Kickcornell.....	E. & E. K. Cook & Co.....
Elbridge Gerry.....	do	71	— Fisher.....	Union Wharf Co.....
Ellen Riprah.....	do	67	— Atkins.....	S. Cook.....
Gracie M. Parker.....	do	82	— Dyer.....	Alfred Cook.....
N. J. Knights.....	do	70	— Foster.....	David Conwell.....
Quickstep.....	do	94	— Burch.....	E. & E. K. Cook & Co.....
Rising Sun.....	do	69	— Taylor.....	Thomas S. Taylor.....
Sassacus.....	do	.....	.....	.....
Wm. A. Grozier.....	do	117	— Roberts.....	William A. Atkins.....
<i>Boston, Mass.</i>				
F. H. Moore.....	Brig	107	— Soper.....	Robert Soper & Son.....
Heman Smith.....	do	123	Chas. B. Barstow.....	Heman Smith.....
Sarah E. Lewis.....	Schooner	96	Geo. H. Cannon.....	do.....
<i>Beverly, Mass.</i>				
Eschol.....	Brig	143	— Williams.....	F. W. Choate.....
<i>New London, Conn.</i>				
Charles Colgate.....	Schooner	250	— Sisson.....	Lawrence & Co.....
Flying Fish.....	do	75	— Church.....	do.....
Francis Allyn.....	do	107	— Glass.....	Williams, Haven & Co.....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
— Williams .....	Williams, Haven & Co. ....	Atlantic .....	Sept. 3	May 5, 1873	Bbls.	Bbls.	Lbs	
— Turner .....	do .....	Resolution Isld .....	July 16	Mar. 31, 1873	76	303	.....	
— Potts .....	Lewis J. Phillips .....	Atlantic .....	July 25	May 8, 1873	.....	Clean	.....	Bought from Provincetown 1872; fitted from New London.
— W. Bassett .....	.....	.....	.....	.....	.....	.....	.....	Lost near Bermudas July 8, 1873; five men lost.
— George F. Winslow ..	Swift & Perry .....	Atlantic .....	July 29	Sept. 24, 1876	2,930	.....	.....	
— T. F. Davis .....	G. & M. Howland .....	do .....	June 3	Apr. 29, 1876	1,000	875	.....	
— Eph D. Silva .....	Gideon Allen & Son .....	do .....	July 21	Aug. 12, 1875	890	29	.....	
— Edward D. Lewis .....	Jonathan Bourne, Jr. ....	Pacific Ocean .....	July 21	Out, 1877	.....	.....	.....	Had taken at last report 1,130 sperm, 200 whale, 1,450 bone.
— John R. Sturgiss .....	Chas. R. Toecker & Co. ....	Indian Ocean .....	Nov. 11	May 2, 1876	1,050	.....	.....	
— Jas. H. Gifford .....	William Phillips & Son .....	do .....	May 13	Nov. 6, 1876	1,260	500	1,300	
— William G. Fuller .....	Faber, Gordon & Co. ....	Pacific Ocean .....	Oct. 8	Oct. 24, 1876	2,366	200	1,363	
— James E. Potter .....	Joshua C. Hitch .....	do .....	Nov. 13	Out, 1877	.....	.....	.....	Captain Potter died June 30, 1875; had taken at last report 1,135 sperm.
— Albert B. Borden .....	Swift & Perry .....	Atlantic .....	Oct. 1	Nov. 5, 1876	1,670	.....	.....	Sent home.
— J. A. Tripp .....	G. Allen & Son .....	do .....	July 8	Sept. 20, 1871	851	.....	.....	
— Thomas Foster .....	John P. Knowles, 2d .....	do .....	Aug. 5	May 2, 1876	1,035	780	.....	
— Edward A. King .....	Jos. & Wm. R. Wing .....	Indian Ocean .....	June 30	May 24, 1876	880	230	.....	Had taken at last report 1,200 sperm; 300 whale.
— W. W. J. Moulton .....	Thos. Knowles & Co. ....	Atlantic .....	Aug. 6	Out, 1877	.....	.....	.....	
— Philip H. Reed .....	Philip H. Reed .....	do .....	Apr. 10	Sept. 26, 1873	170	.....	.....	
— Charles Childs .....	William Potter, 2d .....	Pacific Ocean .....	July 22	Out, 1877	.....	.....	.....	Had taken at last report 890 sperm, 670 whale.
— Orlando J. Tripp .....	Henry Smith .....	Atlantic .....	June 10	Sept. 21, 1874	347	.....	.....	Sent home 102 sperm.
— Edward E. Hicks .....	Andrew Hicks .....	Indian Ocean .....	Aug. 28	Apr. 16, 1876	1,225	.....	.....	
— David E. Allen .....	do .....	do .....	June 20	Aug. 20, 1875	1,210	80	.....	
— Atkins .....	W. A. Atkins .....	Atlantic .....	Feb. 5	Sept. 15, 1873	37	86	.....	
— Fwell .....	E. & E. K. Cook & Co. ....	do .....	Feb. 20	Sept. 24, 1873	171	158	.....	
— Cornell .....	J. E. & J. Howley .....	do .....	Feb. 20	Sept. 16, 1873	117	45	.....	
— White .....	Stephen Cook .....	do .....	Feb. 20	Sept. 9, 1873	125	258	.....	
— Bell .....	do .....	do .....	Feb. 20	Sept. 26, 1873	357	.....	.....	Sailed again in 1873 or 1874, arrived September 7, 1873, with 250 sperm.
— Kieckorrell .....	E. & E. K. Cook & Co. ....	do .....	Dec. 30	Sept. 23, 1874	242	.....	.....	Withdrawn 1874.
— Fisher .....	Union Wharf Co. ....	do .....	Feb. 20	Sept. 10, 1873	121	191	.....	
— Atkins .....	S. Cook .....	do .....	Feb. 20	Aug. 12, 1873	105	207	.....	
— Dyer .....	Alfred Cook .....	do .....	Feb. 20	Sept. 2, 1873	138	202	.....	
— Foster .....	David Conwell .....	do .....	Feb. 20	Sept. 14, 1873	32	210	.....	Sent home 63 sperm.
— Barch .....	E. & E. K. Cook & Co. ....	do .....	May 5	Aug. 20, 1874	175	22	.....	
— Taylor .....	Thomas S. Taylor .....	do .....	Feb. 20	Aug. 30, 1873	123	245	1,436	Sassaens lost at Cape Negro, (Nova Scotia), August 24, 1874.
— Roberts .....	William A. Atkins .....	do .....	May 12	Aug. 17, 1874	487	.....	.....	Replaced 1874; sent home 180 sperm.
— Soper .....	Robert Soper & Son .....	Atlantic .....	May ..	Aug. 6, 1875	625	.....	.....	Sent home 200 sperm.
— Jos. R. Barstow .....	Heman Smith .....	do .....	May 29	Sept. 24, 1874	187	11	.....	Sent home 151 sperm.
— Geo. H. Cannon .....	do .....	do .....	May 14	Sept. 17, 1874	222	5	.....	
— Williams .....	F. W. Choate .....	Atlantic .....	May 20	.....	.....	.....	.....	Condemned at Barbadoes 1874; Beverly's last whaler.
— Sisson .....	Lawrence & Co. ....	Far's Island .....	June 18	Apr. 27, 1875	.....	900	400	
— Church .....	do .....	South Shetland .....	July 23	Apr. 15, 1874	.....	53	.....	
— Glass .....	Williams, Haven & Co. ....	do .....	July 25	June 14, 1875	.....	Clean	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1873.</b>				
<i>New London, Conn.—Continued.</i>				
Franklin .....	Schooner	119	Chester .....	Williams, Haven & Co.
Golden West .....	do	144	Williams .....	Lawrence & Co.
Isabella .....	Brig	69	do	Williams, Haven & Co.
Roman .....	Ship	350	Swain .....	do
Roswell King .....	Schooner	134	Fuller .....	do
<i>New York, N. Y.</i>				
L. P. Simmons .....	Schooner	89	Potts .....	Lewis J. Phillips .....
<i>San Francisco, Cal.</i>				
Florence .....	Bark	215	Williams .....	Williams, Haven & Co.
<b>1874.</b>				
<i>New Bedford, Mass.</i>				
A. R. Tucker .....	Bark	129	Amos C. Baker .....	Jos. & Wm. R. Wing .....
Abbie Bradford .....	Schooner	115	Elnathan B. Fisher .....	Jonathan Bourne, jr. ....
Ayala .....	Bark	230	Zenas E. Bourne .....	John P. Knowles, 2d .....
Canton .....	do	230	Peleg L. Sherman .....	Charles R. Tucker & Co.
Cicero .....	do	220	Edward Penniman .....	J. P. Knowles, 2d .....
Cornelius Howland .....	Ship	333	B. Franklin Homan .....	Swift & Perry .....
Eliza .....	Bark	290	John M. Dimon 1 .....	J. Bourne, jr. ....
E. H. Adams .....	Brig	107	William C. Brownell .....	William Lewis .....
George & Susan .....	Bark	343	Andrew K. Heyer .....	Geo. & Matt. Howland .....
Hadley .....	do	163	Hiram J. Cleveland .....	William Lewis .....
Janet .....	do	150	do	Antone Thomas .....
James Arnold .....	Ship	344	Thomas H. Wilson .....	Taber, Gordon & Co. ....
Louisa .....	Bark	303	Martin V. B. Millard .....	Swift & Allen .....
Lydia .....	do	325	John P. Praro .....	Baylies & Cannon .....
Mars .....	do	250	Allen .....	Gilford & Cummings .....
Mary & Susan .....	do	227	James T. Handy .....	Thos. Knowles & Co. ....
Mattaponi .....	do	110	Jonathan Chase .....	Abbot P. Smith .....
Napoleon .....	do	323	Jared Jerrold .....	J. Bourne, jr. ....
Nautilus .....	do	272	Theodore A. Lake .....	Gibson Allen & Son .....
Niger .....	Ship	412	Thomas A. Hallett .....	Taber, Gordon & Co. ....
Ocean .....	Bark	228	Isaac D. Pease .....	I. H. Bartlett & Sons .....
Ospray .....	do	173	Reuben W. Crapo .....	Swift & Allen .....
Petrel .....	do	257	Charles S. Downs .....	T. Knowles & Co. ....
Petrel .....	Schooner	61	Michael A. Baker .....	Philip H. Reed .....
President .....	Bark	257	Robert E. Gilford .....	J. Bourne, jr. ....
Sea Ranger .....	do	273	John W. Cornell .....	I. H. Bartlett & Sons .....
Stamboul .....	do	260	Horace Montross .....	Joshua C. Hitch .....
Union .....	Schooner	60	Phillip H. Reed .....	Philip H. Reed .....
Vigilant .....	Bark	215	William D. Gilford .....	William Watkiss .....
Wave .....	do	150	B. A. Briggs .....	T. Knowles & Co. ....
<i>Fairhaven, Mass.</i>				
Ellen Rodman .....	Schooner	73	Joseph S. Gelett .....	Tucker Damon, jr. ....
<i>Marion, Mass.</i>				
Adm'l Blake .....	Schooner	81	William C. Hathaway .....	Andrew J. Hadley .....
William Wilson .....	do	92	Loring Brailley .....	do

Table showing returns of whaling-vessels

Sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.	
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.		
					Bbls.	Bbls.	Lbs.		
Chester	Williams, Haven & Co.	South Shetland.	July 22	May 13, 1874	.....	207	.....		
Williams	Lawrence & Co.	do	July 21	Apr. 20, 1874	.....	31	112		
Williams	Williams, Haven & Co.	Cumbe'd Inlet	June 20	Sept. 2, 1873	.....	Clean	.....		
Swain	Williams, Haven & Co.	Bird's Island.	May 17	Apr. 17, 1874	.....	1,441	2,314		
Fuller	do	do	Aug. 5	Apr. 29, 1875	.....	30	750	1,800	
Potts	Lewis J. Phillips	South Shetland.	Aug. 2	May 7, 1875	Clean	.....	.....	Belonged to New London.	
Williams	Williams, Haven & Co.	Pacific Ocean	Dec. 24	Nov. 12, 1874	.....	80	200	Added 1872.	
Thomas C. Baker	Jos. & Wm. R. Wing	Atlantic	Nov. 26	Oct. 25, 1876	.....	600	.....	First mate and boat's crew lost in the ice	
Nathan B. Fisher	Jonathan Bourne, jr.	Hudson's Bay	May 12	Sept. 14, 1875	.....	60	65	12,000	September 5, 1874.
James E. Bourne	John P. Knowles, 2d	Indian Ocean	July 16	Oct. 1877	.....	.....	.....	Had taken at last report 200 sperm.	
Leg L. Sherman	Charles R. Tucker & Co.	do	Dec. 8	Oct. 1877	.....	.....	.....	Had taken at last report 900 sperm, 10 whale.	
Edward Penniman	J. P. Knowles, 2d	Atlantic	May 9	Dec. 6, 1875	.....	250	330	.....	
Franklin Homan	Swift & Perry	North Pacific	Aug. 4	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 1,100 whale, 84,000 bone; sent home 600 sperm, 1,220 whale, 10,000 bone.	
John M. Dimon	J. Bourne, jr.	Pacific Ocean	May 28	Out, 1877	.....	.....	.....	Had taken at last report 150 sperm.	
William C. Brownell	William Lewis	Atlantic	Oct. 1	Aug. 15, 1876	.....	330	10	.....	
Andrew K. Hoyer	Geo. & Mart. Howland	do	Sept. 17	Out, 1877	.....	.....	.....	Had taken at last report 1,250 sperm, 1,250 whale.	
William J. Cleveland	William Lewis	do	Oct. 29	Out, 1877	.....	.....	.....	Had taken at last report 740 sperm, 15 whale.	
Antone Thomas	Taber, Gordon & Co.	Pacific Ocean	June 5	Nov. 27, 1874	.....	172	.....	Bought from Westport 1874.	
Thomas H. Wilson	Taber, Gordon & Co.	Atlantic	Aug. 11	Out, 1877	.....	.....	.....	Had taken at last report 1,400 sperm.	
Martin V. B. Millard	Swift & Allen	do	.....	Out, 1877	.....	.....	.....	Had taken at last report 640 sperm, 900 whale, 545 bone.	
John P. Praro	Bavlies & Cannon	Pacific Ocean	June 18	Oct. 1877	.....	.....	.....	Had taken at last report 1,150 sperm.	
Allen	Gilford & Cummings	do	July 1	Out, 1877	.....	.....	.....	Had taken at last report 1,215 sperm, 75 whale.	
James T. Handy	Thos. Knowles & Co.	do	Aug. 11	Out, 1877	.....	.....	.....	Had taken at last report 1,750 sperm.	
Jonathan Chase	Abbot P. Smith	Atlantic	Oct. 11	July 3, 1876	.....	400	200	.....	
Edward Ferguson	J. Bourne, jr.	do	July 13	Out, 1877	.....	.....	.....	Bought from Westport 1874.	
Theodore A. Lake	Gibson Allen & Son	Pacific Ocean	Aug. 25	Out, 1877	.....	.....	.....	Had taken at last report 940 sperm.	
Thomas A. Hallett	Taber, Gordon & Co.	do	Oct. 17	Out, 1877	.....	.....	.....	Had taken at last report 1,720 sperm.	
Isaac D. Pease	I. H. Bartlett & Sons	Atlantic	July 21	Out, 1877	.....	.....	.....	Had taken at last report 1,350 sperm	
Leuben W. Crapo	Swift & Allen	do	Nov. 10	Oct. 26, 1876	.....	895	.....	.....	
Charles S. Downs	T. Knowles & Co.	Indian Ocean	July 7	Out, 1877	.....	.....	.....	Had taken at last report 1,000 sperm, 200 whale, 1,629 bone.	
Michael A. Baker	Phillip H. Reed	Atlantic	May 9	Sept. 7, 1875	.....	125	.....	.....	
Robert F. Gilford	J. Bourne, jr.	Hudson's Bay	June 9	Sept. 16, 1875	.....	.....	500	2,000	
John W. Cornell	I. H. Bartlett & Sons	Atlantic	July 1	Sept. 27, 1875	.....	1,650	.....	.....	
Horace Moutross	Joshua C. Hitch	Pacific Ocean	May 25	Out, 1877	.....	.....	.....	T. F. Morse, third mate, killed by a whale June, 1874; had at last report 1,100 sperm.	
Phillip H. Reed	Phillip H. Reed	Atlantic	May 19	May 9, 1875	.....	180	10	.....	
William D. Gilford	William Watkins	Pacific Ocean	Nov. 3	Out, 1877	.....	.....	.....	.....	
B. A. Briggs	T. Knowles & Co.	Atlantic	May 19	Oct. 5, 1876	.....	750	.....	Had at last report 660 sperm, 475 whale.	
Joseph S. Gelett	Tucker Damon, jr.	Atlantic	Apr. 21	Sept. 3, 1874	.....	85	.....	.....	
William C. Hathaway	Andrew J. Hadley	do	Sept. 21	Sept. 17, 1875	.....	170	130	.....	
Loring Bralley	do	Atlantic	May 22	Oct. 6, 1874	.....	78	.....	.....	
		do	Oct. 27	Apr. 17, 1875	.....	85	5	.....	
		do	June 11	Oct. 9, 1874	.....	188	.....	.....	
		do	Dec. 2	Sept. 16, 1875	.....	185	35	.....	

650 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1874.</b>				
<i>Edgartown, Mass.</i>				
Perry .....	Bark...	150	George W. Bassett...	Samuel Osborn, jr. ....
<i>Provincetown, Mass.</i>				
Agate .....	Schooner	81	Atkins .....	W. A. Atkins .....
Alyona .....	do .....	92	Fisher .....	E. & E. K. Cooke & Co.
Antarctic .....	do .....	101	Bell .....	W. A. Atkins .....
Arizona .....	do .....	79	White .....	Stephen Cook .....
B. F. Sparks .....	do .....	92	Ewell .....	do .....
Charles Thompson .....	do .....	152	Leach .....	S. S. Swift .....
C. L. Sparks .....	do .....	96	Sparks .....	David Conwell .....
Ellen Riprah .....	do .....	67	Atkins .....	S. Cook .....
Grace M. Parker .....	do .....	82	Dyer .....	Alfred Cook .....
M. E. Simmons .....	do .....	105	Rich .....	E. & E. K. Cooke & Co.
N. J. Knights .....	do .....	70	Foster .....	D. Conwell .....
Rising Sun .....	do .....	69	Taylor .....	Thomas S. Taylor .....
<i>Boston, Mass.</i>				
E. B. Phillips .....	Bark...	111	Joseph F. Francis...	John Medina .....
Rosa Baker .....	Brig...	108	Joseph Thompson ..	Heman Smith .....
Wm. Martin .....	Schooner	92	Martin .....	do .....
<i>New London, Conn.</i>				
Franklin .....	Schooner	119	Buddington .....	Williams, Haven & Co.
Golden West .....	do .....	144	Williams .....	Lawrence & Co. ....
Nilo .....	Ship .....	233	Spicer .....	Williams, Haven & Co.
Roman .....	do .....	350	Rogers .....	do .....
<i>New York, N. Y.</i>				
Oak .....	Bark....	152	Gifford .....	Henry Shuber .....
<b>1875.</b>				
<i>New Bedford, Mass.</i>				
Abm. Barker .....	Bark...	380	Otis F. Thacher .....	Jos. & Wm. R. Wing ..
Abbott Lawrence .....	Brig...	160	Elisha H. Russell ..	William Lewis .....
Acors Barns .....	Bark....	296	Hicknett .....	I. H. Bartlett & Sons..
Adeline Gibbs .....	do .....	327	M. L. Snell .....	Jonathan Bourne, jr ..
Benj. Cummings .....	do .....	305	Roswell Brown .....	Taber, Gordon & Co. ..
Callio .....	do .....	290	Henry T. Craw .....	do .....
Catalpa .....	do .....	202	George S. Anthony ..	John T. Richardson ..
Charles W. Morgan .....	do .....	314	John M. Tinkham .....	J. & W. R. Wing .....
Diaco .....	do .....	258	Henry M. Peaks .....	J. Bourne, jr .....
Edward Everett .....	do .....	187	Rufus W. Gifford .....	Gideon Allen & Son ..
Emma C. Jones .....	Ship .....	307	Sylv. B. Potter .....	William Watkins .....
Falcon .....	Bark...	285	Alonzo O. Horendeen ..	Phos. Knowles & Co. ..
Gazelle .....	do .....	273	Andrew J. Mosher .....	Swift & Allen .....
General Scott .....	do .....	315	Charles H. Robbuse ..	J. T. Richardson .....
George & Mary .....	do .....	105	George H. Cannon .....	J. Bourne, jr .....
Golden City .....	Schooner	80	Henry Clay .....	Henry Clay .....
Geylmond .....	Bark....	163	Timothy C. Allen .....	Abbott P. Smith .....
Hercules .....	do .....	311	Irish Sherman .....	Swift & Perry .....

Table showing returns of whaling—results

Whaling from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
George W. Bassett...	Samuel Osborn, jr.....	Atlantic.....	Aug. 12	Out, 1877				Bought from New London 1874; had taken at last report 650 sperm.
Atkins.....	W. A. Atkins.....	Atlantic.....	Feb. 12	Sept. 24, 1874	134	150		
Fisher.....	E. & E. K. Cooke & Co.....	do.....	Jan. 24	Sept. 10, 1874		275		
Bell.....	W. A. Atkins.....	do.....	Mar. 30	Oct. 7, 1874	315			
White.....	Stephen Cook.....	do.....	Feb. 23	Sept. 30, 1874	130	101		
Ewell.....	do.....	do.....	June 23	Aug. 9, 1875	285	140		Added 1874; sent home 145 sperm, 20 whale; sailed again 1874 for 1875; returned September 21, 1875, with 315 sperm, 10 whale.
Leach.....	S. S. Swift.....	do.....	May 28	Oct. 14, 1874	34	8		
Sparks.....	David Conwell.....	do.....	Apr. 14	Sept. 13, 1875	230	100		
Atkins.....	S. Cook.....	do.....	Feb. 28	Aug. 20, 1874	114	197		
Dyer.....	Alfred Cook.....	do.....	Mar. 2	Sept. 13, 1874	148	223		
Rich.....	E. & E. K. Cooke & Co.....	do.....	Feb. 12	Sept. 9, 1874	19	266		
Foster.....	D. Conwell.....	do.....	Feb. —	Sept. 9, 1874	92	83		
Taylor.....	Thomas S. Taylor.....	do.....	Feb. —	Sept. 19, 1874	140	210		
Joseph F. Francis.....	John Medina.....	Atlantic.....	July 28	July 30, 1876	450			Added 1874 from New London.
Joseph Thompson.....	Heman Smith.....	do.....	May 22	May 2, 1875	270	15		Added 1874.
Martin.....	do.....	do.....	June 5	Oct. 4, 1874	66			
do.....	do.....	do.....	Nov. 13	Sept. 21, 1875	330	15		
Buddington.....	Williams, Haven & Co.....	Atlantic.....	July 15	Apr. 29, 1875	160			Sold to New Bedford 1875.
Williams.....	Lawrence & Co.....	do.....	July 18	May 4, 1875		50		
Spicer.....	Williams, Haven & Co.....	Can. Isl.	June 15	Dec. 9, 1874		800	8,000	
Rogers.....	do.....	Resolution Isl.	June 22	May 13, 1876	50	1,300		Sold to New Bedford 1876.
Gifford.....	Henry Shuber.....	Pacific Ocean..	Dec. 22	Out, 1877				Had taken at last report 300 sperm, 1,500 whale.
Otis F. Thacher.....	Jos. & Wm. R. Wing.....	Pacific Ocean..	Oct. 26	Out, 1877				Had at last report 230 sperm, 50 whale. Bought from Fairhaven 1874; had at last report 320 sperm.
Elisha H. Russell.....	William Lewis.....	Atlantic.....	Apr. 20	Out, 1877				Bought from New London 1875; abandoned in the Arctic 1876; sent home 130 sperm, 1,650 whale, 13,450 bone; had on board 900 bone.
Hickmott.....	I. H. Bartlett & Sons.....	North Pacific..	Mar. 27					Had taken at last report 360 sperm, 600 whale.
M. L. Suell.....	Jonathan Bourne, jr.....	Atlantic.....	Aug. 0	Out, 1877				Lost on the island of Fogo December 20, 1875.
Roswell Brown.....	Taher, Gordon & Co.....	Pacific Ocean..	Nov. 17					Had taken at last report 300 sperm.
Henry T. Crow.....	do.....	Indian Ocean..	Nov. 30	Out, 1877				Returned to whaling; fitted ostensibly for whaling, but was owned by parties who dispatched her to Australia, where she rescued the Fenian prisoners.
George S. Anthony.....	John T. Richardson.....	Atlantic.....	Apr. 29	Aug. 24, 1876	250			Had taken at last report 375 sperm.
John M. Tinkham.....	J. & W. R. Wing.....	do.....	Apr. 23	Out, 1877				Had taken at last report 180 sperm, 700 whale.
Henry M. Peaks.....	J. Bourne, jr.....	do.....	July 1	Out, 1877				Lost in a gale 5 days out.
Rufus W. Gifford.....	Gideon Allen & Son.....	Pacific Ocean..	Oct. 5	Out, 1877				Had taken at last report 680 sperm.
Sylv. L. Potter.....	William Watkins.....	do.....	June 1	Out, 1877				Had taken at last report 450 sperm.
Alonzo O. Herendeen.....	Thos. Knowles & Co.....	do.....	Oct. 26	Out, 1877				Had taken at last report 470 sperm, 90 whale, 729 bone.
Andrew J. Mosher.....	Swift & Allen.....	do.....	June 29	Out, 1877				Had taken at last report 600 sperm.
Charles H. Robbluse.....	J. T. Richardson.....	Indian Ocean..	July 7	Out, 1877				Had taken at last report 350 sperm; bought from New London 1874.
George H. Cannon.....	J. Bourne, jr.....	Atlantic.....	May 4	Out, 1877				Bought from Boston.
Henry Clay.....	Henry Clay.....	do.....	Dec. 9	Sept. 29, 1876	440	40		Had taken at last report 400 sperm, 1,000 bone.
Timothy C. Allen.....	Abbott P. Smith.....	Indian Ocean..	Nov. 30	Out, 1877				Had taken at last report 400 sperm.
John Sherman.....	Swift & Perry.....	do.....	Oct. 19	Out, 1877				



## 652 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-returns

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1875.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Hope On.....	Bark....	191	Michael A. Baker.....	J. T. Richardson.....
Hunter.....	do.....	355	Charles L. Holt.....	J. Bourne, jr.....
Janet.....	do.....	154	Peter Gartland.....	William Lewis.....
Janus.....	do.....	274	Warren Gifford.....	Swift & Perry.....
Jirch Perry.....	Ship.....	316	Amos A. Chace.....	do.....
John Carver.....	Bark.....	319	Aaron Dean.....	T. Knowles & Co.....
John Dawson.....	do.....	173	Calob Babcock.....	J. & W. R. Wing.....
John P. West.....	do.....	353	Calvin Manchester.....	Simon N. West.....
Josephine.....	do.....	363	Charles Hamill.....	Swift & Perry.....
Kathleen.....	do.....	206	S. R. Howland.....	J. & W. R. Wing.....
Lactitia.....	do.....	208	George F. Church.....	do.....
Lancer.....	do.....	295	James Dowden.....	William Lewis.....
Lulu Stewart.....	do.....	336	Benjamin I. Wilson.....	do.....
Midas.....	do.....	313	Josh. G. La ham.....	Joshua C. Hitch.....
Norman.....	do.....	316	Thomas G. Campbell.....	Loam Snow, jr.....
Ohio 2d.....	do.....	363	Fred. H. Smith.....	Swift & Perry.....
Osmani.....	do.....	292	Abraham Osborn.....	Gifford & Cummins.....
Palmetto.....	do.....	215	Edmund H. Bolles.....	Chas. R. Tucker & Co.....
Peru.....	do.....	259	Jasper M. Ears.....	John McCullough.....
Pioneer.....	do.....	225	Alexander R. Tripp.....	G. Allen & Son.....
Petrel.....	Schooner	61	Philip H. Reed.....	Philip H. Reed.....
Platina.....	Bark.....	214	Walter P. Howland.....	C. R. Tucker & Co.....
President.....	do.....	257	A. Fred C. Davis.....	Jonathan Bourne, jr.....
President 2d.....	do.....	124	William J. Robinson.....	C. R. Tucker & Co.....
Rainbow.....	do.....	351	Bernard Cogau.....	I. H. Bartlett & Sons.....
Rousseau.....	do.....	305	Eber C. Almy.....	G. & M. Howland.....
Supple.....	do.....	269	Janus H. Edick.....	William Lewis.....
Sarah B. Halo.....	do.....	183	Holder Slocum.....	G. Allen & Son.....
Sea Breeze.....	do.....	323	William M. Barnes.....	J. Bourne, jr.....
Sea Fox.....	do.....	166	Otis F. Hamblin.....	J. P. Knowles, 2d.....
Seine.....	do.....	234	White.....	do.....
Spartan.....	do.....	294	Orlando J. Tripp.....	Charles H. Gifford.....
Three Brothers.....	do.....	357	Leander J. Owen.....	I. H. Bartlett & Sons.....
Union.....	Schooner	68	Barstow.....	Philip H. Reed.....
Young Phoenix.....	Ship.....	355	David L. Gifford.....	Wm. Phillips & Son.....
<i>Fairhaven, Mass.</i>				
Cohannet.....	Schooner	83	Owen Fisher.....	
<i>Marion, Mass.</i>				
Admiral Blako.....	Schooner	84	W. C. Hathaway.....	Andrew J. Hadley.....
<i>Westport, Mass.</i>				
Sea Queen.....	Bark.....	195	Hezekiah Allen.....	Andrew Illicks.....
<i>Edgartown, Mass.</i>				
Clarice.....	Bark.....	183	Marebant.....	Samuel Osborn, jr.....
<i>Provincetown, Mass.</i>				
Agate.....	Schooner	81	Atkins.....	W. A. Atkins.....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling-ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
Michael A. Baker	J. T. Richardson	Atlantic	Nov. 24	Out, 1877				Formerly a schooner; added from Boston and refitted; had taken at last report 160 sperm, 375 whale.
Charles L. Holt	J. Bourne, jr.	Pacific Ocean	Sept. 20	Out, 1877				Had taken at last report 630 sperm, 95 whale.
Peter Gartland	William Lewis	Atlantic	Apr. 14	Nov. 4, 1876	750			Had taken at last report 625 sperm.
Warren Gifford	Swift & Perry	Atlantic	July 20	Jan. 1, 1877	580	3,200		Captain Deen died of heart disease July 28, 1876; had taken at last report 250 sperm, 80 whale.
Amos A. Chace		Indian Ocean	Sept. 27	Out, 1877				Had taken at last report 260 sperm.
Aaron Dean	E. Knowles & Co.	Pacific Ocean	June 1	Out, 1877				Had taken at last report 1,050 sperm.
Calob Babcock	J. & W. R. Wing	Indian Ocean	Nov. 25	Out, 1877				Abandoned in the Arctic 1876; had 1,400 whale, 10,000 bone; sent home 130 sperm.
Calvin Manchester	Simon S. West	North Pacific	Aug. 24	Out, 1877				Had taken at last report 440 sperm.
Charles Hamill	Swift & Perry	Indian Ocean	July 19	Out, 1877				Had taken at last report 450 sperm.
S. R. Howland	J. & W. R. Wing	Atlantic	Oct. 11	Out, 1877				Had taken at last report 645 sperm.
George F. Church	do	Atlantic	Oct. 11	Out, 1877				Had taken at last report 986 sperm.
James Dowden	William Lewis	Atlantic	June 15	Out, 1877				Had taken at last report 160 sperm, 500 whale.
Benjamin L. Wilson	do	Atlantic	July 7	Out, 1877				Had taken at last report 970 sperm.
Josh. G. La ham	Joshua C. Hitch	North Pacific	Oct. 26	Out, 1877				Had taken at last report 170 sperm, 220 whale, 1,800 bone.
Thomas G. Campbell	Louie Snow, jr.	North Pacific	Oct. 9	Out, 1877				Had taken at last report 750 sperm.
Fred. H. Smith	Swift & Perry	Atlantic	July 6	Out, 1877				Had taken at last report 610 sperm; bought from New London 1874.
Abraham Osborn	Gifford & Cummings	Pacific Ocean	July 20	Out, 1877				Had taken at last report 700 sperm.
Edmund H. Dolles	Chas. R. Tucker & Co.	Atlantic	Nov. 24	Out, 1877				Had taken at last report 250 sperm.
Jasper M. Ears	John McCullough	Atlantic	Apr. 15	Out, 1877				Returned leaking.
Alexander R. Tripp	G. Allen & Son	Indian Ocean	Apr. 10	Sept. 10, 1876	120			Had taken at last report 700 sperm.
Phillip H. Reed	Phillip H. Reed	Atlantic	Oct. 23	Out, 1877				Captain Cogau came home 1873; had taken at last report 185 sperm, 1,550 whale, 32,300 bone.
Walter P. Howland	C. R. Tucker & Co.	Indian Ocean	Oct. 23	June 14, 1876	60			Had taken at last report 170 sperm, 250 whale.
Alfred C. Davis	Jonathan Bourne, jr.	Atlantic	Nov. 17	Out, 1877				Bought from Portland, Me., 1874; had taken at last report 300 sperm.
William J. Robinson	C. R. Tucker & Co.	North Pacific	Apr. 29	Out, 1877				Had taken at last report 175 sperm, 375 whale.
Bernard Cogau	I. H. Bartlett & Sons	North Pacific	Jan. 21	Out, 1877				Bought from Westport 1874; had taken at last report 750 sperm, 80 whale.
Eber C. Almy	G. & M. Howland	Atlantic	July 14	Out, 1877				Condemned at St. Michaels November 6, 1876; sent home 380 sperm.
Janus H. Edlek	William Lewis	Atlantic	Dec. 1	Out, 1877				Had taken at last report 30 sperm, 1,700 whale, 14,920 bone.
Holter Sloenn	G. Allen & Son	Atlantic	Apr. 27	Out, 1877				Had taken at last report 75 sperm, 425 whale.
William M. Barnes	J. Bourne, jr.	Pacific Ocean	Oct. 2	Out, 1877				Bought from Marion 1874.
Otis F. Hamblin	J. P. Knowles, 2d	Pacific Ocean	June 1	Out, 1877				Sailed again in 1875; arrived March 31, 1876, with 80 sperm, 20 whale.
White	do	Atlantic	July 30	Oct. 22, 1876	375	25		Had taken at last report 120 sperm.
Orlando J. Tripp	Charles H. Gifford	Atlantic	May 12	Out, 1877				Had taken at last report 530 sperm.
Leander J. Owen	I. H. Bartlett & Sons	North Pacific	Oct. 12	Out, 1877				
Barstow	Phillip H. Reed	Atlantic	June 8	Sept. 12, 1876	67	7		
David L. Gifford	Wm. Phillips & Son	Indian Ocean	July 8	Out, 1877				
Owen Fisher		Atlantic	May 1	Nov. 16, 1875	14			
W. C. Hathaway	Andrew J. Hadley	Atlantic	May 26	Oct. 4, 1875	195	10		
Hozekiah Allen	Andrew Hleks	Atlantic	Oct. 25	Out, 1877				
Marchant	Samuel Osborn, jr.	Atlantic	Nov. 3	Out, 1877				
Atkins	W. A. Atkins	Atlantic	Mar. 25	Aug. 2, 1876	310	106		

654 REPORT OF COMMISSICNER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1875.</b>				
<i>Provincetown, Mass.—Continued.</i>				
Alyona .....	Schooner	92	Fisher .....	E. & E. K. Cook & Co.
Antaretic .....	do	101	Bell .....	W. A. Atkins .....
Arizona .....	do	92	White .....	Stephen Cook .....
D. A. Small .....	Brig	119	William Curren .....	William Curran .....
Edward Lee .....	Schooner	110	Asaph Atkins .....	Asaph Atkins .....
E. H. Hatfield .....	do	89	Kieckorrell .....	E. & E. K. Cook & Co.
Elen Kizpoh .....	do	67	Dunham .....	S. Cook .....
Gago H. Phillips .....	do	107	Cook .....	do .....
Lottie E. Cook .....	do	82	Israel A. Dyer .....	William A. Atkins .....
M. E. Simmons .....	do	105	Rich .....	E. & E. K. Cook & Co.
Quickstep .....	do	94	Higgins .....	do .....
Rising Sun .....	do	69	Taylor .....	Thomas S. Taylor .....
Wm. A. Grozier .....	do	117	Roberts .....	W. A. Atkins .....
<i>Boston, Mass.</i>				
F. H. Moore .....	Brig	107	Robert Soper .....	Frederick Davis .....
Louisa A. .....	Schooner	122	George E. Senter .....	Heman Smith .....
Rosa Baker .....	Brig	108	Joseph Thompson .....	do .....
Sarah E. Lewis .....	Schooner	90	Cook .....	do .....
<i>New London, Conn.</i>				
Charles Colgate .....	Schooner	250	Stason .....	Lawrence & Co .....
Flying Fish .....	do	75	Neal .....	do .....
Francis Allyn .....	do	107	Glass .....	Haven, Williams & Co.
Golden West .....	do	144	Williams .....	Lawrence & Co .....
Isabella .....	Brig	192	Palmer .....	Haven, Williams & Co.
L. P. Simmons .....	Schooner	89	Buddington .....	do .....
Nile .....	Ship	293	Spicer .....	do .....
Roswell King .....	Schooner	134	Fuller .....	do .....
<i>San Francisco, Cal.</i>				
Florence .....	Bark	245	.....	Thomas W. Williams .....
<b>1876.</b>				
<i>New Bedford, Mass.</i>				
Able Bradford .....	Schooner	115	E. B. Fisher .....	Jonathan Bourne .....
A. Houghton .....	Bark	219	James G. Sinclair .....	John T. Richardson .....
Alaska .....	do	317	Charles M. Fisher .....	Jonathan Bourne .....
A. R. Tucker .....	do	115	Amos C. Baker .....	J. & W. R. Wing .....
Arnold .....	do	340	Isaac C. Howland .....	Louis Snow, jr. .....
Amelia .....	Schooner	95	Brady .....	William S. Church .....
Atlantic .....	Bark	291	Benjamin F. Wing .....	Jos. & Wm. R. Wing .....
Bartholemew Gosnold .....	do	365	Sylv. D. Robinson .....	Charles R. Tucker & Co.
Bounding Billow .....	do	262	Harvey E. Luce .....	Gilford & Cummings .....
California .....	Ship	367	George F. Brightman .....	Chas. R. Tucker & Co.
Cicero .....	Bark	226	Thomas Foster .....	John P. Knowles, 2d .....
Cleone .....	do	316	James E. Stanton .....	Swift & Allen .....
Desdemona .....	do	236	Francis W. Vincent .....	Geo. & Mat. Howland .....
E. B. Phillips .....	do	143	Joseph F. Francis .....	John McCulloch .....
Eliza Adams .....	Ship	408	John W. Cornell .....	Tabor, Gordon & Co. ....
E. H. Adams .....	Brig	197	Leonard E. West .....	William Lewis .....
Europa .....	Bark	222	Edward Pennington .....	Swift & Perry .....
Franklin .....	Schooner	77	David B. Sprague .....	William Lewis .....
Helen Mai .....	Bark	321	George E. Bauldry .....	Swift & Allen .....
John & Wintthrop .....	do	338	Edward P. Shiverick .....	John P. Knowles, 2d .....
Laucenia .....	do	157	Rufus W. Gilford .....	William Lewis .....
Marcella .....	do	166	Frederick P. Tripp .....	Chas. R. Tucker & Co.
Mattapoisett .....	do	116	Welcome J. Lawton .....	Abbott P. Smith .....
Mercury .....	do	311	J. Franklin Brooks .....	William Phillips & Son .....
Merlin .....	do	246	John R. Sturgis .....	Chas. R. Tucker & Co.
Minnesota .....	Ship	243	David E. Allen .....	William Lewis .....

Table showing returns of whaling-vessels

sailing from American ports—Continued.

Captain.	Managing owner or agent.	Whaling ground.	Date—		Result of voyage.			Remarks.
			Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
					<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Fisher	E. & E. K. Cook & Co.	Atlantic	Apr. 10	Oct. 4, 1875	20	.....	.....	
Bel	W. A. Atkins	do	Mar. 25	Oct. 21, 1875	100	.....	.....	
White	Stephen Cook	do	Mar. 19	Sept. 22, 1875	160	.....	.....	Returned to whaling 1875.
William Curran	William Curran	do	Mar. 25	Aug. 16, 1876	300	.....	.....	Bought from Newburyport 1874.
Joseph Atkins	Joseph Atkins	do	Mar. 11	Sept. 27, 1875	90	.....	.....	
Kieckorrell	E. & E. K. Cook & Co.	Atlantic	Jan. 21	Sept. 4, 1876	190	.....	.....	
Dunham	S. Cook	do	Mar. 19	Sept. 21, 1875	220	.....	.....	Resumed 1875; sailed again in December; last reported with 75 sperm.
Cook	do	do	Jan. 8	Sept. 7, 1875	450	.....	.....	Bought 1874.
Israel A. Dyer	William A. Atkins	do	Mar. 19	Sept. 21, 1875	20	190	.....	
Rich	E. & E. K. Cook & Co.	do	Mar. 30	Sept. 20, 1875	170	.....	.....	
Higgins	do	do	Jan. 20	Sept. 24, 1875	160	.....	.....	
Taylor	Thomas S. Taylor	do	Dec. 18	Sept. 22, 1876	75	15	.....	
Roberts	W. A. Atkins	do	Mar. 27	Sept. 22, 1875	150	60	.....	
do	do	do	Mar. 25	Aug. 29, 1876	680	30	.....	
Robert Soper	Frederick Davis	Atlantic	Oct. 19	Out, 1877	.....	.....	.....	Had taken at last report 600 sperm.
George E. Senter	Heman Smith	do	Dec. 1	Sept. 24, 1875	160	.....	.....	Replaced 1875.
Joseph Thompson	do	do	June 22	Sept. 14, 1876	45	.....	.....	
Cook	do	do	Oct. 11	Sept. 22, 1876	130	.....	.....	
Shanon	Lawrence & Co.	Desolation Isld	June 15	Out, 1877	.....	.....	.....	Last reported with 240 whale.
Neal	do	do	July 7	Apr. 2, 1876	.....	200	.....	David Gavitt, second mate, lost at sea 1876.
Glass	Haven, Williams & Co.	Atlantic	July 27	Out, 1877	.....	.....	.....	
Williams	Lawrence & Co.	Desolation Isld	June 30	Out, 1876	.....	.....	.....	Had at last report 250 whale, 4,000 bone.
Palmer	Haven, Williams & Co.	Ann Inlet	June 8	Out, 1877	.....	.....	.....	
Huddington	do	Atlantic	July 13	Apr. 1, 1876	.....	590	.....	
Spicer	do	Ann Inlet	May 4	Jan. 11, 1876	.....	380	5,000	
Fuller	do	Desolation Isld	June 29	Out, 1877	.....	.....	.....	Had at last report 300 whale.
Thomas W. Williams	do	Pacific Ocean	Mar. 31	Nov. 3, 1875	.....	1,250	.....	
E. B. Fisher	Jonathan Bourne	Atlantic	May 4	Out, 1877	.....	.....	.....	Rebilled by the United States during the rebellion.
James G. Sinclair	John T. Richardson	Lincoln's Bay	May 23	Out, 1877	.....	.....	.....	Had taken at last report 280 sperm.
Charles M. Fisher	Jonathan Bourne	Pacific Ocean	June 1	Out, 1877	.....	.....	.....	
Amos C. Baker	J. & W. R. Wing	Atlantic	Dec. 12	Out, 1877	.....	.....	.....	Had taken at last report 60 sperm.
Isaac C. Howland	Louie Snow, jr.	do	July 6	Out, 1877	.....	.....	.....	Had taken at last report 12 sperm.
Bradley	William S. Church	do	Dec. 27	Out, 1877	.....	.....	.....	Had taken at last report 300 sperm.
Benjamin F. Wing	Jos. & Wm. R. Wing	Indian Ocean	Aug. 8	Out, 1877	.....	.....	.....	Built at Chelsea 1854; had taken at last report 20 sperm.
Sylv. D. Robinson	Charles R. Tucker & Co.	Atlantic	May 23	Out, 1877	.....	.....	.....	
Harvey E. Luce	Gilford & Cummings	Pacific Ocean	Sept. 13	Out, 1877	.....	.....	.....	
George F. Brightman	Chas. R. Tucker & Co.	do	Nov. 8	Out, 1877	.....	.....	.....	Had taken at last report 100 sperm.
Thomas Foster	John P. Knowles, 3d	Atlantic	Sept. 6	Out, 1877	.....	.....	.....	Captain Stanton came home sick 1876; returned to whaling 1876; had taken at last report 120 sperm.
James E. Stanton	Swift & Allen	North Pacific	May 23	Out, 1877	.....	.....	.....	Had taken at last report 20 sperm.
Francis W. Vineent	Geo. & Mat. Howland	Atlantic	July 20	Out, 1877	.....	.....	.....	Bought from Boston.
Joseph F. Francis	John McCullough	do	Nov. 1	Out, 1877	.....	.....	.....	Had taken at last report 125 sperm.
John W. Coruch	Taber, Gordon & Co.	do	Sept. 6	Out, 1877	.....	.....	.....	
Leonard E. West	William Lewis	do	Oct. 3	Out, 1877	.....	.....	.....	Had taken at last report 150 sperm.
Edward Penntman	Swift & Perry	Pacific Ocean	Sept. 12	Out, 1877	.....	.....	.....	Bought from New London.
David B. Sprague	William Lewis	Atlantic	Aug. 29	Out, 1877	.....	.....	.....	
George E. Rauldry	Swift & Allen	North Pacific	July 6	Out, 1877	.....	.....	.....	
Edward P. Shiverick	John P. Knowles, 3d	Pacific Ocean	July 19	Out, 1877	.....	.....	.....	Had taken at last report 12 sperm.
Rufus W. Gifford	John P. Knowles, 3d	Indian Ocean	May 30	Out, 1877	.....	.....	.....	Had taken at last report 160 sperm.
Frederick P. Tripp	William Lewis	do	Aug. 1	Out, 1877	.....	.....	.....	
Weldon J. Lawton	Chas. R. Tucker & Co.	Atlantic	Aug. 7	Out, 1877	.....	.....	.....	Had taken at last report 60 sperm.
Franklin Brooks	Abbot P. Smith	North Pacific	Dec. 14	Out, 1877	.....	.....	.....	
John R. Sturgis	William Phillips & Son	Indian Ocean	Nov. 27	Out, 1877	.....	.....	.....	
David E. Allen	Chas. R. Tucker & Co.	do	July 11	Out, 1877	.....	.....	.....	Returned to whaling 1876.

Table showing returns of whaling-returns

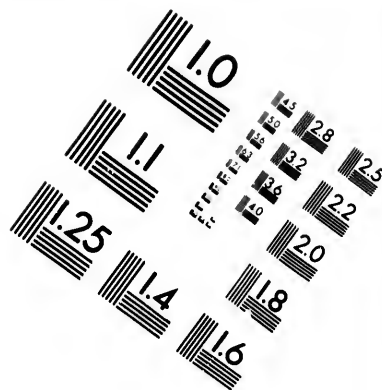
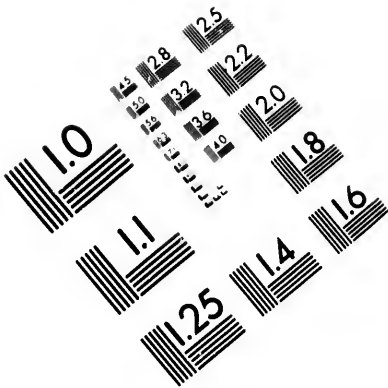
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1870.</b>				
<i>New Bedford, Mass.—Continued.</i>				
Ohio.....	Bark...	205	William B. Ellis.....	Loom Snow, Jr.....
Pedro Varchi.....	Schooner	29	Anthony P. Brenton...	Gideon Allen & Son...
Petrel.....	do.....	61	James Avery.....	Philip H. Reed.....
President.....	Bark...	257	Thomas F. Pease.....	Jonathan Bourne.....
Pacific.....	do.....	341	Charles R. Smerthers...	Swift & Perry.....
Progress.....	do.....	35	William T. Hawes.....	L. H. Bartlett & Sons...
Sarah.....	do.....	12	Joseph D. Silva.....	John P. Knowles, Jr...
Sea Ranger.....	do.....	273	Stephen Flanders.....	L. H. Bartlett & Sons...
Scho.....	do.....	241	Henry Clay.....	John P. Knowles, Jr...
Stafford.....	do.....	156	Edward A. King.....	John P. Knowles, Jr...
Sunbeam.....	do.....	255	Benjamin Gifford.....	do.....
Swallow.....	do.....	320	Thomas L. Ellis.....	Swift & Perry.....
Triton.....	do.....	264	Charles F. Keith.....	J. & W. R. Wing.....
Thomas Pope.....	do.....	234	Joseph W. Lavers.....	William Lewis.....
Tropic Bird.....	do.....	143	Oren H. Tilton.....	do.....
Vernum H. Hill.....	Brig...	196	Thomas D. Baxter.....	John McCullough.....
Wave.....	Bark...	150	James H. Hammond.....	Thomas Knowles & Co.
<i>Fairhaven, Mass.</i>				
Cohannet.....	Schooner	83	Edgar W. Crapo.....	Jeremiah H. Pease.....
Ellen Rodman.....	do.....	73	Charles H. Wilbur.....	Tucker Damon, Jr.....
<i>Marion, Mass.</i>				
Admiral Blako.....	Schooner	84	William C. Hathaway.....	Andrew J. Hadley.....
William Wilson.....	do.....	92	Loring Dudley..... Charles B. Barstow.....	do.....
<i>Dartmouth, Mass.</i>				
Capo Horn Pigeon.....	Bark...	212	George O. Baker.....	William Potter, Jr.....
<i>Westport, Mass.</i>				
A. Hicks.....	Bark...	303	Edward E. Hicks.....	Andrew Hicks.....
Mermaid.....	do.....	273	George E. Allen.....	do.....
<i>Edgartown, Mass.</i>				
Mary Frazier.....	Bark...	301	— Daxter.....	Samuel Osborn, Jr.....
<i>Provincetown, Mass.</i>				
Alysons.....	Schooner	92	— Fisher.....	E. & E. K. Cook & C.
Arizona.....	do.....	101	— Bell.....	William A. Atkins.....
B. F. Sparks.....	do.....	79	— White.....	Stephen Cook.....
Carrie W. Clark.....	do.....	92	— Ewell.....	do.....
Charles Thompson.....	do.....	116	— Burch.....	Central Wharf Com.
Edward Lee.....	do.....	152	— Leach.....	S. S. Swift.....
E. H. Hatfield.....	do.....	96	— Sparks.....	David Conwell.....
Ellen Ryzpah.....	do.....	110	— Atkins.....	Asaph Atkins.....
Gracie M. Parker.....	do.....	89	— Kirkcounell.....	E. & E. K. Cook & C.
H. M. Simmons.....	do.....	67	— Dunham.....	Stephen Cook.....
Lottie E. Cook.....	do.....	82	— Dyer.....	Alfred Cook.....
M. E. Simmons.....	do.....	116	— Atkins.....	William A. Atkins.....
N. J. Knights.....	do.....	82	— Dyer.....	do.....
Quickstep.....	do.....	105	— Rich.....	E. & E. K. Cook & C.
Rising Sun.....	do.....	70	— Foster.....	David Conwell.....
	do.....	94	— Manly.....	E. & E. K. Cook & C.
	do.....	69	— Taylor.....	Thomas S. Taylor.....
<i>Boston, Mass.</i>				
Heman Smith.....	Brig...	122	John J. Cook.....	Heman Smith.....
William Martin.....	Schooner	93	William Martin.....	do.....
Sarah E. Lewis.....	do.....	96	— Cook.....	do.....
<i>New London, Conn.</i>				
Florenco.....	Schooner	56	— Mher.....	Haven, Williams & Co.

OF FISH AND FISHERIES.

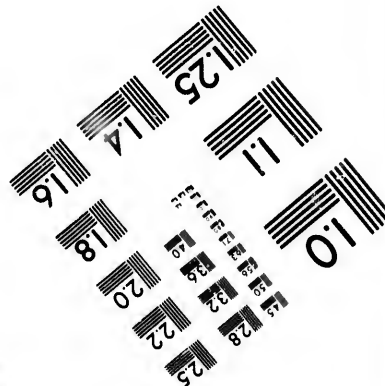
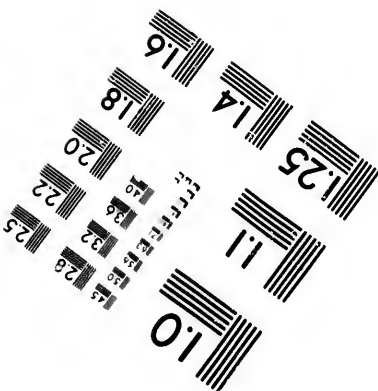
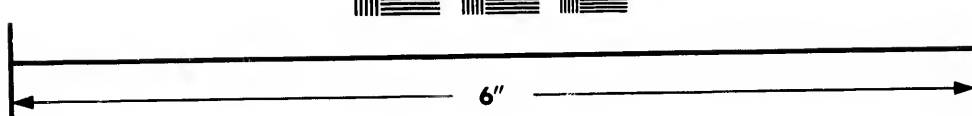
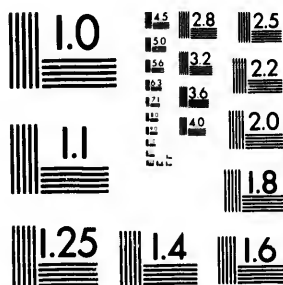
Table showing returns of whaling-returns

Captain.	Managing owner or agent.	
57 William B. Ellis .....	Louis Snow, Jr. ....	A
59 Anthony P. Breton .....	Gideon Allen & Son .....	..
61 James Avery .....	Philip H. Reed .....	..
77 Thomas F. Pease .....	Jonathan Bourne .....	..
11 Charles H. Smethers .....	Swift & Perry .....	..
58 William T. Hawes .....	I. H. Bartlett & Sons .....	No
28 Joseph D. Silva .....	John P. Knowles, 2d .....	..
73 Stephen Flanders .....	I. H. Bartlett & Sons .....	..
41 Henry Clay .....	John P. Knowles, 2d .....	..
56 Edward A. King .....	Jos. & Wm. R. Wag .....	..
55 Benjamin Gifford .....	do .....	..
40 Thomas L. Ellis .....	Swift & Perry .....	..
64 Charles F. Keith .....	J. & W. R. Wing .....	..
34 Joseph W. Lavoy .....	William Lewis .....	..
45 Owen H. Hilton .....	do .....	No
26 Dennis D. Baxter .....	John McCullough .....	At
50 James H. Hammond .....	Thomas Knowles & Co. ....	..
83 Edgar W. Crapo .....	Jeremiah H. Pease .....	At
73 Charles H. Wilbur .....	Tucker Damon, jr. ....	..
84 William C. Hathaway .....	Andrew J. Hadley .....	At
92 } Loring Bralley .....	do .....	..
} Charles B. Barstow .....	do .....	..
212 George O. Baker .....	William Potter, 2d .....	Pa
301 Edward E. Hicks .....	Andrew Hicks .....	In
233 George E. Allen .....	do .....	..
301 — Dexter .....	Samuel Osborn, jr. ....	At
92 — Fisher .....	E. & E. K. Cook & Co. ....	As
101 — Bell .....	William A. Atkins .....	..
79 — Wilder .....	Stephen Cook .....	..
92 — Ewell .....	do .....	..
116 — Burch .....	Central Wharf Company .....	..
153 — Leach .....	S. S. Swift .....	..
96 — Sparks .....	David Conwell .....	..
110 — Atkins .....	Joseph Atkins .....	..
89 — Kirkcounell .....	E. & E. K. Cook & Co. ....	..
67 — Dunham .....	Stephen Cook .....	..
84 — Dyer .....	Alfred Cook .....	..
116 — Atkins .....	William A. Atkins .....	..
82 — Dyer .....	do .....	..
105 — Rich .....	E. & E. K. Cook & Co. ....	..
50 — Foster .....	David Conwell .....	..
94 — Manly .....	E. & E. K. Cook & Co. ....	..
69 — Taylor .....	Thomas S. Taylor .....	..
122 John J. Cook .....	Heman Smith .....	At
103 William Martin .....	do .....	..
96 — Cook .....	do .....	..
56 — Miner .....	Haven, Williams & Co. ....	At





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



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HISTORY OF THE AMERICAN WHALE FISHERY.

657

sailing from American ports—Continued.

19-returns

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Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic	May 9	Out, 1877				Had taken at last report 100 sperm.
do	Nov. 6	Out, 1877				Had taken at last report 35 sperm.
do	Nov. 16	Out, 1877				Had taken at last report 30 sperm.
do	July 26	Out, 1877				
North Pacific	Dec. 13	Out, 1877				
do	Nov. 16	Out, 1877				
Atlantic	June 20	Out, 1877				Had taken at last report 215 sperm.
do	July 6	Out, 1877				Had at last report 30 sperm.
do	Nov. 9	Out, 1877				Had at last report 115 sperm.
do	Nov. 9	Out, 1877				Had at last report 75 sperm.
do	July 17	Out, 1877				Had at last report 430 sperm.
do	May 2	Out, 1877				Returned to whaling; had at last report 420 sperm.
do	Apr. 18	Out, 1877				Had taken at last report 140 sperm.
do	Aug. 26	Out, 1877				
North Pacific	Dec. 7	Out, 1877				Had taken at last report 250 sperm.
Atlantic	May 2	Out, 1877				Bought from Provincetown.
do	Sept. 7	Out, 1877				
do	Nov. 15	Out, 1877				
Atlantic	May 2	Sept. 22, 1876	75			
do	Nov. 14	Out, 1877				
do	Dec. 1	Out, 1877				
Atlantic	May 16	Oct. 8, 1876	90			Sailed again in December.
do	Mar. 27	Sept. 14, 1876	100			Had at last report 60 sperm.
do	Nov. 27	Out, 1877				
Pacific Ocean	Sept. 6	Out, 1877				Had taken at last report 25 sperm.
Indian Ocean	Oct. 18	Out, 1877				
do	June 20	Out, 1877				Had taken at last report 365 sperm.
Atlantic	Oct. 25	Out, 1877				
Atlantic	Apr. 20	Out, 1877				Had taken at last report 340 sperm.
do	Jan. 22	Sept. 26, 1876	115	80		
do	Jan. 24	Sept. 15, 1876	80	20		
do	May 11	Out, 1877				Had taken at last report 160 sperm.
do	Mar. —	Out, 1877				Had taken at last report 230 sperm.
do	Jan. 24	Out, 1877				Had taken at last report 150 sperm, 20 whale.
do	May 1	Out, 1877				Had taken at last report 190 sperm.
do	Jan. 24	Sept. 16, 1876		180		
do	Jan. 22	Aug. 29, 1876				Sailed again in December.
do	Jan. 24	July 30, 1876	110	200		
do	Feb. 21	Sept. 4, 1876	165	230		
do	Apr. 20	Out, 1877				Had taken at last report 150 sperm.
do	Jan. 24	Sept. 15, 1876	75	200		
do	Feb. 21	Sept. 15, 1876	150	200		
do	Jan. 8	Aug. 25, 1876	160	125		
do	Nov. 11	Out, 1877				Had taken at last report 25 sperm.
do	Feb. 18	Sept. 12, 1876	100	230		
Atlantic	May 12	Out, 1877				Last reported with 150 sperm, 10 whale.
do	May 8	Oct. 2, 1876	225			
do	Dec. 18	Out, 1877				
Atlantic	July 23	Out, 1877				

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
<b>1876.</b>				
<i>New London, Conn.—Continued.</i>				
Flying Fish .....	Schooner	75	— Holmes .....	Lawrence & Co. ....
Golden West .....	do	144	— Williams .....	do .....
L. P. Simmons .....	do	89	— Buddington .....	Haven, Williams & Co.
Nile .....	Ship	293	— Spicer .....	do .....
Trinity .....	Bark	317	— Rogers .....	Lawrence & Co. ....
<i>San Francisco, Cal.</i>				
Clara Bell .....	Bark	196	— Williams .....	Richard T. Howland ..
Florence .....	do	245	— Williams .....	Thomas W. Williams ..

owing returns of whaling-vessels

sailing from American ports—Continued.

Whaling-ground.	Date--		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic . . . . .	June 29	Out, 1877 . . .	.....	.....	.....	
.....do . . . . .	Aug. 9	Out, 1877 . . .	.....	.....	.....	
.....do . . . . .	June 27	Out, 1877 . . .	.....	.....	.....	
.....do . . . . .	June 21	Nov. 17, 1876	.....	550	6,500	
.....do . . . . .	July 1	Out, 1877 . . .	.....	.....	.....	
Pacific Ocean . . . . .	Apr. 18	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 650 whale.
North Pacific . . . . .	Mar. 3	Oct. 22, 1876	.....	700	.....	Sailed again November 29.

660 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

J.—Recorded summary of importation of oil and bone, and total value computed for each year, commencing January 1, 1804, and ending December 31, 1876, with gross valuation for the whole period.

NOTE.—From 1804 to 1817 it would appear by the table of exports that much oil and bone was imported which is not credited to any port. Assuming the exportation of whale-oil for that period at one-third of the importation, and the exportation of bone at two-thirds of the importation, it is necessary to add to the former 9,226,834 gallons, and to the latter 206,551 pounds.

Year.	Gallons sperm-oil.	Average price per gallon.	Gallons whale-oil.	Average price per gallon.	Pounds whalebone.	Average price per pound.	Total value.
1804..	297,045	\$1 40*	221,057	\$0 50*	46,690	\$0 08*	\$530,135 70
1805..	412,492	96*	612,895	50*	13,131	10*	703,702 92
1806..	378,788	80	741,951	50	86,544	07*	600,161 48
1807..	356,538	1 00	934,259	50	72,781	07*	828,731 88
1808..	352,474	80	507,095	44	49,970	07*	543,666 50
1809..	443,709	60	587,664	44	17,092	08*	525,164 92
1810..	572,271	75	585,869	40	41,437	08*	606,965 41
1811..	844,200	1 25	304,825	49	43,200	09*	1,180,444 96
1812..	429,692	1 00	191,079	50	6,266	10*	529,129 00
1813..	111,229	1 25*	80,860	50	9,901	10*	180,167 55
1814..	108,486	1 25*	2,573	1 40			140,167 80
1815..	48,510	1 00	4,347	83			71,222 01
1816..	237,479	1 12½	294,525	65	706		478,200 08
1817..	1,028,475	72	581,83	60*	19,441	12*	1,091,526 88
1818..	586,688	90	608,013	50	65,446	10*	848,550 50
1819..	671,674	83	1,204,308	35	83,843	10*	987,381 52
1820..	1,093,302	93½	1,409,846	35*	78,879	10*	1,523,511 35
1821..	1,357,618	67½	1,413,506	33*	62,833	12*	1,324,306 29
1822..	1,351,350	65	1,019,951	32	59,790	12*	1,402,577 70
1823..	2,938,351	43	1,697,440	32*	163,404	13*	1,820,114 25
1824..	3,091,064	45½	1,833,237	30*	133,472	13*	1,973,526 25
1825..	1,924,303	70½	1,666,413	32*	152,534	15*	1,912,565 87
1826..	919,800	75	1,108,233	30*	79,368	16*	1,035,017 75
1827..	2,038,480	72½	1,119,637	30*	166,255	18*	2,499,735 00
1828..	2,475,176	69½	1,591,700	28	137,329	25	1,955,181 15
1829..	2,359,152	61½	2,256,502	26	563,654	25	2,152,915 50
1830..	3,482,642	66½	2,831,315	39	514,991	20	3,487,949 50
1831..	3,636,738	71	3,609,774	30	279,279	17	4,139,206 61
1832..	2,299,363	85	5,704,894	23½	442,881	13	3,352,618 47
1833..	3,289,765	85	5,153,148	26	266,432	13	4,170,754 89
1834..	3,891,573	72½	4,144,833	27½	343,524	21	4,033,315 35
1835..	5,184,529	84	3,950,289	39	965,192	21	6,075,787 35
1836..	4,200,621	89	4,301,892	41	1,028,773	25	5,888,044 42
1837..	5,339,138	82½	6,389,995	35	1,753,104	20	6,983,657 90
1838..	4,076,100	86	7,204,365	32	2,200,600	20	6,230,812 80
1839..	4,408,866	1 05	7,040,975	36	2,000,000	18	7,521,660 30
1840..	4,928,017	1 00	6,408,391	30	2,000,000	19	7,230,544 30
1841..	4,956,301	94	6,459,516	32	2,000,000	20	7,123,970 88
1842..	3,256,155	73	4,876,232	34	1,500,000	23	4,379,812 60
1843..	5,260,027	63	6,511,900	34	2,127,270	36	6,293,600 21
1844..	4,249,711	90½	8,254,481	36 7-12	2,532,445	40	7,875,920 28
1845..	4,967,550	88	11,393,483	33	3,195,054	34	9,283,611 75
1846..	3,155,481	87½	6,589,737	33½	3,252,339	34	6,203,115 49
1847..	3,803,710	1 00½	9,664,225	36	3,741,680	31	8,413,288 49
1848..	3,401,274	1 00	8,840,663	33	2,003,000	25	6,819,442 75
1849..	3,179,740	1 08½	7,827,498	39 11-12	2,281,100	21½	7,069,933 74
1850..	2,926,098	1 20 7-10	6,319,152	49 1-10	2,869,200	32 2-5	7,564,124 72
1851..	3,137,116	1 25½	10,347,214	45 5-16	3,916,500	34½	10,631,710 05
1852..	2,484,468	1 27½	2,652,647	68½	1,239,100	50 5-6	5,365,469 29
1853..	3,246,925	1 24½	8,193,594	58 1-6	5,652,360	31½	10,766,291 20
1854..	2,315,924	1 98½	10,074,866	59½	3,445,200	39 1-5	10,892,544 29
1855..	2,228,413	1 77 3-10	5,790,472	71 3-10	2,707,500	45½	9,413,148 29
1856..	2,549,642	1 62	6,233,535	79½	2,592,700	58	9,589,846 36
1857..	2,470,860	1 28½	7,274,641	73½	2,058,850	96½	10,491,547 90
1858..	2,581,142	1 21	5,740,025	94	1,571,200	92½	7,652,227 31
1859..	2,879,032	1 30½	5,997,946	49½	1,923,830	88	8,525,108 91
1860..	2,306,934	1 41½	4,410,158	46½	1,317,650	80 1-5	6,520,135 12
1861..	2,171,358	1 31½	4,212,085	44½	1,038,450	66	5,415,000 59
1862..	1,752,692	1 42½	3,165,057	59½	763,500	88	5,051,781 64
1863..	2,049,292	1 61	1,984,681	95½	488,750	1 53	5,936,867 17
1864..	2,027,718	1 89½	2,283,685	1 28	700,450	1 80½	8,114,922 07
1865..	1,047,129	2 23½	2,401,497	1 45	619,350	1 71½	6,906,659 31
1866..	1,154,885	2 55	2,340,513	1 21	929,175	1 37	7,697,891 23
1867..	1,368,139	2 27	2,812,603	73½	1,001,397	1 17½	6,356,724 31
1868..	1,485,981	1 92	2,065,613	82	903,850	1 02½	5,470,157 41
1869..	1,509,981	1 81½	2,077,846	1 01½	603,603	1 23	6,205,242 22
1870..	1,738,265	1 36½	2,289,767	67½	708,355	85	4,529,126 92

\* Assumed value.

AND FISHERIES.

total value computed for each 31, 1876, with gross valuation

that much oil and bone was in-  
on of whale-oil for that period at  
rds of the importation, it is uncer-  
ounds.

nds. bone.	Average price per pound.	Total value.
6,690	80 08*	\$530,126 70
3,131	10*	703,524 92
6,544	07*	69,101 48
2,781	07*	828,771 88
9,970	07*	543,006 50
7,092	08*	525,104 92
1,437	08*	606,805 41
3,200	09*	1,140,444 96
6,206	10*	529,420 00
9,901	10*	180,167 55
		140,167 80
		71,522 01
706	12*	458,700 06
9,444	12*	1,091,556 88
5,446	10*	898,550 50
3,843	10*	987,381 52
8,879	10*	1,523,571 37
2,813	12*	1,321,306 29
9,799	12*	1,402,577 70
3,404	13*	1,830,114 25
3,472	13*	1,973,756 72
2,534	15*	1,912,765 87
9,368	16*	1,035,018 75
9,255	18*	2,499,735 00
7,323	25	1,955,181 15
4,634	25	2,172,917 50
4,991	20	3,467,919 56
9,279	17	4,130,730 61
2,881	13	3,352,618 17
6,432	13	4,170,754 89
3,321	31	4,033,317 55
3,122	21	6,075,787 35
2,773	25	5,888,644 42
3,104	20	6,983,657 90
9,100	20	6,230,842 80
9,000	18	7,531,060 50
9,000	19	7,230,534 50
9,000	20	7,125,950 88
9,000	23	4,379,842 03
7,270	36	6,293,690 21
2,445	40	7,875,970 28
6,054	34	9,283,611 75
2,939	34	6,203,115 43
1,680	31	8,419,288 49
3,000	25	6,819,442 75
4,100	21½	7,069,833 71
9,200	32-2-5	7,564,124 72
3,500	34½	10,031,744 05
9,900	30-5-6	5,365,409 89
2,960	31½	10,705,211 00
3,500	39-1-5	10,892,594 83
7,500	45½	9,413,148 33
2,700	58	9,589,846 36
3,850	96½	10,491,548 80
9,900	92½	7,672,257 31
1,850	88	8,525,108 01
1,650	80-1-5	6,520,135 12
4,450	66	5,413,000 29
1,500	88	5,051,781 64
7,750	1-53	5,946,507 17
1,450	1-80½	8,113,922 05
1,350	1-71½	6,906,659 31
1,375	1-37	7,037,891 23
1,307	1-17½	6,356,772 31
1,850	1-02½	5,470,137 49
1,003	1-23	6,205,244 32
3,365	85	4,520,128 62

HISTORY OF THE AMERICAN WHALE FISHERY. 661

J.—Recorded summary of importation of oil and bone, &c.—Concluded.

Year.	Gallons sperm-oil.	Average price per gallon.	Gallons whale-oil.	Average price per gallon.	Pounds whalebone.	Average price per pound.	Total value.
1871.	1,308,324	1 31	2,367,288	61	600,655	77	3,691,469 18
1872.	1,123,832	1 45½	973,684	65½	193,793	1 28½	2,951,783 00
1873.	1,321,608	1 37½	1,250,941	62½	206,396	1 06½	3,962,106 96
1874.	1,011,335	1 53	1,190,133	60½	315,569	1 10	2,713,931 51
1875.	1,342,435	1 60½	1,089,711	65½	372,303	1 20-3-5	3,914,800 21
1876.	1,254,017	1 40½	1,039,815	56½	150,638	1 96	2,639,463 31
	(1)	.....	9,295,834	59	206,517	9	5,462,419 59
Total	161,452,792	.....	266,906,217	.....	75,262,361	.....	331,947,480 51

1 Deficit, as per note at head of table.

NOTE.—Seamann estimates that sperm whales will average 25 and right whales 10 barrels of oil, and of the former 10 and of the latter 90 per cent. of those killed are lost. Upon that basis the above amounts of oil would represent the slaughter of 223,521 sperm, and 193,522 right whales.

K.—*Synopsis of importation, by ports, from 1804 to 1877.*  
 NOTE.—These returns, up to 1838, excepting in the cases of Nantucket, Sag Harbor, and New London, are made up mainly from the newspaper reports of the voyages, an occasional estimate being made when there was no report of oil.

Port of departure.	Nature and number of vessels returning.				Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
<b>1804.</b>									
Hudson, N. Y.	1	1	2		<i>Lbs.</i> 1,400	<i>Lbs.</i>			
Nantucket, Mass.	13	2	15		7,395	46,690			
New Bedford, Mass.	13	10	23		2,655				
Sag Harbor, N. Y.	5	3	8		3,300				
Total	32	16	48		9,430	46,690			
<b>1805.</b>									
Hudson, N. Y.	9	2	11		9,500				
Nantucket, Mass.	9	11	20		7,433	13,131			
New Bedford, Mass.	11	5	16		3,100				
Sag Harbor, N. Y.	4	4	8		3,650				
Total	33	22	55		13,683	13,131			
<b>1806.</b>									
Nantucket, Mass.	24	24	48		10,755	56,544			
New Bedford, Mass.	1	1	2		1,396				
New London, Conn.	1	1	2						
Sag Harbor, N. Y.	5	5	10		40	6,400			
Total	31	35	66		12,025	62,944			
<b>1807.</b>									
Nantucket, Mass.	5	1	6		11,319	72,754			
New Bedford, Mass.	3	3	6		1,000				
New London, Conn.	3	3	6		70	7,400			
Sag Harbor, N. Y.	6	6	12						
Total	14	13	27		11,319	79,654			
<b>1808.</b>									
Greenwich, R. I.	1	1	2			1,000			
Nantucket, Mass.	15	2	17		7,007	49,970			
New Bedford, Mass.	2	3	5		3,800				
New London, Conn.	5	3	8			1,200			
Sag Harbor, N. Y.	2	2	4						
Total	25	11	36		10,817	51,170			

Total	31	12,023	21,554	86,544
<b>1807.</b>				
Nantucket, Mass.	1	11,249	13,926	72,784
New Bedford, Mass.	5	6	6,700	.....
New London, Conn.	3	.....	1,000	.....
Sag Harbor, N. Y.	6	70	7,400	.....
Total	14	11,319	29,026	72,784
<b>1808.</b>				
Greenwich, R. I.	1	.....	1,000	.....
Nantucket, Mass.	12	.....	10,303	49,970
New Bedford, Mass.	5	.....	1,500	.....
New London, Conn.	3	.....	1,500	.....
Sag Harbor, N. Y.	2	.....	1,200	.....
Total	23	11,207	15,503	49,970

<b>1809.</b>				
Greenwich, R. I.	1	.....	1,500	.....
Nantucket, Mass.	12	.....	7,500	17,092
New Bedford, Mass.	3	.....	2,500	.....
New London, Conn.	3	.....	5,700	.....
Sag Harbor, N. Y.	4	.....	.....	.....
Total	23	14,092	17,092	.....
<b>1810.</b>				
Greenwich, R. I.	1	.....	1,500	.....
Nantucket, Mass.	17	.....	7,929	41,437
New Bedford, Mass.	13	.....	4,500	.....
Sag Harbor, N. Y.	6	.....	4,500	.....
Total	37	18,107	18,529	41,437
<b>1811.</b>				
Greenwich, R. I.	1	.....	1,000	.....
Nantucket, Mass.	10	.....	3,500	.....
New Bedford, Mass.	4	.....	1,500	43,200
Sag Harbor, N. Y.	1	.....	1,000	.....
Total	21	36,000	9,677	43,200
<b>1812.</b>				
Nantucket, Mass.	12	.....	2,520	.....
New Bedford, Mass.	6	.....	1,000	6,266
Sag Harbor, N. Y.	2	.....	.....	.....
Total	20	13,641	6,996	6,266
<b>1813.</b>				
Nantucket, Mass.	2	.....	2,567	.....
New Bedford, Mass.	2	.....	.....	9,901
Total	4	3,535	2,567	9,901
<b>1814.</b>				
Nantucket, Mass.	1	.....	.....	.....
New Bedford, Mass.	1	.....	93	.....
Total	2	3,444	83	.....
<b>1815.</b>				
Nantucket, Mass.	15	.....	138	.....
New Bedford, Mass.	2	.....	.....	.....
Total	17	1,540	138	.....

\* Up to 1815 New Bedford includes Forhaven, Westport, and Dartmouth. † Unknown.



K.—Synopsis of importation, by ports, from 1804 to 1877.—Continued.

Port of departure.	Nature and number of vessels returning.				Importation.				Tonnage.		
	Ships and barks.		Brigs and schooners.		Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
						<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>			
<b>1816.</b>											
Fairhaven, Mass.....	1	5	6		65	1,400					
Holmes Hole, Mass.....	1	1	2		550						
Mattapoisett, Mass.....	1	1	2		100	796					
Nantucket, Mass.....	10	8	18		2,252	7,700					
New Bedford, Mass.....	3	6	9		1,350	1,400					
Sag Harbor, N. Y.....	3	6	9		1,350	1,400					
Wareham, Mass.....	1	1	2		100	500					
Westport, Mass.....	1	1	2		2,752						
Other ports.....											
Total.....	15	23	38		7,339	9,350	796				
<b>1817.</b>											
Boston, Mass.....	1	1	2		2,000						
Hudson, N. Y.....	2	13	15		22,214	5,771	19,444				
Nantucket, Mass.....	25	5	30		7,400	2,800					
New Bedford, Mass.....	8	2	10			2,500					
Sag Harbor, N. Y.....	2		2		916						
Other ports.....											
Total.....	38	19	57		32,650	13,471	19,444				
<b>1818.</b>											
Edgartown, Mass.....	1	9	10		1,500	13,436	65,446				
Nantucket, Mass.....	17	2	19		1,500	1,400					
New Bedford, Mass.....	1	2	3		2,250	4,870					
Sag Harbor, N. Y.....	4		4								
Other ports.....											
Total.....	23	11	34		18,625	19,202	65,446				
<b>1819.</b>											
Boston, Mass.....	1	1	2			1,120					
Fair Haven, Mass.....	16	4	20		18,522	11,511	62,400				
Nantucket, Mass.....	11	13	24		300	17,850					
New Bedford, Mass.....	9	4	13		200	6,191	21,440				
Sag Harbor, N. Y.....	1	1	2								
Westport, Mass.....	1	1	2		2,012						
Other ports.....											
Total.....	31	10	41		21,324	36,572	82,840				
<b>1820.</b>											
Edgartown, Mass.....	1	2	3		1,500	1,400					
Hudson, N. Y.....	1	2	3		1,500	1,400					

Edgartown, Mass.....	1	1	1,500	13,426	65,446
Nantucket, Mass.....	17	9	14,874	1,000	65,446
New Bedford, Mass.....	3	2	2,250	4,876	65,446
Sag Harbor, N. Y.....	4	11	18,625	19,302	65,446
Total.....	21	11	34	18,625	65,446
1819.					
Boston, Mass.....	1	1	1,150	1,150	65,446
Fair Haven, Mass.....	1	1	1,500	1,500	65,446
Nantucket, Mass.....	16	4	18,522	11,511	65,446
New Bedford, Mass.....	9	1	13	17,890	65,446
Sag Harbor, N. Y.....	5	1	150	6,191	65,446
Westport, Mass.....	1	1	200	21,140	65,446
Other ports.....	1	1	2,012	2,012	65,446
Total.....	31	10	31,322	65,446	65,446

Edgartown, Mass.....	1	2	1,250	1,250	65,446
Hudson, N. Y.....	1	1	100	100	65,446
Nantucket, Mass.....	15	1	16,250	11,250	65,446
New Bedford, Mass.....	19	2	5,650	2,794	65,446
New London, Conn.....	3	3	1,711	2,040	65,446
Other ports.....	1	1	7	7	65,446
Sag Harbor, N. Y.....	1	1	217	7,850	65,446
Westport, Mass.....	6	5	6,312	6,312	65,446
Other ports.....	4	29	34,708	44,757	65,446
Total.....	48	51	77	44,757	65,446
1821.					
Boston, Mass.....	1	1	1,800	1,800	65,446
Edgartown, Mass.....	1	3	2,200	800	65,446
Fair Haven, Mass.....	3	1	300	1,030	65,446
Falmouth, Mass.....	1	1	22,915	5,622	65,446
Hudson, N. Y.....	1	1	12,105	15,070	65,446
Nantucket, Mass.....	19	14	2,290	2,715	65,446
New Bedford, Mass.....	3	11	2,359	5,610	65,446
New London, Conn.....	6	1	150	60	65,446
Provincetown, Mass.....	1	1	570	570	65,446
Sag Harbor, N. Y.....	1	1	43,089	38,324	65,446
Westport, Mass.....	1	1	103	62,953	65,446
Other ports.....	51	51	103	62,953	65,446
Total.....	51	51	103	62,953	65,446
1822.					
Boston, Mass.....	1	1	4-0	220	65,446
Edgartown, Mass.....	1	1	1	200	65,446
Fair Haven, Mass.....	4	1	4,700	4,700	65,446
Falmouth, Mass.....	1	1	150	2,800	65,446
Hudson, N. Y.....	2	1	100	5,407	65,446
Nantucket, Mass.....	19	10	27,401	20,785	65,446
Nantucket, Mass.....	19	6	12,365	13,174	65,446
New Bedford, Mass.....	1	1	194	700	65,446
New London, Conn.....	1	1	850	4,328	65,446
Newport, R. I.....	1	1	620	10,367	65,446
Provincetown, Mass.....	9	1	100	32,105	65,446
Sag Harbor, N. Y.....	1	1	500	500	65,446
Stamford, Conn.....	1	1	750	750	65,446
Westport, Mass.....	1	1	42,900	51,427	65,446
Other ports.....	56	45	101	50,799	65,446
Total.....	56	45	101	50,799	65,446

\* Probably nearly, if not quite, all the sperm-oil credited to "other ports" belongs to New Bedford, Mass.

K.—Synopsis of importation, by ports, from 1804 to 1877.—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
<b>1823.</b>									
Boston, Mass.	2	4	6	1,339	2,900	.....	.....	.....	.....
Edgartown, Mass.	3	.....	3	4,739	.....	.....	.....	.....	.....
Falmouth, Mass.	5	.....	5	3,491	4,750	.....	.....	.....	.....
Fall River, N. Y.	.....	.....	.....	5,750	750	.....	.....	.....	.....
Mattapoiset, Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nantucket, Mass.	25	4	29	36,029	3,585	39,313	.....	.....	.....
New Bedford, Mass.	56	13	69	29,843	27,736	14,068	.....	.....	.....
New Haven, Conn.	1	.....	1	1,840	.....	23,283	.....	.....	.....
New London, Conn.	4	2	6	2,314	6,712	.....	.....	.....	.....
Newport, R. I.	.....	.....	.....	4,000	1,300	.....	.....	.....	.....
Provincetown, R. I.	.....	.....	.....	306	.....	.....	.....	.....	.....
Provincetown, Mass.	.....	2	2	.....	.....	.....	.....	.....	.....
Sag Harbor, N. Y.	6	.....	6	1,842	9,731	45,800	.....	.....	.....
Tiverton, R. I.	.....	.....	.....	75	.....	.....	.....	.....	.....
Westport, Mass.	.....	3	3	1,000	.....	.....	.....	.....	.....
Total	82	32	114	93,221	53,857	103,404	.....	.....	.....
<b>1824.</b>									
Boston, Mass.	2	1	3	4,560	.....	.....	.....	.....	.....
Edgartown, Mass.	1	.....	1	2,300	.....	.....	.....	.....	.....
Falmouth, Mass.	4	.....	4	1,850	5,300	.....	.....	.....	.....
Fall River, N. Y.	.....	.....	.....	2,000	.....	.....	.....	.....	.....
Hudson, N. Y.	.....	.....	.....	6,200	.....	.....	.....	.....	.....
Nantucket, Mass.	25	4	29	4,325	4,325	22,052	.....	.....	.....
New Bedford, Mass.	35	3	38	29,109	32,909	11,314	.....	.....	.....
New London, Conn.	3	2	5	1,634	4,996	292,535	.....	.....	.....
Newport, R. I.	.....	.....	.....	4,200	.....	.....	.....	.....	.....
Provincetown, Mass.	.....	.....	.....	5,005	.....	.....	.....	.....	.....
Sag Harbor, N. Y.	1	.....	1	1,430	.....	.....	.....	.....	.....
Warren, R. I.	.....	.....	.....	535	9,161	.....	.....	.....	.....
Westport, Mass.	.....	2	2	1,400	.....	.....	.....	.....	.....
Total	101	12	113	95,129	52,194	133,472	.....	.....	.....
<b>1825.</b>									
Boston, Mass.	1	.....	1	1,200	.....	.....	.....	.....	.....
Edgartown, Mass.	2	.....	2	3,150	.....	.....	.....	.....	.....
Falmouth, Mass.	.....	.....	.....	31,729	.....	.....	.....	.....	.....
Fall River, N. Y.	.....	.....	.....	13,650	.....	.....	.....	.....	.....
New Bedford, Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newport, R. I.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	.....	.....	.....	.....	.....	.....	.....	.....

New Haven, Conn. 1 1,800 5 151 No record  
 New York, Conn. 1 5,270 5 151 No record



K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
<b>1828—Continued.</b>									
New York, N. Y.		2	2	Bbls.	Bbls.	Lbs.			
Sag Harbor, N. Y.				316	10,277	96,470			
Warren, R. I.			1	2,211					
Westport, Mass.		2	2	430					
Total	70	26	96	76,577	50,533	137,523			
<b>1829.</b>									
Bristol, R. I.	2		2		2,100	700			
Dartmouth, Mass.		1	1	300					
Edgartown, Mass.	1	2	3	465					
Fairhaven, Mass.	5	3	8	3,700	4,350	25,000			
Katapouset, Mass.		3	3	33,370					
Matapouset, Mass.	35		35	30,477	8,546	76,500			
New Bedford, Mass.	30	5	35	24,355	211,631				
New London, Conn.	9		9	2,305	11,325	108,592			
New York, N. Y.	2		2		2,000				
Plymouth, Mass.	1		1	2,500					
Sag Harbor, N. Y.	9		9	15,319	140,923				
Stonington, Conn.	1		1	268					
Westport, Mass.		4	4	1,130					
Total	85	18	103	74,608	71,685	563,654			
<b>1830.</b>									
Bristol, R. I.	4		4	2,992	3,300				
Dartmouth, Mass.		1	1	250					
Edgartown, Mass.	2		2	3,950					
Fairhaven, Mass.	9	2	11	3,062	11,663	57,300			
Falmouth, Mass.	1		1	1,700					
Matapouset, Mass.		1	1	95,070					
Nantucket, Mass.	40		40	40,513	37,571	67,500			
New Bedford, Mass.	14	6	20	9,732	15,248	26,436			
New London, Conn.	14		14	2,600					
Newport, R. I.	1		1		1,500				
New York, N. Y.	2		2	2,000					
Sag Harbor, N. Y.	10		10	5,464		109,745			
Stonington, Conn.	10		10		1,000				
Warren, R. I.	1		1						

Westport, Mass.  
Total

107 15 122 1100 244 80 827 374 513 000

Total	85	14	103	74,606	71,835	563,654
<b>1830.</b>						
Bristol, R. I.	4	1	4	2,292	3,900	
Dartmouth, Mass.				250		
Edgartown, Mass.	2	1	2	3,950		
Fairhaven, Mass.	9	2	11	3,062	11,953	57,300
Falmouth, Mass.	1		1	1,700		
Martha's Vineyard, Mass.	1		1			
Nantapisset, Mass.	50		50	36,019	7,755	67,545
New Bedford, Mass.	40	6	46	40,513	35,271	250,435
New London, Conn.	14		14	9,792	15,248	
Newport, R. I.	1		1	2,800		
New York, N. Y.	2		2	2,300		
Sage Harbor, N. Y.	10		10	5,464	1,500	109,745
Stonington, Conn.	1		1			
Warren, R. I.	1		1			
Westport, Mass.	1		1			
<b>Total</b>	<b>107</b>	<b>15</b>	<b>122</b>	<b>110,541</b>	<b>89,853</b>	<b>514,991</b>

Westport, Mass.	85	14	103	74,606	71,835	563,654
<b>1831.</b>						
Bristol, R. I.	4	1	4	5,200	3,400	
Dartmouth, Mass.				50		
Edgartown, Mass.	1		1	3,055		
Fairhaven, Mass.	4	1	5	3,468	6,430	
Falmouth, Mass.	1		1			
Martha's Vineyard, Mass.	1		1	123		
Lynn, Mass.	1		1	2,800	1,600	
Nantapisset, Mass.	1		1	1,360		
Nantucket, Mass.	3		3	1,700		
New Bedford, Mass.	21	2	23	41,259	6,368	54,386
New London, Conn.	47	4	51	45,259	4,968	21,300
New York, N. Y.	14		14	5,867	19,402	
Sage Harbor, N. Y.	2		2	270		
Stonington, Conn.	13		13	1,577	20,735	172,073
Warren, R. I.	1		1	20	185	1,200
Westport, Mass.	4		4	5,900	1,200	
<b>Total</b>	<b>111</b>	<b>12</b>	<b>123</b>	<b>115,462</b>	<b>114,526</b>	<b>379,379</b>
<b>1832.</b>						
Boston, Mass.	1		1	1,500		
Bristol, R. I.	3		3	14,500	13,500	
Fairhaven, Mass.	11		11	14,650	1,300	
London, N. Y.	2		2	3,500		
Mattapisset, Mass.	2		2	2,400		
Nantucket, Mass.	4		4	430		
New Bedford, Mass.	25	1	26	30,788	2,850	155,379
New London, Conn.	43	2	45	16,864	16,864	54,200
New York, N. Y.	12		12	22,735	24,200	
Portsmouth, R. I.	2		2	703	24,955	20,000
Sage Harbor, N. Y.	1		1	4,900		
Salem, Mass.	11		11	2,500		
Stonington, Conn.	1		1	848	25,531	217,062
Truro, Mass.	1		1	100	1,800	
Warren, R. I.	3		3	1,723		
Westport, Mass.	3		3	145	8,600	
Westport, Mass.	3		3	1,650	3,700	
Westport, Mass.	2		2	1,500		
<b>Total</b>	<b>131</b>	<b>8</b>	<b>139</b>	<b>74,002</b>	<b>181,076</b>	<b>442,854</b>
<b>1833.</b>						
Boston, Mass.	1		1			
Edgartown, Mass.	3		3	330		
Fairhaven, Mass.	1		1	4,300		10,000
Falmouth, Mass.	12		12	1,600		
Fall River, Mass.	1		1	3,133	18,410	20,000
Fall River, Mass.	1		1	2,000		

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
<b>1833—Continued.</b>									
Greenport, N. Y.	1	.....	1	.....	.....	.....	.....	.....	.....
Hudson, N. Y.	5	.....	5	.....	.....	.....	.....	.....	.....
Lynn, Mass.	3	.....	3	.....	.....	.....	.....	.....	.....
Mattapoiset, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	1	.....	1	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	26	.....	26	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	1	.....	1	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	3	.....	3	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	4	.....	4	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	53	.....	53	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	17	.....	17	.....	.....	.....	.....	.....	.....
New London, Conn.	1	.....	1	.....	.....	.....	.....	.....	.....
Newport, R. I.	2	.....	2	.....	.....	.....	.....	.....	.....
New York, N. Y.	1	.....	1	.....	.....	.....	.....	.....	.....
New York, N. Y.	14	.....	14	.....	.....	.....	.....	.....	.....
Salem, Mass.	3	.....	3	.....	.....	.....	.....	.....	.....
Springton, Conn.	4	.....	4	.....	.....	.....	.....	.....	.....
Warren, R. I.	1	.....	1	.....	.....	.....	.....	.....	.....
Westport, Mass.	4	.....	4	.....	.....	.....	.....	.....	.....
<b>Total</b>	<b>147</b>	<b>15</b>	<b>162</b>	<b>104,437</b>	<b>163,562</b>	<b>296,432</b>	.....	.....	.....
<b>1834.</b>									
Bridgeport, Conn.	1	.....	1	.....	.....	.....	.....	.....	.....
Bristol, R. I.	1	.....	1	.....	.....	.....	.....	.....	.....
Edgartown, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Falhaven, Mass.	16	.....	16	.....	.....	.....	.....	.....	.....
Fall River, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Fall River, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Gloucester, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Gloucester, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Greenport, N. Y.	2	.....	2	.....	.....	.....	.....	.....	.....
Hudson, N. Y.	2	.....	2	.....	.....	.....	.....	.....	.....
Lynn, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Lynn, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Nantucket, Mass.	12	.....	12	.....	.....	.....	.....	.....	.....
Nantucket, Mass.	3	.....	3	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	53	.....	53	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	9	.....	9	.....	.....	.....	.....	.....	.....
New London, Conn.	1	.....	1	.....	.....	.....	.....	.....	.....
New York, N. Y.	5	.....	5	.....	.....	.....	.....	.....	.....
New York, N. Y.	5	.....	5	.....	.....	.....	.....	.....	.....
Portsmouth, N. H.	3	.....	3	.....	.....	.....	.....	.....	.....
Provincetown, Mass.	1	.....	1	.....	.....	.....	.....	.....	.....
Provincetown, Mass.	17	.....	17	.....	.....	.....	.....	.....	.....
Salem, Mass.	1	.....	1	.....	.....	.....	.....	.....	.....
Stonington, Conn.	1	.....	1	.....	.....	.....	.....	.....	.....
<b>Total</b>	<b>147</b>	<b>15</b>	<b>162</b>	<b>104,437</b>	<b>163,562</b>	<b>296,432</b>	.....	.....	.....
<b>1834.</b>									
Bridgeport, Conn.	1	.....	1	.....	.....	.....	.....	.....	.....
Bristol, R. I.	1	.....	1	.....	.....	.....	.....	.....	.....
Edgartown, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Falhaven, Mass.	16	.....	16	.....	.....	.....	.....	.....	.....
Fall River, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Fall River, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Gloucester, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Gloucester, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Greenport, N. Y.	2	.....	2	.....	.....	.....	.....	.....	.....
Hudson, N. Y.	2	.....	2	.....	.....	.....	.....	.....	.....
Lynn, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Lynn, Mass.	2	.....	2	.....	.....	.....	.....	.....	.....
Nantucket, Mass.	12	.....	12	.....	.....	.....	.....	.....	.....
Nantucket, Mass.	3	.....	3	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	53	.....	53	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	9	.....	9	.....	.....	.....	.....	.....	.....
New London, Conn.	1	.....	1	.....	.....	.....	.....	.....	.....
New York, N. Y.	5	.....	5	.....	.....	.....	.....	.....	.....
New York, N. Y.	5	.....	5	.....	.....	.....	.....	.....	.....
Portsmouth, N. H.	3	.....	3	.....	.....	.....	.....	.....	.....
Provincetown, Mass.	1	.....	1	.....	.....	.....	.....	.....	.....
Provincetown, Mass.	17	.....	17	.....	.....	.....	.....	.....	.....
Salem, Mass.	1	.....	1	.....	.....	.....	.....	.....	.....
Stonington, Conn.	1	.....	1	.....	.....	.....	.....	.....	.....
<b>Total</b>	<b>147</b>	<b>15</b>	<b>162</b>	<b>104,437</b>	<b>163,562</b>	<b>296,432</b>	.....	.....	.....

Warren, R. I.  
Westport, Mass.  
Total.

4,550  
4,550

3  
3

6  
6

4,380  
4,380

17  
17

146,387  
146,387

5,447  
5,447

1	5,600	15,601	4,550	4,550
2	12,953	1,800	131,592	131,592
3	800	1,500	800	800
4	1,500	1,500	1,400	1,400
5	400	3,800	13,300	29,000
6	500	1,000	1,550	1,550
7	1,650	2,600	3,700	1,650
8	500	1,500	3,500	3,500
9	90,254	77,175	3,150	3,150
10	57,654	37,094	3,845	3,845
11	4,565	3,200	6,000	6,000
12	9,950	31,400	30,893	30,893
13	565	2,900	66,792	66,792
14	2,900	2,900	11,800	11,800
15	400	1,500	1,270	1,270
16	6,537	14,288	1,500	1,500
17	17	2,417	1,570	1,570
18	17	13,900		

Warren, R. I.	6	145	30	122	168	104,493	125,406	467,192
Westerport, Mass.	1	1						
Total	145	30	122	168	104,493	125,406	467,192	

**1835.**

Bridgeport, Conn.	1	4	2	1	1	8,600	800	
Bristol, R. I.	1	1		6	1	3,100	1,400	
Dartmouth, Mass.	1	1		1	1	4,650		
Edgartown, Mass.	10	10		2	2	2,000		
Falmouth, Mass.	2	2		2	2	3,100		
Fall River, Mass.	2	2		2	2	3,700		
Greenport, N. Y.	2	2		2	2	3,150		
Hudson, N. Y.	2	2		2	2	3,150		
Lynn, Mass.	3	3		3	3	3,150		
Mattapoisett, Mass.	3	3		3	3	3,150		
Nantucket, Mass.	1	1		1	1	3,845		
New Bedford, Mass.	53	53	4	53	53	66,792		
Norwich, Conn.	1	1		1	1	270		
New London, Conn.	13	13	1	14	14	11,800		
New York, N. Y.	3	3		3	3	1,570		
Newburgh, N. Y.	3	3		3	3	57		
Poughkeepsie, N. Y.	1	1		1	1	50		
Portsmouth, N. H.	1	1		1	1	500		
Rhinecliff, Mass.	1	1		1	1	250		
Salem, Mass.	17	17		17	17	1,000		
Stonington, Conn.	4	4		4	4	2,700		
Wareham, Mass.	1	1		1	1	2,700		
Warren, R. I.	1	1		1	1	2,950		
Westerport, Mass.	1	1		1	1	3,250		
Not recorded	1	1	2	3	3	1,570		
Total	168	14	14	122	168	104,493	125,406	467,192

**1836.**

Bridgeport, Conn.	1	6		1	1	1,800		
Bristol, R. I.	6	6		6	6	3,800		
Dorchester, Mass.	1	1		1	1	1,250		
Dartmouth, Mass.	2	2		2	2	2,100		
Edgartown, Mass.	1	1		1	1	430		
Falmouth, Mass.	12	12		12	12	6,175		
Fall River, Mass.	5	5		5	5	5,790		
Gloucester, Mass.	1	1		1	1	1,600		

\* There is no record of the imports of bone except for the ports of Nantucket and Sag Harbor, up to that time the footing is what was actually reported.



K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
<b>1836—Continued.</b>									
Greenport, N. Y.	1		1	150	1,650				
Hudson, N. Y.	4		4	5,190	1,700				
Lynn, Mass.	2		2	450	2,500				
Mattapoisett, Mass.	5		5	1,100					
Mystic, Conn.	3		3	95	6,790				
Nantucket, Mass.	45		5	30,654	32,433	32,000			
New Bedford, Mass.	13		13	3,198	18,633				
New London, Conn.	2		2	2,270	1,130	14,000			
Newport R. I.	1		1	1,450	500				
New York, N. Y.	1		1	300	1,300				
Plymouth, Mass.	1		1	800	2,000				
Providence, R. I.	1		1	800	2,000				
Provincetown, Mass.	3		3	855					
Portsmouth, N. H.	3		3	4,900					
Sag Harbor, N. Y.	20		20	3,445	25,053	197,900			
Salem, Mass.	4		4	5,700	4,500				
Wilmington, Conn.	7		7	5,030	4,412				
Westport, Mass.	7		3	950		784,813			
Not recorded									
<b>Total</b>	<b>159</b>	<b>21</b>	<b>182</b>	<b>133,331</b>	<b>136,568</b>	<b>1,024,713</b>			
<b>1837.</b>									
Bristol, R. I.	4		6	4,833	1,890				
Bridgeport, Conn.	2		2	250	3,800				
Dartmouth, Mass.	3		3	553	3,370				
Dorchester, Mass.	2		2	2,000	1,300				
Edgartown, Mass.	4		4	5,000					
Fair Haven, Conn.	1		1						
Fish Haven, Conn.	14		11	14,956	13,465	5,500			
Falmouth, Mass.	2		2	700	400				
Fall River, Mass.	1		1	238	1,210				
Greenport, N. Y.	3		3	169	4,530				
Holmes, N. Y.	1		1	4,150	1,950				
Lynn, Mass.	3		3	410	3,800				
Mattapoisett, Mass.	1		1	300	1,300				
Mystic, Conn.	2		2	400	1,500				
Nantucket, Mass.	2		2	200	1,500				
New Bedford, Mass.	2		2	4,200	4,200				
New London, Conn.	2		2	4,200	4,200				

Nantucket, Mass.  
New Bedford, Mass.  
New London, Conn.

**1837.**

Total.....	189	23	182	1,53,333	1,99,598	1,028,713
Bristol, R. I.....	4	2	6	4,833	1,820	
Bridgeport, Conn.....	2		2	250	1,800	
Dartmouth, Mass.....	3		3	559	3,370	
Dorchester, Mass.....	3		2	2,000	1,300	
Fairhaven, Mass.....	1		1	450		
Falmouth, Mass.....	14		11	14,956	13,565	5,500
Fall River, Mass.....	2		2	769	409	
Greenport, N. Y.....	1		1	238	1,710	
Holmes' Hole, Mass.....	3		3	109	4,329	
Lynn, Mass.....	1		1	150	1,939	
Marblehead, Mass.....	3		3	450	3,809	
Northampton, Mass.....	1		1	460	1,510	

Newmarket, Mass.....	32		32	26,857	68,268	
Newburyport, Mass.....	17		17	4,750	4,204	
New London, Conn.....	1		1	3,532	3,412	
New York, N. Y.....	3		3	336	4,830	
Poughkeepsie, N. Y.....	1		1	1,300	2,960	3,000
Provincetown, Mass.....	1		1	150	2,250	
Portsmouth, N. H.....	2		2	170	1,890	
Sag Harbor, N. Y.....	11		11	2,034	31,784	236,757
Staten, Mass.....	4		4	3,470	7,330	
Wilmington, Del.....	2		2	1,300	1,400	
Warren, R. I.....	2		2	5,030	3,120	
Wiscasset, Me.....	1		1	2,800		
Westport, Mass.....	2		2	1,317	40	
Port not recorded.....	1		1			
Total.....	184	23	212	169,170	302,857	1,265,531

**1838.**

Total.....	189	14	223	129,460	228,710	2,200,000
Bristol, R. I.....	6		6	1,900	5,800	
Boston, Mass.....	1		1	1,450	1,500	
Bridgeport, Conn.....	13		10	21,750	6,200	
Burlington, Mass.....	81		92	77,000	84,000	
New Bedford, Mass.....	20		24	4,400	34,000	
Newport, R. I.....	7		6	4,000	6,200	
New York, N. Y.....	7		6	9,250	7,000	
Northampton, Mass.....	24		24	1,000	3,200	
Port Haven, N. Y.....	3		4	2,500	2,700	
Warren, R. I.....	7		7	2,500	2,700	
Other ports.....	21	11	32	6,200	26,810	
Total.....	189	14	223	129,460	228,710	2,200,000

**1839.**

Total.....	4	2	6	4,190	5,450	1,782
Bristol, R. I.....	2		2	3,250	3,250	913
Bridgeport, Conn.....	3		3	4,200	7,000	155
Boston, Mass.....	3		3	4,800	1,000	584
Dartmouth, Mass.....	6		6	5,250	3,800	2,020
Dorchester, Mass.....	5		5	2,400	3,900	13,374
Fairhaven, Mass.....	3		3	965	4,750	7,400
Falmouth, Mass.....	3		3			1,004
Fall River, Mass.....	2		2			1,180
Greenport, N. Y.....	1		1			1,180
Holmes' Hole, Mass.....	1		1			1,180

\* Including Fairhaven. † Including ports on North River. ‡ Estimated. § Including Dorchester.





K.—Synopsis of importation, by ports, from 1804 to 1877.—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bovv.	Ships and barks.	Brigs and schooners.	Total.
<b>1841—Continued.</b>									
Holmes Hole, Mass.	1		1	500	1,300				
Jamestown, N. Y.	1		1	150	1,500				
Lynn, Mass.									
Marblehead, Mass.	2	0	2	2,000	70				
Nantucket, Mass.	21	3	24	39,891	1,403				
New Bedford, Mass.	48	9	57	54,810	3,398				
Newburyport, Mass.	1		1	400	49,555				
New Suffolk, N. Y.	1		1	200	400				
New London, Conn.	15	3	18	4,115	1,300				
Newark, N. J.	1	2	3	2,500	27,899				
New York, N. Y.	1		1	40	2,400				
Plymouth, Mass.				500	1,400				
Poughkeepsie, N. Y.	1	4	5	500	13				
Providence, R. I.	3		3	1,670	7,539				
Portland, Me.	1		1	1,000	12,800				
Portsmouth, Mass.		6	6	1,025	81				
Portsmouth, N. H.									
Sag Harbor, N. Y.	22	1	23	5,310	45,659				
Salmon, Mass.	1		1	275	1,300				
Somerset, Mass.									
Sippican, Mass.	1		1	1,500	5,000				
Wareham, N. Y.	1		1	1,900	1,200				
Wareham, Mass.	3	3	6	1,430	239				
Warren, R. I.	5	1	6	3,115	5,300				
Wilmington, Del.	4		4	5,500	2,300				
Westport, Mass.	3	3	6	3,180					
<b>Total</b>	<b>171</b>	<b>51</b>	<b>222</b>	<b>157,340</b>	<b>295,064</b>	<b>12,000,000</b>	<b>460</b>	<b>63</b>	<b>523</b>
									<b>157,403</b>
<b>1842.</b>									
Bath, Me.									
Bristol, R. I.	1	2	3	500					
Bucksport, Me.	3		3	2,365	3,470				
Bucksport, Mass.									
Bucksport, Me.									
Gold Spring, N. Y.	1	1	2	1,110	3,412				
Gold Spring, N. Y.	1		1	1,150	1,800				
Duxbury, Mass.									



K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels			Importation.			Tonnage.		Total.
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	
1843—Continued.									
Falmouth, Mass.	4		4	5,766	830	8,300	5		1,255
Fall River, Mass.	2	1	3	750	4,015	46,150		2	1,899
Freetown, Mass.									249
Greenport, N. Y.	5		5	500	9,100	91,000			4,310
Holland, N. Y.	2		2	1,600	1,700	17,000			607
Hudson, N. Y.	2		2						1,643
Lyons, Mass.									5-1
Matapoisett, Mass.	3	1	4	1,614	311	3,310		5	1,978
Mystic, Conn.	3		3	340	4,250	45,000		9	2,617
Nantucket, Mass.	20	2	22	30,720	40,823	464,530	294	2	28,505
New Bedford, Mass.	53	3	56	61,000	1,300	13,000		5	69,414
New Bedford, Mass.	1		1						274
New Suffolk, N. Y.									*17,654
New London, Conn.	20		20	4,343	36,750	368,500	20	1	3,314
Newport, R. I.	1	1	2	2,050	50		9	3	1,866
Newark, N. J.	2		2	3,155	2,900	29,000		3	1,524
New York, N. Y.									2,699
Providence, R. I.	2		2	340	3,950	32,650		1	343
Poughkeepsie, N. Y.	3		3	1,770	5,700	57,000		14	2,354
Plymouth, Mass.	2	11	13	4,370	975	9,750	3	4	1,409
Plymouth, Mass.	3		3	280	55	550		3	1,178
Sag Harbor, N. Y.	25	1	26	4,840	40,800	418,000	46	6	2,569
Salem, Mass.	2		2	432	1,567	5,670		2	1,335
Shippam, Mass.	2		2	1,132	1,446	14,466		19	15,016
Stonington, Conn.	7		7	2,415	12,345	123,550		4	1,266
Wareham, Mass.	11		11	1,105	7,740	93,100		19	1,304
Warren, R. I.	3		3	2,895	41	60,000		7	1,862
Wilmington, Del.									49
Wilmington, Del.									261,471
South home in merchantmen	197	38	235	166,985	298,727	2,157,570	505	49	973
Total									1,114
1844.									
Bridgewater, Conn.	2		2	150	3,750	34,000		3	1,114
Boston, Mass.	1		1	1,000	1,200	12,000		1	1,114
Gold Spring, N. Y.	1		1					1	1,114
Total									3,342

Plymouth, Mass.	1	3	4,300	49,180	41,700	40	1,296
Sag Harbor, N. Y.	2	2	4,800	1,800	1,000	2	1,708
Southwick, Mass.	2	2	442	567	5,670	2	269
Somerset, Mass.	2	2	1,132	1,446	14,469	2	1,335
Stoughton, Conn.	1	1	2,415	12,345	124,550	19	15,046
Wareham, Mass.	2	2	1,105	9,310	90,100	3	1,306
Warren, R. I.	1	1	7,740	9,310	90,100	3	1,306
Wareham, Mass.	3	3	2,692	41	60,000	1	1,804
Westport, Mass.	3	3	166,985	298,727	2,157,270	505	261,341
Scot home in merchantmen	6	6	140	3,730	33,190	3	162
Total	197	38	1,256	1,340	14,159	5	1,111

1844.

Bridgewater, Conn.	2	2	1,250	3,000	30,000	3	1,111
Boston, Mass.	1	1	1,250	3,000	30,000	3	1,111
Cald Spring, N. Y.	3	3	1,250	3,000	30,000	3	1,111
Cald Spring, N. Y.	3	3	1,250	3,000	30,000	3	1,111

Dartmouth, Mass.	1	1	1,000	7,000	7,000	1	267
Edgartown, Mass.	1	1	2,300	40,000	40,000	1	3,104
Fair Haven, Mass.	11	11	2,950	12,200	131,000	45	11,450
Falmouth, Mass.	1	1	150	850	7,500	1	1,270
Fall River, Mass.	1	1	400	4,000	30,000	10	1,684
Greenport, N. Y.	3	3	100	1,400	11,000	3	1,137
Hudson, N. Y.	1	1	3,002	4,544	21,000	1	1,623
Holmes' Hole, Mass.	4	4	415	7,465	68,250	5	3,584
Marblehead, Mass.	19	19	31,500	4,461	39,000	75	26,574
Nantucket, Mass.	76	76	54,200	102,752	952,022	234	76,744
New Bedford, Mass.	1	1	650	1,950	19,000	1	414
Newburyport, Mass.	1	1	2,276	29,416	288,400	62	24,011
New York, N. Y.	3	3	3,880	1,125	11,000	2	3,201
Newport, R. I.	18	18	1,193	880	28,643	2	274
Newport, N. Y.	1	1	3,050	7,000	71,000	1	2,219
Portsmouth, N. H.	4	4	310	35	11,000	2	279
Providence, R. I.	1	1	3,351	636	13,000	11	2,571
Provincetown, Mass.	17	17	700	1,670	13,000	4	91,442
Pondikeepee, N. Y.	1	1	2,300	31,500	272,400	60	1,581
Sag Harbor, N. Y.	14	14	250	600	600	3	208
Salem, Mass.	2	2	600	600	600	2	282
Somerset, Mass.	1	1	815	11,840	103,800	24	1,306
Stoughton, Conn.	7	7	2,442	70	28,400	2	6,008
Wareham, Mass.	1	1	1,570	4,670	41,800	1	358
Warren, R. I.	4	4	2,074	815	6,300	1	2,068
Wilmington, Del.	2	2	134,304	262,047	2,524,447	643	21,035
Westport, Mass.	6	6	5,867	3,030	48,700	1	373
Total	199	39	1,000	4,218	67,450	5	3,315

1845.

Boston, Mass.	4	7	1,400	4,218	48,700	1	373
Bristol, R. I.	1	1	1,400	4,218	48,700	1	373
Cald Spring, N. Y.	2	2	1,400	4,218	48,700	1	373
Edgartown, Mass.	1	1	1,400	4,218	48,700	1	373
Edgartown, Mass.	1	1	1,400	4,218	48,700	1	373
Fair Haven, Mass.	4	4	1,719	1,216	14,000	2	15,291
Falmouth, Mass.	15	15	15,361	16,659	14,100	4	1,470
Fall River, Mass.	3	3	2,600	130	22,000	4	1,989
Greenport, N. Y.	6	6	1,378	7,954	62,251	11	3,225

\* Not including schooners Betty, (125 tons) Franklin, (119 tons) nor sloop Shaw Perkins.  
 † Not including brig Enterprise, 30 tons, scaler.  
 ‡ Three ships and barks, six brigs and schooners, were freighters.





1816.	3	4	7	9	4**	8	3	2,486
Wilmington, Del.....								211,149
Wesport, Mass.....								
<b>Total.....</b>	<b>215</b>	<b>42</b>	<b>27</b>	<b>157,700</b>	<b>272,469</b>	<b>3,195,054</b>	<b>51</b>	<b>1,743</b>
Bristol, R. I. Conn.....	2	1	3	977	3,601	14,600	1	572
Dorchester, Mass.....	1		1	150	2,500	7,500	3	163
Barnstable, Mass.....	3	4	6	2,573	60	40,000	1	39
Gold Spring, N. Y.....	3	3	3	546	7,125	26,477	1	484
Bartmouth, Mass.....	2	1	2	771	2,010	10,000	1	9,742
Edgartown, Mass.....	12	1	12	12,683	15,475	101,449	4	15,410
Faith, Mass.....								1,420
Faith, Mass.....	2	2	2	379	4,070	24,266	2	1,623
Freeport, Mass.....								3,552
Freeport, Mass.....	1	1	1	1,062	1,062	36,571	1	1,287
Hingham, Mass.....	1	1	1					

1817.	4	3	5	1,401	1,517	24,000	1	3,237
1818.	2	2	2	4,170	4,170	46,890	1	3,323
1819.	1	1	1	1,000	1,000	10,000	1	3,242
1820.	50	3	62	3,260	80,412	458,980	3	1,241
1821.	13	3	16	1,377	27,441	181,450	1	2,011
1822.	3	1	4	1,284	280	1,300	2	2,234
1823.	3	1	3	448	563	684,000	1	384
1824.	2	2	2	140	5,046	34,000	2	2,914
1825.	2	1	3	2,455	8		1	2,406
1826.	17	17	14	4,472	282		15	21,679
1827.	14	14	14	1,230	29,285	293,018	62	1,079
1828.	1	1	2	160	18		7	919
1829.	1	1	2	374	1,545	6,000	3	910
1830.	5	5	5	1,655	9,169	71,900	27	8,466
1831.	1	1	1	674	6,653	26,500	3	1,023
1832.	6	6	7	2,324	4,378		23	1,026
1833.	5	5	7	4,353	1,165	576,000	9	2,410
1834.	139	41	390	160,174	209,198	3,222,939	670	1,238,318

Sets home from onward bound, condemned, &c.

1817.	1	1	1	248 <th>2 <th>4,000</th> <th>1</th> <th>90</th> </th>	2 <th>4,000</th> <th>1</th> <th>90</th>	4,000	1	90
Barnstable, Mass.....	1	1	1	248	1,265	4,000	1	109
Boston, Mass.....	1	1	1	3,259	130	415,100	1	3,315
Bristol, R. I.....	1	1	1	272	2,797	31,455	2	111
Gold Spring, N. Y.....	3	1	4	2,140	3,959	29,940	6	2,404
Bartmouth, Mass.....	13	13	13	14,032	11,270	91,700	59	15,372
Edgartown, Mass.....								1,743
Freeport, Mass.....	1	1	1	188	24		5	3,253
Freeport, Mass.....	5	5	5	633	9,780	80,422	11	949
Greenport, N. Y.....	1	1	2	629	2,902	22,700	2	730
Holmes' Hole, Mass.....	1	1	1	1,575	5,010		6	2,779
Lynn, Mass.....	2	2	2	1,369	11,374	3,000	5	4,070
Mattapoisett, Mass.....	2	2	2	374	11,374	24,000	1	24,000
Nantucket, Mass.....	11	16	16	23,387	2,124	24,000	13	84,946
N. w Bedford, Mass.....	78	79	79	56,437	96,745	1,505,200	247	25,034
New London, Conn.....	34	36	36	4,735	76,310	382,500	56	1,808
Newport, R. I.....	2	2	2	1,713	1,148	2,000	6	2,474
New York, N. Y.....	1	1	1	68	1,742		6	2,474
Provincetown, R. I.....	4	4	4	511	7,551	127,500	6	1,173
Provincetown, Mass.....	1	1	1	2,020	20		2	1,878
<b>Total.....</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>2,020</b>	<b>20</b>		<b>13</b>	<b>1,878</b>

\* Two of these were freighters. † Freighters. ‡ Eight merchantmen arrived with freight also; the freight is enumerated, the vessels not.

§ Mostly freight.

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels			Importation.			Tonnage.		
	returning.			Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	By and schooners.	Total.
	Ships and barks.	Brigs and schooners.	Total.						
<b>1847—Continued.</b>									
Portsmouth, N. H.	36		96	Bbls. 3,257	Lbs. 51,359	273,900	1		348
Sag Harbor, N. Y.							50		17,625
Salem, Mass.							1		137
Summers, Mass.									603
Wareham, Mass.	1	1	2	468	104	146,900	2	1	7,795
Wareham, Mass.	1	1	2	707	18,460	5,900	2	1	7,894
Warren, R. I.	3	3	6	1,040	1,644	10,360	21		7,071
Westport, Mass.	3	2	5	1,441	5,106	13,460	10	4	2,676
<b>Total</b>	<b>212</b>	<b>27</b>	<b>239</b>	<b>120,753</b>	<b>313,150</b>	<b>3,341,650</b>	<b>610</b>	<b>42</b>	<b>269,071</b>
<b>1848.</b>									
Bristol, R. I.	1		1	700	100		1		522
Bridgeport, Conn.									709
Boston, Mass.	3	3	6	2,300	1,717				3,315
Dartmouth, Mass.	3		3	2,331	4,230	6,300	2		111
Dorchester, Mass.									1
Edgartown, Mass.	3	1	4	1,788	4,107	28,400	6	2	2,408
Fairhaven, Mass.	10		10	4,096	13,162	61,300	49		13,605
Falmouth, Mass.	2		2	2,256	2,256	8,300	3		1,416
Fall River, Mass.	1		1	630	8,731	74,000	10		3,039
Greenwich, N. Y.	5		5				3		3,949
Greenwich, N. Y.									750
Lynn, Mass.	1	1	2	171	1,643	2,800	2	2	1,650
Mattapoisett, Mass.	5	1	6	2,625	2,625	2,800	6	4	1,650
Mystic, Conn.	5		5	677	11,454	72,000	6	3	3,177
Nantucket, Mass.	16		16	92,222	11,454	72,000	43		81,075
New Bedford, Mass.	7		7	45,240	115,436	624,900	237	3	17,880
New London, Conn.	20		20	3,606	54,115	408,000	4	5	17,880
Newport, R. I.	1		1	1,006	500	410,000	6		1,954
New York, N. Y.	1	2	3	310					175
Plymouth, Mass.	1		1	550					1,458
Providence, R. I.									1,200
Providence, R. I.	11		11	3,149	37		4	9	1,200
Portsmouth, N. H.	1		1	566	25,710	148,700			14,394
Sag Harbor, N. Y.	14		14	2,254	3,413	8,400	4		14,394
Sumner, Mass.	1		1	310					177

Falmouth, Mass.	2	1,150	2,000	50,000	5	1,615
Fall River, Mass.	5	1,000	2,000	50,000	10	3,029
Hales' Hole, Mass.	1	636	731	74,000	3	949
Lynn, Mass.	1	171	1,633	2,800	2	1,790
Mattapoisett, Mass.	1	6	2,625	2,800	2	1,870
Mystic, Conn.	5	171	2,639	75,000	16	4,670
Nantucket, Mass.	13	71	1,459	27,500	3	21,477
New Bedford, Mass.	75	82,597	115,436	621,900	237	81,075
New Suffolk, N. Y.	1	48,297	162	1,300	1	297
New London, Conn.	20	1,006	54,115	408,000	4	17,680
Newport, R. I.	1	1,006	500	410,000	6	1,984
New York, N. Y.	2	50	37	1,458	1	1,500
Plymouth, Mass.	1	11	3,149	146,700	9	14,678
Provincetown, Mass.	1	1	2,577	8,000	1	294
Portsmouth, N. H.	1	1	1,413	14,678	1	1,777
Salem, Mass.	1	1	1,413	8,000	1	1,777
Some part, Mass.	1	1	310		1	

Shippican, Mass.	1	450	2,702	27,300	1	162
Stoughton, Conn.	1	1,725	3,415	59,200	1	1,862
Wareham, Mass.	7	3,271	10,058	68,000	7	2,873
Warren, R. I.	7	1,568	8,697	68,000	7	2,873
Westport, Mass.	7	1,568	8,697	68,000	7	2,873
Yarmouth, Mass.	7	1,568	8,697	68,000	7	2,873
<b>Total</b>	<b>193</b>	<b>107,976</b>	<b>890,656</b>	<b>2,003,000</b>	<b>353</b>	<b>196,110</b>
<b>1849.</b>						
Bridgeport, Conn.	1	354	2,702	27,300	1	162
Beverly, Mass.	4	1,360	3,415	59,200	4	1,862
Cald Spring, N. Y.	3	1,269	8,697	68,000	3	1,111
Dartmouth, Mass.	1	8	28	18,800	1	1,800
Edgartown, Mass.	1	118	2,742	18,800	5	14,735
Fairhaven, Mass.	13	10,866	48,998	150,100	46	1,106
Fall River, Mass.	1	2,060	8,115	110,000	3	9,086
Fall River, Mass.	1	587	7,487	75,100	3	3,949
Greensport, N. Y.	4	587	7,487	75,100	3	3,949
Holmes' Hole, Mass.	1	343	1,580	1,580	2	790
Lynn, Mass.	1	1	19	31,000	6	3,384
Mattapoisett, Mass.	3	1,509	6,747	65,300	10	20,931
Mystic, Conn.	5	17,377	28,961	794,300	28	71,292
New Bedford, Mass.	13	46,828	314	1,300	42	15,909
Newburyport, Mass.	61	212	1,949	36,000	5	1,382
New Suffolk, N. Y.	1	212	314	1,300	4	1,382
New London, Conn.	30	1,055	1,653	30,200	4	1,548
Newport, R. I.	1	1,055	1,653	30,200	4	1,548
New York, N. Y.	2	917	4,277	4	1	100
Providence, R. I.	2	2,124	4	4	1	100
Provincetown, Mass.	2	2,124	4	4	1	100
Quincy, Mass.	15	1,797	37,579	186,400	21	7,935
Sag Harbor, N. Y.	1	1,797	37,579	186,400	21	7,935
Somerset, Mass.	16	1,140	15,384	97,500	19	5,277
Stoughton, Conn.	1	1,028	15,384	97,500	15	4,939
Shippican, Mass.	9	2,384	10,036	61,500	11	2,417
Wareham, Mass.	6	2,518	100	500	4	2,17
Warren, R. I.	3	1	1	1	1	90
Westport, Mass.	3	1	1	1	1	90
Yarmouth, Mass.	10	100,494	248,492	2,321,109	33	171,484
<b>Total</b>	<b>171</b>	<b>86</b>	<b>197</b>	<b>248,492</b>	<b>510</b>	<b>171,484</b>
<b>1850.</b>						
Beverly, Mass.	2	368	746	3,700	2	326
Boston, Mass.	8	3,215	763	1,700	7	2,878
Cald Spring, N. Y.	1	176	184	1,700	1	1,111
Dartmouth, Mass.	1	8	28	18,800	1	1,800
Edgartown, Mass.	1	118	2,742	18,800	5	14,735
Fairhaven, Mass.	13	10,866	48,998	150,100	46	1,106
Fall River, Mass.	1	2,060	8,115	110,000	3	9,086
Fall River, Mass.	1	587	7,487	75,100	3	3,949
Greensport, N. Y.	4	587	7,487	75,100	3	3,949
Holmes' Hole, Mass.	1	343	1,580	1,580	2	790
Lynn, Mass.	1	1	19	31,000	6	3,384
Mattapoisett, Mass.	3	1,509	6,747	65,300	10	20,931
Mystic, Conn.	5	17,377	28,961	794,300	28	71,292
New Bedford, Mass.	13	46,828	314	1,300	42	15,909
Newburyport, Mass.	61	212	1,949	36,000	5	1,382
New Suffolk, N. Y.	1	212	314	1,300	4	1,382
New London, Conn.	30	1,055	1,653	30,200	4	1,548
Newport, R. I.	1	1,055	1,653	30,200	4	1,548
New York, N. Y.	2	917	4,277	4	1	100
Providence, R. I.	2	2,124	4	4	1	100
Provincetown, Mass.	2	2,124	4	4	1	100
Quincy, Mass.	15	1,797	37,579	186,400	21	7,935
Sag Harbor, N. Y.	1	1,797	37,579	186,400	21	7,935
Somerset, Mass.	16	1,140	15,384	97,500	19	5,277
Stoughton, Conn.	1	1,028	15,384	97,500	15	4,939
Shippican, Mass.	9	2,384	10,036	61,500	11	2,417
Wareham, Mass.	6	2,518	100	500	4	2,17
Warren, R. I.	3	1	1	1	1	90
Westport, Mass.	3	1	1	1	1	90
Yarmouth, Mass.	10	100,494	248,492	2,321,109	33	171,484
<b>Total</b>	<b>171</b>	<b>86</b>	<b>197</b>	<b>248,492</b>	<b>510</b>	<b>171,484</b>
<b>1850.</b>						
Beverly, Mass.	2	368	746	3,700	2	326
Boston, Mass.	8	3,215	763	1,700	7	2,878
Cald Spring, N. Y.	1	176	184	1,700	1	1,111
Dartmouth, Mass.	1	8	28	18,800	1	1,800
Edgartown, Mass.	1	118	2,742	18,800	5	14,735
Fairhaven, Mass.	13	10,866	48,998	150,100	46	1,106
Fall River, Mass.	1	2,060	8,115	110,000	3	9,086
Fall River, Mass.	1	587	7,487	75,100	3	3,949
Greensport, N. Y.	4	587	7,487	75,100	3	3,949
Holmes' Hole, Mass.	1	343	1,580	1,580	2	790
Lynn, Mass.	1	1	19	31,000	6	3,384
Mattapoisett, Mass.	3	1,509	6,747	65,300	10	20,931
Mystic, Conn.	5	17,377	28,961	794,300	28	71,292
New Bedford, Mass.	13	46,828	314	1,300	42	15,909
Newburyport, Mass.	61	212	1,949	36,000	5	1,382
New Suffolk, N. Y.	1	212	314	1,300	4	1,382
New London, Conn.	30	1,055	1,653	30,200	4	1,548
Newport, R. I.	1	1,055	1,653	30,200	4	1,548
New York, N. Y.	2	917	4,277	4	1	100
Providence, R. I.	2	2,124	4	4	1	100
Provincetown, Mass.	2	2,124	4	4	1	100
Quincy, Mass.	15	1,797	37,579	186,400	21	7,935
Sag Harbor, N. Y.	1	1,797	37,579	186,400	21	7,935
Somerset, Mass.	16	1,140	15,384	97,500	19	5,277
Stoughton, Conn.	1	1,028	15,384	97,500	15	4,939
Shippican, Mass.	9	2,384	10,036	61,500	11	2,417
Wareham, Mass.	6	2,518	100	500	4	2,17
Warren, R. I.	3	1	1	1	1	90
Westport, Mass.	3	1	1	1	1	90
Yarmouth, Mass.	10	100,494	248,492	2,321,109	33	171,484
<b>Total</b>	<b>171</b>	<b>86</b>	<b>197</b>	<b>248,492</b>	<b>510</b>	<b>171,484</b>

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels				Importation.			Tonnage.		Total.
	Ships and barks.	Brigs and schooners.	Total.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	
<b>1850—Continued.</b>										
Falmouth, Mass.										1,506
Falmouth, Mass.										1,646
Greenport, N. Y.										2,985
Holmes' Hole, Mass.	3		3	3	1,308	4,960	56,800	3		949
Lynn, Mass.										730
Matapoisett, Mass.	3	1	4	4	2,050	84	5,000	2	2	1,822
Mystic, Conn.	12		12	12	524	1,358	133,000	9	9	3,829
New Bedford, Mass.	64	1	65	64	17,254	133,000	1,000,000	253	5	1,809
New Bedford, Mass.	64		64	64	39,228	91,627	1,041,500	243	4	51,442
New London, Conn.										1,227
New London, Conn.	17		17	17	2,340	36,545	203,000	44	4	16,546
Newport, R. I.										1,543
New York, N. Y.	1	3	4	4	2,054	1,310	460,000	4		1,115
Okeana, Mass.										1,115
Okeana, Mass.	2		2	2	110	3,368	23,600	2	1	845
Provincetown, Mass.	1	22	23	23	3,295	501	3,600	2	25	3,635
Sag Harbor, N. Y.	11	1	12	12	718	26,438	193,100	14	1	4,758
Shiphean, Mass.	7		7	7	43	1,453	9,300	17		5,391
Stonington, Conn.										144
Turo, Mass.										144
Wareham, Mass.	1	1	2	2	140	2,719	84,100	1	1	52
Westport, R. I.	5	2	7	7	1,035	234	3,607	11	5	4,669
Westport, Mass.										2,963
Yarmouth, Mass.										1,571
<b>Total</b>	<b>151</b>	<b>47</b>	<b>198</b>	<b>188</b>	<b>92,892</b>	<b>290,608</b>	<b>2,563,300</b>	<b>502</b>	<b>51</b>	<b>171,571</b>
<b>1851.</b>										
Beverly, Mass.										563
Boston, Mass.	6	6	12	12	250	280	9,300	1	2	618
Cold Spring, N. Y.	4		4	4	6,442	11,591	130,000	3	1	2,493
Dartmouth, Mass.										256
Edgartown, Mass.	4	1	5	5	217	14	44,000	2	1	256
Falmouth, Mass.	3		3	3	2,574	2,540	97,100	3	1	2,727
Falmouth, Mass.	12		12	12	5,460	2,719	24,300	49	1	1,169
Fall River, Mass.										547
Fall River, Mass.	7		7	7	830	13,487	115,100	8	1	1,749
Greenport, N. Y.										1,749
Holmes' Hole, Mass.	3		3	3	135	2,740	28,700	2		1,730
Holmes' Hole, Mass.	3		3	3	1,247	2,364	12,000	11		2,704
Matapoisett, Mass.		2	2	2	1,458	18,727	108,800	3	1	3,009
Mystic, Conn.	6		6	6				3		2,609

**1851.**

	151	37	185	7	3,607	324	11	5	2,963
Westport, Mass.	1	1	1	1	66	13	502	51	171,571
Yarmouth, Mass.	1	1	1	1	68	13	502	51	171,571
<b>Total</b>	<b>151</b>	<b>37</b>	<b>185</b>	<b>7</b>	<b>92,492</b>	<b>200,605</b>	<b>2,850,200</b>	<b>502</b>	<b>171,571</b>
Beverly, Mass.	1	1	1	1	250	9,300	1	2	568
Boston, Mass.	6	6	12	12	6,842	11,591	2	2	618
Cold Spring, N. Y.	4	4	8	8	217	130,000	6	6	2,499
Dartmouth, Mass.	1	1	2	2	48	48,000	1	1	925
Essex, Mass.	13	13	26	26	8,540	15,825	49	49	16,199
Falmouth, Mass.	1	1	2	2	540	24,300	3	3	1,164
Fall River, Mass.	1	1	2	2	830	13,487	3	3	553
Greenport, N. Y.	7	7	14	14	4,115	115,100	8	8	2,749
Hambleton, Mass.	1	1	2	2	135	2,710	2	2	1,219
Marblehead, Mass.	3	3	6	6	1,747	25,700	4	4	1,739
Matinecock, Mass.	1	1	2	2	184	18,754	11	11	3,404
Mystec, Conn.	3	3	6	6	1,854	18,754	11	11	3,404

**1852.**

Nantucket, Mass.	13	5	18	18	15,034	3,295	59	4	18,472
New Bedford, Mass.	89	2	91	91	45,134	152,711	574	4	94,632
New London, Conn.	26	2	28	28	2,113	67,566	41	5	16,273
New York, N. Y.	2	2	4	4	1,362	1,765	1	1	1,853
New York, N. Y.	3	3	6	6	2,042	42,400	2	2	2,571
Oceans, Mass.	1	1	2	2	210	229	2	2	863
Providence, R. I.	1	1	2	2	2,011	11,066	2	2	3,339
Philadelphia, Pa.	21	21	42	42	160	67,500	17	1	5,556
Sag Harbor, N. Y.	4	4	8	8	133	11,066	1	1	200
Salem, Mass.	1	1	2	2	1,310	15,859	18	2	2,992
Sandwich, Mass.	8	8	16	16	175	8	17	1	143
Stonington, Conn.	1	1	2	2	165	2,760	17	1	5,414
Wareham, Mass.	1	1	2	2	178	2,760	17	1	5,414
Warren, R. I.	7	7	14	14	4,040	1,769	14	5	3,723
Westport, Mass.	197	51	248	248	99,391	328,453	558	62	193,990
<b>Total</b>	<b>197</b>	<b>51</b>	<b>248</b>	<b>248</b>	<b>328,453</b>	<b>3,916,500</b>	<b>558</b>	<b>62</b>	<b>193,990</b>

**1853.**

Beverly, Mass.	2	2	4	4	930	9	1	2	568
Boston, Mass.	6	6	12	12	4,979	211	7	1	618
Cold Spring, N. Y.	1	1	2	2	1,000	1,000	3	1	2,919
Dartmouth, Mass.	1	1	2	2	1,000	1,000	3	1	2,919
Essex, Mass.	8	8	16	16	6,242	4,001	49	1	16,442
Falmouth, Mass.	1	1	2	2	461	2,527	3	1	1,198
Fall River, Mass.	3	3	6	6	1,070	75	8	1	2,749
Greenport, N. Y.	1	1	2	2	1,070	75	8	1	2,749
Hines, Hole, Mass.	1	1	2	2	1,070	75	8	1	2,749
Lynn, Mass.	4	4	8	8	1,306	236	2	2	1,530
Mystec, Conn.	3	3	6	6	1,306	236	2	2	1,530
Nantucket, Mass.	8	8	16	16	10,869	1,234	53	3	3,153
New Bedford, Mass.	54	54	108	108	40,313	42,352	307	4	104,068
New London, Conn.	1	1	2	2	492	9,441	47	6	17,345
Newport, R. I.	1	1	2	2	492	9,441	47	6	17,345
New York, N. Y.	6	6	12	12	436	4,156	5	5	1,742
New York, N. Y.	1	1	2	2	436	4,156	5	5	1,742
Oceans, Mass.	1	1	2	2	385	1,285	10	2	565
Providence, R. I.	1	1	2	2	385	1,285	10	2	565
Stonington, Conn.	2	2	4	4	2,810	711	3	2	3,199
Sag Harbor, N. Y.	2	2	4	4	1,021	2,077	18	1	3,199
Salem, Mass.	1	1	2	2	330	30	1	1	230
Stonington, Conn.	1	1	2	2	115	15	1	2	292
Stoughton, Mass.	3	3	6	6	109	4,313	18	1	3,119
Truro, Mass.	1	1	2	2	109	4,313	18	1	3,119
Truro, Mass.	1	1	2	2	109	4,313	18	1	3,119

\* Of these part were freighters.







K.—Synopsis of importation, by ports, from 1834 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
<b>1855—Continued.</b>									
New York, N. Y.	1	2	3	Bbls. 1,696	Bbls. 140	Lbs.	1	3	616
Orleans, Mass.	1	1	2	280	460		1	3	328
Providence, R. I.	2	1	3	1,200	1,062	5,600	1	17	2,319
Provincetown, N. Y.	6	12	18	646	6,569	60,000	15	1	5,064
Salem, Mass.	1	1	2	42			1	1	216
Sandwich, Mass.	1	1	2	265			1	2	273
Stippican, Mass.	2	1	3	277	9,912	111,800	1	1	2,311
Stoughton, Conn.	5	2	7	246			1	1	374
Wareham, Mass.	4	1	5	1,667	5,821	161,800	14	1	4,686
Wareham, N. Y.	5	1	6	1,318	1,866	600	17	4	4,298
Wenport, Mass.	149	28	177	72,649	184,015	2,707,300	583	50	199,141
<b>1856.</b>									
Beverly, Mass.	3	7	10	141	144	28,500	2	2	432
Brookline, N. Y.	1	1	2	379	342	27,000	5	5	129
Cold Spring, N. Y.	1	1	2	1,231	1,391	103,300	10	3	4,653
Dartmouth, Mass.	4	1	5	1,027	9,648	28,300	47	1	16,656
Edgartown, Mass.	2	1	3	5,197	2,477	1,403	1	1	1,106
Fairhaven, Mass.	6	1	7	30	1,944	11,000	3	3	715
Falmouth, Mass.	2	1	3	675	150	4,000	9	1	2,632
Gal River, Mass.	1	1	2	228	890	2,000	1	1	1,329
Gloucester, N. Y.	1	1	2	153	363		1	1	330
Holmes' Hole, Mass.	2	1	3	123	5,146	68,000	12	6	3,530
Lynn, Mass.	6	4	10	6,015	7,334	57,500	6	6	1,840
Mattapoisett, Mass.	9	4	13	52,665	81,783	1,067,600	38	3	13,620
Mystic, Conn.	78	1	79	700	31,808	249,900	329	3	111,364
Nantuxet, Mass.	18	7	25	2,993	18,107	69,300	50	13	18,989
New Bedford, Mass.	1	1	2	480	850	3,400	4	4	1,306
New London, Conn.	7	3	10	689	2,886	4,000	1	3	616
Newport, R. I.	1	1	2	214	4,215	31,300	1	1	294
New York, N. Y.	1	1	2	214	4,215	31,300	1	1	294
Orleans, Mass.	1	1	2	214	4,215	31,300	1	1	294
Provincetown, Mass.	1	1	2	214	4,215	31,300	1	1	294
Sag Harbor, N. Y.	1	1	2	214	4,215	31,300	1	1	294
Sandwich, Mass.	1	1	2	214	4,215	31,300	1	1	294
Sandwich, N. Y.	1	1	2	214	4,215	31,300	1	1	294

Edgartown, Mass.	1	5,096	9,648	26,300	47	1	16,656
Fairhaven, Mass.	1	3,307	2,477	17,400	3	3	1,106
Fall River, Mass.	1	3,944	1,944	11,000	3	3	715
Greenport, N. Y.	1	675	150	4,000	9	1	2,972
Holmes' Hole, Mass.	1	258	590	2,000	1	1	1,323
Lynn, Mass.	1	973	364	60,000	12	6	3,550
Mattapoisett, Mass.	1	131	5,146	17,840	6	6	1,840
Navy's Cove, Mass.	1	6,015	7,354	57,500	38	3	13,620
New Bedford, Mass.	79	52,665	81,783	1,067,600	329	3	111,364
New London, Conn.	18	961	31,608	249,900	50	13	17,392
Newport, R. I.	1	700	18,997	501,500	4	1	1,306
Ocean's Mass. I.	1	2,480	859	3,000	1	3	616
Provincetown, Mass.	1	889	2,480	1,000	1	1	278
Sag Harbor, N. Y.	1	215	4,215	1,300	14	14	2,405
Shawmut, Mass.	1	254	140	1,650	1	1	105
<b>Total</b>	<b>173</b>	<b>80,941</b>	<b>197,890</b>	<b>2,252,700</b>	<b>561</b>	<b>62</b>	<b>204,209</b>

1857.

Beverly, Mass.	1	346	40	10,000	2	4	453
Boston, Mass.	3	131	104	3,100	5	5	2,129
Cold Spring, N. Y.	1	201	371	2,100	10	1	5,776
Dartmouth, Mass.	1	314	49	1,000	3	3	16,840
Edgartown, Mass.	3	346	3,836	103,300	47	1	1,106
Fairhaven, Mass.	15	5,560	17,417	103,300	3	1	480
Fall River, Mass.	1	700	800	5,000	2	2	1,450
Gloucester, Mass.	1	50	20	5,000	7	1	420
Greenport, N. Y.	3	292	3,269	17,840	1	1	3,654
Holmes' Hole, Mass.	2	225	2,520	14,500	6	6	1,840
Lynn, Mass.	1	2,012	2,143	20,700	13	13	13,073
Mattapoisett, Mass.	4	440	4,856	20,300	6	4	110,267
New Bedford, Mass.	6	3,426	5,736	1,320,550	384	16	18,535
Newport, Conn.	105	45,168	137,362	89,600	47	47	986
New London, Conn.	19	3,619	28,681	306,300	1	3	638
Newport, R. I.	5	1,406	11,313	2,100	5	23	3,337
Orleans, Mass.	2	111	313	5,400	1	1	216
Providence, R. I.	1	357	5	50,100	1	3	6,159
Provincetown, Mass.	2	1,981	2,712	17,800	5	5	1,665
Philadelphia, Pa.	18	91	498	3,000	16	16	5,418
Sag Harbor, N. Y.	2	1,100	5,375	35,700	18	9	4,253
Sandwich, Mass.	2	309	66	1,000	1	1	598
Sippican, Mass.	3	101	2,050	17,800	5	5	1,363
Stonington, Conn.	1	498	1,000	3,000	16	16	5,418
Wareham, Mass.	3	4,765	386	3,000	18	9	4,253
Warren, R. I.	10	7,765	386	3,000	18	9	4,253
Westport, Mass.	2	1,100	5,375	50,100	1	1	216
<b>Total</b>	<b>188</b>	<b>77,440</b>	<b>230,941</b>	<b>2,052,850</b>	<b>567</b>	<b>67</b>	<b>203,144</b>

1858.

Beverly, Mass.	1	310	1,465	25,300	2	1	505
Boston, Mass.	2	35	3,061	21,000	4	4	1,646
Cold Spring, N. Y.	1	1,801	210	9,400	10	7	2,807
Dartmouth, Mass.	4	2,084	4,227	9,400	16	16	5,006
Edgartown, Mass.	4	6,553	15,745	84,500	45	1	16,144
Fairhaven, Mass.	13	8,553	15,745	84,500	45	1	16,144

\* All heights.

K.—Synopsis of importation, by ports, from 1804 to 1877.—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
<b>1858.—Continued.</b>									
Falmouth, Mass.	2		2	3,130			3		1,106
Fall River, Mass.	1		1	134			2		490
Greenport, N. Y.	1		1	1,235			4		1,637
Greenwich, N. Y.	1		1	351			1		420
Marblehead, Mass.	2		2	2,366		700	1		2,040
Matapoisett, Mass.	6		6		1,062		16		2,040
Mystic, Conn.	1		1	7,945		5,100	30		11,037
Nantucket, Mass.	7		8	46,218	103,105	1,184,900	316		107,931
New Bedford, Mass.	77		180				1		567
New Haven, Conn.	19		23	1,850	38,120	116,100	43	13	16,735
New London, Conn.	6		9		150	90,300	3		956
New York, N. Y.	2		2	309	168		1	3	638
Orleans, Mass.	1		1	1,289	2,655	1,500	5	21	3,069
Provincetown, Mass.	7		90	1,321	4,200	15,000	16	4	5,976
Sag Harbor, N. Y.	1		1				1		216
Salem, Mass.	1		1				1		165
Stoughton, Mass.	4		4	576	245		4	6	1,394
Stoughton, Conn.	1		1				1		1,374
Wareham, Mass.	1		1	776	48	12,700	15		4,551
Warren, R. I.	4		5	2,366	445	4,700	18	2	4,233
Westport, Mass.	102		205	21,941	182,221	1,371,300	561	64	195,115
Total.....									
<b>1859.</b>									
Beverly, Mass.	2		3	540	1,025	5,300	2	1	595
Boston, Mass.	5		6	1,229	2,900	1,500	4		1,696
Cold Spring, N. Y.	1		1				1		2,433
Edgartown, Mass.	2		2	2,375	2,572	10,000	10		3,907
Fairhaven, Mass.	3		3	3,553	6,391	29,750	40	3	14,417
Falmouth, Mass.	9		9				3		1,106
Fall River, Mass.	1		2	365	2,627	11,650	2	2	490
Greenport, N. Y.	1		1				1		531
Greenwich, N. Y.	3		4	974	1,303	1,700	11	5	2,877
Mystic, Conn.	1		1	244	1,350	1,700	2		1,712
Matapoisett, Mass.	60		69	6,430	147,522	1,065,350	209	1	167,264
New Bedford, Mass.	80		89	64,321					

Westport, Mass.	4	1	5	2,366	445	1,571,300	561	64	195,115
<b>Total</b>	<b>162</b>	<b>43</b>	<b>205</b>	<b>51,941</b>	<b>182,221</b>	<b>1,571,300</b>	<b>561</b>	<b>64</b>	<b>195,115</b>
<b>1859.</b>									
Beverly, Mass.	2	1	3	540	1,025	5,300	2	1	595
Boston, Mass.	5	1	6	1,229	2,300	1,500	4	1	1,006
Boston, N. Y.	2	1	2	2,370	2,500	1,500	4	1	1,006
Dartmouth, Mass.	3	1	2	2,925	2,554	10,000	16	2	5,628
Edgartown, Mass.	4	1	3	3,553	6,301	29,750	40	3	14,417
Fairhaven, Mass.	9	1	9	3,553	6,301	29,750	40	3	14,417
Falmouth, Mass.	1	1	2	385	2,023	11,650	2	2	1,490
Fall River, Mass.	1	1	2	385	2,023	11,650	2	2	1,490
Holmes' Hole, Mass.	3	1	4	974	1,393	7,500	11	5	2,877
Marblehead, Mass.	3	1	4	974	1,393	7,500	11	5	2,877
Martha's Vineyard, Mass.	1	1	1	6,244	1,350	1,700	5	1	1,712
Nantucket, Mass.	1	1	1	6,244	1,350	1,700	5	1	1,712
New Bedford, Mass.	86	3	89	64,327	143,522	1,026,250	209	1	103,524

New Haven, Conn.	1	1	2	249	160	1,300	1	1	365
Newport, R. I.	1	1	2	300	150	1,000	1	1	365
New York, N. Y.	2	1	3	1,716	1,716	21,000	2	2	554
Orleans, Mass.	2	1	3	1,177	251	8,500	16	1	1,656
Provincetown, Mass.	7	1	8	3,689	5,572	10,800	26	1	3,854
Sag Harbor, N. Y.	1	1	2	30	1,522	10,500	3	3	23,350
Salem, Mass.	1	1	2	367	50	900	2	2	490
Santwich, Mass.	1	1	2	249	1,365	900	1	1	374
Stoughton, Conn.	2	1	3	318	34	1,500	1	1	570
Wareham, Mass.	2	1	3	2,506	1,500	10,000	13	5	3,639
Warren, R. I.	3	1	4	4,899	4,899	10,000	17	1	6,127
Westport, Mass.	18	3	21	5,316	749	10,000	17	1	6,127
<b>Total</b>	<b>170</b>	<b>35</b>	<b>205</b>	<b>51,406</b>	<b>190,411</b>	<b>1,823,250</b>	<b>568</b>	<b>63</b>	<b>177,049</b>
<b>1860.</b>									
Beverly, Mass.	1	1	2	249	160	1,300	1	1	365
Boston, Mass.	3	1	4	300	150	1,000	2	2	554
Cold Spring, N. Y.	1	1	2	1,716	1,716	21,000	2	2	554
Dartmouth, Mass.	2	1	3	1,177	251	8,500	16	1	1,656
Edgartown, Mass.	4	1	5	3,689	5,572	10,800	26	1	3,854
Fairhaven, Mass.	7	1	8	3,689	5,572	10,800	26	1	3,854
Falmouth, Mass.	1	1	2	30	1,522	10,500	3	3	23,350
Fall River, Mass.	1	1	2	367	50	900	2	2	490
Greenville, N. Y.	1	1	2	249	1,365	900	1	1	374
Holmes' Hole, Mass.	2	1	3	318	34	1,500	1	1	570
Marblehead, Mass.	2	1	3	2,506	1,500	10,000	13	5	3,639
Martha's Vineyard, Mass.	3	1	4	4,899	4,899	10,000	17	1	6,127
Nantucket, Mass.	5	1	6	5,316	749	10,000	17	1	6,127
New Bedford, Mass.	25	3	28	43,716	90,430	1,112,000	291	1	98,760
New Haven, Conn.	8	1	9	623	13,000	93,300	28	9	11,245
New London, Conn.	2	1	3	570	365	20,700	2	2	570
Newport, R. I.	10	5	15	1,816	5,370	40,000	1	1	520
Orleans, Mass.	3	1	4	3,698	1,447	4,300	5	21	3,220
Provincetown, Mass.	3	16	19	3,698	1,447	4,300	14	3	4,739
Sag Harbor, N. Y.	1	1	2	285	430	1,500	1	1	216
Salem, Mass.	1	1	2	285	430	1,500	1	1	216
Santwich, Mass.	1	1	2	249	133	1,000	1	1	163
Stoughton, Conn.	2	1	3	193	1,274	15,000	5	1	374
Wareham, Mass.	2	1	3	193	1,274	15,000	5	1	374
Warren, R. I.	4	1	5	1,867	2,460	22,000	4	1	1,632
Westport, Mass.	8	1	9	5,364	618	10,000	15	2	3,731
<b>Total</b>	<b>137</b>	<b>41</b>	<b>178</b>	<b>72,708</b>	<b>140,005</b>	<b>1,357,650</b>	<b>459</b>	<b>55</b>	<b>158,746</b>

\* One freighter. † Ten freighters. ‡ Four freighters. § All freighters. ¶ Including freight; New York and Boston arrivals were all freighters.



Location	1862	1863	1864
Sudwich, Mass	1	3	4
Stapleton, Mass	1	1	1
Wareham, Mass	4	4	3
Westport, Mass	3	3, 18*	2
<b>Total</b>	156	68, 532	143, 711
Beverly, Mass	4	335	40
Boston, Mass	2	1, 612	3, 657
Cold Spring, N. Y.	1	80	1, 100
Dartmouth, Mass	2	3, 571	2, 123
Edgartown, Mass	2	2, 571	1, 530
Fairhaven, Mass	6	3, 485	4, 044
Falmouth, Mass	1	15	12, 800
Fishermen, Mass	1	15	12, 800
Full River, Mass	1	15	12, 800
Madness, Barb., Mass	1	25*	947
Marblehead, Mass	1	25*	947
N. Y. State, Conn	1	25*	947

Location	1863	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873	1874	1875
Nantucket, Mass	105	3	2	1, 060	61, 626	34	34	4, 175	1	1	1	1	1
New Bedford, Mass	1	1	1	36, 529	1, 014	12	12	12, 567	1	1	1	1	1
New London, Conn	1	1	1	1, 014	7, 225	12	12	20, 370	4	4	4	4	4
New York, N. Y.	11	11	11	3, 534	11, 301	5	5	408, 100	26	26	26	26	26
Provincetown, Mass	3	3	3	1, 453	1, 674	5	5	5, 000	4	4	4	4	4
Salem, Mass	1	1	1	1, 453	1, 674	5	5	5, 000	4	4	4	4	4
Sudwich, Mass	4	4	4	245	17	1	1	159	1	1	1	1	1
Sydney, Mass	4	4	4	245	17	1	1	159	1	1	1	1	1
Warren, R. I.	1	1	1	1, 892	28	13	13	301	2	2	2	2	2
<b>Total</b>	113	33	146	53, 641	100, 477	303	303	763, 500	52	52	52	52	52
Beverly, Mass	1	1	1	210	5, 657	4	4	88, 900	2	2	2	2	2
Boston, Mass	6	6	6	4, 816	1, 170	6	6	900	1	1	1	1	1
Dartmouth, Mass	1	1	1	1, 170	1, 137	7	7	7, 900	2	2	2	2	2
Fairhaven, Mass	4	4	4	3, 356	1, 137	1	1	7, 900	1	1	1	1	1
Falmouth, Mass	2	2	2	1, 373	527	9	9	4, 970	1	1	1	1	1
Holmes, R. I., Mass	1	1	1	3, 573	43, 191	195	195	307, 950	2	2	2	2	2
Nantucket, Mass	2	2	2	43, 454	2, 111	10	10	35, 550	9	9	9	9	9
New Bedford, Mass	105	105	105	66	43, 191	10	10	35, 550	9	9	9	9	9
New London, Conn	1	1	1	1, 170	1, 137	7	7	7, 900	2	2	2	2	2
New York, N. Y.	11	11	11	969	1, 700	6	6	5, 100	23	23	23	23	23
Provincetown, Mass	3	3	3	895	1, 700	6	6	5, 100	23	23	23	23	23
Sag Harbor, N. Y.	1	1	1	308	40	3	3	301	1	1	1	1	1
Salem, Mass	1	1	1	308	40	3	3	301	1	1	1	1	1
Sydney, Mass	4	4	4	308	40	3	3	301	1	1	1	1	1
Warren, R. I.	1	1	1	3, 874	195	11	11	2, 715	2	2	2	2	2
<b>Total</b>	99	38	147	65, 655	62, 974	226	226	486, 750	46	46	46	46	46
Beverly, Mass	117	6	13	3, 894	9, 611	4	4	150, 000	3	3	3	3	3
Boston, Mass	1	1	1	500	255	5	5	15, 670	2	2	2	2	2
Dartmouth, Mass	1	1	1	133	1, 255	5	5	660	3	3	3	3	3
Edgartown, Mass	3	3	3	1, 274	248	1, 700	1, 700	1, 700	2	2	2	2	2
Fairhaven, Mass	1	1	1	931	851	4	4	760	2	2	2	2	2
Falmouth, Mass	5	5	5	851	78	1*	1*	284, 250	173	173	173	173	173
Holmes, R. I., Mass	1	1	1	46, 172	35, 853	2	2	56, 941	2	2	2	2	2
Nantucket, Mass	1	1	1	46, 172	35, 853	2	2	56, 941	2	2	2	2	2
New Bedford, Mass	117	117	117	46, 172	35, 853	2	2	56, 941	2	2	2	2	2

\* Three of the ships and barks and 3  
 † All freighters.  
 ‡ All freighters.  
 § Three of the ships and barks and 3  
 ¶ All freighters.  
 \*\* All freighters.  
 †† All but two brigs and schooners were freighters; each voyage represents an arrival.  
 ‡‡ Five of these ships and barks were freighters.  
 §§ The brigs and schooners were freighters.  
 ¶¶ Five were freighters.  
 ††† Ships and barks all freighters.  
 †††† Five of these ships and barks were freighters.  
 ††††† The brigs and schooners were freighters; each voyage represents an arrival.

K.—Synopsis of importation, by ports, from 1864 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.		Importation.		Tonnage.		
	Ships and barks.	Brigs and schooners.	Sperm-oil.	Whale-oil.	Ships and barks.	Brigs and schooners.	
<b>1864—Continued.</b>							
New London, Conn.	2	4	6	915	143,000	11	13
New York, N. Y.	114	6	30	7,501	262,000	23	23
Provincetown, Mass.	3	13	3	1,452	3,700	1	1
Sag Harbor, N. Y.	3	1	1	1,133	50	2	2
Salem, Mass.	1	1	1	90	9	1	1
Sippican, Mass.	1	1	1	155	9	1	1
Warren, R. I.	4	4	4	2,341	22	10	10
Westport, Mass.	119	32	131	64,372	760,450	247	49
<b>Total</b>							
	119	32	131	64,372	760,450	247	49
<b>1865.</b>							
Beverly, Mass.	6	3	3	67	101	2	2
Boston, Mass.	6	4	12	2,479	3,383	34	4
Dartmouth, Mass.	1	1	2	657	6	1	1
Edgartown, Mass.	1	2	4	269	7,500	4	4
Falmouth, Mass.	1	1	1	630	3,100	1	1
Harwich, Mass.	1	1	1	3,488	842	1	1
Nantucket, Mass.	4	1	5	51,093	376,450	161	3
New Bedford, Mass.	57	4	10	21,292	56,000	8	12
New London, Conn.	5	5	10	4,392	7,500	1	1
New York, N. Y.	10	21	31	2,752	8,900	7	33
Provincetown, Mass.	1	1	2	25	2	1	1
Rosier, N. Y.	1	1	1	285	2	2	2
Salem, Mass.	1	1	2	427	369	5	2
Sippican, Mass.	1	1	2	33,242	76,336	199	61
Westport, Mass.	90	49	139	33,242	619,350	199	61
<b>Total</b>							
	90	49	139	33,242	619,350	199	61
<b>1866.</b>							
Beverly, Mass.	11	5	2	269	121	2	2
Boston, Mass.	16	2	18	4,183	4,231	114	6
Dartmouth, Mass.	2	2	4	407	15,400	5	5
Edgartown, Mass.	1	1	2	286	2	1	1
Falmouth, Mass.	1	1	2	446	101	5	5
Groton, Conn.	1	1	2	119	296,000	1	1
Marion, Mass.	1	1	1	119	1	1	1
New Bedford, Mass.	36	2	38	31,345	41,513	362	172
New York, N. Y.	1	1	2	1	1	1	1
Provincetown, Mass.	1	1	1	1	1	1	1
Westport, Mass.	11	5	16	4,183	4,231	114	6
<b>Total</b>							
	11	5	16	4,183	4,231	114	6

New London, Conn. 91 131 5,020 1 41,970 1 4,377

1866.										
New London, Conn.	10	31	10	116	35	5,100	41,950	9	13	4,337
New York, N. Y.	21	21	15	125	2,002	13,501	356,375	2	46	5,251
Provincetown, Mass.	1	1	3	15	2,855	24,565	4,600	1	2	1,234
Salem, Mass.	1	1	1	1	127	31	460	1	2	436
Saug Harbor, N. Y.	1	1	1	1	507	457	.....	1	1	117
Sippican, Mass.	1	1	1	1	2,692	284	500	9	1	1,710
Westport, Mass.	2	1	1	1	.....	.....	.....	2	1	1,250
Total	50	49	139	33,242	33,603	74,362	920,375	222	90	55,332

Beverly, Mass.	11	2	2	25	4,310	689	1,087	2	1	1,200
Boston, Mass.	3	5	5	11	35	3	.....	2	9	491
Dartmouth, Mass.	1	1	1	1	100	1,155	21,550	1	1	2,439
Edgartown, Mass.	1	1	1	1	284	284	2,800	4	9	1,184
Fairhaven, Mass.	1	1	1	1	401	280	2,600	4	4	497
Groton, Conn.	1	1	1	1	.....	.....	.....	5	2	1,154
New Bedford, Mass.	55	7	62	24,532	24,532	72,108	731,146	176	5	24,632
Newburyport, Mass.	2	5	7	30	5,746	38,371	.....	8	3	388
New London, Conn.	21	12	33	6,752	4,483	18,135	.....	2	11	3,625
New York, N. Y.	3	38	3	3	803	1,310	2,400	5	54	4,755
Provincetown, Mass.	1	1	2	112	1,140	1,000	.....	2	2	1,540
Salem, Mass.	1	1	1	235	2	.....	.....	2	1	671
Tisbury, Mass.	1	1	1	2,613	364	920	.....	10	1	1,117
Westport, Mass.	5	1	5	.....	.....	.....	.....	1	1	133
Total	91	76	170	41,413	89,349	1,001,307	.....	221	106	74,541

1867.										
Beverly, Mass.	3	1	1	190	4	.....	.....	1	1	143
Boston, Mass.	5	5	5	2,724	432	.....	.....	1	9	1,115
Dartmouth, Mass.	2	2	2	95	310	.....	.....	1	1	2,206
Edgartown, Mass.	2	4	6	656	671	17,112	.....	3	9	1,603
Fairhaven, Mass.	1	1	1	.....	.....	.....	.....	1	1	143
Groton, Conn.	1	1	1	.....	.....	.....	.....	1	1	745
Marion, Mass.	6	6	6	554	62	.....	.....	6	2	1,351
Nantucket, Mass.	1	1	1	307	229	667,507	.....	6	2	368
New Bedford, Mass.	53	16	69	31,841	49,989	61,740	.....	173	2	3,609
Newburyport, Mass.	2	2	2	42	76	.....	.....	9	11	1,293
New York, N. Y.	91	14	105	6,646	2,153	154,525	.....	4	1	.....

1868.										
Beverly, Mass.	1	1	1	.....	.....	.....	.....	.....	.....	.....
Boston, Mass.	3	3	3	.....	.....	.....	.....	.....	.....	.....
Dartmouth, Mass.	2	2	2	.....	.....	.....	.....	.....	.....	.....
Edgartown, Mass.	2	4	6	.....	.....	.....	.....	.....	.....	.....
Fairhaven, Mass.	1	1	1	.....	.....	.....	.....	.....	.....	.....
Groton, Conn.	1	1	1	.....	.....	.....	.....	.....	.....	.....
Marion, Mass.	6	6	6	.....	.....	.....	.....	.....	.....	.....
Nantucket, Mass.	1	1	1	.....	.....	.....	.....	.....	.....	.....
New Bedford, Mass.	53	16	69	.....	.....	.....	.....	.....	.....	.....
Newburyport, Mass.	2	2	2	.....	.....	.....	.....	.....	.....	.....
New York, N. Y.	91	14	105	.....	.....	.....	.....	.....	.....	.....

\* Two vessels were freighters. † All freighters. ‡ Six of these were freighters. § Of these 12 of the ships and barks and one schooner were freighters. ¶ Of these 12 of the ships and barks and one schooner were freighters. \*\* Eight ships and barks were freighters. †† One schooner was a freighter. ††† All freighters but one. †††† All freighters but one.



K.—Synopsis of importation, by ports, from 1864 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		Total.
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	
<b>1869.</b>									
Provincetown, Mass.	1	24	24	2,498	1,324		3	54	5,659
Sag Harbor, N. Y.	1	1	1	315	6		2	2	996
Salem, Mass.	1	1	1				2	2	671
San Francisco, Cal.	1	1	1	308			3	3	1,414
Tisbury, Mass.	1	1	1				1	1	117
Wellfleet, Mass.	1	1	1	362	30		10	1	135
Westport, Mass.	1	1	1						1,969
<b>Total</b>	<b>84</b>	<b>84</b>	<b>168</b>	<b>47,174</b>	<b>65,575</b>	<b>900,850</b>	<b>323</b>	<b>113</b>	<b>74,519</b>
<b>1870.</b>									
Beverly, Mass.	7	6	13	4,546	291	4,400		1	143
Boston, Mass.	1	1	2	38	1,064	9,080	2	1	514
Edgartown, Mass.	1	1	2	839	1,490		7	1	2,306
Fairhaven, Mass.	2	5	7				4	7	1,653
Groton, Conn.	1	1	2	170	6			1	148
Marion, Mass.	1	2	3					6	667
Nantucket, Mass.	53	6	59	32,573	54,466	471,495	6	2	1,351
New Bedford, Mass.	1	1	2	21	31	172		4	50,253
New London, Conn.	2	1	3	8,853	17,992			4	3,948
New York, N. Y.	28	15	43	6,451	13,253	76,370	4	11	1,303
Provincetown, Mass.	1	29	30	2,798	3,526	2,950	2	49	4,612
Sag Harbor, N. Y.	1	1	2					2	757
Salem, Mass.	1	1	2	45	1,657	21,336		3	456
Tisbury, Mass.	1	1	2					2	117
Wellfleet, Mass.	1	1	2	200	55			1	135
Westport, Mass.	1	1	2					9	1,761
<b>Total</b>	<b>95</b>	<b>66</b>	<b>161</b>	<b>47,936</b>	<b>85,011</b>	<b>663,003</b>	<b>215</b>	<b>103</b>	<b>73,137</b>
<b>1870.</b>									
Beverly, Mass.	1	1	2	100	1,246			1	143
Boston, Mass.	1	1	2	4,301				1	717
Dartmouth, Mass.	1	1	2	35				1	681
Fairhaven, Mass.	2	2	4	242	317		4	7	1,457
Marion, Mass.	4	4	8	553				5	457



## K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels				Importation.				Tonnage.			
	Ships and barks.		Brigs and schooners.		Sperm-oil.		Whale-oil.		Tons.	Ships and barks.	Brigs and schooners.	Total.
	Ships and barks.	Brigs and schooners.	Total.	Total.	Eds.	Bbls.	Bbls.	Los.				
<b>1872—Continued.</b>												
San Francisco, Cal.....	3	1	4		330					1		245
Westport, Mass.....	2		2		1,432		768			8		1,578
Total.....	71	36	107		45,201		31,052		193,753	133	59	47,996
<b>1873.</b>												
Beverly, Mass.....												143
Boston, Mass.....	4	3	7		4,453		10			2		484
Gold Spring, N. Y.....	1		1									443
Dartmouth, Mass.....												152
Edgartown, Mass.....												388
Fairhaven, Mass.....					73		2			1		259
Marion, Mass.....					158							32,556
New Bedford, Mass.....	32	7	39		30,259		25,737		130,568	109	4	3,285
New London, Conn.....	2	4	6		103		2,212			8		89
New York, N. Y.....	2		2		4,807		9,284		53,600			1,112
Provincetown, Mass.....	25	15	40		1,659		1,219		866			245
Sag Harbor, N. Y.....												1,578
San Francisco, Cal.....	1		1		501					8		41,191
Westport, Mass.....												670
Total.....	65	35	100		43,053		40,014		206,396	130	42	33,343
<b>1874.</b>												
Boston, Mass.....	6	6	12		3,058		974		8,609	1	5	443
Dartmouth, Mass.....										2		333
Edgartown, Mass.....										2		471
Fairhaven, Mass.....					85							28,576
Marion, Mass.....					206							2,627
New Bedford, Mass.....	31	7	38		25,740		5,921,674		102	10		2,941
New London, Conn.....	2	3	5		59		3,664			4		1,722
New York, N. Y.....	21	1	22		1,663		5,632					1,116
Provincetown, Mass.....	2	13	15		1,382		1,132					1,116
Sag Harbor, N. Y.....												1,116
San Francisco, Cal.....	1		1									1,116
Westport, Mass.....												37,742
Total.....	62	27	89		32,203		37,742		345,660	119	11	37,743



L.—Table of reports from Pitkin's Statistics and Reports of the Treasurer of the United States.]  
 [Compiled from Pitkin's Statistics and Reports of the Treasurer of the United States.]

Year.	Spermaceti- oil.	Value.	Whale and other fish oils.	Value.	Whalebone	Spermaceti- candles.	Value.	Sperma- ceti.	Value.	Gross value.
1791										
1792	Gallons.		Gallons.		Pounds.	Pounds.		Pounds.		
1793	436,423	119,733	119,733	154,407	121,829	182,400				
1794	512,780	74,524	74,524	292,650	154,407	157,250				
1795	1,000,208	55,033	55,033	354,017	410,064	214,900				
1796	1,010,254	64,332	64,332	410,064	347,409	247,409				
1797	1,000,000	85,221	85,221	432,127	432,127	190,435				
1798	1,288,728	700,030	700,030	62,605	62,605	144,143				
1799	114,264	430,949	430,949	89,532	240,301	240,301				
1800	221,762	294,468	294,468	32,636	32,636	181,221				
1801	91,054	215,522	215,522	91,106	290,605	290,605				
1802	48,849	88,500	88,500	60,494	60,494	23,000				
1803	48,849	88,500	88,500	60,494	60,494	23,000				
1804	5,550	310,000	310,000	134,006	134,006	127,002				
1805	72,624	163,000	163,000	315,000	315,000	150,535				
1806	42,785	182,000	182,000	326,243	326,243	294,759				
1807	41,339	1,300,000	1,300,000	476,000	104,635	172,132				
1808	51,012	31,000	31,000	88,000	8,000	95,141				
1809	63,914	182,000	182,000	228,400	42,443	157,196				
1810	136,249	273,000	273,000	78,000	30,116	257,091				
1811	63,216	141,000	141,000	56,000	8,125	157,596				
1812				2,500		26,232				
1813				4,979		21,154				
1814				1,000		9,000				
1815				57,000		116,915				
1816				117,000		201,939				
September 30, 1815, to October 1, 1816	11,300	11,300	469,888	239,414	3,668	8734	300,970	100,970	343,444	
September 30, 1816, to October 1, 1817	208,467	156,350	984,252	430,126	9,310	305,142	137,314	78,371	562,845	
September 30, 1817, to October 1, 1818	78,360	53,530	860,112	430,636	8,038	1,091,919	76,463	1,065,571	719,934	
September 30, 1818, to October 1, 1819	9,307	6,980	1,362,004	611,047	25,202	267,177	106,571	468,207	468,207	
September 30, 1819, to October 1, 1820	7,250	5,340	1,058,025	318,991	16,319	464,252	151,256	465,207	465,207	
September 30, 1820, to October 1, 1821	18,330	9,972	1,453,236	411,415	66,474	749,973	212,557	653,424	653,424	
September 30, 1821, to October 1, 1822	24,578	10,565	1,551,506	596,708	60,693	598,141	157,172	474,246	474,246	
September 30, 1822, to October 1, 1823	30,548	17,679	1,072,415	250,200	212,062	617,072	292,188	516,292	516,292	
September 30, 1823, to October 1, 1824	35,528	21,517	1,331,331	182,434	188,769	836,250	388,104	548,496	548,496	
September 30, 1824, to October 1, 1825	678,061	48,230	881,140	142,048	241,065	1,001,658	316,371	857,287	857,287	
September 30, 1825, to October 1, 1826	140,241	92,559	1,257,962	330,250	494,255	1,053,965	291,315	819,032	819,032	
September 30, 1826, to October 1, 1827	58,814	26,678	1,253,196	567,326	401,919	1,042,941	248,292	806,204	806,204	
September 30, 1827, to October 1, 1828	78,159	53,526	1,657,331	533,410	525,926	1,512,512	257,354	1,265,158	1,265,158	
September 30, 1828, to October 1, 1829	45,212	38,161	3,665,914	1,008,728	1,911,257	259,369	257,533	1,501,217	1,501,217	

Year	Whales	Oil	Spermaceti	Wax	Value	Value	Value	Value	Value
1814	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1815	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1816	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1817	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1818	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1819	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1820	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1821	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1822	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1823	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1824	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1825	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1826	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1827	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1828	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1829	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1830	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1831	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1832	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1833	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1834	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1835	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1836	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1837	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1838	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1839	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1840	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1841	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1842	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1843	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1844	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1845	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1846	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1847	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1848	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1849	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1850	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1851	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1852	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1853	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1854	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1855	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1856	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1857	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1858	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1859	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1860	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1861	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1862	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1863	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1864	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1865	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1866	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1867	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1868	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1869	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1870	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1871	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1872	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1873	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1874	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
1875	1,000	116,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Totals	45,369,785	41,733,451	105,800,474	41,333,473	51,967,300	24,740,215	33,385,056	2,857,912	116,948,559

\* From 1803 to 1817 the values of sperm oil and candles are aggregated, as also are those of whale oil and bone. † Sperm-ceti and spermaceti-candles are aggregated in reports for this year. ‡ Including praffine.

§ Also "whale-foots," worth \$6,280. ‖ Including wax.

## 702 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## M.—Table of tonnage of vessels engaged in the whale fishery.

[From the Report of the Secretary of the Treasury, 1817.]

Year.	Tonnage.	Year.	Tonnage.	Year.	Tonnage.
1794	4,139	1802	580	1809	57
1795	3,163	1803	1,143	1810	33
1796	2,361	1804	323	1811	51
1797	1,104	1805	898	1812	94
1798	763	1806	729	1813	79
1799	592	1807	907	1814	52
1800	652	1808	721	1815	1,220
1801	736				

## Special table of tonnage of vessels engaged in the whale fishery.

[From the Report of the Secretary of the Treasury, 1854.\*]

Year.	Registered.	Enrolled.	Year.	Registered.	Enrolled.
1818	16,135	615	1829	57,284	73
1819	31,700	666	1830	38,012	73
1820	35,391	1,054	1831	82,316	42
1821	26,071	1,924	1832	72,869	37
1822	45,449	3,134	1833	101,158	18
1823	39,918	585	1834	108,060	34
1824	33,166	180	1835	97,649	.....
1825	35,379	.....	1836	144,661	1,573
1826	41,757	227	1837	127,242	1,405
1827	45,653	329	1838	119,630	5,230
1828	54,641	180			

## Special table of the whaling interest of New Bedford and Fairhaven.

[From Hazard's Register.]

Year.	Barks and ships.	Tons.	Year.	Barks and ships.	Tons.
1830	94	27,475	1834	171	51,188
1831	110	35,209	1835	178	56,530
1832	146	45,102	1836	208	64,530
1833	150	50,068	1837	205	62,814
1834	178	50,352	1838	213	63,995

\* These tables are hardly accurate enough to show the extent of the business. Thus, at the close of 1815, Nantucket had at least 8,300 tons of shipping engaged in whaling; New Bedford district, 2,200; Hudson, N. Y., 250; Sag Harbor, N. Y., 750—in all, about 11,500 tons. In 1818 there were at least 18,000 tons.

FISH AND FISHERIES.

in the whole fishery.

[Treasury, 1817.]

Year.	Tonnage.
1809	571
1810	339
1811	51
1812	942
1813	759
1814	562
1815	1,250

in the whole fishery.

[Treasury, 1854.\*]

Year.	Registered.	Enrolled.
.....	57,284	.....
.....	38,912	733
.....	62,316	462
.....	74,869	375
.....	101,138	48
.....	108,060	361
.....	97,540	.....
.....	144,681	1,573
.....	127,212	1,895
.....	119,630	5,230

Bedford and Fairhaven.

Year.	Barks and ships.	Tons.
.....	171	54,182
.....	178	56,530
.....	208	64,560
.....	205	62,814
.....	213	63,292

of the business. Thus, at the close of  
in whaling; New Bedford district, 2,200;  
0 tons In 1818 there were at least 18,000

TABLE OF CONTENTS.

A.—INTRODUCTION:

Value of the fisheries as accessories to advancing civilization, 1. (*Note.*—Intentions of S. H. Jenks, esq., and Hon. L. Sabine to write the history of whaling; difficulties in the way of compiling the history; names of parties to whom the author is specially indebted for assistance, 1.) Whalemens first to display the American flag in foreign ports, 2. The influence of the fisheries in our national politics and diplomacy, 3. (*Note.*—The experience of a Russian and an English exploring party, 3.)

B.—ACCOUNT OF THE WHALE-FISHERY from 1600 to 1700:

MASSACHUSETTS.—Origin of the American whale-fishery, 4. Why the Puritans favored Cape Cod, 4. (*Note.*—Grant to Massachusetts under the charter, 4.) Indian whaling, 5. (*Note.*—Whales numerous along the coast of America, 5.) Protection and promotion of the fisheries by Massachusetts, 6. Drift whales, 6. (*Note.*—Indian custom; Greenlander's idea of heaven; Purchas's account of whaling, 6.) Letter from the general court of Plymouth to Sandwich, Barnstable, Yarmouth, and Eastham, and reply, 7. Tradition of William Hamilton; its apparent unreasonableness, 7. (*Note.*—Order of Plymouth court concerning drift whales, 7.) Testimony of Randolph to value of whale-fishery, 8. Regulations of general court of Massachusetts concerning drift whales, 8. Inspectors of whales appointed by the Plymouth government; their duties defined, 8. CONNECTICUT.—Whaling from Connecticut, 9. Resolve of the general court, 9. NEW YORK.—The first organized prosecution of whaling probably from Long Island, 9. Regulations of the town of Southampton, 9. (*Note.*—Settlement of Southampton, 9.) Whaling from Easthampton, 10. Petition of Easthampton, Southampton, and Southwold to the English government, 10. Action of the Dutch, 11. Letter from Samuel Mavericke to Colonel Nicolls, 11. Confirmation by Governor Lovelace of order of Southampton, 11. Drift whales, 12. Employment of Indians, 12. Absorption of the trade in oil by the New England colonies, and consequent disturbance of the authorities at New York, 13. The Dutch interregnum, and its hardships to the people of Long Island, 13. Oppression of the colonial government; petition of Benjamin Alford, of Boston, 14. (*Note.*—Blank form of clearance, 14.) Act to encourage trade and navigation, 15. Petition of Timothens Vanderuen for permission to sail to the Bahamas sperm-whaling, 15. Whaling on Long Island, 1688, 15. Rate of exchange at Easthampton, 1688, 15. First whaling expedition at Nantucket, 16. Proposed agreement of James Loper, 16. (*Note.*—Probability that Loper never settled in Nantucket, 16.) The islanders employ Ichabod Paddock, 17. Whaling at Martha's Vineyard, 17. (*Note.*—Paddock at Nantucket, 17.) Whaling from Salem, 18. From Canada, 18. (*Note.*—Canadian whaling, 18.)



## C.—WHALE-FISHERY from 1700 to 1750 :

Shore whaling at Nantucket, 19. (*Note.*—Late prosecution of this pursuit from Southampton, 19. The first sperm whale taken by Nantucket men, 20. Whaling out in the "deep," 20. Oil shipped from Nantucket to London in 1720, 20. (*Note.*—Drift sperm whale on Nantucket; bill of lading, 20.) Increase of the business, 21. (*Note.*—Vessels registered from 1694 to 1714; Russian India Company ordered to fit out whalers; statement of Greenland whaling; Sweden, 21.) Exports to England, 1730, 22. Culminating point of shore-whaling at Nantucket, 22. First recorded loss of a whaling vessel from Nantucket, 22. (*Note.*—Names of the whale-boat captains at Nantucket and what they did in 1726; rescue of William Walling by a Nantucket whaleman; vessel of 118 tons burden built at Nantucket in 1732; accidents from whaling; petition of Dinah Coffin, 22.) Increase in the business at Nantucket, 23. Indians employed, 23. Cape Cod and Long Island called upon to supply the deficiency of men, 23. (*Note.*—Anecdote of Indian crew shore-whaling; Indian carried down by a foul line, 1744; imports of oil at London from New England, 1729, 23.) Nantucket merchants ship oil to London, 24. Date of Davis's Straits fishery, according to Macy, 24. LONG ISLAND.—Difficulties between the Long Islanders and the New York government, 24. (*Note.*—Indian plot at Nantucket, and fears for whaling fleet; Macy's date of Davis's Straits fishery erroneous, 24.) Quarrels between the New York governors and the whalemen, 25. Act for "Encouragement of whaling," 25. (*Note.*—Whale ashore at Nantucket; drift whales at Suffolk County, New York, 25.) Quantity of oil brought into Long Island and the fishing season, 26. Endeavor to monopolize the business, 26. Samuel Milford, of Easthampton, vs. the New York colonial government, 26. EASTHAM.—Petition of the people of Eastham and vicinity for exclusive leave to make available the waste of whales, 30. Falmouth Indians discharged from the army to attend to the whale-fishery in 1724 and '25, 31. Renewed activity in whaling from Cape Cod, 31. (*Note.*—Severe storm at Provincetown in 1728, 31.) Boat's crew lost near Chatham, 32. Large whale killed at Provincetown, 32. Accident to a Chatham crew, 32. Ill success at Provincetown, 32. Accident, 32. (*Note.*—A dozen whalers fit from Provincetown, 1737, 32.) French and Spanish privateers, 33. Provincetown in luck, 33. (*Note.*—Accident at Truro; gradual recession of whales, 33.) Captain Roach's vessel seized by a French privateer, 34. Salem, 34. Boston, 34. (*Note.*—Whale killed in Boston harbor; whale warps and blubber advertised; price of whalebone quoted, 1723, 35.) RHODE ISLAND.—Acts of the assembly encouraging whaling, 35. According to Arnold, the first regularly-equipped whaleman from Rhode Island arrives in 1733, 35. (*Note.*—Arnold probably in error; William Bennett arrives in 1723, 35.) Whaling at Martha's Vineyard, 35. Sailing of the Diamond, Leopard, Humbird, and Susannah, and result of the experiments, 36.

## D.—WHALE-FISHERY from 1750 to 1784 :

An eventful period for the fishery, 36. English bounties, 36. Concession of bounties to the colonies a part of the scheme for the expulsion of the Acadians, 37. Embargo on bank-fishermen, 38. (*Note.*—Colonists taxed to support a frigate on the banks, 38.) Petition of John Norton, for Martha's Vineyard, and Abishai

## D.—WHALE-FISHERY from 1750 to 1784—Continued.

prosecution of this pursuit from  
 by Nantucket men, 20. Whal-  
 ntucket to London in 1720, 20.  
 of lading, 20.) Increase of the  
 4 to 1714; Russian India Com-  
 Greenland whaling; Sweden, 21.)  
 of shore-whaling at Nantucket,  
 Nantucket, 22. (Note.—Names of  
 ey did in 1726; rescue of William  
 8 tons burden built at Nantucket  
 mah Coffin, 22.) Increase in the  
 Cape Cod and Long Island called  
 —Anecdote of Indian crew shore-  
 4; imports of oil at London from  
 hip oil to London, 24. Date of  
 ONG ISLAND.—Difficulties between  
 ment; 24. (Note.—Indian plot  
 's date of Davis's Straits fishery  
 governors and the whalemén, 25.  
 e.—Whale ashore at Nantucket;  
 Quantity of oil brought into Long  
 to monopolize the business, 26.  
 York colonial government, 26.  
 and vicinity for exclusive leave to  
 nth Indians discharged from the  
 and '25, 31. Renewed activity in  
 m at Provincetown in 1728, 31.)  
 male killed at Provincetown, 32.  
 Provincetown, 32. Accident, 32.  
 1737, 32.) French and Spanish  
 te.—Accident at Truro; gradual  
 seized by a French privateer, 34.  
 Boston harbor; whale warps and  
 1723, 35.) RHODE ISLAND.—Acts  
 ding to Arnold, the first regularly-  
 in 1733, 35. (Note.—Arnold prob-  
 35.) Whaling at Martha's Vine-  
 mbird, and Susannah, and result

Folger, for Nantucket, for permission to whale, 38. (Note.—Usual course of whale-  
 men, 38.) Opening of the Saint Lawrence and Belle Isle whaling-ground, and its  
 monopoly, 39. Petition of American oil merchants against unjust discriminations,  
 with statement of fishery, 39. (Note.—Names of 75 Nantucket whaling captains in  
 1763, 39.) Influence of the colonial whale-fishery on English politics, 40. Nan-  
 tucket whalemén captured by French privateers, 41. Nantucket and Martha's  
 Vineyard, 42. Further misfortunes to the Vineyard whaling fleet, 42. Boston's  
 share in the business, 42. Whalemén lost, 42. (Note.—Revival of fashions, 42.)  
 LONG ISLAND.—Three sloops fit from Sag Harbor in 1760, 43. (Note.—Sag Harbor  
 settled in 1630, 43.) RHODE ISLAND.—Reports of whaling there in 1766, 43. Wil-  
 liamsburgh, Virginia, sends out a whaling-vessel, 43. Dartmouth invests in the  
 business, 43. (Note.—Ricketson's account; accident to a Dartmouth man, 43.)  
 Extract from log of the whale-ship Betsey, 44. English governors claim a monop-  
 oly of the Saint Lawrence fisheries, to the exclusion of the colonists, 44. Their  
 orders, proclamations, and acts, and the effects upon colonial whaling, 45. (Note.—  
 Extracts from the Boston News-Letter in 1766, 45.) (Note.—The main features of  
 the fishing act of William III, 47.) The misdeeds of whalemén, as recited by Pal-  
 liser, doubtless exaggerated, 48. Whaling at the southward, 49. Providence, New  
 York, and Newport, their connection with the business, 49. (Note.—Reported suc-  
 cess of the people of Nantucket, 49.) Resumption of the Saint Lawrence fishery, 49.  
 Casualties there, 50. (Notes.—Extract from log of the Tryall, of Dartmouth; affray  
 of Indians on a Nantucket vessel, 50.) The whaling fleet of 1768, 50. (Note.—Nan-  
 tucket's fleet; fight between the crew of a Marblehead brig and a press-gang, 50.)  
 From 1770 to 1775, community of interests among the inhabitants of Nantucket, 51.  
 (Notes.—Whalemén fitted from Middletown, Conn.; method of settling voyages;  
 Nantucket's home-workmen interested in the result of the voyages, 51.) (Notes.—  
 Difference between "head" and "body" oil, 52. Description of cutting-in a sperm  
 whale, 52. Restrictions on colonial commerce, 53.) Capture of whalemén by  
 French and Spanish privateers in 1771, 53. Crews of two Nantucket whaling-  
 sloops capture a piratical ship, 54. American navigators and the Gulf Stream;  
 English self-sufficiency, 55. The course of the Gulf Stream first charted by a Nan-  
 tucket captain, 55. Whalemén captured by Spanish cruisers in 1772, 56. (Note.—  
 The Rhode Island fleet: a fish story, 56.) Whaling on the coast of Africa, 56.  
 Massacre of part of the crew of a Boston brig, 56. Captures by the French, 56.  
 (Note.—Dates of the fishery in different localities, 56.) The Portuguese mode of  
 obtaining experience in 1774, 57. (Notes.—Infrequency of going into a port of  
 some whaling-ships; description of a "snow," 57.) Statistics of the fishery in 1774,  
 57. (Note.—Detailed statement of the business from 1771 to 1775, 57.) The Revo-  
 lution, 58. Massachusetts the focus of insurrection, 58. The fisheries first to feel  
 the shock of war, 58. (Note.—Importance of colonial trade to England, 58.) Efforts  
 of the English government to reduce New England by restrictions upon her fish-  
 eries, 59. Strenuous fight of the minority in Parliament, 59. Petitions against the  
 restraining act, 59. (Note.—Evidence introduced by the opponents of the act, 59.)  
 Arguments against the passage of the act, 60. Burke's eloquence, 60. (Note.—  
 The Falkland Islands, 61.) Relief for Nantucket, 62. Massachusetts also passes a  
 45

lish bounties, 36. Concession of  
 the expulsion of the Acadians, 37.  
 sts taxed to support a frigate on  
 Martha's Vineyard, and Abishal

## D -WHALE-FISHERY from 1750 to 1784—Continued.

restraining bill, 62. Nantucket relieved of its rigors, 62. Resolve of the general court of Massachusetts in regard to whaling-vessels, 62. Nantucket alone in the business, 62. (*Note.*—Importation of gunpowder; complaint of the Earl of Dartmouth, 62.) Desperate strait of the islanders, 63. Petitions to the general court of Massachusetts for permission to sail on whaling voyages, 63. (*Note.*—Form of bond required by the general court, 63.) Attempt to secure the alliance of France and Spain, and the position of the fishery question, 64. How England was affected by the cutting-off of colonial commerce, 64. Efforts of the English ministry to transfer the fisheries to Great Britain, and their result, 64. (*Note.*—Captures of American whalers, 64.) Terrible calamity on the banks of Newfoundland, 65. (*Note.*—Distress at the Barbadoes, 65.) Further severity of the English government, 65. Its operation on American commerce, 66. (*Note.*—Heroism of a ship captain, 66.) Letter from John Adams detailing the method by which England prosecuted the whale-fishery, 66. (*Note.*—Report from Messrs. Franklin and Adams of captives, 66.) List of some of the captains of whaling-vessels forced into the English service, 66. Destruction of property by the British in sea-port towns in 1778-79, 68. (*Notes.*—British fishery at Canso destroyed; abstract of property destroyed by the British at New Bedford, Fairhaven, Falmouth, Edgartown, Holmes's Hole, Sag Harbor, and Warren, 68.) Further negotiation between the United States and France, 68. Sad state of affairs at Nantucket, 71. Petitions to the Federal and British authorities for permission to live, 72. (*Note.*—Correction of slanders by Mr. Rotch; form of permit issued by the English, 72.) Difficulties in prosecuting the fishery, 73. (*Note.*—Destroyed and defaced records, 73.) Petition of the people of Nantucket reciting their distressed condition and praying for relief, 74. Reference to the Continental Congress, 75. (*Note.*—Explanation of a charge against the islanders, 75.) Nantucket sends two citizens to Philadelphia to intercede with Congress for relief, 76. Diplomatic battle on the terms for peace, 76. (*Note.*—Congress grants 35 licenses to Nantucket vessels to whale, 76.)

## E.—WHALE-FISHERY from 1784 to 1816:

The condition in which the war left the business of whaling, 77. Nantucket's sacrifice on the altar of liberty, 77. (*Notes.*—Loss of men to Nantucket; Warren's loss, 77.) The first ship to hoist the "rebellious stripes of America" in any British port, 77. (*Notes.*—Anecdote of a sailor; where and when the Bedford was built, 77.) Revival of whaling, 78. New ports enter into competition, 78. The market overstocked, 78. Bounty on oil, 78. The bounty injurious to the business, 79. Effort to transfer the fishery to foreign ports, 79. Mr. Rotch in England, 79. (*Note.*—Letter of Capt. Alexander Coffin to Hon. Samuel Adams, 79.) Negotiations with the English and French governments, 79. English obstinacy and French concession, 81. National negotiations for a treaty of commerce, 81. The American minister thoroughly alive to American necessities, 82. (*Note.*—One hundred whalers in 73° north latitude;\* whalers as far north as 79° 2' 82'') (*Note.*—The Portuguese fishery, 83.) Massachusetts navigation net only operative against Great Britain, 85. Letter from James Bowdoin to Minister Adams, 85. (*Note.*—The English sperm-whale

---

\* The latitude is misprinted in the note.

## E.—WHALE-FISHERY from 1784 to 1816—Continued.

ed.  
 62. Resolve of the general  
 62. Nantucket alone in the  
 r; complaint of the Earl of Dan-  
 63. Petitions to the general court  
 ing voyages, 63. (Note.—Form of  
 pt to secure the alliance of France  
 64. How England was affected  
 Efforts of the English ministry to  
 air result, 64. (Note.—Captures of  
 the banks of Newfoundland, 65.  
 er severity of the English govern-  
 ce, 66. (Note.—Heroism of a ship  
 ng the method by which England  
 t from Messrs. Franklin and Adams  
 of whaling-vessels forced into the  
 y the British in sea-port towns in  
 destroyed; abstract of property  
 airhaven, Falmouth, Edgartown,  
 Further negotiation between the  
 airs at Nantucket, 71. Petitions to  
 ion to live, 72. (Note.—Correction  
 d by the English, 72.) Difficulties  
 ed and defaced records, 73.) Peti-  
 distressed condition and praying for  
 ress, 75. (Note.—Explanation of a  
 sends two citizens to Philadelphia  
 matic battle on the terms for peace,  
 tucket vessels to whale, 76.)

business of whaling, 77. Nantucket's  
 -Loss of men to Nantucket; War-  
 rebellious stripes of America' in any  
 ; where and when the Bedford was  
 as enter into competition, 78. The  
 bounty injurious to the business, 79.  
 Mr. Rotch in England, 79. (Note.—  
 l Adams, 79.) Negotiations with the  
 obstinacy and French concession, 81.  
 e, 81. The American minister thor-  
 -One hundred whalers in 78° north  
 (Note.—The Portuguese fishery, 83.)  
 against Great Britain, 85. Letter  
 (Note.—The English sperm-whale  
 n the nets.

fishery, 87.) Effect of foreign bounties on the American fishery, 87. Founding of  
 Dartmouth, Nova Scotia, 88. (Note.—Why the transfer from Nantucket to Nova  
 Scotia suddenly stopped; Mr. Rotch returns to the United States 1796, 88.) Milford  
 Haven supplants Dartmouth, 88. The Dunkirk transfer not a success, 88. France  
 favors the United States, 89. (Notes.—Consumption of oil in France; comparative  
 statement of the English and American fisheries in 1775 and 1788, 89.) Revival of  
 the fishery in the United States, 90. Vessels fitting out for the Pacific Ocean, 90.  
 (Notes.—Sag Harbor and New Bedford recommence whaling; the Pacific fishery;  
 singular incident in Woolwich Bay, 90.) French spoliations, 91. (Notes.—Report  
 that England would monopolize the Delago Bay ground; sensitiveness of the  
 people of Nantucket on the subject of spoliations, 91.) Ships seized and con-  
 demned in Spanish America, 92. Augmentation of the whaling-fleet, 92. (Note.—  
 East Haddam and New London vessels, 92.) The war of 1812, 92. Rapid diminu-  
 tion of the fleet by capture, 92. (Notes.—Meeting of ship-owners at Nantucket, 92;  
 captured whalers used in the English fishery, 93.) Lima seizes American whale-  
 men, 93. Poinsett effects their release by the eloquence of powder and balls, 93.  
 (Notes.—The *Nanina*, of New York, betrayed by a rescued English crew; the *Sally*  
 and *Triton*, of New Bedford, captured, 93.) Captain Porter sent to the Pacific to  
 protect American shipping, 94. Destruction of the English Pacific fishery, 94.  
 (Notes.—Capture and recapture of the *Walker* and the *Barelay*, of New Bedford;  
 amusing anecdote of a duel, 94.) An English privateer on the coast, 94. (Note.—  
 Vessels captured by Porter, 95.) Pence, 95. Resumption of whaling, 95. Activity  
 of the people of Nantucket, 95. (Note.—Degrand on the Nantucket fleet, 95.)  
 Strong competition, 96. New grounds opened, 96. (Note.—Amusing but rather  
 erroneous prophecy of Nantucket captains, 96.) Daring of the "toilers of the sea,"  
 97. Wilkes, Perry, and Manry indebted to our whalers for much information;  
 Agassiz on the Hayes expedition; cruelties practiced upon the South Sea Islanders,  
 and their legitimate fruits, 97. Even the Red Sea invaded, 98. The golden age of  
 whaling, 98. The Kodiak ground, 98. The first bow-head whale, 98. (Note.—  
 Difference of opinion as to who first ascertained the value of the bow-head, 98.)  
 Captain Royce enters the Arctic, 98. (Note.—Extract from the *Saratoga's* log, 98.)  
 (Note.—Record of thirteen Arctic whalers in 1849, 99.) Gradual diminution of  
 the fleet, 100. (Notes.—Ludicrous fears of a manufacturer; revival of the English  
 South Sea fishery; San Francisco, Monterey, and Crescent City become whaling  
 ports; remarkable journey of wrecked oil, 100.) The rebellion and its effect upon  
 whaling, 100. Capture of whalers, 101. Atrocious manner of capture, 101. Sale  
 and transfer of vessels, 101. The stone fleets, 101. (Note.—History of the *Corea*, 101.)  
 The *Shenandoah* enters the Pacific, 102. Fearless conduct of Captain Young, of  
 the bark *Favorite*, 102. (Notes.—Names of the stone fleet and the captured whale-  
 men, 102.) Captain Nye mans his boats to warn his brother whalers, 103. Rav-  
 ages of the *Shenandoah*, 103. Alacrity with which the sea-port towns responded  
 to the calls for men, 103. (Note.—Whaling-agents in Payta tender their services  
 to the government, 103.) Terrible disaster in the Arctic, 103. (Note.—Table of  
 Arctic whaling, 103.) (Note.—Protest of the captains of the beleaguered whale-ships,  
 107.) (Note.—Names and value of the fleet, 108; condition of what was left in 1872,

## E.—WHALE-FISHERY from 1784 to 1816—Continued.

109; another disaster, 109; lowest ebb of the fishery, 109.) Constant decline of the business, 109. Its condition in 1877, 109. Causes of its decline, 109. (*Notes*.—Atlantic whaling, 110; cost of outfitting, 110. (*Note*.—Enormous outlays in refitting in the Pacific, 112; consular care for personal interests, 113; testimony of an English Journal to the value of the whale-fishery to the United States, 113; what has been done by our seamen, 113.)

## F.—DANGERS OF THE WHALE-FISHERY:

The position of whaling captains as navigators, 114. (*Notes*.—Comparative rates of English and American insurance; a Nantucket captain, 114.) Loss of the ship *Union*, of Nantucket, 115. (*Note*.—Instances of vessels running upon whales, 115.) Bellicerent whales; loss of the *Essex*, of Nantucket, 116. (*Note*.—Careful avoidance of the subject of his terrible boat-journey, by Captain Pollard, 119.) Loss of the *Ann Alexander*, of New Bedford, 119. (*Note*.—What became of the whale which sunk the *Ann Alexander*; similar accidents to vessels, 121.) Fighting whales; attacks on boats, 122. The *Hector*, of New Bedford, 122. (*Notes*.—Position of the sperm whale in attacking; the *Emerald*, of New Bedford; description of a whale-boat, 123.) The *Parker Cook*, of Provincetown, 123. Captain Hunting, 125. Furlous attack by a right whale, 126. (*Note*.—Modes of attack by the right and sperm whales, 126.) (*Note*.—The secret of the weakness of the right whale overlooked by naturalists, 127.) Method of signaling to boats from the ship, 128. (*Notes*.—Sunk whales; different opinions as to the captain's place, 129.) Fights with the savages; the *Awashonks*, of Falmouth, 129. (*Note*.—Vessels which have been attacked in a similar manner to the *Awashonks*, 131.) Lost boats; the *Janet*, of Westport, 132. (*Note*.—Statement of the *Janet's* mate; the *Massachusetts*, of New Bedford; foul lines, 133.) Mutinies, 133. The *Globe*, of Nantucket, 134. The *Junior*, of New Bedford, 135. (*Note*.—The *William Penn*, of San Francisco, 136.) Polar whaling and its perils, 136. Letter from Captain Pease, of the *Champion*, of Edgartown, 136. Letter from Captain Kelley, of the *James Allen*, of New Bedford, 138. Heavier anchors and cables needed in Arctic whaling, 139. Hudson's Bay, 139. (*Notes*.—Extract from Malte Brun; the *Ausel Gibbs*, of New Bedford, 139.) Horrible tale of the English whale-ship *Diana*, 140. Shipwrecks; the *Canton*, of New Bedford, 140. The *Junius* and *Logan*, of New Bedford, 141. The *Lawrence*, of —, 141. (*Note*.—The *Manhattan*, of Sag Harbor, rescues 22 shipwrecked Japanese; doubts as to reported shipwrecks, 141.) The *Lagoda*, of New Bedford, 142. (*Note*.—One of the crew of the *Plymouth*, of Sag Harbor, visits Japan, 142.) Fire; the *Cassander*, of Providence, 142. Boring-worms, 144. The *Minerva 2d*, of New Bedford, 145. (*Note*.—The *Nippon*, of Nantucket, 145.)

## G.—MISCELLANEOUS:

Good voyages; the *Wilmington* and *Liverpool* packet, of New Bedford, 145. The *Uncas*, of Falmouth, 146. The *Loper*, of Nantucket, 146. The *Sarah*, of Nantucket, 146. The *South America*, of Hudson, 146. The *Maguolin*, of New Bedford, 146. The *William Hamilton*, of New Bedford, 146. The *America*, of New Bedford,

1. Constant decline of the  
 of its decline, 109. (Notes.—  
 Enormous outlays in refitting  
 interests, 113; testimony of an Eng-  
 the United States, 113; what has  
 114. (Notes.—Comparative  
 Nantucket captain, 114.) Loss of  
 instances of vessels running upon  
 sex, of Nantucket, 116. (Note.—  
 boat-journey, by Captain Pollard,  
 119. (Note.—What became of  
 similar accidents to vessels, 121.)  
 Hector, of New Bedford, 122.  
 ing; the Emerald, of New Bed-  
 rker Cook, of Provincetown, 123.  
 ht whale, 126. (Note.—Modes of  
 Note.—The secret of the weakness  
 7.) Method of signaling to boats  
 rent opinions as to the captain's  
 onks, of Falmouth, 129. (Note.—  
 manner to the Awashonks, 131.)  
 Statement of the Janet's mate;  
 133.) Mutinies, 133. The Globe,  
 135. (Note.—The William Penn.  
 perils, 136. Letter from Captain  
 etter from Captain Kelley, of the  
 hors and cables needed in Arctic  
 ract from Malte Brunn; the Ansel  
 e English whale-ship Dinna, 140.  
 The Junius and Logan, of New  
 (Note.—The Manhattan, of Sag  
 as to reported shipwrecks, 141.)  
 of the crew of the Plymouth, of  
 nder, of Providence, 142. Boring-  
 145. (Note.—The Nippon, of Nan-

## G.—MISCELLANEOUS—Continued.

ford, 146. The Marla, of Nantucket, 146. The Silas Richards, of Sag Harbor;  
 the Howditch, of Providence; the Cordelia, of Provincetown, 146. The Lowell  
 and General Williams, of New London, 147. The South American, of Providence;  
 the Russell, of New Bedford; the Plymouth, of Sag Harbor, 147. The Coral, of  
 New Bedford, 147. The Envoy, of New Bedford, 147. The Arctic fleet, 148. The  
 Favorite, of Fairhaven; Montreal and Sheffield, of New Bedford, 148. The  
 Pioneer, of New London, 148. Success not confined to large vessels, 148. The  
 Admiral Blake, James, and Altamaha, of Sippican, 148. The Watchman, of Nan-  
 tucket, 148. (Notes.—Arctic whalebone; ambergris, 148.) Bad voyages, 148.  
 The Clifford Wayne, of Fairhaven, 149. The Emeline, of New Bedford, 149. The  
 Benjamin Rush, of Warren, 149. \$1,000,000 loss in 1858, 149. \$36,000 loss to  
 Provincetown in 1870, 149. Sperm candles; Macy's account of the manufacture,  
 149. (Notes.—Macy manifestly in error in date, petition of Benjamin Crabb, 149.)  
 Exports of sperm candles from 1791 to 1815, 153. (Notes.—Duck factories at  
 Salem, Boston, Nantucket, and Newport; bounty for the manufacture of duck by  
 the general court of Massachusetts, in 1727; candle factories in Hudson, in 1797,  
 153.) Harpoons lost and found, 154. Whistling whale, 154. Large whales, 155.  
 (Notes.—Recovery of an iron; use of whalebone unknown in 1578; list of its  
 present uses, 155.) Whalebone, 155. Description of the right whale, 156. Prices  
 of whalebone, 156. (Note.—Use of the bone in the whale's economy; high price  
 of cut-bone, 156.) (Note.—Description of brit, 157.) Large whales, 158. (Note.—  
 Liability to exaggeration, 158.) Endurance and strength of whales, 158. Thirty-  
 one bomb-lances required to subdue one, 159. (Note.—A whale takes out nearly  
 six miles of line, 159.) "Settling" of whales, 159. Appearance and disappear-  
 ance of whales, 159. (Note.—Large captures from schools of whales, 159.) De-  
 scription of the capture of a whale, 160. (Note.—Whale-boats from rival nations  
 struggle for a whale in the South Pacific, 162; how the American stole a march  
 on the Englishman, in Delugo Bay, 163.)

## H.—INTRODUCTORY TO RETURNS, 166.

## I.—RETURNS OF WHALING-VESSELS from 1715 to 1784, 168.

J.—SUMMARY OF IMPORTATION OF OIL AND BONE from January 1, 1804, to  
 January 1, 1877, 660.K.—SYNOPSIS OF IMPORTATION BY PORTS from 1804 to 1877, with the nature and  
 number of vessels returning, and (from 1839) the class and tonnage of vessels  
 engaged, 662.L.—EXPORTS FROM THE UNITED STATES, the products of the whale-fishery, from  
 1791 to July 1, 1876, 700.

## M.—TONNAGE OF VESSELS ENGAGED IN THE WHALE FISHERY, 702.

710 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

M.—AGGREGATE YEARLY TONNAGE OF VESSELS ENGAGED IN THE WHALE-fishery from 1794 to 1816, and from 1818 to 1839, 702.

N.—SPECIAL TABLE OF THE YEARLY TONNAGE OF VESSELS ENGAGED IN whaling from New Bedford and Fairhaven from 1820 to 1839, 702.

INDEX TO VOYAGES BY VESSELS; names arranged alphabetically, and towns also in alphabetical order, 711.

GENERAL ALPHABETICAL INDEX, 764.

LIST OF ILLUSTRATIONS, 768.

---

ERRATA.

- Page 322. Include both entries to Imogen of Provincetown in one.  
Page 377. Reverse the notes to the Sharon and the Oregon, of Fairhaven.  
Page 411. Note to Albion, Fairhaven, should be credited to Belle, of the same port, on pages 412, 413.  
Page 505. Note to Morea should belong to Morning Star.

SH AND FISHERIES.

LS ENGAGED IN THE WHALE-  
39, 702.

GE OF VESSELS ENGAGED IN  
om 1820 to 1839, 702.

anged alphabetically, and towns

vincetown in one.  
e Oregon, of Fairhaven.  
redited to Belle, of the same port,  
g Star.

## INDEX TO VOYAGES BY VESSELS' NAMES.

### A.

#### BOSTON, MASS.:

Ardent, *brig*, 244.\* (See Provincetown.)  
Afton, *bark*, 488.\*  
Acorn, *bark*, 590.\*  
A. Pickering, *bark*, 614.\*

#### BRISTOL, R. I.:

Ann, Anne, or Anna, *ship*, 270,\* 274, (274,) 280, 286, 292, 302, 338; *bark*, 380, 428.  
America, *ship*, 280,\* 286; *bark*, 292, 330,\* 352, 370.\*  
America, *bark*, 352.

#### BRIDGEPORT, CONN.:

Atlantic, *ship*, 304,\* 314, 322, 342, 360, 370, 382, 396.\*

#### COLD SPRING, N. Y.:

Alice, *bark*, 416,\* 442, 466, 490, 520.

#### DEPARTMENT, MASS.:

A. R. Tucker, *bark*, 481,\* 506, 550. (See New Bedford.)

#### EDGARTOWN, MASS.:

Apollo, *ship*, 222, 223, 234, 250, 252.  
Almira, *ship*, 244, 252, 264, 280,\* 300, 336, 358, 400, 446, 484, 530, 562, 600, 632.  
Athalia, *ship*, 358, 368,\* 384.\*  
Alfred Tyler, *bark*, 412,\* 456, 506.\*  
American, *ship*, 506\* ; *bark*, 554.\*

#### FAIRHAVEN, MASS.:

Augenera, *brig*, 224.\*  
Amazon, *brig*, 238, 244, 248, 252, 256, 258, 262, 268, 276, 290, 298, 334, 354, 366, 376.  
424, 442, 491; *bark*, 538.\*  
Albion, *brig*, 268, 272, 276, 282, 290, 298,\* 308, 326, 346, 366, 388,\* 410, 446, 482, 516.\*  
Arab, *bark*, 238, 282, 316, 334, 366, 400, 436, 470, 506, 560, 576,\* 582.\*  
Arab, *ship*, 298,\* 316, 326,\* 346, 366, 388, 424, 462, 506, 552.\*  
Addison, *ship*, 298, 308.\* (See New Bedford.)  
Ansell Gibbs, *ship*, 316,\* 354, 400, 424, 462, 516, 576.\*  
Alto, *bark*, 324, 346, 366,\* 588,\* 598. (See New Bedford.)  
Acushnet, *ship*, 376,\* 424,\* 454.\*  
Adeline Gibbs, *ship*, 376, 424, 454,\* 506, 552, 608.  
Arctic, *ship*, 470,\* 516,\* 538.\*  
Alfred, *schooner*, 538.\*  
Abbott Lawrence, *brig*, 618,\* 632.\*  
Atkins Adams, *ship*, 436,\* 470, 516; *bark*, 560.\*

#### FALL RIVER, MASS.:

Ann Maria, *brig*, 330, 338, 348, 372,\* 380, 402, 428.\*  
Aerial, *bark*, 488,\* 500, 510.\*  
A. Houghton, *bark*, 510,\* 556.\*

#### FALMOUTH, MASS.:

Awashonks, *ship*, 278,\* 302,\* 330, 366, 454,\* 486,\* 518.\*

#### GREENPORT, N. Y.:

Arnida, *schooner*, 512.\*

#### HOLMEN'S HOLE, MASS.:

America, *bark*, 570, 590.\* (From Mattapoisett.)

\*Signifies that a marginal note accompanies the record of the vessel.



## 712 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## HUDSON, N. Y.:

American Hero, *ship*, 192, 194.  
Alexander Maustfield, *ship*, 288, 304, 320, 342.\*  
America, *ship*, 304, 342, 360.\*

## LYNN, MASS.:

Atlas, *ship*, 284, 292, 296, 306, 318.\*

## MARBLEHEAD, MASS.:

Atlas, *ship*, 300.

## MARION, OR SIPPICAN, MASS.:

Altamaha, *schooner*, 498,\* 518, 530, 538, 570, 522, 582.\*  
Admiral Blake, *schooner*, 508,\* 518,\* 530,\* 538, 562, 578, 582, 588, 594, 600, 606, 620,  
626,\* 644,\* 648, 652, 656.

## MATTAPoisETT, OR ROCHESTER, CONN.:

Annawan, *brig*, 326, 336, 346.\*  
Annawan, (2d.) *brig*, 378,\* 402, 414, 436, 454, 470, 496, 518, 528, 552; *bark*, 570.\*  
America, *brig*, 436,\* 454, 470, 496, 518.\*  
America, *bark*, 528,\* 570.\* (See Holmes's Hole.)  
Amelia, *brig*, 540,\* 562, 578.\*

## MYSTIC, CONN.:

Eronaut, *ship*, 312, 330,\* 350, 372, 406, 432, 464, 496, 512, 532.\*  
Atlantic, *ship*, 420.\*  
Alibree, *bark*, 420,\* 448.  
Antaretic, *ship*, 448.\*

## NANTUCKET, MASS.:

Asla, *ship*, 186.  
Africa, *ship*, 186.  
Amazon, *ship*, 186, 188, (2 places.)  
Alliance, *ship*, 186, 187,\* 192, (2 places.) 194, 196, 198, 200, 202, 204, 206, 210, 212.  
Atlas, *ship*, 198, 206, 208, 212, 216, 222, 230.\*  
Alligator, *ship*, 200, 202, 206, 210.\*  
Aurora, *brig*, 200.  
Aurora, *ship*, 202.  
Alert, *brig*, 206, 216,\* 222, 230, 242.  
Adolphus, *sloop*, 206.  
Amphibious, *schooner*, 218.\*  
An'oinette, *schooner*, 218.\* (Probably a small sealing-schooner.)  
Aurora, *ship*, 228,\* 246, 260, 278, 298, 336, 376, 426.  
Ark, *ship*, 228.\*  
Atlantic, *ship*, 228,\* 242, 254, 356, 438, 518, (2 places.)  
Ann, *schooner*, 236.  
Alexander, *ship*, 236, 250, 260, 284.\*  
Ann, *ship*, 260,\* 278, 298, 336.\*  
American, *ship*, 264,\* 278, 308, 346, 376, 426, 472.\*  
Atlantic, *ship*, 264, 270, 290, 326, 400, 472, 564.\*  
Alexander Collin, *ship*, 290,\* 326, 366.\* (See New Bedford.)  
Alpha, *ship*, 308,\* 346, 390,\* 438,\* 472, 528, 578.\*  
Amazon, *sloop*, 308.  
Alabama, *ship*, 438,\* 484,\* 528,\* 578.\*  
Apphia Maria, *ship*, 472,\* 528.\*  
Abby Bradford, *schooner*, 620, 632.\* (See New Bedford.)  
Amy, *bark*, 612.\*

## NEW BEDFORD, MASS.:

Atlantic, —, 190, (2 places.)  
Ann, *ship*, 192, 196, 200, 206, 214, 372.  
Abby, *brig*, 198, 200, (2 places.) 202.  
Acushnet, *ship*, 206.  
Augustus, *ship*, 226,\* 230.  
Alliance, *brig*, 230,\* 232, 238.  
Ann Alexander, *ship*, 232, 236, 242, 248, 250, 254, 258, 260, 266, 288, 322, 332, 342, 372,  
420, 466.\*  
Abigail, *ship*, 238, 254, 270, 280, 314, 352,\* 396, 442, 492, 532, 584.\*  
Alliance, *ship*, 242.\*  
Amazon, *brig*, 254.  
America, *brig*, 254,\* 258, 266.

## NEW BEDFORD, MASS.—Continued.

- Ann, *brig*, 260.  
 Aurora, *brig*, 270.  
 Augusta, *ship*, 274, 306, 314,\* 386.\*  
 Amanda, *bark*, 274, 280, 285.\*  
 Averick, *ship*, 266, 280,\* 306, 322, 344, 362,\* 408.\*  
 Amethyst, *ship*, 288,\* 322, 342, 360,\* 362, 386, 408,\* 434, 466,\* 512.\*  
 Adeline, *ship*, 296, 332, 362, 396, 434, 466, 500, 532, 574, 602, 630.\*  
 Alexander, *ship*, 314, 344,\* 386, 431, 452,\* 476, 522.\*  
 America, *ship*, 314,\* 344, 362, 396, 420,\* 452, 476,\* 546.\*  
 America, *brig*, 322.\*  
 Agate, *brig*, 322, 344, 362,\* 372, 386, 396.\*  
 Alexander Barclay, *ship*, 352,\* 372.\*  
 Addison, *ship*, 372, 420,\* 452, 492, 532,\* *bark*, 574,\* 634\*. (See Fairhaven.)  
 Archer, *ship*, 372,\* 420, 452, 492, 532.  
 Alto, *bark*, 408,\* 442, 476, 512, 546,\* (See Fairhaven.)  
 Alexander Coffin, *ship*, 408,\* 476,\* 512.\* (From Nantucket.)  
 America, *bark*, 408,\* 452, 476, 500.\*  
 Arnolda, *ship*, 408,\* 452, 492, 522, 556, 592, 616; *bark*, 642, 654.  
 Abraham H. Howland, *ship*, 420,\* 452, 476.\*  
 Abraham Barker, *ship*, 420,\* 452, 466, 500, 546,\* 608, 638, 650.  
 Alfred, *schooner*, 420,\* 492, 500.\* (See Fairhaven.)  
 Arabella, *ship*, 460.\*  
 America 2d, *ship*, 465.\*  
 Andrews, *bark*, 466,\* 500, 558, 592, 602, 608, 616.\*  
 Alice Frazier, *bark*, 476,\* 522, 566.\*  
 Alice Mandell, *ship*, 476,\* 522.\*  
 Alfred Gibbs, *ship*, 476,\* 512, 566, 602; *bark*, 636.\*  
 Anadir, *bark*, 476.\*  
 Atlantic, *bark*, 476,\* 512, 574, 602, 624, 642, 654.  
 Active, *bark*, 492,\* 532, 574, 602,\* 638.\*  
 Anaconda, *bark*, 492,\* 522, 574.\*  
 Antarctic, *ship*, 492.\*  
 Afton, *bark*, 500,\* 532, 558.\*  
 A. R. Tucker, *bark*, 520, 596, 602, 624, 638, 648, 654. (From Dartmouth.)  
 Adeline Gibbs, *ship*, 580; *bark*, 636,\* 650.  
 Ansel Gibbs, *ship*, 584, 596, 608, 616, 624, 630, 636, 638.\*  
 Antelope, *bark*, 574, 596.\*  
 Atlantic, *ship*, 566.  
 Awashonks, *bark*, 574, 584, 602, 636.\*  
 Annawan, *bark*, 592,\* 602, 616, 638,\* 646.\*  
 Alpha, *ship*, 602.\*  
 Aurora, *bark*, 602.\*  
 Armadillo, *schooner*, 608.\*  
 Alaska, *bark*, 616,\* 638, 654.  
 Albion, *bark*, 616.\*  
 Alto, *bark*, 616.\*  
 Arab, *bark*, 616.\*  
 Avela, *bark*, 616,\* 636, 648.  
 Annie Ann, *bark*, 630.\*  
 Abbie Bradford, *schooner*, 642,\* 648,\* 654. (From Nantucket.)  
 Abbott Lawrence, *brig*, 650.\*  
 Acors Barns, *bark*, 650.\* (From New London.)  
 A. Houghton, *bark*, 654.\*  
 Amelia, *schooner*, 654.  
 Almy, *brig*, 266, 270. (See Westport.)

## NEW LONDON, CONN.:

- Ann Maria, *ship*, 244, 254, 270, 272, 280, 294, 302, 310, 320,\* 338, 358, 376.  
 Armata, *ship*, 294, 328,\* 348, 368, 394, 416, 440, 466.\*  
 Aronant, *ship*, 302, 394.  
 Atlas, *ship*, 320, 376.\*  
 Amazon, *schooner*, 358.\*  
 Avis, *ship*, 378.\*  
 Alert, *ship*, 404,\* 430, 448, 474, 510; *bark*, 542, 564, 580, 590.\*  
 Atlantic, *ship*, 430.\*  
 Atlas, *schooner*, 448,\* 466, 488, 542.\*  
 Amaret, *brig*, 510,\* 520,\* 542, 554,\* 572.\*  
 Agate, *brig*, 542.\*  
 Atlantic, *schooner*, 542, 554,\* 584.\*

## 714 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## NE.. LONDON, CONN.—Continued.

Architect, *bark*, 554.\*  
 Arab, *bark*, 590,\* 600, 608.\*  
 Actor, *schooner*, 596.\*  
 Acors Barns, *bark*, 616,\* 614.\* (See New Bedford.)

## NEWPORT, R. I.:

Alliance, *ship*, 246, 256,\* 270.  
 Atlas, *ship*, 250, 254.  
 Audley Clarke, *ship*, 302,\* 333, 368,\* 428.\*  
 Antelope, *bark*, 488,\* 532.\*  
 American, *bark*, 423.

## NEW YORK, N. Y.:

Atlas, *ship*, 260,\* 264,\* 268.\*  
 Athenian, *brig*, 230.\*  
 Antenna, *bark*, 354, 404.  
 Addison, *bark*, 624, 634.\*  
 A. B. Cook, *brig*, 630.\*

## NEWBURYPORT, MASS.:

Adeline, *ship*, (?) 302.

## NORWICH, CONN.:

Atlas, *ship*, 312,\* 332,\* 340.\*

## PLYMOUTH, MASS.:

Arabella, *ship*, 310, 330.\*

## PORTSMOUTH, N. H.:

Ann Parry, *ship*, 202, 306,\* 312, 352, 392,\* 434.\*

## PROVINCETOWN, MASS.:

Ardent, *brig*, 250.\* (See Boston.)  
 Amazon, *schooner*, 390.  
 Allstrum, *schooner*, 464.  
 Alexander, *schooner*, 486,\* 498, 506, 518, 530, 542, 554, 564, 572, 580, 584, 588, 594, 600,  
 606, 620,\* 634.\*  
 Antarctic, *schooner*, 486,\* 493, 506, 520, 542, 564, 580, 584, 594, 606, 620, 638, 644, 646,  
 650, 654, 656.  
 Alleghany, *schooner*, 498,\* 506, 518, 530, 542, 554, 564, 572, 580, 584, 588, 594, 600, 606,  
 614, 620, 626, 634, 638.\*  
 Acorn, *bark*, 542, 572, 588.\*  
 Arizona, *schooner*, 584,\* 588, 594, 606, 620, 634, 640, 644, 646, 650, 654, 656.  
 Abby H. Brown, *schooner*, 588,\* 600, 606, 614, 620.  
 A. L. Putnam, *schooner*, 614,\* 620, 626.\*  
 Aleyone, *schooner*, 614,\* 620, 626,\* 644,\* 646, 650, 654, 656.  
 A. Clifford, *schooner*, 614, 620, 626.\*  
 Allegro, *schooner*, 614.\*  
 Ada M. Dyer, *schooner*, 614,\* 620, 628, 638, 640, 644.\*  
 Albert Clarence, *schooner*, 620, 628.\*  
 Alice B. Dyer, *schooner*, 620,\* 628,\* 634.  
 Agate, *schooner*, 634,\* 640, 644, 646, 650, 652.  
 A. Nickerson, *schooner*, 472,\* 487.\*

## SAG HARBOR, N. Y.:

America, *brig*, 180.  
 Abigail, *ship*, 200, 202, 210, (two places,) 224, 230, 234, 240.  
 Alknomac, *ship*, 204, 206, 208, 210.  
 Abby, *ship*, 214.  
 Argonaut, *ship*, 218, 224, 230, 234, 246, 248, 252, 260, 264, 268, 274, 286.  
 Andes, *ship*, 224, 240, 246, 248, 264.  
 Arabella, *ship*, 264, 286, 304, 340, 360, 382, 418, 450.\*  
 American, *ship*, 264, 268, 274, 294, 312, 318, 328, 348, 370; *bark*, 396, 406, 432.\*  
 Acasta, *ship*, 286, 294, 304, 312, 318,\* 328, 340, 348, 370, 382, 396, 418, 450.\*  
 Ann, *ship*, 294, 304, 312, 318, 328, 340, 348, 360, 382, 406, 442; *bark*, 470, 512, 532.\*  
 Alciope, *ship*, 396,\* 418.\*  
 Ann Mary Ann, *ship*, 396,\* 432.  
 Alexander, *ship*, 406.\*  
 Augusta, *bark*, 556.\*

## SANDWICH, MASS.:

Amelia, *schooner*, 486, 498; *brig*, 506,\* 518, 530.\*

## STONINGTON, CONN.:

Acasta, *ship*, 270, 274, 294, 304, 312, 322, 340, 358.  
America, *ship*, 394,\* 416.\*  
Antman, *bark*, 430.\*

## SAN FRANCISCO, CAL.:

Aquetnet, *ship*, 498, 512.

## TIVERTON, R. I.:

Amstel, *brig*, 246.

## WAREHAM, MASS.:

America, *brig*, 380,\* 390, 414.\*

## WARREN, R. I.:

Atlantic, *ship*, 294, 302, 310, 330.  
Atlas, *brig*, 320, 330, 338.\*

## WESTPORT, MASS.:

Almy, *brig*, 234, 238, 244, 254, 260. (See New Bedford.)  
Amstead, (or-stel,) *brig*, 238.\*  
Aurora, *bark*, 538; *ship*, 582.\*  
Andrew Hicks, *bark*, 620,\* 644,\* 656.

## BOSTON, MASS.:

Betsy, *schooner*, 180, (2 places.)  
Betsy, *schooner*, 190, 194.  
Beverly, *ship*, 234, 260.\*  
Byron, *brig*, 392.\*

## BEVERLY, MASS.:

Benjamin Franklin, *brig*, 474,\* 500, 508, 530.\* (See Fall River.)

## BRISTOL, R. I.:

Balance, *ship*, 274, 302.\*  
Balena, *ship*, 292.  
Bowditch, *ship*, 292, 330.\*

## COLD SPRING, N. Y.:

Barclay, *bark*, 362.

## DARTMOUTH, MASS.:

By Chance, *brig*, 256, 258, 268, 272, 300.\*  
Brunswick, *ship*, 484,\* 506,\* 538, 570.\* (See New Bedford and Providence.)  
Benjamin Cummings, *bark*, 516,\* 570.\* (See New Bedford.)  
Brighton, *bark*, 528.\*

## EAST HADDAM, CONN.:

Bruce, *bark*, 332, 342, 350.\* (See Fairhaven.)

## FAIRHAVEN, MASS.:

Benezot, *bark*, 346, 366.\*  
Bruce, *bark*, 354,\* 360, 388, 412, 454, 482, 516.\* (See East Haddam.)  
Baltic, *ship*, 460.\*  
Belle, *bark*, 412,\* (see note wrongly credited to Albion,) 506, 552.\*

## PALMOUTH, MASS.:

Brunetto, *bark*, 286, 308, 322, 336, 348, 366,\* 388.\*  
Bartholomew Gosnold, *ship*, 292,\* 296, 330, 368.\* (See New Bedford.)

## FALL RIVER, MASS.:

Benjamin Franklin, *bark*, 542,\* 556, 562, 578.\* (From Beverly; see New Bedford.)

## GREENPORT, N. Y.:

Bayard, *ship*, 322,\* 340, 360, 372, 382, 404, 432, 466, 512.

## HUDSON, N. Y.:

Beaver, *ship*, 294, 304, 332, 368.

## 716 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## MATTAPoisETT, OR ROCHESTER, MASS. :

Brewster, *ship*, 552,\* 578.\* (See New Bedford.)

## MYSTIC, CONN. :

Bingham, *ship*, 291, 312,\* 360, 372, 394, 440.\*Blackstone, *ship*, 312, 322, 340, 360, 382, 405, 432.\*

## NANTUCKET, MASS. :

Britannia, 186, 188.

Beaver, *ship*, 186, 187, 188, 192, (2 places.)

Boston Packet, 190.

Brothers, *ship*, 192, 198, 206, (2 places.) 208, 212, 214, 216, 222, 230, 246.\*Betsey, *sloop*, 196.Bluebell, *schooner*, 196.Boston, *ship*, 198, 202, 206, 210, 212, 216, 218, 224, 230, 242.\*Betsey, *schooner*, 198, 200, 212.Belvidere, *ship*, 198, 202, 206.Belvidere, *brig*, 216, 218.Betsey, *brig*, 218, 222, 224.Bonill, *brig*, 218.\*Barclay, *ship*, 228,\* 242, 250, 254, 258, 278, 284, 290, 318, 356, 400, 446, 498.\*Belvidere, *schooner*, 242.Baltic, *ship*, 264,\* 284, 318, 356.\*B. Colcord, *bark*, 612.\*Bohio, *bark*, 626.\*

## NEW BEDFORD, MASS. :

Betsey, *schooner*, 188, 194, 202.

Beaver, 190, (2 places.) 193, 194.

Berkeley, *ship*, (probably the Barclay, which see.) 192.Barclay, *ship*, 194, 196,\* 197, 198,\* 200, 206, 210, 214, 218, 226, 238, 250, 260, 280,\* 306, 344, 362, 396,\* 408, 466, 492, 512.\*Bedford, *ship*, 194.Balena, *ship*, 226,\* 238, 250, 254, 266, 274, 306, 332, 372, 420, 460, 500, 558.\* (See Sag Harbor.)Bourbon, *ship*, 242,\* 248.\*Benezet, *brig*, 248.Braganza, *ship*, 274, 306, 362, 396, 434, 466, 512; *bark*, 566.\*Brandt, *ship*, 274, 280, 288, 296, 314, 332, 344, 352, 396, 434, 460, 500.\*Bramin, *bark*, 280, 288, 324, 362, 372,\* 420, 442, 476.\*Brighton, *ship*, 280,\* 314, 386, 408, 442, 466.\*Benezet, *bark*, 296. (See Fairhaven.)Benjamin Tucker, *ship*, 352, 396, 434, 460, 476, 522,\* 566,\* 580.\*Bogota, *brig*, 362,\* 386.\*Brunswick, *ship*, 396, 434, 452,\* 584.\* (See Dartmouth and Providence.)Bevis, *bark*, 466,\* 500, 534.\*Bartholomew Gosnold, *ship*, 408,\* 442,\* 476, 512,\* 558, 584, 610; *bark*, 638, 654. (From Falmouth.)Baltic, *bark*, 476,\* 522.\*Barnstable, *ship*, 476,\* 522; *bark*, 574.\*Brutus, *ship*, 574.\* (From Warren.)Betsey Williams, *ship*, 512.\*Byron, *bark*, 522.\*Black Eagle, *bark*, 574,\* 584, 596, 610, 624.\* (From Sag Harbor.)Benjamin Franklin, *bark*, 592,\* 610.\* (From Fall River.)Brewster, *bark*, 592,\* 610. (From Mattapoisett.)Benjamin Cummings, *bark*, 610,\* 638, 650.\* (From Dartmouth.)Bounding Billow, *bark*, 654.\*

## NEW LONDON, CONN. :

Boston, *ship*, 294,\* 302, 320, 338, 358, 368, 378.\*Bingham, *ship*, 310, 328, 348.\*Betsey, *brig*, 294.Betsey, *schooner*, 368, 394, 416.Black Warrior, *ship*, 394,\* 430, 448, 466, 488.\*Benjamin Morgan, *ship*, 404, 440, 458, 488, 542.\*Bengal, *ship*, 416,\* 448, 474.\* (From Salem; see ship Northwest.)Brooklyn, *ship*, 430, 458, 488, 544.\*

## NEWPORT, R. I. :

Benjamin D. Wolf, *schooner*, 362.

## PROVIDENCE, R. I. :

Brunswick, *ship*, 310,\* 332, 338, 362, 380.\* (See Dartmouth and New Bedford.)  
 Bowditch, *ship*, 362,\* 380, 402.\*  
 Balance, *ship*, 380.

## PROVINCETOWN, MASS. :

Belle Isle, *schooner*, 378, 390, 414, 428, 438, 448, 456, 464, 472, 486.\*  
 B. G. Crocker, *schooner*, 614.\*  
 B. F. Sparks, *schooner*, 625,\* 638, 640, 644, 646, 650, 656.

## SAG HARBOR, N. Y. :

Brazil, *ship*, 206, 208.  
 Black Eagle, *bark*, 430,\* 522.\* (See New Bedford.)  
 Bahama, *bark*, 602,\* 621.\* (See New Bedford.)  
 Barbara, *bark*, 406, 418.\*

## SPRINGTOWN, CONN. :

Bolton, *schooner*, 340; *bark*, 370, 406, 416, 430.\*  
 Byron, *bark*, 406, 430, 476, 496.\* (See New Bedford.)  
 Betsy Williams, *ship*, 442,\* 464, 490.\*

## SALEM, MASS. :

Britannia, *ship*, 226.\*  
 Bengal, *ship*, 292, 296, 318, 333, 370.\* (See New London.)

## SAN FRANCISCO, CAL. :

Boston, *brig*, 558.

## WARREN, R. I. :

Benjamin Rush, *ship*, 283,\* 302, 338, 382, 423, 464, 500,\* 510, 542.\*  
 Boy, *ship*, 302, 330, 370, 402, 448.\*  
 Bowditch, *ship*, 440,\* 464, 500, 542.\*  
 Belle, *bark*, 500, 542.\*  
 Bontus, *ship*, 510,\* 542.\* (See New Bedford.)

## WESTPORT, MASS. :

Barclay, *bark*, 378, 400, 426, 446, 462, 470, 506, 528.\*

## C.

## BOSTON, MASS. :

Chance, *schooner*, 180, (2 places.)  
 Constance, *brig*, 180, (2 places.)  
 Charlotte, —186.  
 Cadmus, *ship*, 244.  
 Charles, *ship*, 244, 246, 262.  
 Creole, *bark*, 368, 384.  
 Cambrian, *brig*, 368, 392.\*  
 Carib, *brig*, 384, 392.\*  
 Carrie Jones, *schooner*, 628,\* 631.\*

## BRISTOL, R. I. :

Canton Packet, *ship*, 292, (2 places.) 330.\*  
 Corinthian, *ship*, 292, 335, 358, 392. (See New London.)

## DARTMOUTH, MASS. :

Cape Horn Pigeon, *ship*, 518,\* 562, 588, 612,\* 632,\* 644, 656.  
 Charles and Edward, *ship*, 528,\* 538,\* 562, 580.\*

## DORCHESTER, MASS. :

Charles Carroll, *ship*, 302.  
 Courier, *ship*, 310, 332.\*

## EAST HADDAM, CONN. :

Commerce, *ship*, 192.\*

## EDGARTOWN, MASS. :

Champion, *ship*, 300,\* 344, 384, 426, 456, 484, 506, 540, 578, 606, 632.\*  
 Clarice, *bark*, 640,\* 652. (From New Bedford.)

## FAIRHAVEN, MASS. :

Columbus, *ship*, 238, 248, 252, 272, 282, 290, 298, 316, 334, 354, 376, 400,\* 436, 462, 482.\*  
 (See New Bedford.)

## 718 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## FAIRHAVEN, MASS.—Continued.

Charleston Packet, *brig*, 250, 258, 268.  
 Charles Drew, *ship*, 282, 290, 308, 316.\* (See New Bedford.)  
 Cadmus, *ship*, 282, 308, 316, 376.\*  
 Clifford Wayne, *ship*, 326, 336, 376, 412, 454, 482, 528.  
 Cohannet, *schooner*, 652,\* 656. (From Marion.)  
 Crowninshield, *schooner*, 632.\*

## FALL RIVER, MASS.:

Catavan, *ship*, 428,\* 464, 500.\* (See New Bedford.)

## FALMOUTH, MASS.:

Comodoro Morris, *ship*, 384, 424,\* 464, 508, 570\* (See New Bedford.)

## GREENPORT, N. Y.:

Caroline, *ship*, 404, 432, 450,\* 476, 496, 522, 556.\*

## GROTON, CONN.:

Cornelia, *schooner*, 616,\* 628.\* (From New London.)

## LYNN, MASS.:

Clay, *ship*, 306, 310, 318. (See Salem.)  
 Commodore Preble, *ship*, 310, 330, 338, 348, 368, 392, 428, 458, 486, 508.\*

## MATTAPOISETT, OR ROCHESTER, MASS.:

Caduceus, *brig*, 326.\*  
 Chase, *brig*, 356.\*  
 Cossack, *bark*, 366. (See Marion.)  
 Cachetot, *ship*, 424,\* 416, 484.\* (See New Bedford.)  
 Clara Bell, *bark*, 496,\* 528, 562.\*

## MARION, OR SIPPICAN, MASS.:

Cossack, *bark*, 402, 438.\* (From Mattapoisett.) (See New Bedford.)  
 Cohannet, *schooner*, 620,\* 626, 632, 636, 640, 644.\* (See Fairhaven.)

## MYSTIC, CONN.:

Congress, *bark*, 394, 420, 448.  
 Coriolanus, *ship*, 430,\* 448, 464, 488, 512, 544, 580.\*  
 Cornelia, *schooner*, 558, 564, 580.\* (See New London.)

## NANTUCKET, MASS.:

Columbia, —, 186, 188.  
 Cato, *ship*, 190, 192, 196, 198, 204.  
 Commerce, *ship*, 190, 194,\* 198, 202, 204.  
 Cæsar, *ship*, 192,\* 194.  
 Criterion, *ship*, 198, 202, 206, (2 places,) 208, 216, 222, 230, 250,\* 264,\* 270.\*  
 Chili, *ship*, 204, 206, 208.\*  
 Chili, *ship*, 228,\* 246.\*  
 Charles, *ship*, 214, 216,\* 224, 230.\*  
 Charles, *schooner*, 216.  
 Charles, *brig*, 218, 222.\*  
 Cordelia, *sloop*, 224.  
 Crown Prince, *schooner*, 230.  
 Columbus, *ship*, 230,\* 278, 284, 290, 318, 356.\* (See New London.)  
 Constitution, *ship*, 236,\* 250, 258,\* 260, 284, 290, 288, 318, 356, 390,\* 446,\* 498.\* (Note to Catawba: Last part wrongly credited.)  
 Cyrus, *ship*, 236, 254, 264,\* 290, 326, 366, 426.\*  
 Clarkson, *ship*, 258,\* 278, 308, 344, 390.\*  
 Congress, *ship*, 258,\* 270,\* 278, 290, 318, 356.\* (See New Bedford.)  
 Catherine, *ship*, 284,\* 318, 356.\* (See New London.)  
 Charles Carroll, *ship*, 290,\* 326, 366, 412, 456.\* (See San Francisco.)  
 Charles and Henry, *ship*, 290,\* 326, 366, 426.\*  
 Christopher Mitchell, *ship*, 308, 346, 376,\* 426,\* 456.\* (See New Bedford.)  
 Catawba, *ship*, 326,\* 366, 400, 456, 498, 554.\*  
 Comet, *schooner*, 356.  
 Columbia, *ship*, 376,\* 438, 472, 518, 578.\*  
 Citizen, *ship*, 412,\* 484, 528.\*  
 Constitution, *ship*, 554.\*

## NEWBURYPORT, MASS.:

Chance, *brig*, 180.

New Bedford, Mass.:

- Columbia, —, 188, 190.  
 Commerce, *ship*, 192.  
 Commerce, *brig*, 191, 200.  
 Charles, *ship*, 202, 206, 210, 226, 232, 248, 250, 266, 274, 296, 314, \* 372, 420, 460, 500.\*  
 Cornelia, *schooner*, 208.  
 Caroline, *schooner*, 220.  
 Commodore Deatur, *brig*, 225, 230, 232; *ship*, 238, 254, 260, 272, 274, 280, 288, 296, 314, 324, 332, 344.\*  
 Cornelia, *brig*, 230, 232.  
 Camillus, *ship*, 238, (2 places.)  
 Commodore Rodgers, *ship*, 242, 248, 250, 254, 266, 270, 274, 296, 324.\*  
 Canton, *ship*, 254, 258, 262, 266, 280, 306, 314, 372, 386,\* 436,\* 466, 492.\*  
 Columbus, *ship*, 258, 288.  
 Citus, *ship*, 260.\*  
 Cortes, *ship*, 266, 274, 306, 344, 386, 434,\* 460, 478, 502, 546.\*  
 Courier, *ship*, 266,\* 272, 324,\* 344, 386, 434, 466, 534.\*  
 Columbus, *brig*, 266.  
 Ceres, *ship*, 266, 274, 288, 420.\* (See Wilmington.)  
 Chili, *ship*, 272,\* 274, 280, 284, 296, 306, 324, 332, 352, 396, 420, 450, 492, 534, 580.\*  
 Condor, *ship*, 272, 274, 280, 288, 296, 306, 314, 314, 352, 374, 408,\* 434, 452, 464, 502, 534.\*  
 China, *ship*, 274, 288, 296, 314, 334, 344, 362, 396, 434,\* 465, 492, 534; *bark*, 558,\* 566, 602, 624, 642.\*  
 Courier, *ship*, 280, 288, 296.  
 Cicero, *ship*, 280, 296, 314, 334, 344, 364, 386, 408, 434, 460,\* 502, 534, 574; *bark*, 602, 636,\* 648, 654.  
 Ceres, *ship*, 280,\* 296,\* 314, 344.\*  
 Corinthian, *ship*, 280,\* 314, 352, 396, 442, 478, 512, 558, 586, 610.\*  
 Coral, *ship*, 288,\* 314, 352, 386, 434,\* 466, 514; *bark*, 558,\* 592, 624, 642.  
 Cambria, *ship*, 288,\* 324, 352, 386, 442, 476, 512, 558.\*  
 Columbus, *bark*, 296, 324,\* 364, 438, 442, 466, 524, 566.  
 Cora, *bark*, 296, 334, 352, 372.\*  
 Charlie, *bark*, 314, 324, 344, 374, 420, 434, 466, 502, 546, 592, 610.\* (See Edgartown.)  
 Charleston Packet, *brig*, 314, 334, 344, 352, 364; *bark*, 386, 408, 434, 452, 478, 500.\*  
 Charles Frederick, *ship*, 324,\* 344, 386,\* 434, 466.\*  
 Cherokee, *bark*, 324,\* 334, 344, 364, 396, 434, 460, 478, 524, 574, 602.\*  
 Cornelia, *bark*, 334, 344, 364,\* 386, 396, 452, 466, 502, 546, 580, 596, 610, 624, 640.\*  
 Copia, *ship*, 352,\* 364, 386, 420, 452,\* 492.\*  
 Charles W. Morgan, *ship*, 372, 420, 460, 500, 534, 566, 592, 616, 640, 650.  
 Chase, *bark*, 372,\* 386, 408, 434,\* 460.\*  
 Canton Packet, *bark*, 372; *ship*, 420,\* 460, 500, 546, 586, 592.\*  
 Callao, *ship*, 386,\* 420, 490, 492, 524, 558, 586, 602,\* 638, 650.  
 California, *ship*, 386,\* 434, 460, 476, 512, 558,\* 588,\* 610, 642, 654.  
 Caroline, *ship*, 386,\* 434, 460, 492, 534.\*  
 Charles Drew, *ship*, 386, 408, 434, 460.\*  
 Canada, *ship*, 396, 434,\* 476,\* 534.\*  
 Chandler Price, *ship*, 408,\* 452, 476, 512,\* 546.\*  
 Champion, *ship*, 408,\* 442, 466,\* 500, 524.  
 Canton 2d, *ship*, 420, 442, 476, 524, 558, 586, 610, 636, 648.\*  
 Congress, *ship*, 396,\* 434, 460, 478, 412, 546, 596,\* (From Nantucket.)  
 Cowper, *ship*, 420,\* 452, 478, 524.\*  
 Congaree, *ship*, 434,\* 478; *bark*, 524, 566.\*  
 City, *ship*, 466,\* 502.\*  
 Cossack, *bark*, 466,\* 502, 546.\*  
 Citizen, *ship*, 478.\*  
 Cornelius Howland, *ship*, 478,\* 514, 566, 592, 616, 648.\*  
 Cachelot, *bark*, 478, 512, 546.\* (From Mattapoisett.)  
 Carolina, *ship*, 492,\* 534.\*  
 Catalpa, *bark*, 492,\* 534,\* 616,\* 650.\*  
 Cleora, *bark*, 492,\* 524, 558,\* 566.\*  
 Cleone, *ship*, 492,\* *bark*, 524,\* 558, 586, 596, 624,\* 654.\*  
 Congress 2d, *ship*, 492,\* 524,\* 558; *bark*, 592.\*  
 Christopher Mitchell, *ship*, 500,\* 534,\* (From Nantucket.)  
 Cavalier, *bark*, 524,\* 566,\* (From Stonington.)  
 Caravan, *ship*, 534,\* (From Fall River.)  
 Contest, *ship*, 534,\* 574, 580.\*  
 Coursey, *bark*, 534,\* 574,\* 602,\* 640.\*  
 Camilla, *bark*, 558,\* 586, 616, 638.\*  
 C. C. Comstock, *schooner*, 596.\*



## 720 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## NEW BEDFORD, MASS.—Continued.

Commodore Morris, *ship*, 602,\* 621, 636, 646. (From Falmouth.)Contest, *ship*, 610,\* 624, 636.\*Concordia, *bark*, 616.\*

## NEW LONDON, CONN.:

Carrier, *ship*, 230, 240.Commodore Perry, *ship*, 240, 244, 248, 252, 254, 264, 272, 286, 294, 302, 310, 320, 328, 318, 358, 368, 394, 416.\*Connecticut, *ship*, 244,\* 256, 264, 286,\* 294, 302, 312, 328, 340, 358, 368; *bark*, 378, 404, 430.\*Chelsea, *ship*, 264, 286, 312, 348, 358, 378, 404.\*Caledonia, *ship*, 264,\* 286, 318.\*Clematis, *ship*, 328, 340, 368, 378, 404,\* 430, 458, 488, 510, 544, 572.\*Columbia, *ship*, 328, 348, 368, 394, 416.\*Candace, *ship*, 328, 348, 368,\* 394,\* 430, 448, 466, 488, 510.\*Columbus, *brig*, 328, 358, 368, 378, 394, 416, 440, 458.\*Charles Henry, *ship*, 368, 394, 404, 430.\*Ceres, *bark*, 394, 416.\*Clement, *bark*, 378, 404, 440, 466, 488.\*Cervantes, *bark*, 378, 404.\*Catharine, *ship*, 404,\* 430, 458, 474, 520, 564.\* (From Nantucket.)Charles Carroll, *ship*, 416,\* 430, 448,\* 466, 520, 572.\*Charleston, *ship*, 416.\*Carolina, *ship*, 430.\*Charles Colgate, *schooner*, 588,\* 596, 608,\* 622, 634, 642, 646, 654.Columbus, *ship*, 404,\* 440; *bark*, 488, 520, 544.\* (From Nantucket.)Coren, *ship*, 430, 496,\* 532.\*Corinthian, *ship*, 448,\* 466, 488, 510, 544.\* (From Bristol.)Cornelia, *schooner*, 600,\* 608. (From Mystic.) (See Groton.)Concordia, *bark*, 642.\* (From Sag Harbor.)

## NEW YORK, N. Y.:

Caroline Ann, *ship*, 234, 236.Combine, *schooner*, 234.Charity, *brig*, 240.Chili, *ship*, 264.\*Cincinnati, *ship*, 274.Commodore Barry, *ship*, 304.Cornelin, *schooner*, 304.Caledonia, *schooner*, 384.\*

## NEWPORT, R. I.:

Courier, *ship*, 234.Constitution, *ship*, 302, 332.Catharine, *schooner*, 428.\*

## NEWARK, N. J.:

Columbia, *ship*, 332.\*

## ORLEANS, MASS.:

Corvo, *bark*, 500.\*

## PROVINCETOWN, OR CAPE COD, MASS.:

Codfish, *schooner*, 186.Cora, *brig*, 240.Charles, *schooner*, 240.Carter Braxton, *schooner*, 390, 402, 426.\*Cadmus, *brig*, 428,\* 438, 448, 456, 464, 472.Chanticleer, *schooner*, 464, 472, 486, 498, 506, 520, 530, 542, 554, 564, 572, 580.C. Allstrum, *schooner*, 472.\*Civilian, *schooner*, 580,\* 594.C. L. Sparks, *schooner*, 588,\* 614, 620, 634, 638, 644, 650, 656.C. H. Cook, *schooner*, 606,\* 614, 620, 628, 634.\*Council, *schooner*, 428, 438, 448, 464, 472, 482.Courseer, *schooner*, 584, 588.\*Cetacean, *schooner*, 614,\* 620, 634.Carrie Jones, *schooner*, 620. (See Boston.)Carrie W. Clark, *schooner*, 628,\* 634,\* 656.Charles A. Higgins, *schooner*, 628.\*Charles Thompson, *schooner*, 650,\* 656.

on Falmouth.)  
 272, 286, 294, 302, 310, 320, 328, 318,  
 32, 328, 340, 358, 368; *bark*, 378, 40,  
 3, 540, 544, 572.\*  
 88, 510.\*  
 5.\*  
 from Nantucket.)  
 1, 642, 646, 654.  
 From Nantucket.)  
 Bristol.)  
 See Groton.)  
 30, 542, 554, 564, 572, 580:  
 , 650, 656.

- PROVIDENCE, R. I. :  
 C. Burdick, *brig*, 278.  
 Cassander, *ship*, 380, 414, 448.\*
- QUINCY, MASS. :  
 Caracas, *brig*, 464.\*
- Sto Harbor, N. Y. :  
 Charlotte, *ship*, 224.  
 Cadmus, *ship*, 264, 268, 274, 286, 294, 304, 312, 318, 328, 340, 348, 360, 382, 406, 432,  
 450.  
 Chandis, *brig*, 268.  
 Columbia, *ship*, 274,\* 286, 294, 304, 312, 318, 328, 340, 348, 360, 382, 406; *bark*, 432, 458,  
 490, 514, 572.\*  
 Camillus, *ship*, 318,\* 328, 340, 348, 360, 370, 382.  
 Concordia, *bark*, 340, 348, 370, 406, 432,\* 450, 466, 532, 572, 602, 616, 630.\* (See New  
 London.)  
 Crescent, *ship*, 382, 406,\* 442.  
 Citizen, *bark*, 403,\* 442.  
 Charlotte, *brig*, 476,\* 496.\*
- SALEM, MASS. :  
 Catharine, *ship*, 292, 302.\*  
 Charles Doggett, *brig*, 302.  
 Clay, *ship*, 302. (See Lynn.)  
 Cavalier, *bark*, 318, 338.\* (See Stonington.)
- STONINGTON, CONN. :  
 Charles Adams, *ship*, 284, 294, 304, 322, 328.\*  
 Courier, *schooner*, 284.  
 Corvo, *ship*, 328,\* 340, 394, 430.\*  
 Caledonia, *ship*, 340, 360, 384, 404, 442.  
 Cabinet, *ship*, 406,\* 430, 458, 490.\*  
 Charles Phelps, *ship*, 394, 416, 450, 476, 510.\* (See Progress, New Bedford.)  
 Calumet, *ship*, 403,\* 442.\*  
 Cincinnati, *ship*, 430,\* 464, 496, 544.\*  
 Cavalier, *bark*, 430, 458, 490.\* (From Salem.) (See New Bedford.)  
 Cynosure, *bark*, 430.\*
- SAN FRANCISCO, CAL. :  
 Charles Carroll, *ship*, 522, 546.\* (From Nantucket.)  
 Carib, *bark*, 558,\* 566, 584. (Note.)  
 Cynosure, *schooner*, 522, 546.  
 Columbia, *schooner*, 498.  
 C. E. Foote, *schooner*, 608, 638.\*  
 Carlotta, *bark*, 638.\*  
 Clara Bell, *bark*, 658.\*
- WARREN, R. I. :  
 Chariot, *ship*, 294, 330, 352,\* 382,\* 414.\*  
 Crawford, *brig*, 330, 338, 352, 370, 382.  
 Canova, *ship*, 358.\*  
 Covington, *ship*, 402,\* 440, 464; *bark*, 500, 542, 578.\*
- WILMINGTON, DEL. :  
 Ceres, *ship*, 314, 342, 384.\* (See New Bedford.)
- WESTPORT, MASS. :  
 Columbus, *brig*, 244, 248, 260. (See New Bedford.)  
 Champion, *bark*, 336, 342, 362, 378, 390, 412, 426, 446, 462, 506, 550, 572.\*  
 Catherwood, *brig*, 390,\* 412,\* 426, 456, 484; *bark*, 506.\*
- D.
- BRISTOL, R. I. :  
 Dispatch, *sloop*, 182.
- EDGARTOWN, MASS. :  
 Deborah, *brig*, 368,\* 388.\*  
 Delaware, *schooner*, 540.\*
- FARHAVEN, MASS. :  
 Draco, *bark*, 356.\* (See New Bedford.)

## 722 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## FALL RIVER, MASS.:

D. M. Hall, *bark*, 500,\* 510.\*

## GREENSWICH, R. I.:

Dauphin, *ship*, 200, 208, 210, (2 places,) 212.

## GREENPORT, N. Y.:

Delta, *ship*, 294, 304, 312, 322, 332, 350, 360, 382,\* 404, 432, 458, 490.\* (See New London.)

## HUDSON, N. Y.:

Diana, *ship*, 224, 230. (See New York.)

## HOLMES'S HOLE, MASS.:

Delphos, *ship*, 316,\* 336, 362, 384, 400, 420.\*

## MARION, OR SIPPICAN, MASS.:

Dryno, *bark*, 384.\* (See New Bedford.)

## MATTAPOISETT, OR ROCHESTER, MASS.:

Dryade, *bark*, 284, 292, 300, 308, 320, 346, 366, 390. (See New Bedford.)  
Dunbarton, *bark*, 436.\* (See New Bedford.)

## NANTUCKET, MASS.:

Dinna, *brig*, 186, 194, 198, 214,\* 216, 218, 222, 224, 228, 230, 242, 246, 260.  
Dove, *sloop*, 200, 202, 210, 242, (2 places,) 214,\* 216, 218, 222, 224,\* 246.  
Delight, *schooner*, 208.  
Dauphin, *ship*, 216, 222, 230, 246,\* 258, 270.\*  
Dispatch, *brig*, 218, 224.  
Dispatch, *sloop*, 230, 242.  
Dove, *brig*, 242.  
Dolphin, *brig*, 242.\*  
Dromo, *brig*, 326, 356.\*  
David Paddock, *ship*, 376,\* 430.\*  
Daniel Webster, *ship*, 316,\* 400, 456,\* 498. (See New Bedford.)

## NEW BEDFORD, MASS.:

Delaware, *ship*, 192.  
Dolphin, *ship*, 196,\* 198, 200, (2 places.)  
Diana, *ship*, 198, 200, (2 places,) 206,\* 210, (2 places,) 212, 214, 218.  
Drueilla, *sloop*, 202.  
Danube, *ship*, 208.  
Dragon, *brig*, 230, 232, 242, 248, 250, 280, 364; *bark*, 386, 408, 420,\* 442.\*  
Dwight, *brig*, 262, 276,\* 324.\*  
Dartmouth, *ship*, 236,\* 374, 408, 442,\* 452,\* 478, 514, 558.\*  
Delight, *brig*, 314, 334, 344,\* 352, 365.\*  
Draper, *ship*, 352, 386, 408, 442, 478,\* 524, 574.\*  
Desdemona, *ship*, 352, 396, 434, 460, 492, 524, 574; *bark*, 602,\* 630, 646, 654.  
Draco, *bark*, 396, 442, 478, 514, 558, 586, 610, 624, 642, 650. (From Fairhaven.)  
Dryno, *bark*, 408,\* (From Sippican, or Marion.)  
Dryade, *bark*, 408,\* 442.\* (From Mattapoisett.)  
Dimon, *bark*, 420.\*  
Dunbarton, *bark*, 452,\* 466, 492,\* 514, 520.\* (From Mattapoisett.)  
Dominga, *bark*, 478,\* 514, 558.\*  
Daniel Wood, *ship*, 492,\* 534, 574; *bark*, 602.\*  
Daniel Webster, *ship*, 558,\* 574,\* 592, 602, 616. (From Nantucket.)  
Dr. Franklin, *bark*, 580.\* (From Westport.)  
Dolphin, *schooner*, 586.\*  
D. N. Richards, *schooner*, 616,\* 624.\*

## NEW LONDON, CONN.:

Dauphin, { *ship*, (probably both should be Dauphin,) 204, 206, (2 places,) 208.  
Dolphin, }  
Dispatch, —, 200.\* (Probably not a ship.)  
Dove, *bark*, 394,\* 416, 440, 466, 488, 520, 556, 572.\*  
Dromo, *ship*, 416,\* 474, 544.\*  
Dover, *ship*, 430,\* 458, 488, 514.\*  
Delaware, *ship*, 496,\* 556.\*  
Delta, *ship*, 550.\* (From Greenport.)

## NEW YORK, N. Y.:

Diana, *ship*, 234, 240, 250,\* 252,\* 260.\* (See Hudson.)  
Dawn, *ship*, 240, 246, 252.\*  
Desdemona, *ship*, 304, 312, 320, 362.

## NEWPORT, R. I. :

Damon, *bark*, 394, 438.\*

## PROVINCETOWN, MASS. :

D. C. Smith, *schooner* 620.\*D. A. Small, *brig*, 628,\* 642, 654.

## SALEM, MASS. :

Derby, *bark*, 338.\*

## SAG HARBOR, N. Y. :

Daniel Webster, *ship*, 304,\* 340,\* 360, 382, 406, 432.\*

## WARREN, R. I. :

Dromo, *bark*, 428,\* 450, 456, 510, 520,\* 550, 582.\*Dolphin, *bark*, 474,\* 520, 564.\*

## WESTPORT, MASS. :

Dr. Franklin, *bark*, 336, 350, 362, 370, 378, 390, 400, 412, 426, 446, 462, 484, 506,\* 528, 532.\* (See New Bedford.)

## E.

## BRISTOL, R. I. :

Essex, *ship*, 280, 286, 292, 310, 338, 370,\* 392.\*Emigrant, *bark*, 380,\* 402, 414.\* (See New Bedford.)

## BEVERLY, MASS. :

Eben Dodge, *bark*, 508,\* 520.\* (See New Bedford.)Eschol, *brig*, 562,\* 570, 578, 590, 596, 608, 622,\* 634, 642, 646.\* (From Provincetown.)

## BOSTON, MASS. :

Enoch, *schooner*, 186,\* 194.E. B. Phillips, *bark*, 614, 650.\* (From New London. See New Bedford.)

## DARTMOUTH, MASS. :

Elizabeth, —, 336.

Elliot C. Cowdin, *ship*, 528.\* (See New Bedford.)

## EDGARTOWN, MASS. :

Ellen, *bark*, 498,\* 540, 582.\*Europa, *ship*, 506,\* 554, 590, 612.E. A. Luce, *schooner*, 554.\*Europa, *bark*, 554.\* (Formerly the Alfred Tyler.)

## FALL RIVER, MASS. :

Edward Quesual, *ship*, 292, 330.\*

## FAIRHAVEN, MASS. :

Erie, *ship*, 366.\*Eagle, *ship*, 366, 400.\*Eliza Adams, *ship*, 316, 346, 388, 436.\* (See New Bedford.)E. L. B. Jenney, *ship*, 388,\* 436, 482; *bark*, 538.\*Erie, *ship*, 446, 470, 506, 552,\* 588.\*Emerald, *schooner*, 570,\* 576.\* (See Marion, or Sipplean.)Ellen Rodman, *schooner*, 612,\* 618, 632, 636, 644, 648, 656.

## FREETOWN, MASS. :

Elizabeth, *bark*, 380,\* 414.\*

## HUDSON, N. Y. :

Eliza Barker, *ship*, 224.\* (See New York.)Edward, *ship*, 304,\* 320, 332, 350, 368.\* (See New Bedford.)

## HOLMES'S HOLE, MASS. :

Eliza Jane, *schooner*, 530.\*

## MATTAPOSETT, OR ROCHESTER, MASS. :

Edward, *brig*, 378, 390, 402.Elizabeth, *bark*, 378, 414,\* 436, 462, 470, 508.\*Excellent, *brig*, 496,\* 518, 528.\*Elvira, *brig*, 540,\* 562.\*

\* 404, 432, 458, 490.\* (See New

(See New Bedford.)

228, 230, 242, 246, 260,  
6, 218, 222, 224,\* 246.

New Bedford.)

s,) 212, 214, 218.

k, 386, 408, 420,\* 442.\*

14, 558.\*

bark, 602,\* 630, 646, 654.  
642, 650. (From Fairhaven.)

m Mattapossett.)

From Nantucket.)

ain,) 204, 206, (2 places,) 208.

on.)

## 724 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## MAHON, OR STUPICAN, MASS.:

Emerald, *schooner*, 588, 591, 600.\* (From Fairhaven.)  
Express, *schooner*, 626,\* 632.\* (See Provincetown.)

## MYSTIC, CONN.:

Eleanor, *ship*, 432.\*

## NEW YORK, N. Y.:

Eliza Barker, *ship*, 234, 236. (See Hudson.)  
Elizabeth, *brig*, 350.  
Endeavour, *bark*, 630.\* (From New Bedford.)

## NANTUCKET, MASS.:

Eagle, *ship*, 194, 202, 224, 236, 254, 264, 284, 290, 298,\* 318.\*  
Eliza, *ship*, 198, 200, 204, 208.  
Essex, *ship*, 202, 204, 208, 212, 216, 222, 228.\*  
Eliza, *brig*, 202, 206.  
Edward, *ship*, 204, 222.  
Experiment, *sloop*, 216, 220, 222.  
Edward, *brig*, 216, 224, 260.  
Equator, *ship*, 224,\* 236, 246.\* (See New Bedford.)  
Eagle, *brig*, 224.  
Eagle 2d, *ship*, 228.\*  
Enterprise, *ship*, 242,\* 258, 270, 290,\* 326, 366, 426, 472,\* 518.\*  
Elizabeth Starbuck, *ship*, 308,\* 376, 426.  
Edward Carey, *ship*, 376,\* 426, 462, 518, 564.\*  
Empire, *ship*, 400,\* 456.\* (See New Bedford.)  
Edward, *ship*, 484.\* (From New Bedford.)  
Eliza Jane, *schooner*, 554.\*  
Ennio H. Adams, *schooner*, 606, 612,\* \* *brig*, 620, 632.\* (See New Bedford.)

## NEW BEDFORD, MASS.:

Eliza, 188, 190.  
Edward, *ship*, 196, (2 places,) 202, 208.  
Exchange, *ship*, 198, 200,\* 202.  
Elizabeth, *sloop*, 218, 220, 222.  
Experiment, *sloop*, 220.  
Eliza Barker, *schooner*, 232, 238, 242.  
Elizabeth, *schooner*, 232.  
Elizabeth, *brig*, 238, 242, 248, 252, 258.  
Elizabeth, *ship*, 242.\*  
Emily, *brig*, 258, 266.  
Empire, *ship*, 262.  
Endeavour, *ship*, 276, 280, 288, 296, 314, 334,\* 374, 396, 422, 442, 478,\* 514, 546,\* \* *bark*, 574, 596.\* (See New York.)  
Emerald, *ship*, 272, 276, 280, 288, 296, 306, 314, 352, 396, 444, 478,\* \* *bark*, 546.\*  
Euphrates, *ship*, 262, 276, 296, 334, 386,\* 434, 460, 478, 514, 546, 586.\*  
Eagle, *ship*, 262, 272,\* 276, 288, 296, 334, 365,\* 460, 502; *bark*, 534,\* 586,\* 602.\*  
Equator, *ship*, 258,\* 266, 280; *bark*, 296, 324, 354, 396, 444. (From Nantucket.) (See San Francisco.)  
Enterprise, *ship*, 248, 266, 272, 280, 306, 344, 386, 408, 444, 460, 478,\* 514.\*  
Emily Morgan, *ship*, 296,\* 334, 386, 434, 460, 514, 566,\* 592, 624.\*  
Eliza Adams, *ship*, 314, 478, 514, 546, 592,\* 618, 642,\* 654. (See Fairhaven.)  
Elizabeth, *bark*, 314,\* 340.\* (See Dartmouth.)  
Emma, *bark*, 354, 386, 468, 442, 478.\*  
Elizabeth, *ship*, 374, 408,\* 442, 478, 524, 566.\*  
Emeline, *brig*, 374.\*  
Edward, *ship*, 420.\* (From Hudson.) (See Nantucket.)  
Edward, *bark*, 434, 460, 502, 534, 596.\*  
Exchange, *bark*, 444,\* 460,\* 468.\*  
Envoy, *bark*, 452.\* (From Providence.)  
Emigrant, *bark*, 452.\* (From Bristol.)  
Emma C. Jones, *ship*, 460,\* 492, 524, 558, 574, 610,\* 640, 650.  
Elisha Dunbar, *ship*, 478,\* 514, 558, 586.\*  
Engenia, *bark*, 478,\* 524, 566, 602.  
Europa, *ship*, 478,\* 514, 534, 586, 618,\* 640,\* 654.  
Empire, *ship*, 492,\* 534, 574.\* (From Nantucket.)  
Eliza F. Mason, *ship*, 502,\* 546.\*  
Elizabeth Swift, *bark*, 514,\* 566, 592, 624.\*  
Erastus Corning, *bark*, 524,\* 630.  
Emily, *bark*, 524,\* 546.\*

## NEW BEDFORD, MASS.—Continued.

Eben Dodge, *bark*, 531,\* 558, 582.\* (From Beverly.)  
 Eliza, *bark*, 531,\* 602, 630,\* 648.  
 Elliot C. Cowdin, *ship*, 571.\* (From Dartmouth.)  
 Ellen Morrison, *bark*, 610.\*  
 Edward Everett, *bark*, 616,\* 630, 646, 650.\*  
 Eunice H. Adams, *brig*, 642, 648, 654. (From Nantucket.)  
 E. B. Phillips, *bark*, 654.\* (From New London.)

## NEWPORT, R. I.:

Eric, *ship*, 274, 292,\* 322, 352.\*

## NEW LONDON, CONN.:

Electra, *ship*, 272,\* 280, 286, 294, 312, 320, 328, 348, 368, 378, 404, 430, 450, 474, 520, 556,  
 572, 590.\*  
 Emily, *schooner*, 312.  
 Exile, *schooner*, 416,\* 440, 458, 496, 572.  
 Emma, *schooner*, 430.\*  
 E. R. Sawyer, *schooner*, 541,\* 564, 580, 590, 600.\*  
 Era, *schooner*, 600,\* 608, 622,\* 634.\*  
 Emma Jane, *schooner*, 622,\* 644.  
 E. B. Phillips, *bark*, 628.\* (From Boston.) (See New Bedford.)

## ORLEANS, MASS.:

Esther, *brig*, 486,\* 500, 520.

## POUGHKEEPSIE, N. Y.:

Elbe, *ship*, 304,\* 352, 372.\*

## PROVINCETOWN, OR CAPE COD, MASS.:

Endeavor, —, 186.  
 Exchange, *schooner*, 372.  
 Edwin, *schooner*, 414, 428, 438, 448.\*  
 Esquimaux, *schooner*, 414.  
 E. R. Cook, *schooner*, 464.  
 E. Nickerson, *brig*, 472,\* 498; *schooner*, 506, 520, 530, 542, 554.\*  
 Eschol, *brig*, 542,\* 554.\* (See Beverly.)  
 Emporium, *schooner*, 554,\* 564, 572, 586, 584, 594, 600, 606, 614, 620.\*  
 Estella, *schooner*, 554,\* 564, 572, 580, 588,\* 608, 614, 620,\* 628.\*  
 E. H. Hatfield, *schooner*, 584,\* 588, 594, 600,\* 620, 634,\* 644, 646, 654, 656.  
 Elbridge Gerry, *schooner*, 584, 588, 594, 600, 614, 628, 638, 644, 646.  
 Eleanor B. Couwell, *schooner*, 588,\* 594, 600,\* 620, 628, 634.\*  
 Ellen Rizpah, *schooner*, 588,\* 600, 606, 614, 628, 638, 642, 644, 646, 650, 654, 656.  
 E. P. Howard, *schooner*, 614.\*  
 Emma F. Lewis, *schooner*, 620,\* 628.\*  
 Etta G. Fogg, *schooner*, 620.\*  
 Express, *schooner*, 620,\* 628.\* (See Marion.)  
 Edward Lee, *schooner*, 656.

## PROVIDENCE, R. I.:

Envoy, *ship*, 302, 350, 380, 414.\* (See New Bedford.)

## PLYMOUTH, MASS.:

Exchange, *schooner*, 380, 392,\* 414, 440.\*

## RHODE ISLAND:

Emily, *brig*, 240. (Probably Providence or Newport.)

## SAG HARBOR, N. Y.:

Elizabeth Frith, *ship*, 432, 458.\*  
 Emerald, *ship*, 490, 532.  
 Excel, *bark*, 536,\* 572, 584.\*

## SALEM, MASS.:

Emerald, *bark*, 302, 328, 350, 370, 404.  
 Eagle, *brig*, 334.\*  
 Eliza, *bark*, 350, 352.\*  
 Elizabeth, *ship*, 328,\* 382.  
 Euclime, *brig*, 328,\* 338.\*

## SAN FRANCISCO, CAL. :

Emily Faruham, *ship*, 498.  
 Emperor, *schooner*, 498.  
 Equator, *bark*, 512. (See New Bedford.)  
 Emeline, *schooner*, 522, 546.  
 Eagle, *schooner*, 532, 546.

## STONINGTON, CONN. :

Essex, *sloop*, 240.  
 Eveline, *schooner*, 312.  
 Enterprise, *brig*, 370, 394.  
 Eugene, *ship*, 384, 416, 476, 512.\*

## TRURO, MASS. :

Eschol, *brig*, 474,\* 490, 500.

## WAREHAM, MASS. :

Enterprise, *ship*, 222.

## WARREN, R. I. :

Exchange, *bark*, 382, 414.\* (See New Bedford.)

## WESTPORT, MASS. :

Elizabeth, *bark*, 284, 292, 318, 332, (2 places.)  
 Elizabeth, *brig*, 336, 350, 362, 370, 378.  
 Emma, *bark*, 370.  
 Elizabeth, *bark*, 496,\* 518, 562,\* 582, 600, 606, 612, 620.\*

## WELLFLEET, MASS. :

Edith, *schooner*, 622.\*

## BOSTON, MASS. :

Friendship, *sloop*, 180, 182.  
 Fortune, *brig*, 180.  
 Fair Lady, *schooner*, 244.\*  
 Fama, *bark*, 384.\*  
 F. H. Moore, *brig*, 628,\* 638, 646, 654.

## BRAintree, MASS. :

Fortune, *schooner*, 182.

## BRISTOL, R. I. :

Frances, *brig*, 264.  
 Fama, *ship*, 302, 310, 330.\*

## DARTMOUTH, MASS. :

Forester, *bark*, 284, 308, 340.\*

## FAIRHAVEN, MASS. :

Friendship, *ship*, 282,\* 316, 336, 356, 376, 412, 436. (See New Bedford.)  
 Favorite, *bark*, 272, 282, 298, 316, 336, 346, 366, 400, 436, 470, 506, 552,\* 594.\*  
 Florida, *ship*, 482, 516, 562.\* (From New Bedford.)

## GLOUCESTER, MASS. :

Flying Arrow, *schooner*, 508.\*

## MATTAPoisETT, OR ROCHESTER, MASS. :

Franklin, *bark*, 278, 284, 292,\* 300.

## MYSTIC, CONN. :

Frank, *schooner*, 566.\*

## NANTUCKET, MASS. :

Fox, *brig*, 182, 188, 190.  
 Favourite, 186, (2 places,) 188, (2 places,) 194, 200.  
 Fortitude, *ship*, 194.  
 Fame, *ship*, 196, 198, 202, 204, 208, 218.  
 Francis, *ship*, 220,\* 224, 242.\*  
 Fanny, *brig*, 220.  
 Factor, *ship*, 222, 232, 248.\*  
 Fortunate Farmer, *ship*, 224.

## NANTUCKET, MASS.—Continued.

Falcon, *ship*, 232,\* 246.\*  
 Francis, *schooner*, 230.  
 Franklin, *schooner*, 242.  
 Friendship, *schooner*, 242.  
 Franklin, *ship*, 220,\* 224, 242, 281.\*  
 Fame 2d, *ship*, 204, 264,\* 281,\* 290, 300.\*  
 Franklin, *ship*, 254,\* 266, 290, 308, 336, 376,\* 426.  
 Factor, *schooner*, 290.  
 Fame, *schooner*, 204, 300.\*  
 Foster, *ship*, 228,\* 242, 254,\* 261, 270, 300, 336, 376, 426.\*  
 Fabius, *ship*, 270,\* 300, 366.\* (See New Bedford.)

## NEW BEDFORD, MASS.:

Friendship, —, 190.  
 Fox, *ship*, 194.  
 Francis, *ship*, 230, 232, 242.  
 Favorite, *ship*, 266. (See Fairhaven; probably *bark* Favorite.)  
 Fanny, *brig*, 266.  
 Frances, *ship*, 262,\* 276, 288, 324, 354, 398,\* 444,\* 468.\*  
 Franklin, *ship*, 196, 276, 296, 334, 354, 374, 398, 434, 468, 502, 546.\*  
 Falcon, *ship*, 276, 288, 296, 306, 324, 344, 364, 398, 460, 492, 524;\* *bark*, 566,\* 586, 602, 618, 642, 650.  
 Forester, *bark*, 280.\* (See Dartmouth.)  
 Frances 2d, *ship*, 280, 288, 296, 324, 334, 364;\* *bark*, 422.\*  
 Fenelon, *ship*, 293, 314, 334, 344, 364, 386, 408,\* 444.\*  
 Frances Henrietta, *ship*, 272, 296,\* 314,\* 334, 354, 398,\* 422, 452, 478, 524.\*  
 Friendship, *ship*, 314. (See Fairhaven.)  
 Florida, *ship*, 238, 242, 324,\* 344, 364, 374, 398,\* 434,\* 452, 478, 502, 534, 566, 596, 630.\*  
 Franklin, *bark*, 354, 398.  
 Factor, *ship*, 408.\* (From Ponghkeepsie.)  
 Formosa, *ship*, 402,\* 460.\*  
 Fortune, *bark*, 408,\* 444, 468, 514, 534.\* (From Plymouth.)  
 Fabus, *ship*, 408,\* 434, 460, 478, 514, 546, 586.\* (From Nantucket.)  
 Florida 2d, *ship*, 422.\* (See Fairhaven.)  
 Franklin, *bark*, 434,\* 460, 502, 558.\*  
 Fanny, *bark*, 492,\* 534, 574, 596,\* 630.\* (Probably from Sag Harbor.)  
 Franklin 2d, *bark*, 502,\* 546.\* (From Warren.)  
 Franklin, *schooner*, 654.\* (From New London.)

## NEW LONDON, CONN.:

Flora, *ship*, 270, 272, 280, 286, 294, 302, 312, 320, 328, 340, 358, 378, 404, 430,\* *bark*, 410.  
 Friends, *ship*, 264, 280, 312, 328, 358, 378, 404, 430, 450, 474,\* 520.\*  
 Francis, *schooner*, 368;\* *brig*, 378.\*  
 Franklin, *schooner*, 394,\* 416, 440, 450, 466, 488, 556, 572, 596, 608, 622, 634, 642, 644, 646, 650.\* (See New Bedford.)  
 Fame, *bark*, 416.\*  
 Fortune, *bark*, 556.  
 Frances Palmer, *bark*, 556.\*  
 Frances Allyn, *schooner*, 634,\* 638, 642, 644, 646, 654.\*  
 Flying Fish, *schooner*, 638,\* 644, 646, 654, 656.  
 Florence, *schooner*, 644,\* 656.

## NEWPORT, R. I.:

Frederick Augustus, *ship*, 240, 264, 278.  
 Francis, *ship*, 264.  
 Frederick, *bark*, 322.\*

## POUGHKEEPSIE, N. Y.:

Factor, *ship*, 362,\* 384.\* (See New Bedford.)

## PLYMOUTH, MASS.:

Fortune, *bark*, 244,\* 256, 274, 300, 342, 372. (See New Bedford.)

## PROVINCETOWN, MASS.:

Four Brothers, *schooner*, 246, 250.  
 Fair Play, *schooner*, 284.  
 Flora, *schooner*, 332.  
 Fairy, *brig*, 372;\* *bark*, 392,\* 402, 428, 438, 448, 464.  
 Franklin, *brig*, 372, 378, 390, 402, 428, 438, 472, 498,\* 506.\*  
 F. Banchina, *bark*, 498,\* 530,\* 542, 573, 584, 596.\*



## 728 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## SAG HARBOR, N. Y.:

Fair Helen, *ship*, 224, 230, 234,\* 240, 246, 248, 252, 256, 258, 264.  
 Franklin, *ship*, 294, 304, 340, 360; *bark*, 382, 418, 450.\*  
 Fanny, *ship*, 322, 340,\* 348, 360, 382, 406, 442. (Probably sold to New Bedford.)  
 France, *ship*, 340, 348, 382, 406.\*

## SALEM, MASS.:

Franklin, *schooner*, 328, 348.\*  
 Falcon, *brig*, 590,\* 596, 608, 614, 623.\*

## SAN FRANCISCO, CAL.:

Francis, *brig*, 532, 546,\* 558.\*  
 Florida, *ship*, 630,\* 634.  
 Florence, *bark*, 648,\* 654.

## STONINGTON, CONN.:

Frances, *ship*, 294.  
 Fellowes, *ship*, 394, 430, 476.\*  
 Flying Cloud, *schooner*, 496,\* 512.

## WARREN, R. I.:

Franklin, *bark*, 336, 352, 370, 402, 448, 456.\* (See New Bedford.)  
 Florence, *bark*, 500,\* 530.\*

## G.

## BEVERLY, MASS.:

Gen, *brig*, 464, 486,\* 500, 508.\* (From Provincetown.)

## BOSTON, MASS.:

George, *ship*, 234.  
 George Brown, *schooner*, 614.\*

## BRISTOL, R. I.:

Governor Fenner, *ship*, 286, 310.\*  
 General Jackson, *ship*, 292, 330, 392.\*  
 Ganges, *ship*, 270, 292, 330.\* (See Fall River.)  
 Governor Hopkins, *brig*, 310, 330, 338, 352, 358, 370, 380, 392. (See Dartmouth.)  
 Golconda, *ship*, 320.\* (See New Bedford.)

## DARTMOUTH, MASS.:

Grand Turk, *ship*, 330, 350. (See New Bedford.)  
 Governor Hopkins, *brig*, 436,\* *ship*, 462, 472, 484.\* (Probably from Bristol.)

## EDGARTOWN, MASS.:

George and Martha, *ship*, 388.  
 George and Mary, *ship*, 316, 358.\* (See New London.)  
 Gold Hunter, *brig*, 316, 326.\*

## FALL RIVER, MASS.:

Gold Hunter, *ship*, 292, 298, 314, 320, 338, 358, 380, 402, 440.\*  
 Ganges, *ship*, 352.\* (From Bristol.)

## FAIRHAVEN, MASS.:

George, *ship*, 326, 346, 376, 412, 436, 462, 482.\* (Probably from Nantucket.)  
 General Scott, *ship*, 356, 400, 446, 482, 528, 606, 640.\*  
 General Scott, *bark*, 528,\* 562,\* 576.\* (From New London.)  
 George J. Jones, *schooner*, 612,\* 636,\* 644.\*

## PALMOUTH, MASS.:

George Washington, *bark*, 322,\* 336, 348, 363.\*

## HUDSON, N. Y.:

George Clinton, *ship*, 312.\*  
 General Scott, *ship*, 218.\*

## MARION, OR SIPPICAN, MASS.:

G. aduate, *schooner*, 626,\* 632.\*

## MATTAPOISETT, OR ROCHESTER, MASS.:

Gideon Barstow, *ship*, 292, 326, 346.\*

## MYSTIC, CONN.:

Governor Endicott, *ship*, 350,\* 360.\*  
 Globe, *ship*, 432.\*

NEW BEDFORD, MASS.:

George and Susan, *ship*, 226,\* 230, 232, 238, 252, 262, 276, 296, 334, 374, 422, 452, 492, 546, 582;\* *bark*, 604,\* 624, 640, 648.  
 Grand Turk, *ship*, 262,\* 266, 272, 276, 282, 288, 296, 306, 364,\* 386.\* (See Dartmouth.)  
 George Porter, *ship*, 262, 266, 272, 276, 282, 288, 296, 306, 314, 324, 354, 398;\* *bark*, 452.\* (From Nantucket.)  
 George and Martha, *ship*, 238, 242,\* 248, 252, 254, 258, 262, 266,\* 272, 276;\* *bark*, 288, 306,\* 324, 344, 364, 386, 422.\*  
 Good Return, *ship*, 238, 248, 252, 262, 266, 272, 276,\* 296, 306, 324, 354, 374, 444, 478, 524, 558.\*  
 Gleamer, *brig*, 226, 230.  
 General Pike, *ship*, 282, 288,\* 306, 314, 334,\* 354, 374, 398, 422, 468, 502,\* 534;\* *bark*, 566, 596.\*  
 Gallatea, *ship*, 262, 266, 272.  
 Gratitude, *ship*, 282, 314, 334,\* 374, 422, 452, 478, 514, 558, 586.\*  
 Gideon Howland, *ship*, 282, 314, 344, 408,\* 444, 468, 502, 546.\*  
 Golconda, *ship*, 226, 230, 242, 254, 262, 272, 288, 324, 354, 398, 444,\* 478, 524;\* *bark*, 566.\*  
 George, *ship*, 288,\* 324, 354,\* 398, 444. (From Providence.)  
 George Howland, *ship*, 306,\* 344, 386, 434, 468,\* 492,\* 546, 586, 610;\* *bark*, 636.\*  
 Garland, *bark*, 344, 364, 386;\* *ship*, 434, 460, 478, 502. (Possibly two vessels.)  
 Golconda 2d, *ship*, 354,\* 374, 408.\* (From Bristol.)  
 George Washington, *bark*, 374, 398, 422, 452,\* 478,\* 514.  
 Governor Troup, *ship*, 374,\* 444, 468, 502, 534, 566,\* 586, 624.\*  
 Globe, *ship*, 422,\* 468.\*  
 Gladiator, *ship*, 468.\*  
 Globe, *bark*, 468,\* 524, 558, 586, 604, 630.\*  
 George Washington, *ship*, 478,\* 524.\*  
 Gypsy, *bark*, 478,\* 534,\* 546, 586.\*  
 Gay Head, *ship*, 492,\* 534,\* 574, 602, 636.\*  
 George, *ship*, 50;\* *bark*, 546,\* 586, 598, 602, 630.\*  
 Gazelle, *ship*, 546,\* 586, 610, 636,\* 650. (From Nantucket.)  
 Glendower, *schooner*, 592.\*  
 Glacier, *schooner*, 598,\* 610;\* *bark*, 624,\* 640.\*  
 Greyhound, *bark*, 610,\* 650.  
 General Scott, *bark*, 650.  
 George and Mary, *bark*, 650.\* (From New London.)  
 Golden City, *schooner*, 650.\*

NEW YORK, N. Y.:

G. Browne, *bark*, 330.\*

NEWPORT, R. I.:

George and Mary, *ship*, 240, 246.  
 George Champlin, *ship*, 278, 302, 362, 414.  
 Geneva, *schooner*, 332.  
 George, *bark*, 496,\* 520.\*

NANTUCKET, MASS.:

Garner, *ship*, 206, 208, 212.\*  
 Golden Farmer, *ship*, 208, 212, 216,\* 222, 224, 232, 242, 254.\*  
 George, *ship*, 212,\* 220,\* 224, 236, 254, 266, 270, 278, 290, 308.\* (See Fairhaven.)  
 Ganges, *ship*, 216,\* 224, 236, 254,\* 266, 290, 318, 376,\* 426, 462, 508.\*  
 Globe, *ship*, 216,\* 224, 232, 242,\* 254.\*  
 General Jackson, *brig*, 216, 222, 228;\* *ship*, 232.\*  
 Governor Stroug, *ship*, 222,\* 232.\*  
 General Lincoln, *ship*, 222, 224.\*  
 Gideon, *ship*, 228, 236.\*  
 George Porter, *ship*, 228, 236.\* (See New Bedford.)  
 Galen, *ship*, 232.\*  
 George Washington, *schooner*, 390.  
 Gazelle, *ship*, 498.\* (See New Bedford.)  
 Game Cock, *schooner*, 508.

NEW LONDON, CONN.:

General Scott, *brig*, 240.  
 Georgia, *ship*, 294, 302, 320, 340, 348,\* 358, 378, 404, 440.  
 George, *ship*, 312,\* 328, 340, 358.\* (From Dartmouth.)  
 General Williams, *ship*, 328, 348,\* 368,\* 404, 430, 458, 488, 520, 564, 590.\*  
 George and Mary, *ship*, 404, 430, 450, 474,\* 510, 556.\* (From Edgartown.) (See New Bedford.)

## NEW LONDON, CONN.—Continued.

Garland, *schooner*, 416,\* 454.\*  
 General Scott, *ship*, 430;\* *bark*, 458, 488.\* (See Fairhaven.)  
 George Washington, *ship*, 430.\*  
 Georgiana, *brig*, 510,\* 532,\* 566, 564,\* 580, 590, 600, 616, 628.\*  
 George Henry, *bark*, 532,\* 544, 580, 596.\*  
 George and Mary, *bark*, 600,\* 616, 628, 638.\* (See New Bedford.)  
 Golden West, *schooner*, 608,\* 628, 642, 644, 648, 650, 654, 658.

## NEWBURYPORT, MASS.:

Georgia, *schooner*, 614,\* 628.\*

## NEW SUFFOLK, N. Y.:

Gentleman, *bark*, 418,\* 432, 460, 476.\* (See Sag Harbor.)

## PHILADELPHIA, PA.:

Governor Hawkins, *ship*, 228.\*  
 George and Albert, *ship*, 254.\*

## PROVINCETOWN, MASS.:

General Jackson, *schooner*, 246.  
 Gem, *brig*, 378,\* 402, 414, 428, 438. (See Beverly.)  
 Grand Island, *schooner*, 428,\* 438.\*  
 G. W. Lewis, *schooner*, 584, 588, 600, 614, 628.\*  
 Gage H. Phillips, *schooner*, 620,\* 634, 636, 654.\*  
 Grace Lathrop, *schooner*, 628.\*  
 Gracie M. Parker, *schooner*, 638,\* 642, 644, 646, 650, 656.

## STONINGTON, CONN.:

George, *bark*, 322, 348; *ship*, 384, 406, 430, 464, 490.\*

## SAG HARBOR, N. Y.:

Governor Clinton, *ship*, 224, 294, 304.\*  
 General Scott, *brig*, 246, 248.  
 Gem, *ship*, 312, 318, 328, 340, 360, 370, 382, 396, 406, 432, 450.\*  
 Gentleman, *bark*, 496.\* (From New Suffolk.)

## SALEM, MASS.:

General Knox, *ship*, 234.

## TRURO, MASS.:

Gem, *brig*, 500.\*

## WAREHAM, MASS.:

George Washington, —, 292,\* 330, 372, 414, 448,\* 476, 506, 552.\*

## WARREN, R. I.:

Galen, *ship*, 302, 310, 352, 394.\*

## WESTPORT, MASS.:

Governor Carver, *bark*, 470,\* 484, 518, 550, 578, 600, 620.\*  
 Greyhound, *bark*, 484,\* 518, 552, 588, 606, 626, 644.  
 George and Mary, *bark*, 496,\* 518, 528, 562, 578.\*

## H.

## BOSTON, MASS.:

Hope, *ship*, 190, 238,\* 256.  
 Heman Smith, *brig*, 614,\* 634, 638, 646, 656.

## BRIDGEPORT, CONN.:

Hamilton, *bark*, 322, 330, 342, 350, 360, 382, 406,\* 440.\*  
 Harvest, *bark*, 342, 350, 360, 370, 420.\* (See New Bedford.)

## COLD SPRING, N. Y.:

Huntsville, *ship*, 416,\* 448, 466, 490, 522.\*

## DARTMOUTH, MASS.:

Hero, *sloop*, 180.  
 H. H. Crapo, *bark*, 494,\* 518.\*

## DORCHESTER, MASS.:

Herald, *ship*, 310, 342.\* (See Stonington.)

## FREETOWN, MASS.:

Hope, schooner, 238.

## FAIRHAVEN, MASS.:

Herald, ship, 218, 221, 226, 230, 238, 244,\* 248, 256, 258, 262, 268, 272, 282, 290, 298, 308, 316, 326, 346, 366, 388, 412, 446.\* (See New Bedford.)  
 Heroine, ship, 272, 282, 290, 298, 308, 316, 326, 336, 356, 376, 400, 424, 446, 482.\*  
 Hesper, bark, 308, 346, 376, 412, 454, 516; ship, 570.\* (See New Bedford.)  
 Harvest, bark, 356,\* 376, 400, 436, 470, 506,\* 552.\* (From Newport.)  
 Hudson, ship, 528,\* 570.\* (From Mystic.) (See New Bedford.)  
 Homer, brig, 576.\* (From Nantucket.)

## FREETOWN, MASS.:

Harriet, bark, 414.\*

## FALL RIVER, MASS.:

Holder Borden, ship, 392.°

## FALMOUTH, MASS.:

Hobomok, ship, 292,\* 330, 368, 412, 454,\* 508, 540.\*  
 Harriet, schooner, 412.\*

## HOLMES'S HOLE, MASS.:

Harmony, schooner, 220.  
 Helen Augusta, bark, 498,\* 518, 540, 570.\*

## HUDSON, N. Y.:

Harriot, brig, 22\*, (also 230, probably.)  
 Henry Astor, ship, 288,\* 320.\* (See Nantucket.)  
 Huron, ship, 294, 332, 350.\* (See Sag Harbor.)  
 Helvetia, ship, 304, 342, 360. (See New London.)

## MARRON, OR SHIPPICAN, MASS.:

Hecla, bark, 384,\* 421.  
 Hopeton, brig, 552,\* 570, 578,\* 588.\*  
 Herald, brig, 606,\* 612,\* 626.\*

## MATTAPoisETT, OR ROCHESTER, MASS.:

Helen, brig, 446,\* 456.

## MYSTIC, CONN.:

Hellespont, ship, 432,\* 458, 490.\*  
 Highlander, ship, 432.\*  
 Hudson, ship, 458,\* 496.\* (From Sag Harbor.) (See Fairhaven.)

## NANTUCKET, MASS.:

Harlequin, ship, 186, 188, 192, 200, 208.\*  
 Harmony, ship, 182, 188.\*  
 Hector, ship, 186,\* 188, 190, 194.\*  
 Hero, ship, 188, (2 places,) 192.\*  
 Hudson, ship, 190, 198, 204.\*  
 Hope, ship, 194, 196, 198, 200, 204, (2 places,) 206,\* 208, (2 places,) 212.\*  
 Hazard, sloop, 198, 220, 290, 300.\*  
 Harriet, ship, 198, 202.\*  
 Henry, ship, 200, 202, 204, 208.\*  
 Hunter, sloop, 212.\*  
 Hannah, sloop, 216,\* 220, 224.\*  
 Hope, sloop, 220.\*  
 Hero, ship, 220,\* 228,\* 242, 250, 260, 278, 300, 336, 376, 438,\* 446, 484, 540, 578.\*  
 Hycso, ship, 220,\* 224, 236, 250.\*  
 Huntress, schooner, 228, 232.\*  
 Hesper, ship, 232, 248.\*  
 Harmony, schooner, 236, 300, 308,\* 318, 326,\* 336, 376.\*  
 Harvest, ship, 254,\* 266, 290, 366, 412,\* 426, 456,\* 508.\* (see New Bedford.)  
 Howard, ship, 266,\* 290,\* 318, 346, 376, 426.\*  
 Henry, ship, 326,\* 366, 412, 456, 508.\*  
 Henry Clay, ship, 356,\* 412, 446.\*  
 Henry Astor, 366,\* 412. (From Hudson.)  
 Homer, brig, 498,\* 528, 540, 564.\* (See Fairhaven.)  
 Hami- - - - - schooner, 508, 518, 528, 540.

## NEW BEDFORD, MASS. :

Hero, *bark*, 190, 200, 206,\* 208.\*  
 Herald, *ship*, 198, 200, (2 places,) 204, 208, 210. (See Fairhaven.)  
 Hunter, *ship*, 198, 200, 202, (2 places,) 208.  
 Hannah and Eliza, *ship*, 198, 200, 202, (2 places.)  
 Hesper, *bark*, 254, 258,\* 260, 282. (See Fairhaven.)  
 Hector, *ship*, 258, 272, 288, 306, 344, 364, 398, 452,\* 492, 534,\* 582.\*  
 Hydaspes, *ship*, 258, 262, 266, 272, 276, 288, 296, 334, 354, 374, 422, 452, 492, 534, 568.\*  
 Hope, *ship*, 258, 272, 276, 282, 288, 296, 306.  
 Hercules, *ship*, 262, 266, 276.  
 Herald, *ship*, 272.  
 Hercules, *ship*, 276, 282, 288, 296, 314, 334, 354, 386, 422, 460, 502; *bark*, 548, 586.  
 Herald, *ship*, 276. (See Fairhaven.)  
 Hibernia, *ship*, 276, 288, 296, 314, 324, 334, 344, 364,\* 386,\* 408, 434, 460, 502, 548,\*  
 Herald 2d, *ship*, 276, 282, 306, 324, 344, 398, 444, 478, 524, 568,\* 598, 604, 618,\* *bark*,  
 630.\*  
 Honqua, *ship*, 282,\* 314, 334, 354, 374, 398, 434, 460.\*  
 Hercules 2d, *ship*, 288,\* 306, 334, 364, 398, 422, 444.\*  
 Herald, *ship*, 288, 296, 314, 334, 364, 422, 460, 492, 548.\*  
 Huntress, *ship*, 288, 324, 344, 354, 374,\* 408, 444, 468.\*  
 Hope, *ship*, 288, 324, 364, 398.\*  
 Hope 2d, *ship*, 288, 334, 354, 374, 408, 444, 478, 548.\*  
 Hope, *bark*, 354, 374, 398,\* 422, 444, 468, 502, 534, 568.\*  
 Heron, *ship*, 374,\* 422, 468, 514, 558.\*  
 Helen Kneeland, *ship*, 422,\* 452, 478, 514, 558, 586.\*  
 Harvest, *bark*, 444,\* 468, 514, 568.\* (From Bridgeport.)  
 Hecla, *bark*, 460,\* 502, 534, 568,\* 592, 618, 630.\*  
 Helen Snow, *bark*, 478,\* 514, 546, 586,\* 618, 640.\*  
 Hibernia 2d, *ship*, 478,\* 518.\* (From New London.)  
 Hillman, *ship*, 478,\* 514, 548, 586.\*  
 Hunter, *ship*, 478,\* 514, 568, 592, 604, 618, 640, 652.  
 Henry Taber, *bark*, 524,\* 568,\* 598, 610, 624.\*  
 Helen Mar, *bark*, 534,\* 610,\* 640, 654.  
 Hiawatha, *ship*, 534.\*  
 Huntress, *bark*, 534,\* 548.\*  
 Harvest, *ship*, 568.\* (From Nantucket.)  
 Hudson, *ship*, 568.\* (From Fairhaven.)  
 Hamilton, *bark*, 610.\*  
 Hercules, *bark*, 610, 640, 650.  
 Hibernia, —, 610.\*  
 Hadley, *bark*, 618,\* 636, 648.  
 Hope On, *bark*, 652.\*

## NEW LONDON, CONN. :

Helvetius, *ship*, 294.\* (See foot-note.)  
 Halcyon, *ship*, 302; *bark*, 394,\* 404.\*  
 Hand, *schooner*, 348, 368,\* 394, 418.\*  
 Helvetia, *ship*, 394,\* 418.\* (From Hindson.)  
 Hannibal, *ship*, 404,\* 440, 466, 488, 532,\* 544, 580.\*  
 Hibernia, *ship*, 416,\* 450.\* (See New Bedford.)  
 Henry Thompson, *ship*, 418,\* 450, 474.\*  
 H. Brewer, *bark*, 496,\* 520.\*  
 Helen F., *schooner*, 600,\* 616, 630.

## NEW HAVEN, CONN. :

Henry, *ship*, 236.\*  
 Huron, *ship*, 240.\*

## NEW YORK, N. Y. :

Hesper, *ship*, 240; *bark*, 320.  
 Hamilton, *ship*, 304.

## NEWPORT, R. I. :

Harvest, *bark*, 310,\* 332.\* (See Fairhaven.)  
 Helen, *brig*, 368, 394, 402, 416,\* 428.\*  
 Helen Augusta, *ship*, 474,\* 520.\*

## NEWBURYPORT, MASS. :

Hannah Grant, *schooner*, 622,\* 634.\*

## PROVINCETOWN, MASS. :

Hannah and Eliza, *schooner*, 214, 216.  
 Helen Neal, *schooner*, 472,\* 498, 506.  
 H. N. Williams, *schooner*, 472,\* 486, 498, 506.  
 Hanover, *schooner*, 486,\* 498, 506.  
 Helen M. Simmons, *schooner*, 611,\* 628,\* 656.

## PROVIDENCE, R. I. :

Hampton, *sloop*, 250.\*  
 Hope, *ship*, 292.\*

## PLYMOUTH, MASS. :

Hannah, *schooner*, 180, 182.

## SAG HARBOR, N. Y. :

Henry, *ship*, 268, 274, 280, 286, 301, 312, 318, 328, 340, 348, 370, 382, 432, 458.\*  
 Hannibal, *ship*, 230, 240, 246, 248,\* 252, 256, 258, 262, 268, 274, 280, 286, 291, 301, 312,  
 318, 328, 338, 370, 382, 396, 406, 432.\*  
 Hudson, *ship*, 304,\* 312, 318, 328, 340, 360, 396, 418.\*  
 Hamilton, *ship*, 328, 348, 370, 396, 418, 432.  
 Hamilton, *ship*, 360, 370, 406.\*  
 Harou, *ship*, 370,\* 396, 406, 432.\* (From Hudson.)  
 Henry Lee, *ship*, 39, 432.  
 Henry, *ship*, 406.\*  
 Helen, *ship*, 406.\*

## STONINGTON, CONN. :

Hydaspe, *ship*, 246.\*  
 Hersilia, *ship*, 246.  
 Henry, *brig*, 322, 360, 370.\*  
 Herald, *ship*, 384,\* 406, 430.\* (From DoreLester.)

## SALEM, MASS. :

Henry, *bark*, 384, 430.\*

## SAN FRANCISCO, CAL. :

H. Thompson, *bark*, 512.  
 Herald, *ship*, 532.  
 Hopewell, *schooner*, 532.  
 Henry, *schooner*, 546.\*

## WARREN, R. I. :

Hoogley, *ship*, 320,\* 333, 370,\* 414, 464, 510.\*  
 Hector, *bark*, 394,\* 428, 456, 474, 510, 542.\*  
 Henry Tuke, *ship*, 414.\*  
 Hopewell, *ship*, 414.\*  
 Harvest, *bark*, 428.\*

## WESTPORT, MASS. :

Hera, *bark*, 214.  
 Harbinger, *ship*, 390,\* 426, 456,\* 484.\*

## I.

## BOSTON, MASS. :

Industry, *schooner*, 180.  
 Imogene, *brig*, 386, 392.\* (See Provincetown.)

## FAIRHAVEN, MASS. :

Isabella, *ship*, 282, 308,\* *bark*, 316, 346, 376. (See Now Bedford.)  
 Iowa, *ship*, 506,\* 538.\*

## GREENPORT, N. Y. :

Italy, *ship*, 450, 490, 522.\*

## NEWBURGH, N. Y. :

Illinois, *ship*, 304, 320. (Probably afterwards of Sag Harbor.)

## SANTUCKET, MASS. :

Industry, *ship*, 182, 186, 188, 196,\* 198, (2 places,) 202, 208, 212, 216, 222, 224, 228.\*  
 Indus, *brig*, 220, 222,\* *ship*, 228,\* 242,\* 248.\*  
 Independence, *ship*, 222,\* 232, 248, 258, 270, 300.\*

## 734 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## NANTUCKET, MASS.—Continued.

Improvement, *ship*, 222, 232, 248.\*  
 Independence 2d, *ship*, 228,\* 242, 254.  
 Industry, *schooner*, 236.  
 Iris, *sloop*, 230, 260, 346, 376.  
 Industry, *brig*, 242.\*  
 Islander, *bark*, 540,\* 590.\* (See New Bedford.)

## NEW BEDFORD, MASS. :

Industry, *sloop*, 186, 190, 192,\* 194.  
 Industry, *brig*, 220. (See Westport.)  
 Independence, *ship*, 226, 232, 238, 252, 254, 266, 282, 314.\*  
 Iris, *ship*, 230, 236, 238, 254, 266, 282, 314, 351, 398, 444, 468, 502, 514.\*  
 Indian Chief, *brig*, 238, 242, 252.  
 India, *ship*, 262, 276, 300, 344, 364, 398, 422, 452, 478,\* 524, 558.\*  
 Isaac Howland, *ship*, 266, 282, 314, 354, 398,\* 422, 452, 478, 514, 568, 598.\*  
 Isabella, *ship*, 282, 374, 422, 452.\* (See Fairhaven.)  
 Israel, *ship*, 374,\* 398, 434.\*  
 Inez, *ship*, 422.\*  
 Iuga, *brig*, 452.\*  
 Illinois, *ship*, 468,\* 502, 568, 598; *bark*, 642. (From Sag Harbor.)  
 Ionia, *bark*, 478,\* 514, 558.  
 Ionia, *bark*, 618.\*  
 Isabella, *bark*, 492,\* 524, 568, 592.\*  
 Islander, *bark*, 604,\* 610.\* (From Nantucket.)  
 Irving, *schooner*, 624,\* 636.\*

## NEW LONDON, CONN. :

Indian Chief, *ship*, 312,\* 328, 348, 394, 418, 450,\* 488,\* 544.\*  
 Iris, *ship*, 328; *bark*, 418, 496,\* 544.\*  
 India, *ship*, 418,\* 450, 474, 520.\*  
 Isaac Hicks, *ship*, 418,\* 458, 488, 544,\* 564.  
 Isaac Walton, *ship*, 418.\*  
 Isabella, *brig*, 596, 608, 622, 634, 642, 648, 654.  
 Isabel, *schooner*, 600.\*

## PROVINCETOWN, MASS. :

Imogene, *brig*, 314, 322, 332, 342, 348, 362.\* (See Boston.)

## SAG HARBOR, N. Y. :

Illinois, *ship*, 406,\* 432, 450.\* (Probably formerly of Newburg.) (See New Bedford.)  
 Italy, *ship*, 418.\*

## SALEM, MASS. :

Izotte, *bark*, 286,\* 292, 310, 318, 338, 370.

## WAREHAM, MASS. :

Iuga, *brig*, 360, 372, 380, 390, 402, 424, 440.\*

## WESTPORT, MASS. :

Industry, *brig*, 218, 224, 226, 230, 234, 238, 244, 248, 256, 262, 268, 270, 284, 292, 298, 318.\* (See New Bedford.)

## J.

## BOSTON, MASS. :

Jenney, *schooner*, 198.  
 John, *brig*, 222,\* 224, 228, 262.  
 John, *ship*, 230, 238.  
 Jasper, *ship*, 286. (See Fairhaven.)

## DORCHESTER, MASS. :

Julia, *bark*, 332.

## EDGARTOWN, MASS. :

John, *ship*, 234, 256, 272.

## FAIRHAVEN, MASS. :

Java, *ship*, 268, 276, 282, 290, 298, 316, 346, 376, 426, 462,\* 516.\* (See New Bedford.)  
 Jasper, *ship*, 290, 298, 308, 316, 336, 356.\* (See Boston.)

## FAIRHAVEN, MASS.—Continued.

- Joseph Maxwell, *ship*, 298, 326, 336, 346, 366, 400, 454, 494; *bark*, 528,\* 570, 594.\*  
 (See New Bedford.)  
 James Munroe, *ship*, 366, 412, 446.\* (From Hudson.)  
 John A. Robb, *ship*, 424,\* 462, 506, 552.\*  
 John Coggeshall, *ship*, 494,\* 528.\* (From New Bedford; which see.)  
 L. van, *ship*, 528.\* (See New Bedford.)  
 John Hathaway, *brig*, 642.\*  
 John Randolph, *schooner*, 618.\*

## HUDSON, N. Y.:

- June, *ship*, 202.  
 James Munroe, *ship*, 304,\* 312. (See Fairhaven.)

## MATTAPOISETT, OR ROCHESTER, MASS.:

- Joseph Meigs, *ship*, 330,\* 414.\* (See New Bedford.)

## MADON, OR SIPPICAN, MASS.:

- June, *brig*, 424.\*  
 James, *schooner*, 538,\* 552, 570, 578, 582, 588, 594.\* (From New Bedford.)

## NANTUCKET, MASS.:

- June, *ship*, 188, 216.\*  
 Joanna, —, 190.  
 Juliana, *sloop*, 196.  
 John Gay, *ship*, 198, (2 places,) 202, 204, 208, 210, 212, 216, 224,\* 242, 254,\* 266.\*  
 John and James, *ship*, 208, (2 places.)  
 John Adams, *ship*, 216,\* 236,\* 250, 260, 270, 278, 284, 290, 300, 318, 336, 376,\* 436.  
 John, *ship*, 216.  
 June, *schooner*, 220, 224,\* 228.  
 John, *sloop*, 220.  
 John Adams 2d, *ship*, 228, 236, 258, 270.  
 Japan, *ship*, 242,\* 254, 270, 290, 308, 346, 376, 426.  
 Jones Hale, *sloop*, 308.\*  
 Jefferson, *ship*, 326, 366.\*  
 James Loper, *ship*, 346,\* 390, 438, 484, 528.\*  
 Joseph Starbuck, *ship*, 346,\* 390.\*

## NEWARK, N. J.:

- John Wells, *ship*, 322,\* 342, 362, 384. (See Sag Harbor.)

## NEW BEDFORD, MASS.:

- James, *ship*, 192.  
 June, *ship*, 194, 238.  
 Jefferson, *ship*, 206.\*  
 June, *brig*, 226, 232, 242, 258, 262, 272, 276, 324,\* 344, 354, 364, 386, 398.\*  
 Java, *ship*, 272, 276, 282, 288, 296, 314, 334, 354, 374; *bark*, 524,\* 574, 598, 630, 642.\*  
 (See Fairhaven.)  
 Jasper, *ship*, 276,\* 324; *bark*, 334, 344, 354, 364, 386, 408, 434, 468.\*  
 John, *ship*, 276, 288, 296, 306, 324, 344, 364, 408, 452, 492.\*  
 John Howland, *ship*, 276, 288,\* 324, 354, 398, 444, 480, 514, 560,\* *bark*, 598,\* 642.  
 John Adams, *ship*, 282, 314, 334, 354, 374, 408.\* (From Nantucket.)  
 James, *ship*, 296, 354, 386,\* 452, 586, 604.\*  
 Julian, *ship*, 314, 354, 374, 408, 444,\* 480, 514, 560.\*  
 James, *ship*, 314, 334, 422,\* 480, 514, 560, 642, 652.  
 John and Edward, *ship*, 374, 408,\* 444, 480, 524.\* (From New London.)  
 Junior, *ship*, 374, 410, 444, 468,\* 502, 548, 560.\*  
 Junius, *bark*, 386,\* 422, 468.\*  
 Jennette, *ship*, 386,\* 422,\* 452, 468, 514, 560.\*  
 Java, *ship*, 398, 422, 452,\* 492.  
 James Allen, *ship*, 408,\* 452, 480, 524; *bark*, 568,\* 604, 642.\*  
 June, *brig*, 410.\*  
 James Maury, *ship*, 422,\* 452, 480, 524, 568, 598,\* *bark*, 624.\* (From Salem.)  
 J. E. Donnell, *bark*, 422,\* 460, 480, 502.\*  
 John Coggeshall, *ship*, 444,\* 574.\* (From Newport. See Fairhaven.)  
 John Wells, *ship*, 468,\* 514; *bark*, 548,\* 582, 604,\* 630.\* (From Sag Harbor.)  
 Joseph Meigs, *ship*, 468,\* 514, 560.\* (From Mattapoisett.)  
 James Andrews, *bark*, 480,\* 502.\*  
 James Edward, *ship*, 480.\*  
 James Edward, *ship*, 524.\*  
 Jirch Perry, *ship*, 492,\* 534,\* 571, 598,\* 624, 640, 652.



## NEW BEDFORD, MASS.—Continued.

John A. Parker, *bark*, 492,\* 548.\*  
 Joseph Butler, *bark*, 492,\* 514.\*  
 James Arnold, *ship*, 502,\* 548,\* 586, 598, 610, 630, 648.  
 Jereh Swift, *ship*, 502,\* \* *bark*, 548,\* 586.\*  
 John Dawson, *bark*, 502,\* 524, 568, 580,\* 598, 618, 636, 642, 652.  
 Joshua Bragdon, *bark*, 502,\* 548,\* 582.\*  
 James, *schooner*, 524.\* (Sold to Sipplean, Marlon.)  
 J. D. Thompson, *bark*, 524,\* 558.\* (See New London.)  
 Josephine, *ship*, 536,\* 568,\* 592, 618, 640, 652.\* (From Sag Harbor.)  
 Java 2d, *bark*, 548,\* 574, 598, 618,\* 642.\* (From Fairhaven.)  
 John P. West, *bark*, 560,\* 592,\* 624, 640.  
 Joseph Grinnell, *bark*, 560.\*  
 Japan, *ship*, 568.\* (From Fairhaven.)  
 John Carver, *bark*, 610,\* 636,\* 652.\*  
 J. W. Dodge, *schooner*, 618,\* 624.\*  
 Joseph Maxwell, *bark*, 624,\* 642.\* (From Fairhaven.)  
 Janet, *bark*, 648, 652. (From Westport.)  
 John J. Winthrop, *bark*, 654.

## NEW YORK, N. Y.:

Josephus, —, 188.  
 Julia, *brig*, 320.

## NEWPORT, R. I.:

James Munroe, *sloop*, 240.  
 John Coggeshall, *ship*, 286,\* 322, 362, 404.\* (See New Bedford.)

## NEW LONDON, CONN.:

Jones, *ship*, 244, 250, 252, 256, 258, 261, 270, 272, 280, 294, 312, 320, 340, 352, 378.\*  
 John and Edward, *ship*, 270, 272, 280, 312,\* 320, 340,\* 348.\* (See New Bedford.)  
 Julius Caesar, *ship*, 286, 294, 312, 320, 328, 340, 348, 358, 368, 378, 404, 418, 450, 466,  
 488, 510, 544.\*  
 Jason, *bark*, 286,\* 320, 328, 340, 358, 378, 394, 418, 440.  
 John and Elizabeth, *ship*, 328, 348, 368, 394, 418, 450, 474, 532, 544.\*  
 Jefferson, *ship*, 418,\* 432, 450, 466, 488, 510.\* (From Wilmington.)  
 John E. Smith, *schooner*, 488,\* 532,\* 544, 556.\*  
 J. E. Comstock, *schooner*, 556.\*  
 J. D. Thompson, *bark*, 596,\* 630.\* (From New Bedford.)

## PLYMOUTH, MASS.:

James Munroe, *brig*, 342, 352, 372, 380, 392.\*

## PROVINCETOWN, MASS.:

John B. Dods, *brig*, 378, 392, 402, 414.  
 Joshua Brown, *schooner*, 392, 414,\* 428.  
 Jane Howes, *brig*, 428,\* 464, 472, 486, 498.  
 John Adams, *schooner*, 428, 438, 448, 456, 464, 472, 486, 498, 508,\* 520, 530, 542, 564, 574,  
 584.\*  
 J. H. Duvall, *bark*, 542,\* 580.\*  
 J. Taylor, *schooner*, 614, 622.\*  
 John A. Lewis, *schooner*, 614,\* 622, 628.\*  
 J. H. Collins, *schooner*, 620,\* 634.\*  
 Joseph Lindsey, *schooner*, 622.\*  
 John Atwood, *schooner*, 644.\*

## SAG HARBOR, N. Y.:

Jefferson, *ship*, 210, 450, 476, 512, 558.\*  
 Julius Caesar, *ship*, 234, 240.  
 John Jay, *ship*, 396,\* 432.  
 Josephine, *ship*, 406,\* 442.\* (See New Bedford.)  
 John Wells, *ship*, 418,\* 442.\* (From Newark. See New Bedford.)

## SALEM, MASS.:

James Maury, *ship*, 302,\* 338, 384.\* (See New Bedford.)

## SOMERSET, MASS.:

Jane, *bark*, 380, 404.\*

## SAN FRANCISCO, CAL.:

Jupiter, *schooner*, 512.

## WARREN, R. I. :

Jane, *ship*, 328, 370, 402.

## WESTPORT :

Juno, *brig*, 336, 342, 350, 362, 370, 390, 400.Janet, *bark*, 438,\* 456, 496, 528, 572, 600, 612, 632.\* (See New Bedford.)

## WILMINGTON, DEL. :

Jefferson, *ship*, 360,\* 381. (See New London.)

## K.

## FAIRHAVEN, MASS. :

Kingston, *ship*, 454.\* (From Nantucket.)Kingfisher, *schooner*, 582.\*

## GEORGETOWN, N. Y. :

Kanawha, *bark*, 532.\*

## NANTUCKET, MASS. :

Kingston, *ship*, 242,\* 254,\* 266,\* 290, 326, 366.\* (See Fairhaven.)Kirkwood, *brig*, 446.\*Key West, *schooner*, 564.

## NEW BEDFORD, MASS. :

Keziah, —, 190,\* (2 places.)

Kutinsoll, *ship*, 374, 422, 452, 480,\* 521.\*Kathleen, *bark*, 492,\* 524, 548, 574, 598,\* 618, 640, 652.Kensington, *ship*, 492,\* 548,\*Keoka, *bark*, 502.\* (See Westport.)Kingfisher, *ship*, 502.\*Kingfisher, *bark*, 536,\* 574.

## SAG HARBOR, N. Y. :

Konohassett, *ship*, 432.\*

## WESTPORT, MASS. :

Kate Cory, *schooner*, 538,\* 552; *brig*, 562,\* 582, 588.\*Keoka, *bark*, 552.\* (From New Bedford.)

## L.

## BOSTON, MASS. :

Lucy, *schooner*, 180.Lewis Bruce, *brig*, 596.\* (From Orleans.)Louisa A, *schooner*, 608,\* 622,\* 654.\*

## BRISTOL, R. I. :

Leonidas, *ship*, 264, 280, 302,\* 380, 402.\*Lemuel C. Richmond, *ship*, 340.\* (See New Bedford.)

## BEVERLY, MASS. :

Lady Suffolk, *bark*, 508,\* 520, 542, 554,\* 570.\*

## DARTMOUTH, MASS. :

Liverpool, *bark*, 550.\* (From New Bedford.)

## DORCHESTER, MASS. :

Lewis, *bark*, 322,\* 342. (From Gloucester.)

## EDMUNDS, MASS. :

Loan, *ship*, 228, 238, 250, 256, 268, 288, 308, 346.Louisa Sears, *bark*, 540,\* 572.\*Linda Stewart, *bark*, 620.\* (See New Bedford.)

## FAIRHAVEN, MASS. :

Liberty, *schooner*, 218,\* 222.Leonidas, *ship*, 234, 258, 262, 268, 272, 284, 290, 298, 308, 326, 336, 356, 400, 436, 462.\*London Packet, *ship*, 308, 326, 356, 400, 446.\*Lagrange, *bark*, 356, 376,\* 424, 470, 516.\* (See New Bedford.)Lydia, *ship*, 424,\* 456, 482, 514, 576.\* (From Nantucket. See New London.)Lively, *schooner*, 482.\*

## FALL RIVER, MASS. :

Leonidas, *brig*, 380,\* 392, 402, 428,\* 418.\* (See Westport.)

## GLOUCESTER, MASS. :

Lewis, *ship*, 300, 306. (See Dorchester.)

## GREENPORT, N. Y. :

Lucy Ann, *ship*, 418, 450.\* (From Wilmington.)

## HUDSON, N. Y. :

Liberty, —, 182.

## LYNN, MASS. :

Louisa, *ship*, 284, 292, 296, 306, 310, 330, 338, 348.\*

## MARBLEHEAD, MASS. :

Lavalette, *schooner*, 244.

## MATTAPOISETT, OR ROCHESTER, MASS. :

Lexington, *schooner*, 284.Laurel, *schooner*, 284, 292, 300, 308, 322, 326.Le Baron, *brig*, 336, 346, 366, 379.\* (See Newport.)Lagrange, *brig*, 336, 346, 356, 366, 379, 402, 436.\*

## MYSTIC, CONN. :

Leander, *bark*, 382, 406, 473, 448,\* 474,\* 496, 522, 544, 566.\*Lion, *schooner*, 493,\* 512.\*

## NANTUCKET, MASS. :

Leo, *brig*, 186, 188, (2 places.) 192,\* 194, 198, 200, 206, 208, (2 places.) 210, 212, (2 places.) 216,\* *ship*, 222, 226, 232.\*Lydia, *ship*, 188, 192,\* 196,\* 198, 200, 202, 204, 206, 208, (2 places.) 210,\* 212, 216,

220, 222,\* 242,\* 254, 260, 274, 300.\*

Lion, *ship*, 192, 206, 308, 212, 236.\*Lady Adams, *ship*, 198, 208, 210, 212, 216, 222, 232, 242.\*Lima, *ship*, 202, 208,\* 212, 214, 216, 224, 232, 250, 260, 284, 308, 346, 390.\*Liberty, *brig*, 220.Leander, *ship*, 228.\*Lucy, *brig*, 232.Liberty, *schooner*, 232.Lively, *schooner*, 232.Loper, *ship*, 236, 250, 260, 270,\* 278, 290.\*Lexington, *schooner*, 290, 300,\* 308, 326, 366,\* 456.Levi Starbuck, *ship*, 300,\* 336, 376, 426.\* (See New Bedford.)Lexington, *ship*, 326,\* 412, 508, 540.\*Lydia, *ship*, 366.\* (See Fairhaven.)Laura, *schooner*, 456.

## NEW BEDFORD, MASS. :

Lively, —, 188.

Lydia, *schooner*, 198.Lucy, *schooner*, 200, 202.Lucy, *brig*, 201, 208.Laura, *schooner*, 232, 238.Lorenzo, *ship*, 232.\*Loring, *ship*, 238.\*Lyra, *ship*, 248, 254, 266.\*Lancaster, *ship*, 266, 282, 306, 314, 386, 422, 452,\* 480, 514, 560.\*Logan, *ship*, 258,\* 276, 306, 344, 388, 410,\* 414, 480, 514.\*Leader, *bark*, 276, 316.\* (See Westport.)Liverpool, *ship*, 282, 298, 316, 324,\* 344, 364, 388,\* 410, 444, 468, 502.\* (See Dart-

mouth.)

London Packet, *ship*, 288, 296, 324, 344; *bark*, 364, 410, 452.\*Lucas, *ship*, 296, 314, 324, 344, 354, 388, 398.\*Lalla Rookh, *ship*, 316,\* 334, 364, 410, 454.\*Lemuel C. Richmond, *ship*, 334, 344,\* 410, 454, 480, 514, 548.\* (From Bristol.)Laurel, *schooner*, 334, 344; *brig*, 354, 364,\* 374,\* 388.Lafayette, *ship*, 364,\* 410, 444.\*Lagoda, *ship*, 374, 398, 434, 468, 502,\* 536, 574, 598, 624, 646.Lewis, *bark*, 374.Leonidas, *ship*, 386, 422, 468, 514; *bark*, 560.\*Liverpool 2d, *ship*, 428,\* 444, 480.\*

## NEW BEDFORD, MASS.—Continued.

- Le Baron, *bark*, 414.\* (From Newport.)  
 Levi Starbuck, *ship*, 468.\* 502, 518, 535.\* (From Nantucket.)  
 Louisiana, *ship*, 468.\* 502, 560, 598.  
 Louisa, *ship*, 468.\* 502; *bark*, 535, 582, 604, 630, 648.  
 Lexington, *bark*, 480.\* 502, 514.\* (From Providence.)  
 Lafayette, *bark*, 492.\* 536, 586.\* (From Warren.)  
 Laetitia, *bark*, 492.\* 518, 574, 598, 624, 644, 652.  
 Lancer, *ship*, 492.\* 536.\* 574, 604, 630.\* 652.  
 Lapwing, *ship*, 502.\* 536, 576.\*  
 Lewis, *ship*, 410, 460, 502.\* 518.\*  
 Lagrange, *bark*, 518.\* (From Fairhaven.)  
 Lafayette, *ship*, 582.  
 Leonidas, *bark*, 598.\* 604, 618, 630. (From Westport.)  
 Lydia, *bark*, 604.\* 630.\* 648.  
 Laetitia, *bark*, 610.\* 624, 640, 654.  
 Live Oak, *bark*, 630.\*  
 Linda Stewart, *bark*, 352. (From Edgartown.)

## NEW LONDON, CONN.:

- Lydia, *ship*, 206, (2 places,) 208.  
 Leonidas, *ship*, 206.\* (2 places,) 208.\*  
 Lowell, *ship*, 404.\* 430.\*  
 Louvre, *ship*, 418.\*  
 Leader, *schooner*, 430.\*  
 Lark, *bark*, 450.\* 474, 510, 556.  
 Laurens, *ship*, 532.\* 556. (From Sag Harbor.)  
 Leader, *schooner*, 600, 616.  
 Lydia, *bark*, 600.\* (From Fairhaven.)  
 L. P. Simmons, *schooner*, 654, 658. (See Provincetown and New York.)

## NEWPORT, R. I.:

- Liberty, *brig*, 220.  
 Le Barron, *bark*, 416.\* (From Mattapoisett.) (See New Bedford.)

## NEW YORK, N. Y.:

- Louisa, *ship*, 268.\*  
 Logan, *ship*, 268.\*  
 Lizzie P. Simmons, *schooner*, 646.\* 618.\* (From Provincetown.) (See New London.)

## NEWBURYPORT, MASS.:

- Life Boat, *schooner*, 622.\* 628.\*

## ORLEANS, MASS.:

- Lewis Bruce, *brig*, 508.\* 520, 530, 542, 572, 580.\* (From Provincetown.) (See Boston.)

## PROVINCETOWN, MASS.:

- Laurel, *brig*, 236, 240, 244.  
 Louisa, *schooner*, 332, 342, 392, 414, 428, 438, 448, 456, 464, 472, 498, 508, 520, 530.\*  
 Lewis Bruce, *brig*, 464, 472.\* 483, 498.\* (See Orleans.)  
 Lizzie P. Simmons, *schooner*, 614.\* 628. (See New York and New Bedford.)  
 Lizzie J. Bigelow, *schooner*, 628.\*  
 Lottie E. Cook, *schooner*, 654.\* 656.

## PROVIDENCE, R. I.:

- Lexington, *ship*, 380, 428.\* (See New Bedford.)  
 Lion, *ship*, 380, 428, 464, 520.\*

## PLYMOUTH, MASS.:

- Levant, *ship*, 296.

## RHODE ISLAND.†

- L, *schooner*, 184.

## SALEM, MASS.:

- Lydia, *ship*, 318.\* 338.

## SAN FRANCISCO, CAL.:

- Leonore, *ship*, 532.  
 Leverett, *brig*, 546.

† Probably should be Newport.

## 740 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## SAG HARBOR, N. Y. :

Lacey, *brig*, 180,\* 184, 190.  
 Lavinia, *ship*, 210.  
 Levant, *ship*, 418,\* 450, 490.\*  
 Laurens, *bark*, 432.\* (See New London.)

## WARREN, R. I. :

Luminary, *ship*, 302, 338, 370, 414,\* 456.\*  
 Lafayette, *ship*, 321, 428, 456.\* (See New Bedford.)

## WAREHAM, MASS. :

Levant, *bark*, 390.\*

## WESTPORT, MASS. :

Leader, *bark*, 370. (From New Bedford.)  
 Leonidas, *brig*, 446,\* 470, 484, 518, 528, 552, 562, 578.\* (See New Bedford.)

## WILMINGTON, DEL. :

Lucy Ann, *ship*, 320, 342, 360, 384.\* (See Greenport.)

## M.

## BOSTON, MASS. :

Mars, *schooner*, 188.  
 Margaret, *brig*, 342.\*  
 Maine, *brig*, 386, 392,\* 402.\*  
 Money Hill, *schooner*, 622.\*

## BALTIMORE, MD. :

Monticello, *schooner*, 306.

## BRISTOL, R. I. :

Moro Castle, *brig*, 392.\*

## BARNSTABLE, MASS. :

Mareh, *brig*, 440.\* (See Yarmouth.)

## COLD SPRING, N. Y. :

Monmouth, *bark*, 382, 396, 406, 442, 490, 522, 558.\* (From Sag Harbor.)

## DARTMOUTH, MASS. :

Matilda Sears, *bark*, 538,\* 578, 606, 632, 646.

## EDGARTOWN, MASS. :

Meridian, *ship*, 268,\* 288, 308.\*  
 May Ann, *ship*, 272.\*  
 Mary, *ship*, 326,\* 346, 384, 412,\* 456, 498,\* 540, 584, 612.\*  
 Milton, *bark*, 412.\*  
 Monterey, *schooner*, 506,\* 530.\*  
 Mary Frazier, *bark*, 656. (From New Bedford.)

## FAIRHAVEN, MASS. :

Mentor, *brig*, 262,\* 268, 272.  
 Maine, *ship*, 272, 276,\* 290, 308, 324, 346, 366, 388, 436.\*  
 Marcus, *ship*, 276, 298, 336, 366, 412,\* 446, 470.\*  
 Marcia, *ship*, 290, 298, 316, 336, 346, 356, 376. (See New Bedford.)  
 Martha, *ship*, 326, 346, 376, 424, 454, 494, 552.\*  
 Martha 2d, *ship*, 326, 346, 366, 412, 454, 494, 538.\*  
 Mary Ann, *ship*, 346, 388, 436, 470, 516, 562.\*

## FALL RIVER, MASS. :

Montezuma, *brig*, 372.

## GLOUCESTER, MASS. :

Mount Wollaston, *ship*, 300, 310.

## HOLMES'S HOLE, MASS. :

Macon, *ship*, 362, 388.\*  
 Malta, *brig*, 426,\* 448; *bark*, 472.\*

## HUDSON, N. Y. :

Meteor, *ship*, 278,\* 306.  
 Martha, *ship*, 288, 304,\* 350, 360, 384.\* (See New York and Sag Harbor.)

## MATTAPoisETT, OR ROCHESTER, MASS. :

Magnolia, *schooner*, 260, 262, 268, 274.  
 Mattapoisett, *brig*, 326, 336, 346, 356, 378, 390, 414.\* (See Westport.)  
 Massasoil, *bark*, 484,\* 496, 518, 562.\*  
 Match, *brig*, 508,\* 522, 540, 562, 578. (From New Bedford.)  
 Mary Ann, *bark*, 540,\* 562. (From New Bedford.)

## MYSTIC, CONN. :

Meteor, *ship*, 312, 330, 350, 360, 372, 391, 420, 458, 490.\*

## NEWBURYPORT, MASS. :

Merrimac, *ship*, 302,\* 338, 368, 392.\* (See New London.)

## NANTUCKET, MASS. :

Minerva, *ship*, 186, 188, (2 places,) 190, 198, 210, 212, 216.  
 Mary Ann, *ship*, 186, 188, (2 places,) 196, 198, 202, 210, 212.\*  
 Manilla, *ship*, 186, 188, 202, 212.\*  
 Maria, *ship*, 188, (2 places.)  
 Mars, *ship*, 192, 194, 198, 202, 204, 208, 210, 212.  
 Margaret, *ship*, 200.  
 Mary, *ship*, 204.  
 Mount Hope, *schooner*, 208, 212, 214.\*  
 Monticello, *ship*, 208, 212.\*  
 Martha, *ship*, 216,\* 226, 236, 258, 266, 270, 300, 334, 376,\* 426.  
 Maria, *schooner*, 216.  
 Mason's Daughter, *sloop*, 216,\* 220, 222, 232,\* 236.\*  
 Morning Star, *schooner*, 220.  
 Mars, *ship*, 220,\* 228,\* 242, 254,\* 266.\*  
 Minerva, *ship*, 226.\*  
 Maria, *ship*, 242,\* 254, 266, 290, 326, 366, 390, 438,\* 472.\*  
 Mary Mitchell, *ship*, 260,\* 284,\* 318, 346,\* 390.\*  
 McDonough, *sloop*, 266.\*  
 Montano, *ship*, 270,\* 300,\* 336, 356, 376, 426.\*  
 Mary, *ship*, 284,\* 318, 356,\* 400, 446, 498, 540.\*  
 Mariner, *ship*, 290,\* 326, 366, 412, 462.\*  
 Mount Vernon, *ship*, 290,\* 318, 356, 412.\* (See New Bedford.)  
 Maria, *sloop*, 334.  
 Monticello, *ship*, 376,\* 426, 472, 510.\* (See New London.)  
 Massachusetts, *ship*, 376,\* 426, 456, 484, 508, 540.\* (See San Francisco.)  
 Mohawk, *ship*, 472,\* 518, 572.\*  
 Memnon, *ship*, 498.\*  
 Martha Wrightington, *bark*, 612.\*

## NEW BEDFORD, MASS. :

Mary, *brig*, 190, 218, 222, 226,\* 242.\*  
 Maria, *ship*, 194, 196, (2 places,) 200, 204, (2 places,) 206, 208, 210, 214, 218,\* 222, 230, 232, 242, 256,\* 266, 282, 306, 324,\* 344; *bark*, 374, 398, 434, 460,\* 494, 536, 568.\*  
 Martha, *ship*, 208, 210, (2 places,) 218, 220, 222, 236, 230, 232, 242, 248, 252, 254, 258, 262, 266, 276,\* 298, 306. (See Fairhaven.)  
 Milwood, *ship*, 222, 226, 232, 238, 244, 248, 252, 256, 258, 262, 266, 272, 288,\* 298; *bark*, 324, 344, 364, 388, 410, 434, 480, 516, 548, 586, 598, 604, 618, 630, 640.\*  
 Minerva, *ship*, 226, 230, 238.  
 Midas, *ship*, 226,\* 230, 232, 238, 244, 248, 252, 256, 258, 262, 272, 276, 282, 288, 298, 334, 388, 410, 444, 468, 502; *bark*, 548,\* 582, 604, 630, 652.  
 Mercator, *ship*, 226, 230, 238, 244, 256, 266, 272, 276, 282, 288,\* 298,\* 324, 364, 398, 422; *bark*, 468, 494.  
 Minerva, *brig*, 230, 232, 244, 252, 256, 262.  
 Minerva Smyth, *ship*, 232, 262, 276, 298, 324, 364, 410, 422, 454, 494, 526, 560,\* 598,\* 604, 610.\*  
 Maria Theresa, *ship*, 238, 242, 254,\* 266, 282, 316, 324, 344, 364, 388,\* 422,\* 441, 480, 514, 548.\*  
 Maryland, *ship*, 238.\*  
 Mercury, *ship*, 241, 254, 266, 282, 288, 298, 331, 374, 410,\* 451, 494; *bark*, 524, 568, 592, 630, 646, 654.  
 Massachusetts, *ship*, 244.\*  
 Missouri, *ship*, 256, 258.  
 Mentor, *ship*, 276, 282.\*  
 Minerva, *bark*, 276, 282, 298,\* 324, 354, 364, 388, 398, 444.  
 Martha, *ship*, 276.\*  
 Mary Ann, *ship*, 276.\* (See Mattapoisett.)

## NEW BEDFORD, MASS.—Continued.

Milo, *ship*, 276, 316,\* 341,\* 398,\* 434, 460, 480, 526, 568,\* 592.\*  
 Mayflower, *ship*, 282, 306, 354, 374,\* 410.\* (See San Francisco.)  
 Magnolia, *ship*, 282, 306, 344, 388,\* 422,\* 480, 514, 560.\*  
 Mentor, *brig*, 282.\* (From Westport.)  
 Milton, *ship*, 288,\* 324, 354, 388,\* 410, 444, 480, 536, 576, 604, 630, 616.  
 Messenger, *ship*, 288, 316, 334, 354,\* 374, 398, 414, 480, 524; *bark*, 568.  
 Mary Ann, *brig*, 288; *bark*, 298.  
 Mary, *ship*, 288.\*  
 Moss, *ship*, 298, 334,\* 364.\*  
 Mary, *ship*, 324, 344, 354, 388,\* 410, 444, 468,\* 494, 514,\* 536; *bark*, 576,\* 592.\*  
 Minerva, *ship*, 324, 334,\* 354, 388,\* 410, 444, 468, 504, 536.\*  
 Mount Vernon, *ship*, 324, 344, 364, 398, 434.  
 Massachusetts, *ship*, 324,\* 364, 410, 454,\* 480; *bark*, 536,\* 576, 604, 636.\*  
 Marcella, *bark*, 324, 364, 388,\* 410,\* 444, 468,\* 502, 536, 560, 586, 604, 618, 630, 616, 630.  
 Montpelier, *ship*, 354, 388,\* 410, 444, 468, 504.\*  
 Mobile, *ship*, 364, 410, 454.\*  
 Margaret Scott, *ship*, 374,\* 410, 444, 480; *bark*, 524,\* 548.\*  
 Mars, *bark*, 374,\* 422, 454, 494, 536, 576, 604, 630, 618.  
 Moctezuma, *ship*, 374, 410, 444, 480, 516,\* 548.\*  
 Metacomb, *ship*, 374, 422, 454, 468,\* 502, 548,\* (From Warren.)  
 Majestic, *ship*, 388,\* 410, 454, 480, 502, 548,\* 582.\*  
 Mary Frazier, *bark*, 388,\* 460, 502, 536, 576, 604, 618,\* 640.\* (See Edgartown.)  
 Morea, *ship*, 410,\* 444, 468,\* 504, 536.\*  
 Marcia, *ship*, 410,\* 444, 468,\* 502, 548,\* (From Fairhaven.)  
 Marengo, *ship*, 422, 454, 480, 524, 568, 610, 610.\*  
 Menkar, *ship*, 422,\* 454, 480, 514,\* (From Newport.)  
 Minerva 2d, *ship*, 422, 454, 480, 526; *bark*, 576,\* 598,\* 624.\*  
 Mount Wollaston, *ship*, 422, 462, 504, 560, 588, 618,\* 644,\* (From Salem.)  
 Montezuma, *bark*, 434,\* 460, 494,\* 526, 536, 560,\* (From Wareham.)  
 Mexican, *ship*, 454.\*  
 Mount Vernon, *ship*, 460,\* 498,\* 526,\* (From Nantucket.)  
 March, *brig*, 468,\* 494. (See Mattapoisett.)  
 Montreal, *ship*, 468,\* 504, 548.\*  
 Monongahela, *ship*, 468.\*  
 Martha, *bark*, 470,\* 514, 560, 592, 624, 644,\* (From Newport.)  
 Manuel Ortiz, *bark*, 480,\* 514, 548.\*  
 Mary and Martha, *ship*, 480,\* (From Plymouth.)  
 Martha 2d, *ship*, 480,\* 514, 560, 586.\*  
 Malta, *ship*, 492,\* 514, 536.\*  
 Mary Wilder, *ship*, 494,\* 514, 548, 576.\*  
 Montgomery, *bark*, 494,\* 526,\* 560.\*  
 Mary Ann, *bark*, 502,\* 560,\* (See Mattapoisett.)  
 Miantonomi, *ship*, 504.\*  
 Morning Star, *bark*, 504,\* 548, 586, 598, 610, 626, 646.\*  
 Matthew Luce, *bark*, 514,\* 568.\*  
 Marion, *bark*, 524,\* 568.\*  
 Millinocket, *bark*, 524,\* 568,\* (From Warren.)  
 Merlin, *bark*, 524,\* 568, 592, 624, 644, 654.  
 Morning Light, *ship*, 536,\* 568.\*  
 Mary and Susana, *ship*, 548,\* 576, 598,\* 618, 636, 648.  
 Mattapoisett, *bark*, 654,\* 654. (From Westport.)  
 Minnesota, *ship*, 654,\* (See New York.)

## NEW LONDON, CONN.:

Mary, *brig*, 234, 240.  
 Mary Ann, *brig*, 234, 240.  
 Manchester Packet, *ship*, 270, 272, 280, 294, 302.\*  
 Mentor, *ship*, 280, 286, 294,\* 324, 358, 378, 404, 430.\*  
 Montgomery, *schooner*, 294, 304.  
 McDonough, *schooner*, 294, 304.\*  
 Montezuma, *ship*, 378, 418,\* 458,\* 488, 520, 556.\*  
 Mogul, *ship*, 394, 418, 450, 488, 510.\*  
 Merrimack, *ship*, 418,\* 450, 474; *bark*, 556.\* (From Newburyport.)  
 Morrison, *ship*, 418.\*  
 McClellan, *ship*, 440,\* 450, 468, 474, 488.\*  
 Marcia, *schooner*, 488, 510, 544.\*  
 Mechanic, *schooner*, 510.\*  
 Mary Powell, *schooner*, 556,\* 564.\*  
 Monticello, *bark*, 580,\* 590, 602, 608,\* (From Nantucket.)

## NEW YORK, N. Y.:

Maryland, *ship*, 191.\*  
 Martha, *ship*, 294. (See Hudson.)  
 Mobile, *ship*, 294.  
 Medina, *brig*, 329.\*  
 Minnesota, *ship*, 616,\* 630.\* (See New Bedford.)

## NEWPORT, R. I.:

Martha, *ship*, 302, 322,\* 338, 380, 423. (See New Bedford.)  
 Margaret, *ship*, 332, 352, 380.\*  
 Mechanic, *ship*, 352, 428,\* 532.\*  
 Monk, *ship*, 380.  
 Margaret, *ship*, 458.\*

## NORWICH, CONN.:

Miantonomah, *ship*, 196.\*

## ORLEANS, MASS.:

Medford, *brig*, 530,\* 542, 564.\* (From Provincetown.)

## PROVINCETOWN, MASS.:

Margaret, *schooner*, 236, 240.  
 Minerva, *schooner*, 236, 240.  
 Mary, *schooner*, 246.  
 Medford, *schooner*, 414,\* 428, 438, 456, 464, 472,\* 508.\* (See Orleans.)  
 Montezuma, *schooner*, 508,\* 520, 530, 542, 554, 572, 590, 596, 600, 608, 614, 622, 634,  
 638, 642,\* 644.\*  
 Mountain Spring, *schooner*, 508,\* 520, 530.\*  
 M. King, *schooner*, 520, 530, 542.  
 Metropolis, *schooner*, 564.  
 Mermaid, *schooner*, 580.\*  
 Mary G. Curren, *schooner*, 608,\* 614, 622,\* 628, 638.\*  
 M. E. Simmons, *schooner*, 608,\* 614, 628, 638, 644, 650, 654, 656.  
 Mary D. Leach, *schooner*, 622,\* 634.\*  
 Mary E. Nason, *schooner*, 628.\*

## PLYMOUTH, MASS.:

Mayflower, *ship*, 240,\* 252, 262. (See New Bedford.)  
 Mary and Martha, *ship*, 318, 342, 380.\* (See New Bedford.)  
 Mercury, *schooner*, 372, 380, 392.\*  
 Maria, *schooner*, 372.  
 Mananibo, *brig*, 380, 402, 414, 440.\*

## SAG HARBOR, N. Y.:

Martha, *ship*, 218, 226.  
 Minerva, *ship*, 200, 202, 204.  
 Marcus, *ship*, 248, 256, 260, 264, 268, 274, 286, 294, 304, 312, 318, 328, 340, 348, 360,  
 370, 382, 406,\* 432, 450.\*  
 Monmouth, *ship*, 328, 340, 348, 360, 370, 382.\* (See Cold Spring.)  
 Manhattan, *ship*, 406.\*  
 Martha, *ship*, 418. (From Hudson.)  
 Mary Gardner, *ship*, 490,\* 496, 544, 572.\*  
 Montauk, *ship*, 522.\*  
 Myra, *brig*, 574,\* 584,\* 586, 616, 642.\*

## SALEM, MASS.:

Mount Wollaston, *ship*, 328, 350, 370.\* (From Gloucester.) (See New Bedford.)  
 Mac, *schooner*, 328, 338.  
 Malay, *bark*, 338, 358, 392.\*  
 Margaretta, *bark*, 488,\* 500.  
 Messenger, *bark*, 520,\* 554,\* 578.\*

## SAN FRANCISCO, CAL.:

Mary Helen, *brig*, 498.  
 Mayflower, *ship*, 546. (From New Bedford.)  
 Meuschikoff, *ship*, 634; *bark*, 638.\*  
 Massachusetts, *ship*, 634, 638.\* (From Nantucket.)  
 Mammella, *brig*, 642.\*

## STONINGTON, CONN.:

Mercury, *ship*, 322, 328, 348, 370, 594, 416, 442, 458.\*  
 Mary and Susau, *ship*, 416,\* 450, 476.



744 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

- TISBURY, MASS. :  
 Mercy Taylor, *brig*, 620,\* 626.\*
- WAREHAM, MASS. :  
 Meridian, *brig*, 360, 380.\*  
 Montezuma, *brig*, 380; *bark*, 402.\* (See New Bedford.)
- WARREN, R. I. :  
 Magnet, *ship*, 270, 274, 286, 320, 353,\* 370, 402, 423.\*  
 Miles, *ship*, 278, 286, 294, 302, 310, 320, 330, 338, 353.\*  
 Metacom, *ship*, 338.\* (See New Bedford.)  
 Montgomery, *ship*, 394, 402.\*  
 Millinocket, *bark*, 456, 500.\* (See New Bedford.)  
 Mary Frances, *ship*, 464,\* 500, 556.\*
- WESTPORT, MASS. :  
 Mexico, *brig*, 262, 268, 270, 284, 292, 300, 318, 332, 342, 350, 362, 376, 390, 412, 426,  
 446, 456, 470, 506.\*  
 Mentor, *brig*, 278. (See New Bedford.)  
 Mattapoisett, *brig*, 446; \* *bark*, 462, 484, 496, 506, 528, 552, 578, 598, 600, 612, 632, 640,  
 646. (From Mattapoisett.) (See New Bedford.)  
 Mermaid, *bark*, 578, 606,\* 646, 656.
- YARMOUTH, MASS. :  
 March, *brig*, 448,\* 464.\* (From Barnstable.)
- BOSTON, MASS. :  
 N.  
 Nancy, *brig*, 180, (2 places,) 182, (2 places.)  
 Nancy, *schooner*, 180, 182, 190.\*  
 Nancy, *sloop*, 180.
- BEVERLY, MASS. :  
 N. D. Chase, *bark*, 486,\* 500, 520, 554,\* 578.\*
- COLD SPRING, N. Y. :  
 Nathaniel P. Tallmadge, *ship*, 406, 432, 458,\* 490.\* (From Poughkeepsie.)
- DARTMOUTH, MASS. :  
 Nye, *bark*, 506, 538,\* 562.\* (See New Bedford.)
- EDGARTOWN, MASS. :  
 Navigator, *ship*, 518,\* 562.\*
- FARHAVEN, MASS. :  
 Navigator, *ship*, 482.\*  
 Niagara, *ship*, 482.\*  
 Northern Light, *ship*, 484,\* 528,\* 576.\*
- GREENPORT, N. Y. :  
 Nile, *ship*, 432,\* 458, 490.\*  
 Neva, *ship*, 450, 490, 522.\*
- HINGHAM, MASS. :  
 Nancy, *schooner*, 180, 182.
- HUDSON, N. Y. :  
 Nanina, *brig*, 214.\*
- LYNN, MASS. :  
 Ninus, *ship*, 318,\* 338, 348, 368, 392, 416.\*  
 Nahant, *ship*, 330.\*
- NANTUCKET, MASS. :  
 Nantucket, *ship*, 186.  
 Neutrality, *ship*, 200, 204.  
 New Packet, *sloop*, 216, 220.  
 North America, *ship*, 220, 232,\* 250.\*  
 Neptune, *schooner*, 308.  
 Nancy, *sloop*, 214, 216, (2 places,) 242.  
 Nantucket, *ship*, 336,\* 376,\* 426, 464, 472, 522.\*  
 Napoleon, *ship*, 346,\* 390, 438,\* 484.\* (See New Bedford.)

## NANTUCKET, MASS.—Continued.

- Navigator, *ship*, 376,\* 426.  
 Narraganset, *ship*, 376,\* 438, 484, 530.  
 Nippon, *ship*, 412.\*  
 Norman, *ship*, 426,\* 456,\* 486, 530, 578.\* (See New Bedford.)  
 Nauticon, *ship*, 456.\* (See New Bedford.)  
 Nautilus, *bark*, 554.\*

## NEW BEDFORD, MASS. :

- Nancy, *ship*, 396.\*  
 Nancy, *sloop*, 194.\*  
 Nautilus, *brig*, 244.  
 New England, *ship*, 276.  
 Nautilus, *ship*, 276, 282, 306, 344, 388.\*  
 Nye, *ship*, 282, 288, 324, 354, 410,\* 454, 480, 504, 576. (See Dartmouth.)  
 Norfolk, *ship*, 288, 298.  
 Nile, *ship*, 298, 316, 334, 374, 410.\* (See San Francisco.)  
 Nassau, *ship*, 298, 334, 374, 436, 470, 504, 536, 576, 592.\*  
 Newton, *ship*, 324; *bark*, 344, 374, 398,\* 436, 462, 480, 516.\*  
 New Bedford, *ship*, 364, 410, 454, 470.\*  
 Nimrod, *ship*, 388,\* 422, 454, 480,\* 516, 538; *bark*, 582,\* 592.\*  
 Navy, *ship*, 398, 422, 454, 480, 526, 568; *bark*, 604,\* 632.\*  
 Niger, *ship*, 410,\* 454,\* 494, 536, 582.\*  
 Natchez, *ship*, 480,\* 526.\*  
 Nautilus, *ship*, 480,\* 526; *bark*, 568,\* 604, 632, 648.  
 Nauticon, *ship*, 504.\* (From Nantucket.)  
 Napoleon, *ship*, 526,\* 560, 598, 626, 648. (From Nantucket.)  
 Newark, *ship*, 526,\* 568.\* (From Stonington.)  
 Northern Light, *ship*, 582,\* 592, 598, 618, 640.  
 Norman, *bark*, 604,\* 652. (From Nantucket.)  
 Niger, *ship*, 610, 636,\* 648.

## NEWBURYPORT, MASS. :

- Newburyport, *ship*, 310.\*  
 Navy, *ship*, 310, 322, 338, 368.\* (See New Bedford.)

## NEW LONDON, CONN. :

- Neptune, *ship*, 252, 256, 258, 264, 270, 272, 280, 286, 294, 312, 328, 340, 358, 368, 394, 418, 450, 474.\*  
 Neptune, *schooner*, 286.  
 North America, *ship*, 294, 320, 358, 394, 418; *bark*, 450, 466, 488, 532, 564.\*  
 Nanta-ket, *ship*, 404.\*  
 New England, *ship*, 404, 430, 458, 488; *bark*, 520, 556.\* (From Poughkeepsie.)  
 North Star, *ship*, 474,\* 532.\*  
 N. S. Perkins, *ship*, 496,\* 556.  
 Northwest, *ship*, 544,\* 572. (See ship Bengal, N. L.)  
 Nile, *ship*, 564,\* 646, 650, 654, 658.

## NEW SUFFOLK, N. Y. :

- Noble, *bark*, 352, 360, 370, 382, 404.\*

## NEW YORK, N. Y. :

- Neptune, *ship*, 234, 240, 246.

## PROVINCETOWN, MASS. :

- Nero, *schooner*, 236, 240.  
 Neptune, *schooner*, 236, 240, 244.  
 Neptune, *brig*, 250.  
 N. J. Knights, *schooner*, 554,\* 564, 572, 580, 584, 590, 596, 600, 608, 614, 622, 634,\* 644,\* 646, 650, 656.  
 Nellie F. Putnam, *schooner*, 622,\* 628, 634.\*

## POUGHKEEPSIE, N. Y. :

- New England, *ship*, 312,\* 362,\* 372. (See New London.)  
 Newark, *ship*, 320, 332,\* 362.\* (See Stonington.)  
 Nathaniel P. Tallmadge, *ship*, 333, 372. (See Cold Spring.)

## RHODE ISLAND,\*

- N, *schooner*, 184. (\* Probably of Providence or Newport.)

## 746 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## SAG HARBOR, N. Y. :

Neptune, *ship*, 264, 280, 286, 291, 301, 312, 318, 323, 340, 360, 382, 406, 432.  
 Nimrod, *ship*, 280, 283, 294, 304, 312, 348, 328,\* 349, 350, 360, 370, 382, 396; *bark*, 417,  
 442, 458, 490, 512,\* 544, 566.\*  
 Noble, *bark*, 310, 418,\* 442, 460, 490, 512, 532,\* 558, 574.  
 Niantic, *bark*, 418.\* (See Warren.)

## SALEM, MASS. :

Nancy, *brig*, 233.

## SAN FRANCISCO, CAL. :

Nile, *ship*, 490, (see Note,) 498, 512. (From New Bedford.)  
 Nonpareil, *brig*, 522, 532.

## STONINGTON, CONN. :

Newark, *ship*, 384, 416, 442, 464, 490.\* (From Poughkeepsie.) (See New Bedford.)  
 Newburyport, *bark*, 416,\* 450, 476,\* 512, 544.\*

## WAREHAM, MASS. :

Nabby, *schooner*, 190.

## WARREN, R. I. :

North America, *ship*, 274, 302, 310, 320, 338, 352,\* 394.\*  
 Niantic, *ship*, 456.\* (From Sag Harbor.)

## WILMINGTON, DEL. :

North America, *ship*, 332, 350.\*

## BOSTON, MASS. :

Onslow, *brig*, 250.  
 Ontario, *schooner*, 434, 440.

## EDGARTOWN, MASS. :

Ocmulgee, *ship*, 554,\* 590.\* (From Holmes's Hole.)  
 Omega, *ship*, 554.\* (From Nantucket.)

## FAHRLAVEN, MASS. :

Oregon, *ship*, 258, 272, 284, 303.\*  
 Oregon, *ship*, 370, 424, 462, 506, 552.\*  
 Oscar, *ship*, 290.  
 Omega, *ship*, 366, 400, 446, 470, 516,\* 552.  
 O. iole, *bark*, 552. (See New Bedford.)  
 Oxford, *schooner*, 552,\* 582; \* *brig*, 588,\* 600,\* 606, 612, 618, 626.\*

## FALL RIVER, MASS. :

Otranto, *bark*, 380.\*

## GREENPORT, N. Y. :

Oregon, *bark*, 512,\* 522, 544.\*

## HOLMES'S HOLE, MASS. :

Ocmulgee, *ship*, 412,\* 448, 472, 518.\* (See Edgartown.)

## HUDSON, N. Y. :

Oswego, *ship*, 194.

## MATTAPoisETT, OR ROCHESTER, MASS. :

Orion, *brig*, 234, 292, 322, 326, 336, 346, 356.\* (See New Bedford.)  
 Oscar, *bark*, 484,\* 518.\* (From Sag Harbor.)  
 Ocean Rover, *ship*, 570.\*

## NANTUCKET, MASS. :

Olive, *ship*, 206, 216.  
 Ocean, *brig*, 212.\*  
 Orange, *sloop*, 212.  
 Ontario, *ship*, 232,\* 250, 260, 236,\* 290, 326, 366, 400,\* 432, 472.\*  
 Oliver H. Perry, *schooner*, 232, 236, 242.  
 Oeno, *ship*, 236, 250.\*  
 Ocean, *ship*, 242, 254, 266, 290, 326, 366.\* (See New Bedford.)  
 Otter, *brig*, 258, 260.\*  
 Orion, *ship*, 258,\* 270, 300,\* 326, 376, 426.\*

## NANTUCKET, MASS.—Continued.

Omega, *ship*, 258,\* 278, 300, 326,\* 366, 412, 464, 510.\* (See Edgartown.)  
 Orbit, *ship*, 230,\* 320, 356.\*  
 Ohio, *ship*, 300,\* 336, 376.\* (See New Bedford.)  
 Obad Mitchell, *ship*, 336,\* 376.\*  
 Oneco, *schooner*, 486, 49\*, 510.\*  
 Ocean Rover, *ship*, 530.\*  
 Oak, *bark*, 620, 632.\*

## NEW BEDFORD, MASS.:

Oxford, *sloop*, 198,\* 202.  
 Orion, *brig*, 220, 222. (See Rochester.) (Mattapoisett.)  
 Ocean, *brig*, 220.  
 Ospray, *brig*, 220, 226, 232; *bark*, 272, 228, 312, 316.\*  
 Octavia, *bark*, 276, 282, 316, 334,\* 354, 374, 398.\*  
 Orozimbo, *ship*, 288, 298, 324, 364, 398, 424, 454, 480, 516,\* 550.\*  
 Otranto, *ship*, 388, 410, 436, 444.\*  
 Olympia, *ship*, 410, 444, 480, 526.\*  
 Obad Mitchell, *ship*, 422.\* (From Nantucket.)  
 Ocean, *ship*, 422,\* 462,\* 504, 536, 568,\* 594,\* 604, 648.\* (From Nantucket.)  
 Ohio, *ship*, 422,\* 454, 480, 504, 548, 560, 588, 610; *bark*, 652.\* (From Nantucket.)  
 Olive Branch, *ship*, 424.\*  
 Ohio, *bark*, 470,\* 516, 588, 604, 626, 644, 656.\*  
 Oliver Crocker, *ship*, 470,\* 516, 560; *bark*, 592,\* 598,\* 626.\*  
 Ontario, *ship*, 470.\* (From Sag Harbor.)  
 Osceola, *brig*, 470,\*; *bark*, 480, 516, 550.\*  
 Ospray, *bark*, 480,\* 516, 550, 594, 604, 626, 640,\* 648.\*  
 Osceola 2d, *bark*, 494,\* 516, 550, 568,\* 588,\* 594, 610,\* 636.\*  
 Osceola 3d, *bark*, 494,\* 516, 536, 568,\* 588, 604, 610, 626.\*  
 Orray Taft, *bark*, 494,\* 516, 536, 560, 588, 598, 610, 632, 644.\*  
 Othello, *ship*, 504,\* 560.\*  
 Ontario, *ship*, 516,\*; *bark*, 560,\* 592.\*  
 Onward, *ship*, 516,\* 560, 594,\* 618, 644.\*  
 Ocean Wave, *bark*, 536.\*  
 Onaida, *ship*, 550.\*  
 Oracle, *bark*, 594,\* 610, 636.\* (From Fairhaven.)  
 Osmanli, *bark*, 610,\* 626, 610, 652.\*  
 Orlando, *bark*, 618,\* 636.\*  
 Ocean Steel, 636.\* (From New York.)

## NEW HAVEN, CONN.:

Ocean, *ship*, 566.\* (From Warren.)

## NEW LONDON, CONN.:

Ospray, *brig*, 304, 312, 320.  
 Odd Fellow, *bark*, 634.\* (From Sag Harbor)

## NEWPORT, R. I.:

Ohio, *ship*, 380.

## NEW YORK, N. Y.:

Ocello, *schooner*, 342.\*  
 Ocean Steel, *bark*, 630.\* (See New Bedford.)  
 Oak, *bark*, 650.

## PROVIDENCE, R. I.:

Olive Branch, *schooner*, 284.\* (See note.)  
 Ocean, *ship*, 474.\* (See Warren.)

## PROVINCETOWN, MASS.:

Olive Branch, *schooner*, 246.  
 Ontesic, *schooner*, 428.\*  
 Olive Clark, *schooner*, 530,\* 542, 546,\* 614,\* 622, 628.\*  
 Oread, *schooner*, 554,\* 564, 572, 584, 590.\*  
 Oneco, *schooner*, 564.  
 O. M. Remington, *schooner*, 622,\* 634, 638.\*

## SAG HARBOR, N. Y.:

Octavia, *ship*, 224, 226, 230, 240, 246, 248,\* 252, 256.  
 Ontario, *ship*, 234, 312,\* 328, 350, 360, 370, 396, 418,\* 450.\* (See New Bedford.)

## SAG HARBOR, N. Y.—Continued.

Ocean, *sloop*, 246, 248.  
 O. C. Raymond, *ship*, 382.\*  
 Ontario 2d, *ship*, 406,\* 432, 460, 476.\*  
 Ohio, *ship*, 418.\*  
 Oscar, *ship*, 420,\* 432.\* (See Mattapoisset.)  
 Odd Fellow, *bark*, 476,\* 490, 525, 544, 566, 584, 608.\* (See New London.)  
 Ocean, *bark*, 602,\* 646.\* (From Sandwich.)

## SANDWICH, MASS.:

Ocean, *brig*, 483,\* 498,\* 506, 518; *bark*, 538, 570, 590.\* (See Sag Harbor.)

## SAN FRANCISCO, CAL.:

Ocean Bird, *ship*, 566.

## WARREN, R. I.:

Ocean, *ship*, 510.\* (From Providence.) (See New Haven.)

## P.

## BOSTON, MASS.:

Peace and Plenty, *schooner*, 180.  
 Peacock, *brig*, 180.  
 Polly, *sloop*, 180.  
 Penelope, —, 182.  
 Polly, *schooner*, 192,\* 194.  
 Paulina, *schooner*, 192.\*  
 Potomack, *ship*, 222.\*  
 Palladium, *ship*, 238.  
 President, *schooner*, 244. (Probably of Provincetown.)

## EDGARTOWN, MASS.:

President, *schooner*, 256.  
 Pavilion, *brig*, 384,\* 400, 426, 456.\*  
 Planter, *brig*, 231, 264, 272, 280.\*  
 Palmer, *schooner*, 238.  
 Perry, *bark*, 650.\* (From New London.)

## FAIRHAVEN, MASS.:

Pindus, *bark*, 230, 234,\* 238, 244, 256, 258,\* 278, 284, 290, 298, 308, 346, 366.\*  
 Pictolus, *ship*, 290, 326.\*  
 Pacific, *ship*, 346,\* *bark*, 366,\* 400, 424, 470.\* (See New Bedford.)  
 Popponnett, *bark*, 446. (From Sippican.) (Marion.)  
 Philippe Delanoye, *ship*, 450,\* 494, 528.\*  
 Pavilion, *brig*, 576,\* 594.\* (From Holmes's Hole.)  
 President, *schooner*, 606.\*

## FALL RIVER, MASS.:

Pantheon, *ship*, 320;\* *bark*, 358, 392, 428.  
 Panama, *ship*, 358,\* 380,\* 392.\*  
 Pleiades, *bark*, 372,\* 424. (See Wareham.)

## FAIRMOUTH, MASS.:

Pocahontas, *ship*, 240,\* 254, 264, 286.  
 Popponnett, *bark*, 330,\* 336, 348, 362.\*

## GREENPORT, N. Y.:

Potosi, *ship*, 274. (See Sag Harbor.)  
 Philip 1st, *ship*, 348,\* 412, 458, 490, 522.\* (See New London.)  
 Pioneer, *bark*, 476,\* 490, 496.\* (See New Bedford.)  
 Prudent, *bark*, 532.\* (From Stonington.)

## GLOUCESTER, MASS.:

Polly, —, 184, 190.\*

## HOLMES'S HOLE, MASS.:

Pocahontas, *ship*, 348, 368, 412, 442, 472, 508.\* (See New Bedford.)  
 Pavilion, *brig*, 530,\* 562.\* (See Fairhaven.)

## MARION, OR SIPPICAN, MASS.:

Popponnett, *brig*, 372, 390, 402, 424.\* (See Fairhaven.)  
 Pocahontas, *brig*, 626.\*

## MATTAPoisETT, OR ROCHESTER, MASS. :

- Pocahontas, *brig*, 246. (See New Bedford.)  
 Pearl, *brig*, 356, 366.\*  
 Palmyra, *schooner*, 540,\* 562.\* (From Nantucket.) (See New Bedford.)

## NANTUCKET, MASS. :

- Polly, —, 188.  
 Prudence, *ship*, 186.  
 Phoebe, *ship*, 194, 196, 258,\* 278,\* 308, 346, 360.\*  
 Perseverance, *ship*, 200.  
 President, *schooner*, 202, 214,\* 216, 220.  
 Perseveranda, *ship*, 210, 212.\*  
 President, *ship*, 214,\* 216, 222, 232, 254, 266, 284, 318, 346, 390, 446,\* 486.\* (See New Bedford.)  
 Parnell, *schooner*, 216.\*  
 Phoenix, *ship*, 220, 232, 236,\* 256, 270, 284, 308, 336, 366, 412, 456, 510;\* *bark*, 540.\*  
 Petri, *ship*, 226,\* 236, 250, 266, 270, 278,\* 284, 292;\* *bark*, 300, 318, 356,\* (see Foot-note.) 400, 446, 484, 530, 572.\* (See New London.)  
 Pacific, *ship*, 226,\* 232, 248, 252,\* 258, 270, 278,\* 284, 292, 310.  
 Peruvian, *ship*, 226,\* 242, 254,\* 266, 290, 326, 366, 412,\* 456, 498.\*  
 Planter, *ship*, 226,\* 232, 250, 254, 256, 270, 278,\* 290, 310, 336, 412,\* 446,\* 498.\*  
 Paragon, *ship*, 228, 242, 254.\*  
 Prince George, *brig*, 228.\*  
 Ploughboy, *ship*, 236,\* 250, 260, 278, 310, 356.\* (See New Bedford.)  
 Pilot, *schooner*, 300.  
 Primrose, *schooner*, 310,\* 326, 336, 346, 356, 376.\*  
 Panama, *ship*, 326.\* (See Sag Harbor.)  
 Potomac, *ship*, 376,\* 426,\* 464, 510.\*  
 Penobscot, *brig*, 376,\* 400.\*  
 Paragon, *bark*, 472.\*  
 Palmyra, *schooner*, 486,\* 498, 518.\* (See Mattapoisett.)

## NEW BEDFORD, MASS. :

- Polly, *brig*, 188, 494.  
 Polly and Betsey, —, 188.  
 President, *ship*, 194.  
 Phoebe Ann, *ship*, 204, 206, 208, 210, 218, 222, 232,\* 248, 258.  
 President, *schooner*, 220.  
 President, *brig*, 222, 226, 232, 238, 248, 252, 256. (See Westport.)  
 Persia, *ship*, 226, 232, 256,\* 266, 282;\* *bark*, 306, 344, 398, 436, 462.\*  
 Pindus, *ship*, 226. (Of Fairhaven; which see.)  
 Parnasso, *ship*, 232, 242, 252, 256, 258.  
 Planter, *brig*, 238, 244.  
 Protection, *brig*, 234.  
 Portia, *ship*, 238, 244.  
 Phoenix, *ship*, 244, 252, 256, 266, 282, 316, 388,\* 444, 480, 526.\*  
 Packet, *schooner*, 244, 248.  
 Pocahontas, *ship*, 256, 262.  
 Parthian, *brig*, 262, 266, 272, 276, 282, 290, 316.\*  
 Pacific, *ship*, 230, 232, 238, 244, 248, 262, 272, 298, 324, 364,\* 410, 454, 494;\* *bark*, 526, 568, 604, 618, 626,\* 632, 636, 646, 656.  
 Pacific 2d, *ship*, 276, 316, 334, 354, 388, 410.\*  
 Pioneer, *bark*, 282, 288, 298, 306, 334, 354, 388, 440, 444, 516, 560, 588, 610, 632,\* 646, 652.  
 Phocion, *ship*, 282,\* 290, 298,\* 354,\* 374, 398, 436, 462,\* 486.\*  
 Parker, *ship*, 282,\* 316, 354,\* 394.\*  
 Pocahontas, *brig*, 256, 262, 266, 272, 282, 290, 298, 306, 316, 324.\*  
 Paetolus, *ship*, 298.\* (Of Fairhaven; which see.)  
 Parachute, *ship*, 316, 324, 334, 344, 364, 398, 424, 454, 480, 526, 568.\*  
 Peri, *ship*, 364, 374, 398, 436;\* *bark*, 462, 480, 516, 550, 576.\*  
 Plato, *ship*, 364.\*  
 Pantheon, *bark*, 374,\* 424, 462, 504.\*  
 Ploughboy, *ship*, 398,\* 454.\* (From Nantucket.)  
 Pauline, *bark*, 462,\* 504, 550.\*  
 Polar Star, *ship*, 494,\* 536, 576.\*  
 Petrel, *ship*, 504,\* 550,\* *bark*, 610,\* 640, 648.  
 Pamela, *bark*, 526,\* 568.\*  
 Plover, *ship*, 526,\* 560;\* *bark*, 588.\*  
 President, *ship*, 526,\* *bark*, 568,\* 604, 632, 648, 652,\* 656. (From Nantucket.)  
 President, *bark*, 536,\* 568, 588, 604, 610, 618, 632, 644.  
 Pocahontas, *ship*, 550.\* (From Holmes's Hole.)

## 750 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## NEW BEDFORD, MASS.—Continued.

Pacific 2d, *bark*, 560,\* 568. (From Fairhaven.) (See Sag Harbor.)  
 Palmyra, *schooner*, 582.\* (From Mattapoisett.)  
 Petrel, *schooner*, 601,\* 610,\* 618, 626, 636, 640, 644, 618, 652, 656.  
 Progress, *bark*, 612,\* 636,\* 673. (Formerly the Charles Phelps, of Stonington.)  
 Palmetto, *bark*, 626,\* 644, 652.  
 Peru, *bark*, 652.\* (From New London.)  
 Plafin, *bark*, 652. (From Westport.)  
 Pedro Varela, *schooner*, 656.

## NEW LONDON, CONN.:

Pizarro, *brig*, 234, 240, 244, 250.  
 Phoenix, *ship*, 264, 280, 312, 340, 348, 378, 394, 418, 440, 474, 510, 556.\*  
 Palladium, *ship*, 294, 320, 340, 358, 378, 404, 430.  
 Philetus, *bark*, 320. (Probably of Stonington; which see.)  
 Pembroke, *ship*, 340, 368,\* 378; *bark*, 394, 404, 430, 450.\*  
 Pacific, *schooner*, 358, 378.  
 Peruvian, *ship*, 378, 404, 430, 458, 474, 496, 532, 544, 556, 564.  
 Pent, *bark*, 436,\* 530, 544, 572, 590.\*  
 Pioneer, *bark*, 532,\* 556, 580,\* 530, 602,\* 616,\* 622.\*  
 Pacific, *schooner*, 544,\* 564, 590.\*  
 Phillip 1st, *bark*, 564.\* (From Greenport.)  
 Peru, *bark*, 602,\* 638,\* 642.\* (See New Bedford.)  
 Perry, *bark*, 622.\* (See Edgartown.)

## NEWBURG, N. Y.:

Portland, *ship*, 296,\* 304, 342.\* (See New York and Sag Harbor.)

## NEWPORT, R. I.:

Pocahontas, *schooner*, 338; *brig*, 352, 362, 368, 380, 404,\* 416.\*

## NEW YORK, N. Y.:

Portland, *ship*, 320. (Of Newburg; which see.)

## PROVINCETOWN, OR CAPE COD, MASS.:

Patty, —, 186. (Probably a brig or schooner.)  
 President, *schooner*, 240.  
 Phenix, *brig*, 372, 378, 392, 402, 428, 438, 498.  
 Pacific, *brig*, 392,\* 402, 414, 438.  
 Parker Cook, *brig*, 428; *bark*, 438, 464, 472, 498, 520, 542.  
 Preston, *schooner*, 483,\* 498, 508.  
 Panama, *brig*, 554,\* 564, 584.\*

## PORTSMOUTH, N. H.:

Pocahontas, *ship*, 292, 328.\*  
 Plato, *ship*, 314.

## SAG HARBOR, N. Y.:

Phenix, *ship*, 280, 286, 294, 304, 312, 328, 350,\* 370, 396, 420, 450.\*  
 Potosi, *ship*, 280, 286.\* (See Greenport.)  
 Panama, *ship*, 350, 382, 420, 450.\* (From Nantucket.)  
 Portland, *ship*, 360,\* 382, 396, 420, 442.\* (From Newburgh.)  
 Plymouth, *ship*, 432.\*  
 Parana, *brig*, 542,\* 522, 544, 558, 580.\*  
 Pacific, *bark*, 602,\* 608.\* (From New Bedford.)

## SALEM, MASS.:

Polly, *brig*, 234.  
 Pallas, *bark*, 292.  
 Palestine, *bark*, 318, 358.\*  
 Para, *schooner*, 608,\* *brig*, 622.

## STONINGTON, CONN.:

Philetus, —, 322, 340,\* 360, 384, 406, 430, 464.\* (See New London.)  
 Prudent, *bark*, 416,\* 458, 476.\* (See Greenport.)

## SAN FRANCISCO, CAL.:

Page, *schooner*, 638.\*

## SOMERSET, MASS.:

Pilgrim, *brig*, 360,\* 380, 392, 404; *bark*, 416, 440, 458.\*

H AND FISHERIES.

(See Sag Harbor.)

61\*, 652, 656.  
(Charles Phelps, of Stonington.)

440, 474, 510, 556.\*

(which see.)  
3, 450.\*

4, 556, 564.

(See Sag Harbor.)

404,\* 416,\*

20, 542.

396, 420, 450.\*

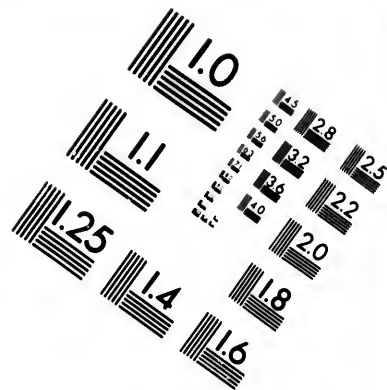
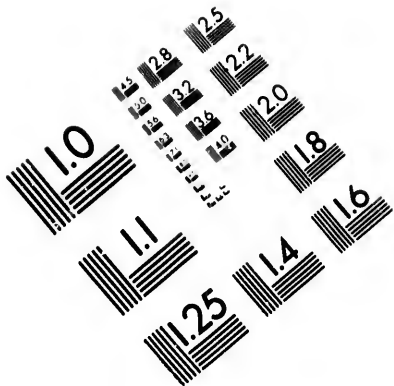
(which see.)  
(Newburgh.)

(See New London.)

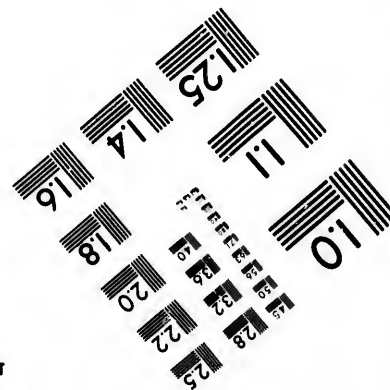
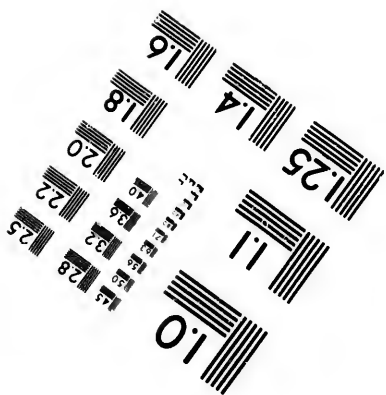
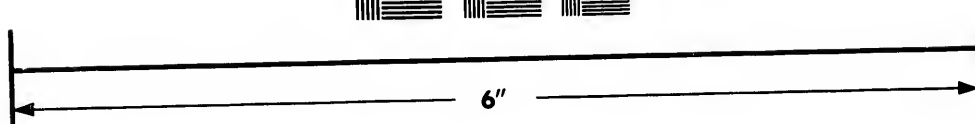
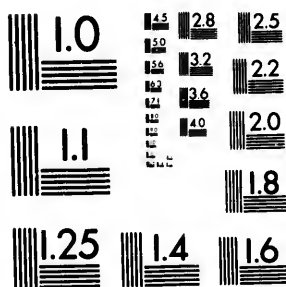
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## WAREHAM, MASS. :

Pleiades, *bark*, 318, 300. (See F.J.H. River.)

## WARREN, R. I. :

Philip Tabb, *ship*, 302, 310, 330, 352, 370, 402, 428.\*  
 Portsmouth, *ship*, 416.\*  
 Powhattan, *bark*, 440.\*

## WESTPORT, MASS. :

Polly and Eliza, *brig*, 234, 238, 244,\* 260.\*  
 President, *brig*, 256, 260.  
 President, *bark*, 268.\*  
 Platina, *ship*, 446;\* *bark*, 470, 506, 552, 578, 600, 620, 640. (See New Bedford.)  
 President, *bark*, 462,\* 470, 484, 503.\*

## Q.

## FAIRHAVEN, MASS. :

Quito, *brig*, 258, 262, 272, 278, 316.\* (See New Bedford.)

## MARION, OR SIPPICAN, MASS. :

Quito, *brig*, 372, 390, 402, 414, 438.\* (See Nantucket.)

## NANTUCKET, MASS. :

Quito, *brig*, 456.\* (From Sippican.)

## NEW BEDFORD, MASS. :

Quito, *brig*, 290, 298. (See Fairhaven.)

## NEW LONDON, CONN. :

Quickstep, *schooner*, 616,\* 631.\*

## PROVINCETOWN, MASS. :

Quickstep, *schooner*, 584, 600, 608, 614, 622, 638, 642, 646, 654, 656.

## R.

## BOSTON, MASS. :

Rising Sun, —, 188.  
 Rothschild, *bark*, 474,\* 488, 500,\* 590.\* (See Orleans.)  
 Rosa Baker, *brig*, 622,\* 634, 642, 650, 654.

## BRISTOL, R. I. :

Roger Williams, *ship*, 302.

## COLD SPRING, N. Y. :

Richmond, *ship*, 406,\* 442.

## CHILMARK, MASS. :

Rodman, *brig*, 456.\* (From New Bedford.)

## DARTMOUTH, MASS. :

Rainbow, —, 182, 181.  
 Russell, *ship*, 386,\* 424.\* (From Newburgh.)  
 Rainbow, *schooner*, 612, 626, 632.\* (From Nantucket.)

## EDENTON, N. C. :

Robert, *sloop*, 284.

## EDGARTOWN, MASS. :

Resident, *brig*, 260.  
 Rising Sun, *schooner*, 260.  
 Robert, *sloop*, 288.\*  
 Rhine, *bark*, 384,\* 388.\* (See New Bedford.)  
 Richard Mitchell, *ship*, 540.\* (From Nantucket.)  
 Rose Pool, *bark*, 510.\*

## FAIRHAVEN, MASS. :

Resident, *schooner*, 222.  
 Rebecca Sims, *ship*, 552.\* (From New Bedford.)

## FALL RIVER, MASS. :

Rowena, *ship*, 380, 402, 440.\*

## 752 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## GREENPORT, N. Y. :

Ramoke, *ship*, 332, 350, 360, 372, 382, 396; *bark*, 418, 432, 450, 476, 522, 556.\*

## MATTAPOISETT, OR ROCHESTER, MASS. :

Richard Henry, *bark*, 356,\* 366, 378.\* (See Stonington.)

R. L. Barstow, *bark*, 484,\* 518, 540, 570.\* (See Nantucket.)

## MARION, OR SIPPICAN, MASS. :

Roswell King, *schooner*, 552,\* 570. (See New London.)

Retrieve, *schooner*, 562,\* 570, 578, 582.\*

## MYSTIC, CONN. :

Romulus, *ship*, 394, 434, 458, 490, 522, 566.\*

Robin Hood, *ship*, 432, 458,\* 464, 490, 522, 566.\*

## NANTUCKET, MASS. :

Ranger, *ship*, 186, (2 places,) 188,\* 190, 196, (2 places,) 198, 204, 208, 210,\* (2 places,) 212.\*

Rebecca, *ship*, 186, (2 places,) 188, 192, 198, 200, 204, (2 places,) 210, (2 places,) 212,\* (2 places.)

Ruby, *ship*, 188, 194, (2 places,) 196, 200, 204, 210, 218, 220, 226, 232.\*

Renown, *ship*, 194, 198, 200, 210, 212.\*

Reliance, *ship*, 208.\*

Rover, *sloop*, 218.\*

Rambler, *ship*, 226,\* 242, 254, 270, 292, 318, 346, 400,\* 446,\* 456.\*

Roxana, *ship*, 228,\* 236.\*

Reaper, *ship*, 228,\* 248, 258, 270,\* 292, 318.\*

Rose, *ship*, 248,\* 258, 266, 284,\* 300, 336, 390, 438.\*

Rapid, *sloop*, 260.

Richard Mitchell, *ship*, 266.\*

Richard Mitchell, *ship*, 270,\* 284, 318, 356, 400, 456,\* 498.\* (See Edgartown.)

Robert, *sloop*, 300, 346.

Reliance, *schooner*, 310.

Rainbow, *schooner*, 590, 594, 600,\* 620.\* (See Dartmouth.)

R. L. Barstow, *bark*, 592,\* 606, 626.\* (From Matapoisett.)

## NEW BEDFORD, MASS. :

Rebecca, *ship*, 186,\* 190, (2 places,) 192, 196.\*

Rover, *ship*, 202.

Rhoda, *schooner*, 204.

Russell, *ship*, 204, 220, 226, 232, 244, 252, 268; *bark*, 282, 306, 334, 374, 424.\*

Richmond, *ship*, 220, 222, 226, 230, 238, 248, 252, 256, 258, 262, 268, 282, 316.\*

Roscoe, *ship*, 238, 244, 252, 262, 276, 298, 324, 364, 398, 444, 482; *bark*, 526,\* 570,\* 576, 604, 636.\*

Rodman, *ship*, 262,\* 276, 298, 334, 364, 398, 444, 482; *bark*, 526, 570.\*

Rebecca Sims, *ship*, 268.

Robert Edwards, *ship*, 282,\* 316, 344, 374, 424, 462, 504, 550, 594, 618, 636.\*

Rajah, *bark*, 282, 316,\* 334,\* 354, 374,\* 536.\* (See Westport.)

Ronsseau, *ship*, 290, 306, 334, 374, 324, 462, 504, 550, 594, 612, 636,\* 652.

Rebecca Sims, *ship*, 290, 324, 364, 424,\* 462, 504.\* (See Fairhaven.)

Roscoe, *bark*, 298, 324, 334, 352, 388, 410, 436, 462, 504, 536.\*

Roman, *ship*, 316, 354, 398, 424, 444, 482,\* 526, 570, 598; *bark*, 626.\*

Roman 2d, *ship*, 324,\* 344, 364, 388, 410, 444, 470, 516, 550.\*

Rising States, *brig*, 324, 334.\*

Roscius, *bark*, 398,\* 436; *ship*, 470, 516; *bark*, 560,\* 582, 594, 598, 604, 612.\*

Rodman, *brig*, 424,\* 436.\* (See Chilmark.)

Rhine, *bark*, 436,\* 454. (From Edgartown.)

Richmond, *bark*, 482,\* 516, 550.\*

Robert Morrison, *bark*, 482,\* 516, 550, 582, 604, 626.\*

Robert Pulstord, *ship*, 482.\*

Rainbow, *ship*, 494,\* 536, 568, 604, 636,\* 652.\*

Rambler, *ship*, 494,\* 536,\*

Retzdeer, *ship*, 504,\* 536, 576,\* 604, 636.\*

Rapid, *ship*, 536.\*

## NEWHURGH, N. Y. :

Russell, *ship*, 304, 308.\* (See Dartmouth.)

## NEWPORT, R. I. :

Robinson Potter, *ship*, 234.\*

18, 432, 450, 476, 522, 556.\*

(ington.)  
(utucket.)

(don.)

(ces,) 198, 204, 208, 210,\* (2 places.)

4, (2 places,) 210, (2 places,) 212.\*

18, 220, 226, 232.\*

\* 446,\* 486.\*

\* 498.\* (See Edgartown.)

(mouth.)  
(poisett.)

282, 306, 334, 374, 424.\*

25,\* 262, 268, 282, 316.\*

308, 444, 482; bark, 526,\* 570,\* 576,

; bark, 526, 570.\*

504, 550, 594, 618, 636.\*

(Westport.)

594, 612, 636,\* 652.

(See Fairhaven.)

64, 536.\*

698; bark, 626.\*

66, 550.\*

\* 582, 594, 598, 604, 612.\*

NEW LONDON, CONN.:

Rising Sun, *sloop*, 180.

Ruth and Mary, *ship*, 301.\*

Robert Bourne, *ship*, 304, 430.\*

Ripple, *bark*, 520, 544, 556.

Restless, *bark*, 544.\*

R. B. Coleman, *schooner*, 556.\*

Roswell King, *schooner*, 602,\* 624, 638, 648, 654. (From Marion.)

Roman, *ship*, 616,\* 624, 630, 634, 638, 642,\* 646, 618, 650.\* (See New Bedford.)

ORLEANS, MASS.:

Rothschild, *bark*, 520,\* 530, 554, 572, 580.\* (See Boston.).

PROVIDENCE, R. I.:

Ranger, —, 190, 192.

Richmond, *bark*, 414,\* 448.\*

PROVINCETOWN, MASS.:

Rienzi, *schooner*, 414, 428, 438, 448, 456, 464, 472, 486, 500, 508, 520, 530, 542, 554, 572, 584.\*

Rienzi, *brig*, 414,\* 428, 438.\*

Robert Raikes, *schooner*, 464, 486.\*

R. E. Cook, *schooner*, 472,\* 486, 500, 508, 554, 564, 572, 584, 590, 596.

Richard, *schooner*, 508,\* 530, 542, 554, 564, 572.\*

Rising Sun, *schooner*, 590,\* 596, 606, 614, 622, 634, 638, 642, 644, 646, 650, 654, 656.

SALEM, MASS.:

Reaper, *bark*, 302, 318, 338, 358.

Richard, *bark*, 318, 338.\*

SAG HARBOR, N. Y.:

Romulus, *ship*, 328, 340, 360, 370, 396, 406, 432,\* 442.\*

STONINGTON, CONN.:

Rebecca Groves, *brig*, 360, 370, 384.\*

Richard Henry, *bark*, 406.\* (From Rochester.) (Mattapoisett.)

SAN FRANCISCO, CAL.:

Russell, *bark*, 490, (see Note,) 498.

R. Adams, *bark*, 512, 522, 532.

WARREN, R. I.:

Rosalie, *ship*, 240, 256, 270, 286, 320,\* 330,\* 358, 332,\* 394.\*

Rose, *ship*, 302.

WELLFLEET, MASS.:

Ruger, *schooner*, 180, 182.

WESTPORT, MASS.:

Regulator, *schooner*, 262, 268.

Rajah, *bark*, 412,\* 446, 484.\* (See New Bedford.)

• S.

BOSTON, MASS.:

Sarah, *ship*, 184, 194.

Speedwell, *schooner*, 180.

September, *schooner*, 488,\* 500.\* (See Orleans.)

Sarah E. Lewis, *schooner*, 590,\* 608,\* 622, 634, 642, 646, 654, 656.

S. N. Smith, *schooner*, 600,\* 608, 628.\*

Saint Elizabeth, *bark*, 614.\*

BRISTOL, R. I.:

Sarah Lee, *ship*, 320, 338, 380. (See Note.)

BRIDGEPORT, CONN.:

Stieglitz, *ship*, 420.\*

COLD SPRING, N. Y.:

Splendid, *ship*, 416,\* 458, 490, 510, 546.\*

Sheffield, *ship*, 432,\* 466, 522.\*

## 754 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## DARTMOUTH, MASS.:

South Carolina, *ship*, 303, 313, 340, 350. (See New Bedford.)

## DUNBURY, MASS.:

Sophia and Eliza, *bark*, 380.\* (See Stonington.)

## EDGARTOWN, MASS.:

Splendid, *ship*, 316,\* 358, 400,\* 484,\* 518, 562,\* 590,\* 620.\*  
 Sarah and Esther, *bark*, 338.\* (See Greenport.)  
 Sarah, *bark*, 498.\*

## FAIRHAVEN, MASS.:

Stanton, *ship*, 230, 244, 256, 268, 278, 298, 326.\* (See New Bedford.)  
 South Boston, *ship*, 284, 290, 298, 316, 346, 366, 388, 424, 454, 484, 516, 562.\*  
 South America, *ship*, 298.\*  
 Sharon, *ship*, 336, 376,\* 424, 454,\* 506, 538.\*  
 Sarah Frances, *ship*, 336, 356, 400,\* 446.  
 Samuel Robertson, *ship*, 436,\* 462,\* 494, 538.\* (From New Bedford.)  
 Sylph, *ship*, 446,\* 470.\*  
 Speedwell, *ship*, 506,\* 552.\*  
 Syren Queen, *ship*, 506,\* 578.\*  
 South Seaman, *ship*, 540.\*  
 Selah, *bark*, 612,\* 632.  
 Star Castle, *brig*, 618.\*

## FALMOUTH, MASS.:

Sarah Herrick, *brig*, 234.\*  
 Salome, *schooner*, 246.

## FALL RIVER, MASS.:

Solomon Saltus, *ship*, 428, 456.\*

## GLOUCESTER, MASS.:

Sea Horse, —, 182,\* 184.

## GREENPORT, N. Y.:

Seraph, *brig*, 340,\* 350, 362, 372, 382.\*  
 Sarah and Esther, *ship*, 404, 432. (From Edgartown.)

## MATTAPOISETT, OR ROCHESTER, MASS.:

Sally, *schooner*, 220.  
 Sophronia, *schooner*, 262, 268, 274, 278.  
 Shylock, *ship*, 300, 308, 322, 336, 356.\*  
 Sarah, *brig*, 326, 336, 346, 356, 366; *bark*, 390, 414, 436, 454, 470, 496, 518, 528, 562,  
 582, 594,\* 600. (See New Bedford.)  
 Solon, *brig*, 346, 356, 366, 378, 414,\* 436, 446.\* (See Sippican (Marion) and West-  
 port.)  
 Sarah, *ship*, 436, 454, 484,\* 528, 570.\*  
 Samuel and Thomas, *brig*, 470,\* 496, 528, 570.\* (From Provincetown.) (See New  
 Bedford.)  
 Sun, *bark*, 434,\* 508, 540, 562.\* (See New Bedford.)

## MARION, OR SIPPICAN, MASS.:

Solon, *brig*, 372, 390.\* (See Mattapoisett.)  
 Sunbeam, *schooner*, 594.\*

## MYSTIC, CONN.:

Shepherdess, *ship*, 394,\* 458, 490, 512, 544.\*

## NANTUCKET, MASS.:

Sally, *ship*, 182, 188, 228, 232.\*  
 Spy, *ship*, 182.  
 Sea Fox, *ship*, 188.  
 Swallow, *schooner*, 188.  
 Swan, *ship*, 190.  
 Sukey, *ship*, 193,\* 204, (2 places,) 210, (2 places,) 212, 214.\*  
 Swallow, *brig*, 200.  
 Sally, *sloop*, 202, 220.  
 Sterling, *ship*, 202, 210, 212.\*  
 Samuel, *ship*, 206, 210, 214, 218, 222, 226, 232.\*

## NANTUCKET, Mass.—Continued.

- Stanhope, *schooner*, 214.  
 Statira, *brig*, 218.\*  
 Success, *sloop*, 218,\* 220, 222, 226.  
 South America, *ship*, 220, 226, 242, 248, 250.\*  
 States, *ship*, 226,\* 232.  
 Sea Lion, *ship*, 228, 236,\* 250.\*  
 Sperm, *ship*, 232.\*  
 Spartan, *ship*, 236,\* 250, 260, 270,\* 284, 318, 356, 400, 446,\* 486,\* 518, 564.\* (See New Bedford.)  
 Syren, *sloop*, 242.  
 Swift, *ship*, 248, 258,\* 266, 284.  
 Sarah Porter, *sloop*, 254.  
 Susan, *ship*, 268,\* 270, 300, 336, 376,\* 438, 486.\*  
 Statira, *ship*, 258,\* 278, 310, 356.\* (See New Bedford.)  
 Sarah, *ship*, 260,\* 278, 310,\* 356.\* (See New York.)  
 Sarah Parker, *ship*, 426.\*  
 Scotland, *ship*, 426.\* (See New Bedford.)  
 Sophia, *schooner*, 438,\* 456.\*  
 Sea Ranger, *bark*, 540.\* (See New Bedford.)  
 Samuel Chase, *schooner*, 584.\*

## NEW BEDFORD, Mass.:

- Swan, *schooner*, 190, (2 places,) 194, 196, 198, 202, 204, 206, 210.  
 Sally, *ship*, 190,\* 204, 206, 208, 210,\* 212.\*  
 Suzy, *ship*, 192.  
 Susan, *sloop*, 200.  
 Sarah, *ship*, 204.  
 Sally, *brig*, 218, 220.  
 Swift, *ship*, 220, 230, 238, 252,\* 262, 276, 298, 316, 334, 374, 424, 462, 504, 550, 588.\*  
 Stanton, *ship*, 226. (Probably of Fairhaven; which see.)  
 Sophia, *ship*, 232, 258, 272, 276.  
 Sally Anne, *ship*, 258, 262, 268, 272, 276, 290, 298, 316, 324, 344, 364, 388, 410, 444, 470, 504.\*  
 Stephania, *ship*, 268, 272, 276, 290, 316, 334, 354, 374, 410, 444, 470, 516, 550, 576, 598.\*  
 South Carolina, *ship*, 282, 290, 298,\* 388, 410, 454, 482.\* (See Dartmouth.)  
 Selma, *ship*, 298,\* 334, 354, 374.\*  
 Samuel Robertson, *ship*, 316,\* 334, 374.\* (See Fairhaven.)  
 Saint George, *ship*, 316,\* 354, 398,\* 444, 470, 504, 550,\* 604,\* 644.\*  
 Sarah Louisa, *brig*, 324, 344, 364,\* 308, 436.\*  
 Saint Peter, *ship*, 334,\* 354, 388, 436, 462, 494.\*  
 Seine, *bark*, 334, 344, 364, 388, 410, 436, 454, 470, 504, 570, 588, 604, 644, 652, 656.  
 Susan, *ship*, 374,\* 424; *bark*, 462, 504, 538.\*  
 Smyrna, *ship*, 374,\* 424,\* 462, 504, 570, 594.\*  
 Statira, *ship*, 398,\* 424, 454, 504, 550.\* (From Nantucket.)  
 Science, *ship*, 410.\* (From Portland.)  
 Saratoga, *ship*, 421,\* 462,\* 494, 536.\*  
 Sappho, *bark*, 454, 494,\* 526, 576, 594,\* 612, 652.  
 Superior, *bark*, 462,\* 504, 550.\* (From Sag Harbor.)  
 Sarah Shenfe, *bark*, 482,\* 526.\*  
 Scotland, *ship*, 482,\* 516, 550,\* 576. (From Nantucket.)  
 Sea Flower, *bark*, 482,\* 504, 516, 536.\*  
 Stafford, *bark*, 482, 516, 550, 576, 604, 618, 636, 646, 656.  
 Sophia Thornton, *chip*, 482,\* 526, 576, 598.\*  
 South America, *ship*, 482,\* 526.\* (From Providence.)  
 San Francisco, *bark*, 494,\* 526, 550, 570.\*  
 Silas Richards, *ship*, 494.\* (See Sag Harbor.)  
 Sea Breeze, *bark*, 504,\* (2 places,) 536,\* 582, 604,\* 610, 652.  
 Sea Gull, *ship*, 504,\* 560.\*  
 Seconet, *ship*, 526.\*  
 Stella, *bark*, 526,\* 576, 598, 612.\*  
 Silver Cloud, *bark*, 536.\*  
 Sunbeam, *bark*, 538,\* 576,\* 598, 626, 640, 656.  
 Solon, *bark*, 576,\* 588, 594, 604.\* (From Westport.)  
 Sun, *bark*, 576.\* (From Mattapoisett.)  
 Swallow, *ship*, 538,\* 582, 606,\* *bark*, 639,\* 656.\*  
 Spartan, *ship*, 598,\* 604,\* 632, 644, 652.\* (From Nantucket.)  
 Sarah, *bark*, 604,\* 618,\* 640, 646, 656. (From Mattapoisett.)  
 Samuel and Thomas, *bark*, 612.\* (From Mattapoisett.)  
 Sea Ranger, *bark*, 612,\* 632, 648, 658. (From Nantucket.)



## 756 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## NEW BEDFORD, MASS.—Continued.

Stamboul, *bark*, 612,\* 632, 648.\*  
 Starlight, *brig*, 618,\* 636.\*  
 Seneen, *bark*, 632.\*  
 Sarah H. Hale, *bark*, 652.\*  
 Sea Fox, *bark*, 652.\* (From Westport.)

## NEW LONDON, CONN.:

Stonington, *ship*, 240,\* 252, 264, 280, 286, 304, 310, 358, 368, 394, 404.  
 Superior, *ship*, 261, 280, 304,\* 340, 348, 368, 396, 401, 418, 458, 488.\*  
 Sun, *schooner*, 304.  
 Shaw Perkins, *sloop*, 338,\* 396, 418.\*  
 Somerset, *brig*, 378.\*  
 Sarah Lavinia, *schooner*, 440.\*  
 Sea Witch, *schooner*, 544.\*  
 Silver Cloud, *schooner*, 544,\* 564, 580.\*  
 S. B. Howes, *schooner*, 602, 608, 616, 630, 638.\*  
 Somerset, *bark*, 602.\*

## NEWPORT, R. I.:

Sailor's Return, *schooner*, 352.\*  
 Sea Bird, *brig*, 380,\* 394.\*

## NEW YORK, N. Y.:

Shibboleth, *bark*, 330,\* 350.\*  
 Seitate, *schooner*, 342.\*  
 Sabina, *ship*, 384.\* (See Sag Harbor.)  
 Sarah, *ship*, 404.\* (See Nantucket.)

## ORLEANS, MASS.:

September, *schooner*, 508,\* 520.\* (From Boston.)

## PROVINCETOWN, MASS.:

Sepulonia, *schooner*, 236, 238, 246, 250.  
 Seventh Son, *schooner*, 246.  
 Spartan, *bark*, 378, 392, 414, 428,\* 472,\* 486, 508, 530, 564, 580.  
 Samuel and Thomas, *brig*, 378,\* 392, 402, 414, 440.\* (See Mattapoisett.)  
 Stranger, *schooner*, 414, 428.\*  
 Samuel Cook, *brig*, 440,\* 448, 464, 472, 486, 500, 530.\*  
 Shylock, *brig*, 464, 472,\* 486, 500.\*  
 Sea Shell, *schooner*, (probably Seychelle,) 486,\* 508.  
 S. R. Soper, *schooner*, 500,\* 508, 520, 530, 554, 564, 572, 580, 584, 608, 622, 638.\*  
 Sassacus, *schooner*, 600,\* 608, 628, 634,\* 638, 646.  
 S. A. Paine, *schooner*, 622,\* 638.\*

## PERTH AMHOY, N. J.:

Susquehanna, *ship*, 252.

## PORTSMOUTH, R. I.:

Sarah Atkins, *sloop*, 264.

## POUGHKEEPSIE, N. Y.:

Siroc, *ship*, 304.\*

## PORTLAND, ME.:

Science, *ship*, 314, 352.

## PROVIDENCE, R. I.:

South America, *ship*, 492,\* 440.\* (See New Bedford.)

## SAG HARBOR, N. Y.:

Superior, *bark*, 396, 406, 432, 450. (From Wilmington.) (See New Bedford.)  
 Silas Richards, *ship*, 382, 420.\* (See New Bedford.)  
 Sa'em, *ship*, 420.\*  
 Saint Lawrence, *ship*, 420.\*  
 Sabina, *ship*, 420.\* (From New York.)  
 Susan, *schooner*, 544,\* 558, 574,\* 580,\* *brig*, 584.\*  
 S. S. Learned, *schooner*, 544,\* 566,\* 574.\*

## SALEM, MASS.:

Samuel Wright, *ship*, 302, 328, 358.\*  
 Sapphire, *ship*, 328, 358.\*  
 Statesman, *bark*, 328, 350, 392.\*  
 Said bin Sultan, *bark*, 622.\*

## SAN FRANCISCO, CAL. :

S. McFarland, *brig*, 532, 546.  
Sarah Warren, *bark*, 558,\* 566.

## STONINGTON, CONN. :

Sophia and Eliza, *ship*, 416.\* (From Duxbury.)  
S. H. Waterman, *schooner*, 490.\*  
Sarah E. Spear, *bark*, 490,\* 496, 512.

## WARREN, R. I. :

Sarah, *bark*, 428.\*  
Sea, *ship*, 488.\*  
Smithfield, *bark*, 488,\* 510, 530.\*  
Sea Shell, *bark*, 510,\* 542.\*

## WELLFLEET, MASS. :

Sculpion, *schooner*, 180, 182.

## WESTPORT, MASS. :

Susan, *sloop*, 234.  
Solon, *brig*, 470 ;\* *bark*, 496, 518, 538, 562.\* (From Mattapoisett.) (See New Bedford.)  
Sea Fox, *brig*, 484 ;\* *bark*, 506, 562, 582,\* 606,\* 620, 632, 640.\* (See New Bedford.)  
Sea Queen, *brig*, 484,\* 528, 562,\* 588, 612, 638, 646, 652.  
Sacramento, *bark*, 496,\* 518, 562.\*

## WILMINGTON, DEL. :

Superior, *bark*, 332, 360.\* (See Sag Harbor.)

## T.

## BEVERLY, MASS. :

Thriver, *schooner*, 590,\* 608,\* 616.\* (From Provincetown.) (See Boston.)

## BOSTON, MASS. :

Telemachus, —, 260.\*  
Thriver, *schooner*, 622,\* 628, 634,\* 638.\* (From Beverly.)

## BRISTOL, R. I. :

Troy, *brig*, 320, 338,\* 352, 358, 370, 380, 440.\*

## COLD SPRING, N. Y. :

Tuscarora, *ship*, 342,\* 362, 382, 406, 432, 458.\* (From New London.)

## FAHRIAVEN, MASS. :

Telemachus, *schooner*, 238. (See New Bedford.)  
Tahmiroo, *ship*, 494,\* 540.\* (See New Bedford.)  
Tekon, *schooner*, 582,\* 594, 600, 606, 612. (From Stonington.)

## FALL RIVER, MASS. :

Taunton, *brig*, 338, 372.\*

## GLOUCESTER, MASS. :

Two Friends, —, 188.  
Thorn, *schooner*, 386.\*

## GREENPORT, N. Y. :

Triad, *ship*, 304, 314, 332, 340, 362, 382, 404, 432.

## HUDSON, N. Y. :

Thomas, *ship*, 202.

## MATTAPoisETT, OR ROCHESTER, MASS. :

Two Sisters, *brig*, 356,\* 366, 378.\* (See New Bedford.)

## MARION, OR SIPPICAN, MASS. :

Two Sisters, *brig*, 334.\*

## MYSTIC, CONN. :

Tampico, *brig*, 350, 360, 372.\*  
Trescott, *ship*, 434.\*

## NANTUCKET, MASS. :

Trial, *ship*, 186, 194, 196.\*  
Thomas, *ship*, 210, 218,\* 222, 232, 242.\*  
Thetis, *schooner*, 214, 242.\*

358, 368, 394, 404.

4, 418, 458, 488.\*

530, 564, 580.

\* (See Mattapoisett.)

30.\*

58.  
572, 580, 584, 608, 622, 628.\*

ord.)

ngton.) (See New Bedford.)

rd.)

## NANTUCKET, MASS.—Continued.

Tarquin, *ship*, 218,\* (see foot-note,) 222, 228,\* 242.\*  
 Three Sons, *brig*, 218.\*  
 Two Brothers, *ship*, 226, 236.\*  
 Thomas 2d, *ship*, 228, 236, 250.\*  
 Thule, *ship*, 292,\* 326, 316, 390.\*  
 Three Brothers, *ship*, 300, 336, 376, 438, 486, 518,\* 572.\* (See New Bedford.)  
 Tyleston, *schooner*, 356;\* *brig*, 376, 390, 400, 426, 464, 472,\* 486, 510.\*  
 Telescope, *schooner*, 356.\*  
 Two Brothers, *schooner*, 412, 438,\* 446.\*

## NEW BEDFORD, MASS.:

Tryall, —, 188.  
 Triton, *ship*, 200, 202, 204, 206, 208, 226, 238,\* 252, 256, 262, 268, 282, 306, 314, 388, 412,\* (see foot-note,) 470, 504; *bark*, 550,\* 576, 600, 626, 644, 656.  
 Thacher, *schooner*, 208,\* 210. (Probably the William Thacher; which see.)  
 Timoleon, *ship*, 230,\* 232, 238, 244,\* 248, 252,\* 258, 268,\* 282, 316, 354,\* 398,\* 424.\*  
 Traveller, *brig*, 232. (See Westport.)  
 Telemachus, *schooner*, 244. (See Fairhaven.)  
 Trident, *ship*, 268, 282, 306, 344, 398, 436,\* 470, 526,\* 570; *bark*, 606,\* 640.\*  
 Two Brothers, *ship*, 282, 290, 298,\* 306, 316, 334, 344, 364, 374, 410, 444, 482, 516; *bark*, 560.\*  
 Tobacco Plant, *ship*, 282, 290, 306, 344, 388, 436.\*  
 Tusculosa, *ship*, 316,\* 344,\* 364, 410.\*  
 Two Sisters, *brig*, 398.\* (From Mattapoisett.)  
 Tacitus, *ship*, 410.\*  
 Triton 2d, *ship*, 436,\* 462, 482, 516. (From Plymouth.)  
 Tauerlane, *ship*, 470,\* 516; *bark*, 560,\* 588, 606, 632, 640.  
 Thomas Nye, *ship*, 482,\* 516, 550.\*  
 Tropic Bird, *bark*, 482,\* 504, 526, 550, 576, 582, 598, 606, 618, 626,\* 656.  
 Thomas Dickason, *ship*, 494,\* 538, 576,\* 606; *bark*, 632.\* (From Sag Harbor.)  
 Twilight, *ship*, 516,\* 560.\*  
 Thomas Pope, *ship*, 538,\* 570,\* 656.  
 Talmorro, *ship*, 576.\* (From Fairhaven.)  
 Thomas Winslow, *bark*, 576,\* 588, 598, 606, 618.\* (From Westport.)  
 Three Brothers, *ship*, 606,\* 632,\* 652. (From Nantucket.)

## NEW LONDON, CONN.:

Thames, *brig*, 244, 250.  
 Tuscarora, *ship*, 294, 304, 312, 320, 328.\* (See Cold Spring.)  
 Tenedos, *bark*, 368,\* 396, 418,\* 450, 474, 510, 544.\*  
 Topaz, *brig*, 496.\*  
 Tempest, *bark*, 556.\*  
 Trinity, *bark*, 638,\* 658.

## NEW HAVEN, CONN.:

Thames, *brig*, 244.

## PLYMOUTH, MASS.:

Triton, *ship*, 300,\* 306,\* 318,\* 330, 358, 402.\* (See New Bedford.)

## PORTSMOUTH, N. H.:

Triton, *ship*, 314, 322.

## PROVINCETOWN, MASS.:

Tarquin, *schooner*, 428,\* 440.\*  
 Thriver, *schooner*, 554,\* 572.\* (See Beverly.)  
 T. R. Hughlett, *schooner*, 608.

## SAG HARBOR, N. Y.:

Thomas Nelson, *ship*, 226, 230.  
 Thorn, *ship*, 240, 246, 248,\* 252, 260, 264, 268, 274, 280, 286, 294, 312, 320, 328, 340, 350.\*  
 Thames, *ship*, 260, 264, 268, 274, 280, 286, 304, 312, 320, 328, 340.\*  
 Telegraph, *ship*, 286, 312.\*  
 Trinidad, *ship*, 286.\*  
 Thomas Dickason, *ship*, 340, 360, 382, 420.\* (See New Bedford.)  
 Thames, *ship*, 360, 382, 406, 442.\*  
 Timor, *ship*, 396,\* 420, 442, 466, 512, 544.\*  
 Tuscany, *ship*, 396,\* 432, 450,\* 490, 522.\*

## STONINGTON, CONN.:

Thomas Williams, *ship*, 348, 370, 394, 430.\*  
 Tybee, *ship*, 384, 400, 442, 464, 490, 544.\*  
 Tiger, *ship*, 430,\* 458, 490, 512.\*  
 Tekon, *schooner*, 522,\* 556, 574, 580.\* (See Fairhaven.)

## WARREN, R. I.:

Triton, *ship*, 358, 394, 428.

## WESTPORT, MASS.:

Traveller, *brig*, 234, 238, 244.\* (See New Bedford.)  
 Thomas Winslow, *brig*, 268, 270, 278, 284, 300, 308; *bark*, 332, 336, 362, 370, 378, 390,  
 426, 438,\* 456, 470, 496, 506, 528, 552.\* (See New Bedford.)  
 Theophilus Chase, *bark*, 378, 390, 412, 438,\* 456, 462.\*

## U.

## BOSTON, MASS.:

Union, —, 188.

## FALMOUTH, MASS.:

Unens, *ship*, 268,\* 280, 362.\* (See New Bedford.)

## FAIRHAVEN, MASS.:

U. D., *schooner*, 618,\* 626.\* (From Provincetown.)  
 Union, *schooner*, 626.\* (From Provincetown.) (See New Bedford.)

## HUDSON, N. Y.:

Uncle Toby, *ship*, 202.

## MATTAPOISETT, OR ROCHESTER, MASS.:

Union, *bark*, 554,\* 578. (From New Bedford.)

## MYSTIC, CONN.:

Uxor, *brig*, 350, 360, 372.

## NANTUCKET, MASS.:

Union, *ship*, 190,\* 192,\* 198, (2 places,) 202, 204, (2 places,) 206.\*  
 Uniba, *ship*, 190.  
 Union, *brig*, 206, 208, 210, 218.\*  
 United States, *ship*, 376, 426.\*  
 Urchin, *brig*, 232, 236, 248.

## NEW BEDFORD, MASS.:

Union, *ship*, 188, 192, 196. (Probably of Nantucket; which see.)  
 Unens, *ship*, 398, 436, 462, 482, 516, 550.\* (From Falmouth.)  
 Undine, *bark*, 494.\*  
 Union, *bark*, 516.  
 Union, *bark*, 526,\* 588, 594, 606.\* (From Provincetown.) (See Mattapoisett.)  
 Union, *schooner*, 636,\* 644, 646, 648, 652. (From Fairhaven.)

## PROVINCETOWN, MASS.:

Unitaro, *schooner*, 240.  
 Union, *schooner*, 472,\* 486, 500, 508, 520.\* (See New Bedford.)  
 Union, *schooner*, 530, 542, 554,\* 590,\* 596, 614.\* (See Fairhaven.)  
 U. D., *schooner*, 616.\* (See Fairhaven.)

## SAG HARBOR, N. Y.:

Union, *ship*, 230, 234, 248, 252, 256, 260, 264, 268.  
 Union, *bark*, 558,\* 584, 602.\*

## STONINGTON, CONN.:

Uxor, *brig*, 294, 304, 382.\*  
 United States, *ship*, 394, 406, 416, 450, 464, 490, 496, 512,\* 522.\*

## WESTPORT, MASS.:

United States, *bark*, 370, 400, 438,\* 462, 496, 538.\*

## V.

## EDGARTOWN, MASS.:

Vineyard, *ship*, 292, 326, 368, 412, 448, 472, 506, 540, 572, 590, 612.\*  
 Vesta, *brig*, 384,\* 388, 426, 448.\*

## 760 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## HUDSON, N. Y.:

Volunteer, *brig*, 202.

## MATTAPANSETT, OR ROCHESTER, MASS.:

Volant, *bark*, 350.\*

## MYSTIC, CONN.:

Vermont, *bark*, 406, 440.\* (From Poughkeepsie.)

## NANTUCKET, MASS.:

Venus, *ship*, 186, 188.Vulture, *ship*, 220, 223.Vesta, *schooner*, 232.

## NEW BEDFORD, MASS.:

Victory, *ship*, 226, 232, 233, 244, 248, 252, 256, 258, 272,\* 290, 316.\*Virginia, *ship*, 324,\* 344, 364, 398, 446,\* 482,\* 520, 528.\*Valparaiso, *bark*, 424,\* 454, 494, 538.\*Vernon, *bark*, 482,\* 516.\*Vigilant, *bark*, 494,\* 526,\* 570, 606, 618, 636, 648.Varnum H. Hill, *brig*, 656. (From Provincetown.)

## NEW LONDON, CONN.:

Venice, *bark*, 418,\* 450, 466, 488, 520.\*Vesper, *bark*, 418,\* 440, 466, 488,\* 564.\*

## ORLEANS, MASS.:

Virginia, *schooner*, 486,\* 500, 508, 520.\* (From Provincetown.)

## POUGHKEEPSIE, N. Y.:

Vermont, *bark*, 296,\* 320, 352, 372.\* (See Mystic.)

## PROVINCETOWN, MASS.:

Vesta, *schooner*, 240, 246, 472.\*Virginia, *schooner*, 472, 486.\* (See Orleans.)V. Doane, *schooner*, 542,\* 554,\* 572,\* 580, 584, 590, 596, 600, 608, 614, 622, 628.\*Varnum H. Hill, *schooner*, 554, 564, 580, 584, 596, 608; *brig*, 622,\* 634.\* (See New Bedford.)

## PLYMOUTH, MASS.:

Vesper, *schooner*, 380, 392,\* 532.

## SAN FRANCISCO, CAL.:

Venezuela, *brig*, 512.Victoria, *brig*, 634.\*

## WARREN, R. I.:

Vermont, *brig*, 382.

W.

## BOSTON, MASS.:

Washington, *schooner*, 262.Wave, *bark*, 302.William Martin, *schooner*, 500,\* 596,\* 608, 614, 622, 628, 650,\* 656. (From Orleans.)

## BUCKSPORT, ME.:

Warwick, *schooner*, 386.\*

## DARTMOUTH, MASS.:

William Thacher, *brig*, 230, 240, 258. (See New Bedford.)Wade, *bark*, 300,\* 350.Washington, *ship*, 308, 330.\* (See New Bedford.)

## EDGARTOWN, MASS.:

Walter Scott, *ship*, 498,\* 530, 572.\* (From Nantucket.)Washington, *schooner*, 530,\* 540, 562, 572.\*

## FAIRHAVEN, MASS.:

William Wirt, *ship*, 298,\* 346, 388, 436,\* 470.\* (See New Bedford.)William and Henry, *ship*, 376,\* 424,\* 484,\* 528, 578, 600, 636.\*Wolga, *bark*, 436,\* 494, 528.\* (From New Bedford.)William Retch, *ship*, 446,\* 494. (From New Bedford.)Winthrop, *bark*, 494,\* 528, 570.\*Washington Freeman, *schooner*, 618,\* 626.\*

## FALMOUTH, MASS.:

William Penn, *ship*, 302,\* 330, 424.\*

## FALL RIVER, MASS.:

William, *brig*, 330,\* 338, 348, 358.\*

## GREENPOIT, N. Y.:

Washington, *ship*, 340, 350, 362, 372, 382, 404, 418, 442, 458. (See Sag Harbor.)

## HUDSON, N. Y.:

Washington, *ship*, 288. (See New York.)

## HOLMES'S HOLE, MASS.:

William and Joseph, *brig*, 330, 348, 362, 368.Written, *ship*, 489.\* (See New Bedford.)

## LYNN, MASS.:

William Badger, *ship*, 428,\* 464.\* (See New Bedford.)

## MATTAPANSETT, OR ROCHESTER, MASS.:

Willis, *brig*, 350, 360, 390,\* *bark*, 414,\* 424, 446, 462, 470, 496, 522, 554, 570, 582, 588.\* (See New Bedford.)

## MARION, OR SUPPICAN, MASS.:

William Wilson, *schooner*, 612,\* 620,\* 626, 632, 636, 640, 644, 648, 656.

## MYSTIC, CONN.:

Washington, *schooner*, 458,\* 496.Wilmington, *schooner*, 512.

## NANTUCKET, MASS.:

Warren, *ship*, 186, (2 places,) 190.Washington, *ship*, 186,\* 190, 228,\* 242, 254,\* 266.William Penn, *ship*, 214,\* 226.Weymouth, *ship*, 218, 226, 236, 254, 266, 284.\*William Penn, *brig*, 218,\* 222.William, *ship*, 222, 226.William, *sloop*, 222.William and Nancy, *brig*, 220, 226, 232.Washington, *ship*, 292, 326, 366, 400, 446.\*William, *schooner*, 260.\*Warren, *sloop*, 340.Walter Scott, *ship*, 326,\* 366, 412,\* (See Edgartown.)William P. Dolliver, *schooner*, 510,\* 518,\* (see foot-note,) 530, 540.Watchman, *schooner*, 530,\* 540,\* 564,\* (see foot-note,) 572, 578.\* (See Provincetown.)

## NEW YORK, N. Y.:

William Tell, *ship*, 274. (See Sag Harbor.)White Oak, *bark*, 306,\* 312, 320, 342.\* (See New London.)Washington, *ship*, 312. (See Hudson.)

## NEW BEDFORD, MASS.:

Warren, *ship*, 194.Wareham, *ship*, 194, 196, (2 places,) 200.Winslow, *ship*, 200, 204, 206, 208, 210, 218, 224, 232, 238,\* 252, 256, 262,\* 268, 276,\*298, 334, 346, 354, 364; *bark*, 424,\* 494,\* 526.\*Walker, *ship*, 204, 208, 210,\* 212.William Tincher, *schooner*, 218, 224; *brig*, 226, 234, 262. (See Dartmouth.)William and Eliza, *ship*, 222,\* 234, 248, 258, 272, 282, 316, 354, 410, 454, 494, 538.\*Wilmington and Liverpool Packet, *ship*, 234,\* 238, 252, 256, 262, 276, 298,\* 334, 374.\*William Rotch, *ship*, 234, 244, 252, 262, 276, 282, 316, 354, 400, 538.\* (See Fairhaven.)William Thompson, *ship*, 276, 316, 354, 388, 436,\* 470, 504, 550, 594.William C. Nye, *ship*, 298,\* 422,\* 516, 550.\* (From New London.)William Wirt, *ship*, 298, 504,\* 538.\* (See Fairhaven.)William Hamilton, *ship*, 308, 344, 424, 454, 470.\*Waverly, *ship*, 316, 344, 388, 436, 462, 482, 516; *bark*, 570,\* 594.Washington, *ship*, 346,\* 364, 388,\* 410, 446, 470, 504, 550, 582, 603.\* (From Dart-

mouth.)

Wade, *bark*, 364, 410, 436.\*Wave, *bark*, 482,\* 516, 538,\* 576, 588, 606, 618, 632, 640, 648, 656.William Badger, *ship*, 504,\* 550.\* (From Lynn.)

## 762 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

## NEW BEDFORD, MASS.—Continued.

Warren, *bark*, 526.\* (From Holmes's Hole.)  
 Wavelet, *bark*, 526.\*  
 William Gifford, *bark*, 560,\* 594,\* 626.\*  
 Willis, *bark*, 606.\* (From Mattapoisett.)

## NEW LONDON, CONN.:

Wabash, *ship*, 270, 272, 280, 296, 294, 304.\*  
 White Oak, *bark*, 378,\* 406.\* (From New York.)  
 William C. Nye, *ship*, 378, 406, 442. (See New Bedford.)  
 William T. Wheaton, *bark*, 474.\*

## NEWPORT, R. I.:

William Lee, *ship*, 332, 368, 416, 452, 496,\* 542.\*

## ORLEANS, MASS.:

William Martin, *schooner*, 520, 542, 572, 584.\* (See Boston.)

## PROVINCETOWN, MASS.:

Walter Irving, *schooner*, 472,\* 486, 500, 508, 520, 530, 542, 564, 572, 580, 596, 600, 608,  
 622, 634.\*  
 Walter K., *schooner*, 472,\* 486, 500, 508.\*  
 Willis Putnam, *schooner*, 472,\* 486.\*  
 Waldron Holmes, *schooner*, 508,\* 520, 564.\*  
 Weather Gage, *schooner*, 580,\* 584, 590.\*  
 Watchman, *schooner*, 584, 590, 596, 608, 614, 622, 634.\* (From Nantucket.)  
 William A. Grozier, *schooner*, 614 \* 622, 638, 646,\* 654.  
 Winged Racer, *schooner*, 614,\* 622, 628.\*  
 Willie Irving, *schooner*, 622.\*

## SAG HARBOR, N. Y.:

Washington, *ship*, 208, 210, 294, 304, 312, 320, 328, 350, 360, 382,\* 406, 432, 460, 476,\*  
 512.\*  
 Warren, *ship*, 208, 210, 218.\*  
 Wickford, *brig*, 382.\*  
 Wiscasset, *ship*, 382, 420.\* (From Wiscasset.)  
 William Tell, *ship*, 406,\* 442, 460, 490, 522, 558.\* (From New York.)  
 Washington, *bark*, 490,\* 532, 574.\* (From Greenport.)  
 W. F. Safford, *brig*, 544.\*

## SALEM, MASS.:

William H. Shailer, *bark*, 614,\* 622.\*

## STONINGTON, CONN.:

Warsaw, *ship*, 416.\*

## WARREN, R. I.:

Warren, *ship*, 226, 310, 338, 370, 402, 448,\* 488.\*  
 William Baker, *ship*, 310, 330, 330, 352, 358, 382, 402.\*  
 William Henry, *bark*, 474,\* 530.  
 William Wilson, *ship*, 556.\*

## WELLFLEET, MASS.:

Wellfleet, —, 182.

## WISCASSET, ME.:

Wiscasset, *ship*, 314, 352.\* (See Sag Harbor.)

## X.

## NEW BEDFORD, MASS.:

Xantho, *bark*, 612,\* 636.\* (Formerly of Warren.)

## SAG HARBOR, N. Y.:

Xenophon, *ship*, 286, 320, 340, 350, 370.\*

## WARREN, R. I.:

Xantho, *bark*, 542.\* (See New Bedford.)

## Y.

## EDGARTOWN, MASS.:

York, *ship*, 384, 412.\*

## NANTUCKET, MASS. :

Young Eagle, *ship*, 292,\* 326, 366,\* 400.\*  
 Young Hero, *ship*, 346,\* 390, 438,\* 472, 530.\*

## NEW BEDFORD, MASS. :

Young Phenix, *ship*, 258, 276, 298, 324, 364,\* 410, 462, 504, 550, 576, 598, 618, 640,\*  
 652.  
 Young Hector, *ship*, 504,\* 550.\*

## PLYMOUTH, MASS. :

Yeoman, *brig*, 402,\* 428.\*

## Z.

## FAIRHAVEN, MASS. :

Zone, *ship*, 484,\* 528, 562.\* (From Nantucket.)

## NANTUCKET, MASS. :

Zone, *ship*, 260,\* 278, 310,\* 356, 400.\* (See Fairhaven.)  
 Zenas Collin, *ship*, 268,\* 292, 326, 366, 400, 456, 510.\*

## NEW BEDFORD, MASS. :

Zephyr, *ship*, 282, 290, 308, 324, 354, 400,\* 446, 482, 526, 570.\*  
 Zoroaster, *brig*, 354, 374, 388, 400, 424.\* (See San Francisco.)

## NEW LONDON, CONN. :

Zoe, *brig*, 532,\* 556.\*

## SAN FRANCISCO, CAL. :

Zoroaster, *brig*, 498. (From New Bedford.)

ford.)

Boston.)

30, 542, 564, 572, 580, 596, 600, 608,

4.\* (From Nantucket.)  
654.

350, 360, 382,\* 406, 432, 460, 476,\*

(From New York.)  
port.)

02.\*

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## GENERAL INDEX.

	Page.		Page.
Abbreviations used .....	166	Cape Cod .....	4, 19
Adams, John .....	66, 67, 83	Carmathen, Marquis of .....	82
Adams, Samuel .....	69	Carmichael, Mr .....	87
Alleck, Commodore .....	72	Catheart, Capt. William .....	131
Alford, Benjamin .....	14	Chadler, William .....	20, 21
Almy, Gideon .....	56	Chadwick, Capt. John .....	66, 78
Agassiz, Professor .....	97	Chadwick, Isaiah .....	54
Alkin, John .....	44	Chase, Joseph .....	36
Allen, Capt. Joseph .....	96	Chase, Owen, mate .....	117
Andrews, John K. ....	155	Churchman, Captain .....	23
Andross, Governor .....	13, 15	Claghorn, James .....	36
Arbuthnot, Admiral .....	72	Clark, Captain .....	46
Arctic whaling .....	148	Clark, Capt. Benjamin .....	67
Arnold's History .....	6	Clark, Capt. Elisha .....	67
Arthur, Capt. Frederick .....	146	Clark, Thomas .....	25
Atkins, Captain .....	24	Clasbery, John .....	44
Baird, Prof. Spencer F. ....	1	Coffin, Captain .....	42
Bancroft's History .....	37, 40	Coffin, Capt. Alexander .....	79
Barclay, David .....	59	Coffin, Capt. Nathan .....	66
Barker, Capt. John S. ....	113	Coffin, Capt. Zimri .....	119
Barker, Josiah .....	75	Coffin, Ebenezer .....	21
Barker, Mr .....	13	Coffin, Elisha .....	22
Barnard, Capt. Valentine .....	93	Coffin, George .....	21
Barney, J. C. ....	2	Coffin, James .....	21
Bedford, the first vessel in any British port .....	78	Coffin, L. ....	81
Beechey, Captain .....	99	Coffin, Nathan .....	44
Beetle, Capt. Christopher .....	42	Coffin, Peter .....	21
Bellsmont, Earl .....	26	Coffin, Prince .....	129
Benjamin, Captain .....	147	Collins and Reveria .....	150
Beralt, Dennis de .....	67	Collins, Gamaliel .....	61
Bickford, Mr. ....	42	Colonial restraining act .....	65
Blankenship, Capt. George .....	115	Colve, Governor .....	14
Boardman, Thomas .....	7	Comstock, Samuel B. ....	134
Boston .....	19, 36	Cook, Benjamin F. ....	2
Bounty given .....	35, 78	Cook, Captain .....	123
Bourne, Captain .....	31	Cooper, John .....	12
Bowdoin, Mr. ....	85, 87	Cooper, Widow .....	13
Briggs, Captain .....	155	Cost of fitting out .....	110
Brit, shrimp-like medusa .....	157	Cottle, Capt. Shubael .....	146
Brockhelp, Capt. Ben .....	62	Cottle, Master David .....	92
Brockholds, Governor .....	14	Cotton, John .....	146
Brownell, William C. ....	147	Covill, Capt. George A. ....	98
Brown, Obadiah .....	149	Crabb, Benjamin .....	149
Brunn, Malte .....	139	Crevecoeur, J. Hector de .....	19
Bunker, Capt. Henry C. ....	146, 154	Crosier, John .....	25
Bunker, Obed .....	54	Crozier, Capt. William .....	119
Bunker, Uriah .....	56	Cubins, Captain .....	3
Burke's defense .....	60	Daggett, Thomas .....	17
Burnett, Governor .....	30	Dangers of the whale-fishery .....	114
Butler, Capt. Silas .....	53	Davis, Captain .....	123, 125, 155, 156
Butler, John .....	35	Davis, John .....	33
Butler, Nicholas .....	42	Deblois, Capt. John G. ....	119
Butler, Peter .....	35	Delano, Ephraim .....	44
Cabot, George .....	75	Denis, Robert .....	7
Calonne, Mr. de .....	84	Denonville, M. de .....	18
Candle-house in New Bedford .....	153	Description of pursuit .....	160
		Dexter, Capt. Elisha .....	128

E. X.

	Page.
.....	4, 19
.....	82
.....	87
.....	131
.....	20, 21
.....	66, 78
.....	54
.....	36
.....	117
.....	23
.....	36
.....	49
.....	67
.....	67
.....	25
.....	44
.....	42
.....	79
.....	66
.....	119
.....	21
.....	22
.....	21
.....	21
.....	81
.....	44
.....	21
.....	129
.....	150
.....	61
.....	65
.....	14
.....	134
.....	2
.....	123
.....	12
.....	13
.....	110
.....	146
.....	92
.....	146
.....	95
.....	149
.....	19
.....	25
.....	119
.....	3
.....	17
.....	114
.....	123, 125, 155, 156
.....	33
.....	119
.....	44
.....	7
.....	18
.....	160
.....	128

	Page.		Page.
Diagram of whale.....	53	Hathaway, Thomas.....	23
Digby, Admiral.....	72	Haugh, Capt. Anthony.....	32
Disaster of 1871.....	109	Haven, Hon. Henry P.....	2
of 1876.....	109	Haven, Williams & Co.....	2
Dominick, Captain.....	144	Hawksbury, Lord.....	80
Dongan, Governor.....	27	Hedges, H. P.....	28
Drift-whales.....	7, 10, 26	Hedges, P.....	10
Dudley, Hon. Paul.....	6	Hennepin, Father.....	6
Dummer, Lieutenant-Governor.....	31	Higginson, John.....	18, 34
Duty on oil.....	15	Hillman, John.....	85
Easthampton.....	10	History from 1600 to 1700.....	4
Edds, William.....	18	1700 to 1750.....	19
Edwards, Capt. L. B.....	147	1750 to 1784.....	36
Eldredge, Elnathan.....	43	1784 to 1816.....	77
Eldredge, Isahah.....	50	Holmes, Capt. Richard.....	66
Eldredge, Nicholas.....	18	Holmes, Mr.....	22
Eldridge, Charles.....	2	Holt, Captain.....	147
Export of caudles.....	153	Horsnail, John.....	48
Factors appointed.....	152	Hosmer, Captain.....	132
Felt, William.....	18	Hough, Capt. Atherton.....	24
Finley, Samuel.....	36	Houghton, Thomas.....	30
Fins and oil in London.....	40	Howell.....	14
Fish, Capt. Frederick.....	148	Howland, Capt. John.....	158
Fisher, Captain.....	146	Howse, Abigail.....	21
Fisher, Capt. Consider.....	148	Hull, William.....	85
Fisher, Capt. Elisha H.....	146	Hunting, Captain.....	125
Fisher, Nathaniel.....	134	Hunter, Andrew.....	93
Fishing net, the.....	47	Hunter, Governor.....	28
Fitch, Reuben.....	67	Hurd's Island.....	3
Fitzimmons, Thomas.....	76	Hussey, Capt. Charles W.....	148
Floyd, Richard.....	27	Hussey, Captain Isaac B.....	136
Folger, Abishai.....	38	Hussey, Christopher.....	20
Folger, Captain.....	55	Hussey, Stephen.....	75
Folger, Frederick.....	75	Hussey, Sylvanus.....	21
Folger, Gilbert.....	72	Hutchinson's History.....	37
Folger, Henry.....	44	Index to voyages by vessels' names.....	711
Folger, Seth.....	44	Indians, employment of.....	12
Folger, Solomon.....	94	Indians' right in whales.....	10
Folger, Timothy.....	72, 75	Ingages, James.....	16
Folger, Walter.....	72	Ingraham, R. C.....	2
Franklin, Dr. Benjamin.....	55	Introduction.....	1
Franklin, Messrs.....	49	Introductory to returns.....	166
Frazier, Capt. D. R.....	106	Japan cruising ground.....	96
French grants to whalers.....	81	Jay, Secretary.....	87
French privateers.....	91	Jefferson, Thomas.....	87, 89
Furnald, B.....	2	Jenckes, David & Co.....	151
Gardiner, J. Lyon.....	28	Jenkins & Dunham.....	44
Gardner, Captain.....	91	Jenks, Samuel H.....	1
Gardner, Capt. Edmund.....	115	Jones, Captain.....	130
Gardner, Richard.....	21	Jones, Captain Silas.....	2
Gardner, Capt. Shubael.....	81	Jongh, Hans.....	11
Gardner, Miss R. A.....	2	Kelley, Capt. William H.....	108, 138
Gerry, Eldridge.....	70	Kenwick, Solomon.....	32
Gibbs, Capt. Richard C.....	121	King, Captain.....	134
Gibbs, Thomas.....	44	Langdon, John.....	151
Gilpin, John.....	100	Lay & Hussey, Messrs.....	134
Goldsmith, Captain.....	66	Lee, R. Henry.....	70
Gorham, Nathaniel.....	76	Leven, John.....	15
Hamblen, Captain.....	155	Lewis, Don Francisco.....	33
Hamilton, John.....	45, 50	Lincoln, General.....	76
Hamilton, William.....	8	Lindall, Timothy.....	18
Hamilton's decree.....	46	Lock, Capt. John.....	67
Hamlin, Benjamin.....	32	Long Island.....	4, 19, 36
Hand, Stephen.....	12	Loper, Jacobus.....	17
Handy, Capt. B. B.....	148	Loper, James.....	12, 16, 18
Harding, Nathan.....	33	Lopez, Moses.....	150
Harkins, Philip.....	54	Lothrop, Thomas.....	35
Harper, John.....	36	Lovelace, Governor.....	11, 12
Harpoons stamped with initials.....	154	Lumbert, Mr.....	134

	Page.		Page.
McCobb, Colonel.....	75	Porpoises.....	33
MacDonald, Ronald.....	142	Porter, Captain.....	94
McDuffie, Hon. George.....	91	Power, Capt. Thomas.....	59
Macy, Capt. Francis.....	66	Preble, Captain.....	108
Macy, Capt. Renben.....	66	Price, Oliver.....	54
Macy, Capt. S. W.....	2	Privateers.....	33, 53
Macy, Mr.....	16, 20, 22, 24	Raid upon the coast of New England.....	68
Macy, Nathaniel.....	64	Randolph, Secretary.....	8
Macy, W. H.....	2, 160	Ray, Capt. William.....	67
Macy's history of Nantucket.....	151	Redfield, Captain.....	106
Madison, James.....	76	Returns of American whaling ves-	
Malloy, Captain.....	159	sels since 1715.....	168
Martha's Vineyard.....	19, 36	Rhode Island.....	19, 36
Mather, Richard.....	5	Rhode Island's bounty.....	35
Maudit, Israel.....	40	Richmond, Captain.....	145
Maunsley, John, & Co.....	150	Ricketson, Captain.....	98
Mavericke, Samuel.....	11	Ricketson's History.....	43
Mayo, Captain.....	90	Riverin, Steur.....	18
Meader, Capt. Jonathan.....	66	Roach, Captain.....	34
Meade, Capt. John.....	66	Roberts, William.....	53
Mellen, Captain.....	135	Robinson, Thomas.....	150
Miscellaneous chapter.....	145	Rotch, William.....	72, 75, 76, 79
Mitchell, jr., Richard.....	64	Royce, Captain.....	98, 158
Monson, Sir William.....	115	Russell & Howard.....	151
Mooses, Captain.....	77	Russell, Joseph.....	44
Morgan, Capt. Ebenezer.....	148	Sabine, Hon. L.....	1
Morsa, Captain John O.....	122	Salem.....	4, 19
Mulford, Goodman.....	10, 27, 29	Sanford, F. C.....	2, 21
Mulford, Samuel.....	26, 27	Sarson, Mr.....	17, 18
Munroe, Captain.....	149	Savidge, John.....	13
Murray, Robert.....	49	Seallenger, Jacobus.....	12
Myrick, Isaac.....	21	Scoresby, Rev. Dr.....	158
Nantucket.....	4, 19, 36	Seabury, Captain.....	147
expedition.....	16	Sheffield, Capt. Aaron.....	66
Negers, Jonathan.....	44	Sherburne, town of.....	19
New Bedford.....	36	Shore-whaling in 1726.....	22
Newman, John.....	36, 42	Seignelay, M. de.....	18
New Plimouth Colony.....	8	Simmons, Captain.....	113
Nicholson, Francis.....	15	Sleight, William R.....	2
Nicolls, Colonel.....	11, 26	Slocum, Pardon.....	54
Nixon, Captain.....	53	Smith, Benjamin.....	18
Norton, Captain.....	123, 155	Smith, Capt. David.....	61
Norton, John.....	38, 42	Smith, Capt. John.....	5
Norton, Joseph.....	18	Smith, Colonel.....	26
Nye, Capt. Ebenezer.....	103	Smith, John.....	12
Nye, Thomas.....	44	Smith, Thomas.....	18
Oil-trade.....	13	Sowle, Capt. R. N.....	147
Osborne, William.....	12	Sperm candles.....	149
Osgood, Samuel.....	76	Sperm whale, the first.....	20
Paddack, Daniel.....	23	Starbuck, Alexander.....	1, 2
Paddack, Peter.....	154	Starbuck, Capt. Obed.....	146
Paddack, Silas.....	63	Starbuck, Paul.....	20
Pallisser, Hugh.....	46, 47	Starbuck, Samuel.....	75, 76
Palmer's Land.....	3	Steel, John.....	18
Palmer, Thomas M.....	73	Stello, Isaac & Co.....	152
Payne, Silas.....	134	Storm at Newfoundland.....	65
Pease, Barzillai.....	93	Sturgis, Capt. Solomon.....	33
Pease, Capt. Paul.....	67, 136	Stuyvesant, Peter, Director General.....	11
Pease, Richard L.....	2, 17, 36	Sullivan, Captain.....	155, 156
Peruvian corsairs.....	93	Swain, Captain.....	141
Phinney, Maj. S. B.....	2	Swain, Capt. Andrew.....	67
Pierce, Captain.....	148	Swain, Capt. George.....	96
Pierce, Henry A.....	111	Swain, Capt. William.....	96, 146
Pitkin's statistics.....	153	Swift, Capt. J. H.....	98, 133
Pitt, William.....	79	Taber, Captain.....	156
Plummer, Cyrus.....	135	Table of Contents.....	703
Poinsett, Hon. Joel R.....	93, 94	Table showing r. turns of American	
Point Belcher.....	107	whaling-vessels since 1784.....	150
Pollard, jr., Capt. George.....	116	Taylor, Richard.....	7

GENERAL INDEX.

767

	Page.
.....	33
Captain.....	94
Capt. Thomas.....	50
Captain.....	108
iver.....	54
.....	53, 53
on the coast of New England.....	68
i, Secretary.....	8
t, William.....	67
Captain.....	166
of American whaling ves- sels since 1715.....	168
land.....	19, 36
land's bounty.....	35
d, Captain.....	145
n, Captain.....	98
n's History.....	43
Steur.....	18
aptain.....	34
William.....	53
t, Thomas.....	150
William.....	72, 75, 76, 79
aptain.....	98, 158
& Howard.....	151
Joseph.....	44
ion, L.....	1
.....	4, 19
F. C.....	2, 21
fr.....	17, 18
John.....	15
er, Jacobus.....	12
, Rev. Dr.....	138
Captain.....	147
, Capt. Aaron.....	66
e, town of.....	19
whaling in 1726.....	22
y, M. de.....	18
t, Captain.....	113
William R.....	2
Pardon.....	54
enjamin.....	18
apt. David.....	61
apt. John.....	5
olonel.....	26
ohn.....	12
homas.....	18
apt. R. N.....	147
andles.....	149
hale, the first.....	20
, Alexander.....	1, 2
, Capt. Obed.....	146
, Paul.....	20
, Samuel.....	75, 76
hn.....	18
ane & Co.....	152
Newfoundland.....	65
Capt. Solomon.....	33
mt, Peter, Director General.....	11
Captain.....	155, 156
aptain.....	143
apt. Andrew.....	67
apt. George.....	95
apt. William.....	96, 146
apt. J. H.....	98, 133
aptain.....	156
Contents.....	703
owing r. turns of American ing-vessels since 1784.....	150
Richard.....	7

	Page.		Page.
Thacher, Anthony.....	7	Whale-boat described.....	123
Thomas, Nathaniel.....	18	Whale, description of.....	156
Thurston, Benjamin.....	35	Whale-fishery in Massachusetts.....	57
Torrey, Samuel.....	35	Whales very numerous.....	3
Trapp, Thomas.....	36	Whale, the, and his captors.....	132, 133
Treasu, C. Southworth.....	7	Whippey, Captain.....	92
Turner, Captain.....	98	Whippey, David.....	98
Utrecht, treaty of.....	69	Whippey, James.....	78
Vanderneen, Timotheus.....	15	Whiting, Mr.....	9
Vergennes, Mr.....	69	Wiecm, Thomas.....	92
Vessels abandoned.....	107	Wilkes & Perry.....	97
Vincent, Captain.....	155	Williamsburgh.....	36
Vinson, William.....	17	Winegar, Capt. S. P.....	129
Walker, Capt. W. T.....	147	Winslip, Captain.....	96
Walling, William.....	22	Winslow, Capt. Henry.....	112, 114
Ward, General.....	75	Winthrop, Mr.....	11
War of 1812.....	92	Wood, Captain.....	149
Weeks, William.....	17	Wood, Dennis.....	2
Welding, Richard.....	53	Wood, William.....	43
Wells, Capt. Peter.....	46	Worth, Capt. Geo. B.....	146, 166
Westbrook, Colonel.....	31	Worth, Commander Thomas.....	134
West, Captain.....	129	Young, Capt. Thomas G.....	102

## LIST OF ILLUSTRATIONS.

- Plate I.\* Fig. 1. The Sperm Whale, *Physeter macrocephalus*, Lin. Found everywhere in the warmer seas.  
 Fig. 2. The California Gray Whale, *Rhachianectes glaucus* Cope. Arctic Seas to Lower California.  
 Fig. 3. The North Pacific Hump-back, *Megaptera versabilis* Cope. Arctic Seas to Lower California.
- Plate II. Fig. 4. The Sulphur-bottom, *Sibbaldius sulfurcus* Cope. Arctic Seas to California.  
 Fig. 5. The Finback, or Oregon Finner, *Balenoptera relifera* Cope. Arctic Seas to California.  
 Fig. 6. The Pacific Right-whale, *Balena sieboldii*, var. *japonica* Gray. Arctic, Bering, and Ochotsk Seas. Lower California. Japan?  
 Fig. 7. The Bow-head, or Great Polar Whale, *Balena mysticetus* Lin. Bering, Ochotsk, and Arctic Seas.
- Plate III. Bomb-lance gun.  
 Bomb-lance.  
 Greener's harpoon-gun.  
 Boat-flag or waif.  
 Boat-hook.  
 Paddle.  
 Boat-oar.  
 Greener's gun-harpoon.  
 Greener's gun-harpoon.  
 Boat-spade.  
 Toggle harpoon.  
 One-flned harpoon.  
 Hand-lance.  
 Boat-knife.  
 Boat-hatchet.  
 Tub-oar crotch.  
 Boat-compass.  
 Rowlock.  
 Boat-grapple.  
 Boat-piggin.  
 Boat-keg.  
 Boat-bucket.  
 Lantern-keg.  
 Lino-tub.
- Plate IV. Pierce's harpoon bomb-lance gun.  
 Bomb-lance.
- Plate IV.—Continued.  
 Diagram showing inside of bomb-lance.  
 Masthead-waif.  
 The whale-boat.  
 Cutting-tackle toggled to the blanket-piece.
- Plate V. Head-spade.  
 Cutting-spade.  
 Bone-spade.  
 Gaff.  
 Blubber-pike.  
 Boarding-knife.  
 Sheath.
- Plate VI. Fin-chain.  
 Blubber-hook.  
 Mincing-knife.  
 Head-strap.  
 Throat-chain toggle.  
 Toggle.  
 Blubber-fork.  
 Stirring-pole.  
 Skimmer.  
 Baller.  
 Fire-pike.

\*The figures of whales and of apparatus used in the whale-fisheries are taken from the important and remarkably interesting volume entitled "The Marine Mammals of the Northwestern Coast of North America described and illustrated; together with an account of the American Whale-Fishery." By Charles M. Scammon, Captain United States Revenue Marine. San Francisco: John H. Carmany & Co. New York: G. P. Putnam & Sons. 1874. 4to. 27 plates.

IONS.

*cephalus*, Lin. Found everywhere  
*ianectes glaucus* Cope. Arctic Seas  
*aptera versabilis* Cope. Arctic Seas  
*lfureus* Cope. Arctic Seas to Cal-  
*Balænoptera relifera* Cope. Arctic  
*sieboldii*, var. *japonica* Gray. Arc-  
 Lower California. Japan?  
 bale, *Balæna mysticetus* Lin. Ber-

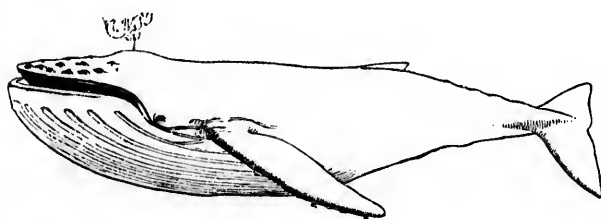
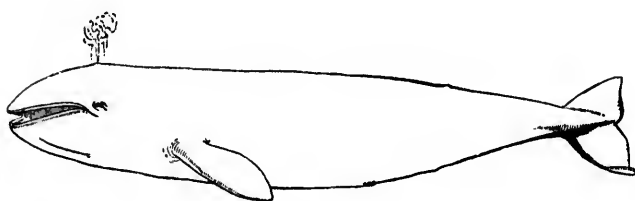
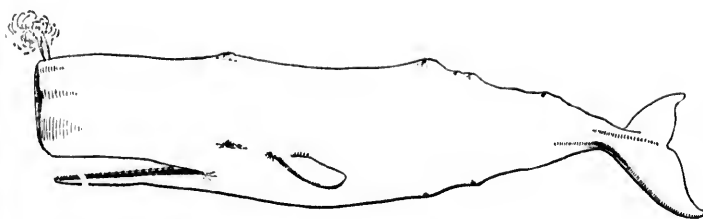
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Diagram showing inside of  
 bomb-lance.  
 Masthead-waif.  
 The whale-bent.  
 Cutting-tackle toggled to the  
 blanket-piece.

Head-spade.  
 Cutting-spade.  
 Bone-spade.  
 Gaff.  
 Blubber-pike.  
 Boarding-knife.  
 Sheath.

Fin-chain.  
 Blubber-hook.  
 Mincing-knife.  
 Head-strap.  
 Throat-chain toggle.  
 Toggle.  
 Blubber-fork.  
 Stirring-pole.  
 Skimmer.  
 Baller.  
 Fire-pike.

the whale-fisheries are taken from  
 entitled "The Marine Mammals of  
 and illustrated; together with an  
 Charles M. Scammon, Captain United  
 Carmany & Co. New York: G. P.



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Plate II.

